

Safety Culture: A Strategic Vision for Europe



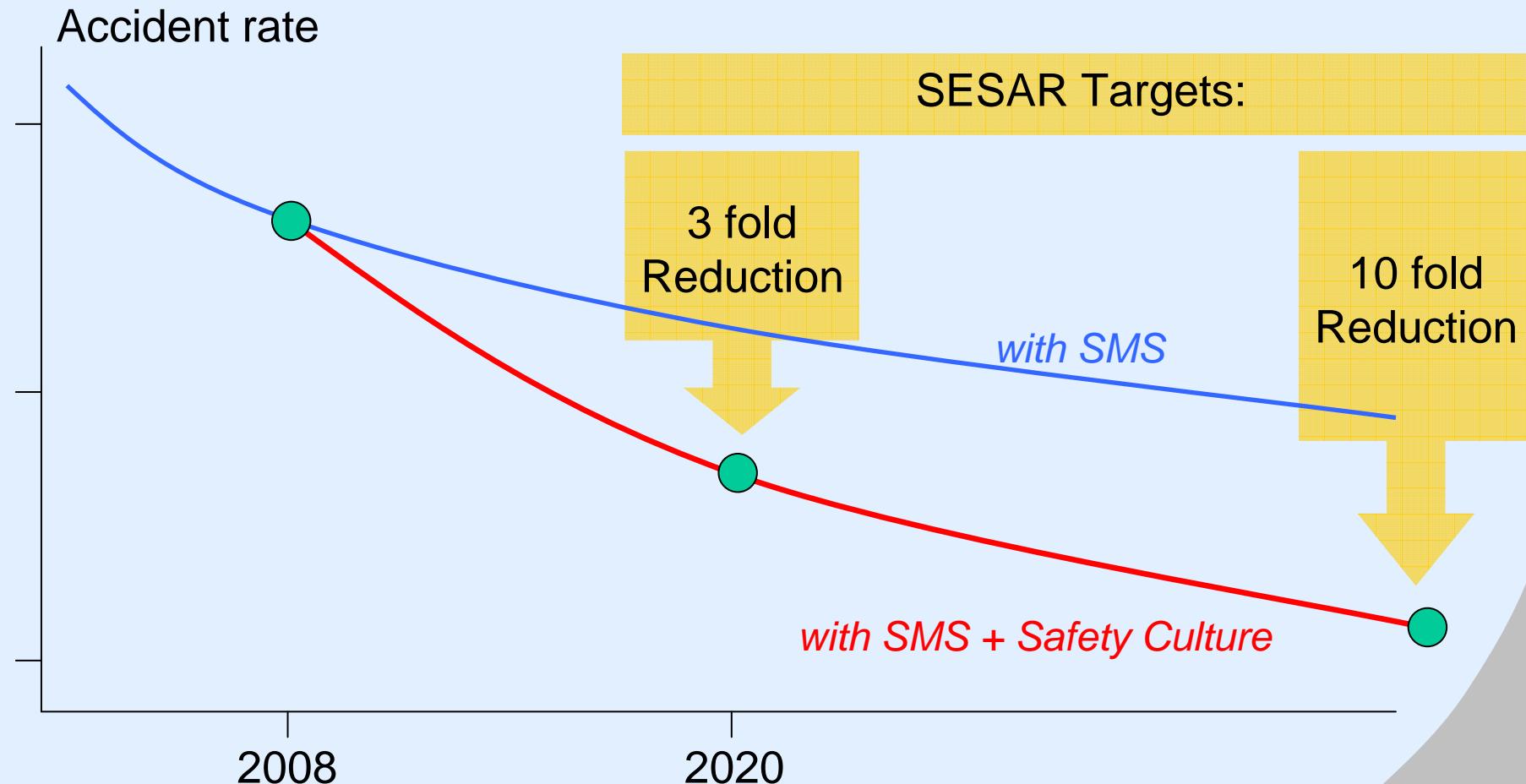
Dr. Erik Merckx, EUROCONTROL
Rome, 17 December 2008

Overview

- Why Europe Needs a Safety Culture
- Why we need our Global Partners
 - CANSO, FAA & EUROCONTROL partnerships
- How we can work together
- A Strategic Vision



Why Europe Needs Safety Culture



Why Europe Needs Safety Culture

Past

- ATM is still very safe, but we have had accidents, and we still have incidents – no room for complacency
- An ATM accident in Europe affects us all

Future

- SESAR & Single European Sky bringing change
- Traffic increases, increasingly diverse traffic and customers
- Safety must adapt – requires leadership, motivation and a real belief in the importance of safety

Present

- Many pressures on current systems, including financial
- Safety Management Systems (SMS) give us the *competence* to manage safety, but we must ensure the *commitment*

Accident rate

2008

SESAR Targets:

3 fold
Reduction

with SMS

10 fold
Reduction

with SMS + Safety Culture

Why we need our global partners

**Safety culture is not 'standardised';
differences can cause confusion,
distracting energy from focusing on real
safety**



**Safety culture is a challenging area;
It requires constant vigilance;
We need to share ideas and
enthusiasm**

**Many are yet to be convinced of the
benefits of Safety Culture – a global
effort is more persuasive**

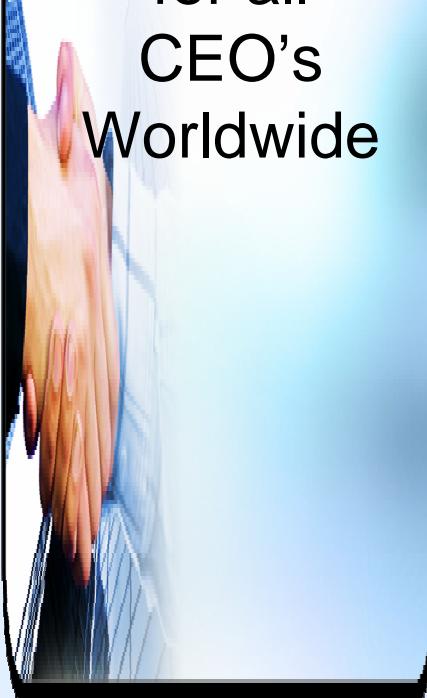




CANSO, FAA & EUROCONTROL



Same
Roadmap
for all
CEO's
Worldwide

A graphic of a smartphone with a colorful, abstract background on its screen, positioned to the left of the text.

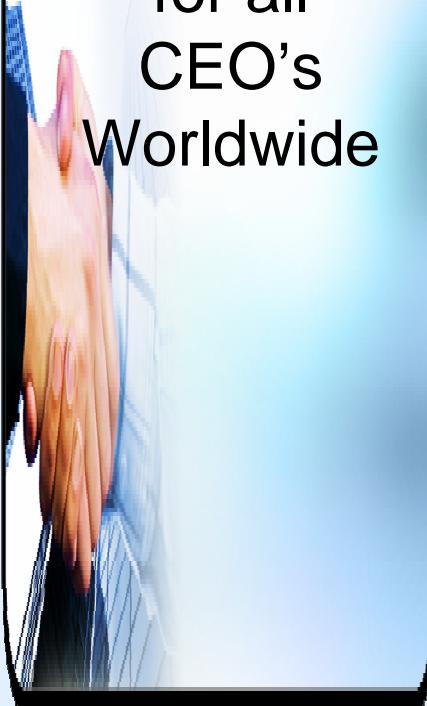
- Harmonising definitions and approaches in Safety Culture
- FAA-Eurocontrol White paper on Safety Culture – similar methods
- Similar goals – all members surveyed by 2012/2013 timeframe
- CANSO Working Group on Safety Culture and Eurocontrol sharing products and research



CANSO, FAA & EUROCONTROL



Same
Roadmap
for all
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A vertical rectangular graphic on the left side of the slide features a colorful, abstract background with blue, orange, and white streaks, resembling a stylized map or signal patterns. Overlaid on this graphic is a white rectangular box containing the text "Same Roadmap for all CEO's Worldwide".

- CANSO WG and Eurocontrol-FAA AP15 Work Plans
 - Both will incorporate reference to mutual cooperation/alignment
 - Both include plans for developing tools for measuring and improving safety culture
- Both CANSO and Eurocontrol focusing on incorporating Just Culture into ICAO Annex 13
- Informal processes for co-ordination and alignment now in place



How we can work together

- Each CEO sign up to a safety culture survey, whether alone, or with assistance from e.g. CANSO, Eurocontrol, or another external agency
- Then share key results via participation in one of the available fora:
 - ❖ **CANSO WG on Safety Culture** [Joan Devine & Richard Schofield]
 - ❖ **Eurocontrol Safety Team** [Erik Merckx & Tony Licu]
 - ❖ **FAA-Eurocontrol AP 15 Safety** [Barry Kirwan & Joan Devine]
- Consider working more closely on safety culture with strategic partners and neighbours



Strategic Vision

By 2013 all of Europe will have engaged in
Safety Culture :

- Each ANSP will have a clearer and more comprehensive risk picture, and its entire staff will be involved in keeping the industry safe.
- ANSPs will be sharing information and learning together how best to tackle existing and new problems in safety.
- Other industries will look towards ATM as a leader in the field of making safety culture deliver sustainable safety, whilst remaining profitable and environmentally responsible.



In Europe, eleven Member States have already begun the Safety Culture 'journey'

We hope others will join us soon!

