



SASCON `11

Safety Culture Development „Best Practice“

Peter Müller - Director General of FOCA

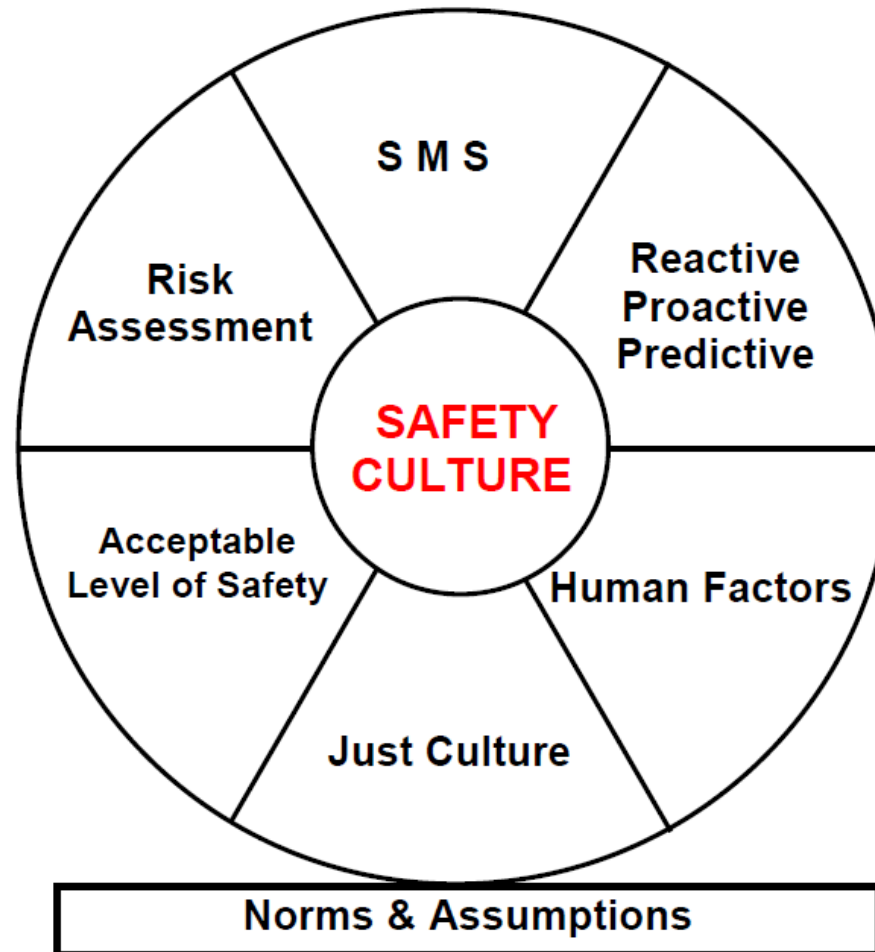


Safety Culture ?

- **Everybody is talking about it**
- **Somebody will understand**
- **Nobody can abdicate one's responsibilities**
- **Anybody should demonstrate by exemplification**



Safety Culture ?





How can Safety Culture be “captured” ?

- **common definitions, language, understanding**
- **targets and indicators → measurability**
- **fact-based results and actions**
- **open communication**



How can Safety Culture be explained ?



Source: European Commercial Aviation Safety Team (ECAST) - 2009



Obstacles

- **formalism (blind confidence in processes)**
- **escape into new creations (old wine in new bottles)**
- **defences (silo-mentality)**
- **misuse of SMS as a smoke screen**
- **economical constraints**



FOCA's role and position

- **promotion of open reporting and communication**
- **implementation of proven safety standards**
- **recommendations for use of “best practice”**
- **know-how, training, experience, competencies of staff**
- **challenge and evaluation of FOCA's own safety culture maturity**

Ref.: FOCA Safety Policy

A large commercial airplane is shown from a low angle, flying towards the viewer. The aircraft is illuminated by the setting or rising sun, which casts a warm glow on its fuselage and wings. The background features a range of rugged, snow-capped mountains under a clear, blue sky. In the foreground, a cityscape is visible, with buildings and streets. The runway and taxiway are lit up with a series of bright lights, creating a strong perspective. The overall scene is a dramatic and scenic view of an airport at twilight.

SAFETY is our business !