

# Human Factors in Aviation Maintenance Symposium

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**Director General**  
**Civil Aviation**

**March 28, 2000**  
**Vancouver, British Columbia**

2005  
2004  
2003  
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2001



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Canada

# This Year's Theme

## **Safety Management**

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# Flight 2005

## A Civil Aviation Safety Framework for Canada

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# Canada's Civil Aviation System

Canada enjoys one of the safest civil aviation systems in the world

This is due to the excellent work of Civil Aviation's partners in Canada



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# Civil Aviation Environment

Diversity, Size and Growth

Global Environment

Safety Trends

Media Attention  
and Public Perception

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# Public Perceptions

Low accident rates are meaningless

Number of accidents is criterion

Accidents must decrease

Raising the Flight Level

**Continuous efforts are  
being made to improve safety  
but a lot more still needs to be done**



# Accidents: 1999

1999 Aviation Accidents involving Canadian Registered Aircraft were 12% below 1998 and 8% below the 1994-1998 five year average



# Areas Where We Can Improve Safety

Aircraft

System

Facilities

Operator

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# Past Accident Reduction

Historically we have been reactive

- Examination of accident wreckage
- Analysis of “black box”

Produced a very low accident rate

Accident rate now at a plateau

Reactive approach no longer effective



# Future Accident Reduction

In the future we must be proactive

Identify and eliminate adverse trends

Stop accidents before they happen

**Confidential error reporting programs,  
Human and Organizational Factors,  
and efficient resource management can help.**



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# Our Challenges

Technological advances place increased demand on Transport Canada Civil Aviation

Global and geographic realities

Increased traffic

**Establish Strategic Approach which:**

- builds on our excellent safety record
- brings the Canadian aviation industry to a new level of safety



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# We Are Here for Aviation Safety

Strong values of professionalism,  
service, respect and teamwork

Consistent Operating Principles

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# Evolving Directions

## **Aviation Safety Data -**

Adopting a data-drive approach in developing strategies to enhance safety

## **Resource Allocation -**

Using a risk-based approach to resource allocation for regulatory activities

## **Partnerships -**

Emphasizing the consultative approach with the aviation community



# Evolving Directions

## **Safety Management -**

Implementing safety management systems in aviation organizations

## **Human & Organizational Factors -**

Taking account of human and organizational factors in safety management practices

## **Communications -**

Proactively communicating with targeted audiences on aviation safety



# Setting Targets

Need to move from broad safety aims to specific and significant targets

Ambitious goals for reductions in aviation accidents

Reducing the aviation accident 5 year average by 25%.

Increasing positive public responses in opinion research from 77% to 90%.



# Target Summary

## **Airline (705)**

.7/100K hrs by 40%

## **Commuters (704)**

3.7/100K hrs by 50%

## **Air Taxi (703)**

8.1/100K hrs by 50%

## **Aerial Work (702)**

3.4/100K hrs by 20%

## **Recreational**

6.7/100K hrs by 10%

**A high level of public confidence in our Civil Aviation program**



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# Key Results

Continued Improvement on the  
High Level of Aviation Safety in Canada

A High Level of Public Confidence  
in our Civil Aviation Program



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