



Safety Performance Indicators

Richard Howard

Howard Consultants





Safety Performance Indicators

*Why accidental deployment of chutes
isn't one of them!*

Important considerations

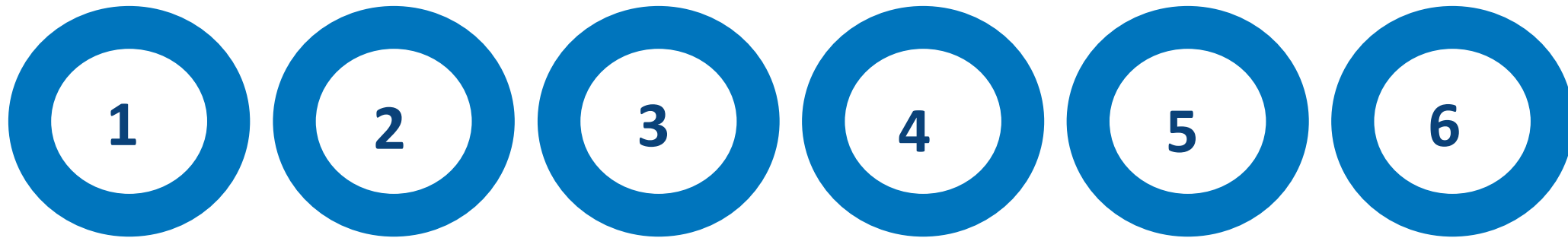
- Different perspectives – resulting SPIs
 - Realistic
 - Relevant to the broader context of the airline
 - Meaningful to the airline's cabin operations
 - Easy to implement

- Multi-disciplinary team develops sense of ownership on SPIs

The six steps in SPIs development and implementation



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Identify key safety concern areas within the airline

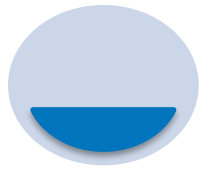
Define lagging SPIs and related parameters

Define leading SPIs and related parameters

SPIs results management

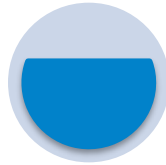
Act on results of SPIs

Evaluate and refine SPIs



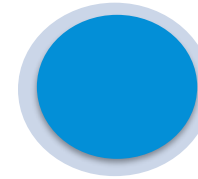
Safety objective

Eliminate personal injuries



SPIs

40 events of
burns and scalds
60 events of
strain injuries



SPTs

Reduce events of
burns and scalds
by 30 %
Reduce events of
strain injuries by
20%

Criteria to modify SPIs

Discontinue/change SPIs if/when

- SPI recurrently at the same value (zero/100%)
 - SPIs unlikely to provide input to decision making
- SPI measures similar to another SPI
 - SPI provides same assurance while duplicating effort
- SPT has been met
 - SPI implemented to monitor a targeted improvement