



International Developments

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Introduction

Why discuss international developments?

Four developments chosen to discuss:

- Corporate manslaughter
- Developments in Safety Oversight
- Safety aspects of the introduction of VLJs
- Shortage of Qualified Personnel

Corporate Manslaughter (1)

- Criminal prosecution of individuals
- Criminal prosecution of organisations
 - Directing mind principle
 - Corporate Manslaughter Act

Corporate Manslaughter (2)

- What is corporate manslaughter?
- Scope
- Punishment
- Pro's and cons
 - Criminal vs. civil liability
 - Corporate vs. individual Liability
 - Financial penalties vs. restorative justice

Corporate Manslaughter (3)

- Most probably a negative effect on aviation safety:
 - known tension between “learning” and “punishment”
 - Discouragement collection of data
- Effect on aviation safety in the Netherlands:
 - Would be identical, however, corporate manslaughter charges are not possible in a comparable way as now is possible in e.g. the UK

Developments in Safety Oversight (1)

- Continuous development of international programmes:
 - ICAO USOAP
 - FAA IASA
 - EASA SAFA
 - IATA Operational Safety Audit

Developments in Safety Oversight (2)

- Requirements in the field of Safety Management
- Extension of the EASA system
 - Airports
 - ATM/ANS
- Positive effect on aviation safety

Safety aspects introduction VLJs (1)

Very Light Jets:

small turbofan-powered aircraft with 3 – 8 seats and a MCTOM below 10,000 lbs

Safety aspects introduction VLJs (2)

- **Safety aspects:**
 - Lower standard of airworthiness compared to commercial airliners, because different certification standards apply
 - Area of possible risk: the (long-term) airworthiness of new technologies, production techniques and materials
 - Automation, advanced avionics and single-pilot operations are major issues in the context of pilot workload, decision-making, monitoring and automation pitfalls

Safety aspects introduction VLJs (3)

- **Safety aspects (continued):**
 - Introduction of VLJs increase the likelihood that relative inexperienced pilots will be operating in a complex and challenging environment
 - Level of equipment, facilities etc. provided at smaller (regional) airports will not be of the same standard as at the international, large airports
 - Problems can be expected in pilot – air traffic control communication and traffic sequencing

Safety aspects introduction VLJs (4)

- **Safety aspects (continued):**
 - VLJ operators could benefit from airline oriented safety programmes (SMS, FOQA, safety occurrence reporting & analysis)
 - Safety data reporting and collection of occurrences in the general aviation sector is nowadays not well covered, resulting in a lack of knowledge and awareness

Safety aspects introduction VLJs (5)

All safety aspects mentioned are relevant
for the safety of aviation in the
Netherlands as well

Shortage of qualified personnel

Specific for the Netherlands:

- At short and medium term: number of available qualified personnel appears to be still sufficient
- At the long term: shortage may arise due to the fact that a smaller number of qualified people will be available due to the aging of the population, an increasing number of young people choosing a non-technical education / career and the attractiveness of lucrative foreign employment in booming markets

QUESTIONS