

## Safety Management International Collaboration Group



Industry Day - The Hague, 19<sup>th</sup> April 2013 - Speakers

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**Job Brügger – Safety Manager**, Air Traffic Control, The Netherlands

“Safety Management of a Functional Airspace Block.

A safety management system between seven air navigation service providers”

**Bio:** Job Brügger holds a masters degree from Delft University of Technology in Aerospace Engineering. In 1986 he started working for the National Aerospace Laboratory where he later became the head of the Air Transport Division. His particular interest in safety led him to Air Traffic Control the Netherlands, to become their first safety manager in 2002. He is particularly known for his activities in Just Culture developments and was one of the first to demonstrate the detrimental effect of prosecution of air traffic controllers on incident reporting. In 2003 he re-created the CANSO Safety Standing Committee and chaired it for six years. He is currently leading the effort for the FAB Europe Central safety management activities. He also advises in the health care industry on safety matters with a particular focus on safety leadership.

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**Hendrik Boedecker**, Senior Engineer Regulatory Compliance & Authorities Liaison at LUFTHANSA TECHNIK  
LUFTHANSA TECHNIK

“Measurement and driving of safety performance”

**Abstract:** This presentation shows the implementation history and the structure of the implemented Safety Management system at Lufthansa Technik Group. By processing this system you are able to gather and use safety data for the continuous improvement of the LHT safety level. Safety performance examples will be presented.

**Bio:** Hendrik Boedecker graduated in Business Administration (main field: Logistics and industrial management). He joined Lufthansa Technik in 2006 and held several positions including logistics (Hamburg) and Lean Management (Los Angeles), before he moved to the quality management department in 2008. He is responsible for aviation authority liaison and regulatory compliance management for the entire Lufthansa Technik Group (international organisational approvals from 45+ countries). He is the project leader for the introduction and on-going development of Lufthansa Technik’s Safety Management System

**Robert Jan de Boer** - Lector Aviation Engineering

“Introduction of ramp-LOSA at KLM Ground Services”

**Abstract:** Newly developed by the Texas University are Line Operations Safety Assessments (LOSA) for ramp and maintenance environments, that allow objective feedback on the effect of safety interventions. The research group for Aviation Engineering at the Amsterdam University of Applied Sciences has used the original platform LOSA material and tailored these to the specific circumstances at KLM. Results to date show that with these modifications, platform LOSA is a useful tool to quantify safety performance and to generate trend data. The effect of safety interventions can now be monitored.

**Bio:** Robert J. de Boer MSc PhD (1965) was trained as an aerospace engineer at Delft University of Technology. He majored in man-machine systems and graduated cum laude in 1988 on the thresholds of the vestibular organ. After several years in line management and consultancy, he transferred to Fokker Aerostructures in 1999. Here he was asked to develop the Program Management methodology for Fokker in compliance with aerospace requirements, as a prerequisite for Fokker to participate on the A380 program. This led to the appointment as the Director of Engineering in 2002. In this role he supported and guided an increasing number of engineers (up to 300) occupied in a large number of new design projects across the globe. These experiences have led to his current scientific interest in the effectiveness of teams in demanding industries. Since early 2007 he has returned to consulting, combining this with research at the Delft University of Technology towards a PhD (achieved in May 2012). In September 2009 Robert was appointed Professor ("lector") of Aviation Engineering at the Amsterdam University of Applied Science (Hogeschool van Amsterdam).

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**Sam Espig** - Head of Future Safety Strategy Development CANSO/NATS

“CANSO Global’s approach to Safety Performance Measurement”

**Abstract:** Do we really know the safety of ATM operations? Do we understand the relationship between our actions and their effects on safety? Are we targeting the right safety improvements? The CANSO Global approach to safety performance measurement outlines how we might obtain a better understanding of safety in the future and begin to tackle these questions from an alternative perspective.

**Bio: Sam Espig BEng(Hons) PhD** - Sam is a safety manager within the NATS Directorate of Safety. He has extensive safety management experience and has worked in a wide variety of safety critical industries for almost 20 years. For the majority of his career he has worked for NATS in a wide range of positions, which include Technical Safety Lead for the opening of the new Prestwick ATC Unit, Safety Manager of several highly complex ATM projects, Safety Specialist responsible for the development and approval of the Swanwick Unit Safety Case. Sam is currently responsible for the development of the NATS Safety Strategy for 2025 and the ensuring that the SESAR safety methodology aligns with NATS needs.

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**Eric Kruijssen** - Flight Safety Manager at KLM Royal Dutch Airlines

“Derivation of Safety Metrics”

**Bio:** Eric Kruijssen needed prescription glasses just before finishing high school. This smashed his hopes of becoming a pilot. He then went on to obtain a Master’s in Aerospace Technology at Delft University of Technology. After graduating with honors in 1990, to his great joy he was sent to the Dutch Government Pilot School, with glasses and all. He joined KLM in 1994 as a line pilot and combined this for some 10 years with scientific work as a research test pilot at the Dutch National Aerospace Laboratory NLR. He participated in several large research projects, on human factors, microgravity research, simulation and flight safety. After a seven-year stint as a technical pilot on the Boeing 737, he became the Flight Safety Manager some 2 years ago: just in time to dive into SMS development at KLM.