



Strategic Review of Safety Regulation

GACC

23rd November 2010



What kind of a Regulator do we need to be in the future?



Drivers for Change



- Hampton principles:
 - ❖ Are we proportionate, transparent, consistent, objective, accountable?
- European consolidation
- Rate of change of technology –aircraft, ATM, SES....
- Need to improve linkage of *actions* to *outcomes*

....all of which have some bearing on General Aviation

What are the things we need to do to make the greatest difference?



- Key general 'design decisions'
 - ❖ Risk-based oversight on objective criteria
 - ❖ Joined up information internally and on the website
 - ❖ Simpler access to fewer touch-points for stakeholders
 - ❖ Transparent decision making and charges

- GA-specific design decisions
 - ❖ What does risk based oversight mean for GA?
 - ❖ How would we demonstrate proportionality?
 - ❖ How do we ensure we understand and protect the GA/public transport interfaces properly?

Addressing GA needs

- Your feedback confirms to us that GA has separate needs from rest of community
- GA-specific needs will be addressed in the redesign of the regulatory processes and regime
- Increasingly active engagement with EASA to promote our design principles
- ..but we cannot completely insulate UK GA from EASA aims and aspirations

CAA Board Mandate for Change



- Mandate obtained from CAA Board to deliver a proportionate, risk-based, Hampton compliant regime
- We mean to deliver on this
 - ❖ One year to set up and see a difference emerging
 - ❖ Continuing and continuous improvement

...engaging the aviation community throughout

GA's role in shaping the new regime

- How we regulate is our responsibility and ultimately the design has to be our decision

...but we are listening,

- What does risk-based, proportionate oversight look like to you?



UK State Safety Programme

SSP for GA



- Updated State Safety Programme, incorporating new Safety Plan, (SSP/SP) will be published in April 2011.
- What are currently the most significant GA safety issues?
 - ❖ What safety initiatives exist, or are required, to mitigate these issues, what outcomes are expected, when will they be delivered and how will their success be measured?
- Reconstituted GASRWG to determine...
 - ❖ What is an 'Acceptable Level of Safety for GA'?
 - ❖ How will we fund safety improvement?

EGAST



- Mission Statement: *to promote and initiate for all sectors of General Aviation best practices and awareness in order to improve safety, thereby reducing the accident rates. The team may make non binding recommendations. EGAST will help EASA and the industry focus their resources on combined safety promotion efforts to reach our goal of reducing accidents*
- Would it be sufficient for the SSP to support the aims and objectives of EGAST?