Integrated Risk Management

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UK CAA duties support risk integration

UK CAA must ensure that:

• the aviation industry meets the highest safety standards,

• consumers have choice, value for money, are protected and treated fairly when they fly,

• through efficient use of airspace, the environmental impact of aviation on local communities is effectively managed and CO$_2$ emissions are reduced,

• the aviation industry manages security risks effectively.
Our experience: First integrate safety

Our Vision:

• To transform the CAA into a Performance Based Regulator, working with industry to demonstrably reduce safety risk across the total aviation system and develop the capabilities required for future regulators
Oversight based on Performance

- UK CAA started its journey in moving to a Performance Based Oversight approach 3 years ago.
- Integrates safety risk across all domains for an entity (Airline or Aerodrome)
- Now building in security and finance risks
- Drives oversight planning
SMS for industry vs. RSMS for a regulator

• An industry SMS focuses on managing safety risks in *their* operations

• A regulator’s SMS needs to understand:

a. what the major safety risks are in the Total Aviation System and the effectiveness of the industry response,

b. the regulator’s capability and capacity to help the industry manage them, through:

  • Oversight
  • Safety Improvement Projects
  • Changing regulations we control
  • Influencing change to regulations we do not control (e.g. EASA)
Despite progress there are challenges

• Change resistance
• Organisational culture
• Regulations or other regulators may prevent integration.
• Additional work to be able to demonstrate that the separate requirements are being met.

Leadership and a common purpose are key!
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