



The transformation to performance-based regulation

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Moving to a risk and performance-based approach to regulation

Introduction from Mark Swan

The UK has an excellent aviation safety record, with very few accidents and millions of flights, however, that doesn't show the whole picture. Behind the safety statistics are incidents, near misses and risk factors that could have developed into accidents. With the number of flights set to rise, more demand is being placed on an already busy system. By building a picture of aviation safety performance across the total system we can see the true extent of the risks to UK passengers and the general public. We can also make better decisions about how to ensure that the aviation industry is managing the risks effectively.

To achieve our strategic objective and to improve what are already very high levels of safety, we need to do something different. Further regulation and just doing more of what we currently do will not have the greatest effect. We know that reacting after an incident or near miss is not the best way to prevent it happening again. We need to examine the causal factors more closely and transform our regulatory activities to follow a more risk and performance-based approach. We are not alone in recognising the need to change.

Performance-based regulation (PBR) is central to EASA's and ICAO's future plans. The CAA is working closely with our international colleagues to shape how PBR works in practice. The UK industry has fed back that it believes PBR should make the CAA more proportionate and targeted, have a greater degree of commercial awareness and be more transparent about how money is spent.

Over the next two years we are building and strengthening the capabilities required to be performance-based. This will mean transformational change across our people, processes, systems and mind-set. Many of the organisations we regulate will also need to change to some degree to get the most out of the performance-based approach.



Mark Swan

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