



Aviation Security Service
— Kaiwhakamaru Rererangi —

Risk-Based Regulation

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Prompts



What are risk-based renewals all about?



How would this work for a 146 organisation, in practice?



How does CAA decide the type and frequency of monitoring activities for 146 organisations?

Key Terms

- ‘Modern Regulator’
 - We evolve and adapt
- ‘Intelligence-Led...’
 - We use information from a number of sources
- ‘...Risk-Based’
 - We apply our resources and attention consciously
- ‘Earned Autonomy’
 - Strong performance over time is rewarded

Risk Based Renewal

We start from a position of trust

- We operate in a closed system – you have already met a standard
 - What makes us think that you no longer meet it?
- Shared responsibility, but... there is always a burden on the operator (146.101)
 - For compliance and safety performance
- We gain a reasonable level of assurance and draw inference
 - What do we already know Vs what more do we need
- Assurance is gained by every interaction
 - Amendment, Investigation, Engagement

Our System



A Monitoring Programme

Part 121 – 4
operators

Part 141
Programme

Part 102 focus

Part 115 –
Safety
Reporting

Helicopter
Safety
Performance

Role
Equipment
Lost in Flight

Part 125 -
SPIFR Fatigue
Management

Airworthiness
returns and
reports

Aeromedical
and Air
Rescue

Post Initial
Certification

Intel Products

?????

Key takeaways

Earned Autonomy

- Operators benefit by demonstrating consistently strong safety and compliance performance

Shared Responsibility

- The regulator and the participant share some responsibility, but...

Closed System

- Standards have been met, what indicators re-enforce or challenge the trust we have

Distribution of Effort

- Resources are allocated based on the overall risk picture

Monitoring Programme

- Multiple Sources – Safety Data, Investigations, Sector Wide Interventions etc

Regulatory assurance Picture

- All activities contribute to a broader understanding