

SOUTH AFRICAN



CIVIL AVIATION
AUTHORITY

Risk Based Oversight **WEBINAR**

An introduction to a Risk Based Oversight Approach

DATE 14 May 2021

TIME 10h00 – 12h00

via  Microsoft Teams



Presented by: Executive Aviation Security Mr. Luvuyo Gqeke

Keeping you safe in the sky

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What is Risk and Performance based Oversight(RBO)

Risk-based Oversight (RBO):

A way of performing oversight(Renewals, Audits, surveillance) where:

- planning is driven by the combination of **risk profile** and **safety performance**; and
- **execution** focuses on the **management of risk**, in addition to **ensuring compliance to existing regulations**.





What is a Risk Profile?

Risk Profile: The elements of risk that are inherent to the nature of and the operations of, the organization or operator, this includes:

- the specific nature of the organization/operator;
- the complexity of its activities

What is Safety Performance?

Safety Performance: The demonstration of **how effectively** can a regulated entity (e.g. operator) mitigate its risks, substantiated by the proven ability to:

- **comply** with the applicable requirements;
- **implement** and maintain effective **safety management**;
- **identify and manage safety risks**;
- achieve and maintain safe operations;

the results of past certification and/or oversight also need to be taken into account.



WHY RISK-BASED OVERSIGHT APPROACH (RBO)?

The aviation industry is among the safest modes of travel, boasting an impressive track record that has been built up over several decades. But in light of the current concerns surrounding the sustainability of the aviation industry, the pre- pandemic aviation growth worldwide, evolving airline operating models and the growing presence of remotely piloted drones, increase of threats to security like drone attacks and the recent cyber attacks, are current safety and security oversight mechanisms able to identify new risks in a changing aviation landscape?

Historically, the aviation industry purely revolved around compliance-based oversight, where prescriptive rules were used to set mandatory safety targets that stakeholders had to comply with. This approach worked well in the early phases of the aviation industry, but as the level of operational and security complexity increased, it was found that further safety and security improvements could not be achieved using a 'one size fits all' compliance approach.



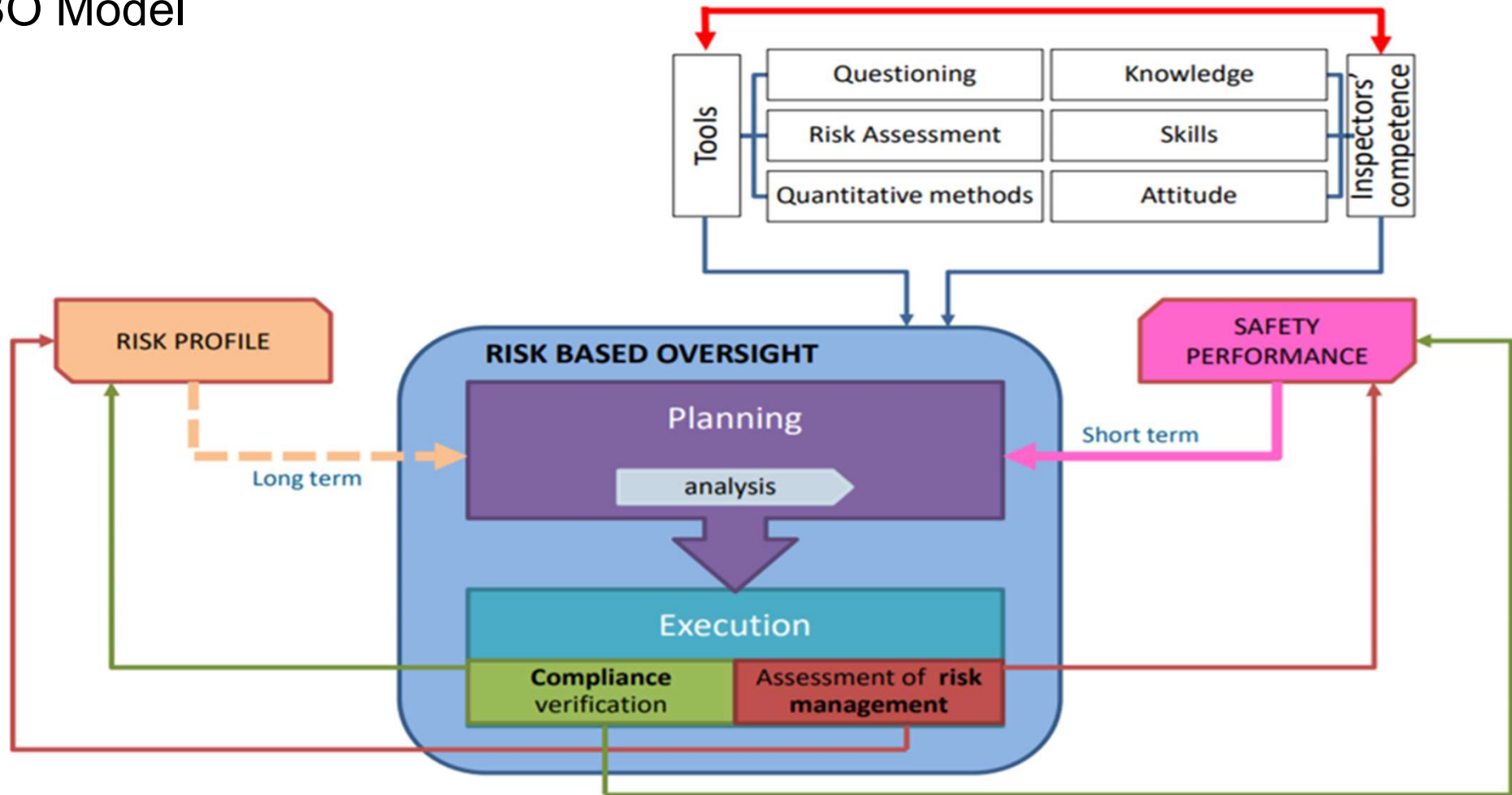
What was needed was a step-by-step method, that could be molded according to the specific characteristics of a state and would make risk identification, deployment of resources and mitigation efforts more effective. The Risk Based Oversight (RBO) process was conceived to answer this need.

The RBO proposes assessment activities of organisations by the Regulator to establish their risk profile, allowing the CAA to conduct oversight planning and the execution of the plans, considering the safety /security performance of the organisation and their management.

The risk-based oversight utilises a PLAN, DO, CHECK, ACT model for control management, and continuous improvement processing.



RBO Model



How are we going to do this?

Create a better understanding of the top risks facing major aviation sectors and the performance of industry to manage them. (Sector Risk Profiling)

Gather and analyse safety risk information about all parts of an organisations operations

Make informed decisions about the safety outcomes that the Regulator & Industry should focus on and steps to achieve them.

Agree the actions needed to improve safety and uphold standards

Allocate regulatory resources proportionately to the areas of activity with greatest potential to enhance aviation safety.

