Rulemaking Cooperation: towards a Regulatory Framework Based on Safety Oversight Data

Mr. Ismaeil Al Balooshi

Executive Director Aviation Safety Affairs Sector

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2013 EASA / FAA International Aviation Safety Conference
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10TH ANNIVERSARY

GCAA Rulemaking Foundation

- Maximum level of compliance with ICAO SARPs, and

- Various sources (SARPs, TC, FAA,BCAR,JAR,EASA)

- Single baseline source required.

- Current structure maintained, contents changing towards EU rules

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PDF	CAR PART I	DEFINITIONS
+ 📁	CAR PART II	LICENSING REGULATIONS
+ 📁	CAR PART III	GENERAL REGULATIONS
+ 📁	CAR PART IV	OPERATIONAL REGULATIONS
+ 📁	CAR PART V	AIRWORTHINESS REGULATIONS
+ 📁	CAR PART VI	AVIATION SAFTEY REGULATIONS
PDF	CAR PART VII	AVIATION SECURITY REGULATIONS
+ 📁	CAR PART VIII	AIR NAVIGATION REGULATIONS
PDF	CAR PART IX	AERODROMES REGULATIONS
PDF	CAR Part X	SAFETY MANAGEMENT SYSTEM REQUIREMENTS
PDF	CAR PART XI	AERODROME EMERGENCY SERVICES, FACILITIES AND EQUIPMENT

Performance Based Approach, where are we?

- centralized reporting to insure effective management.,
- followed by technical inquiry or regulatory investigation,
- analysing the data for safety management.
- Baseline for future risk based oversight

- Improving External Audit Processes
- Improving analysis of findings across every organization
- Could be used to identify trends
- Baseline for future risk based oversight

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State Safety Programme (SSP)

Safety Assurance

ROSI

Q Pulse

SAFA

Change in Regulation

risk based oversight

ROSI DASHBOARD

Dashboard | Reporting Of Safety Incidents | GCAA
ROSI (Aircraft Operations & Airworthiness)   [Refresh]

e-Audit System Dashboard

Findings Closed on-time % this month   Audits Complete % this month

Level 1   Level 2   Level 3
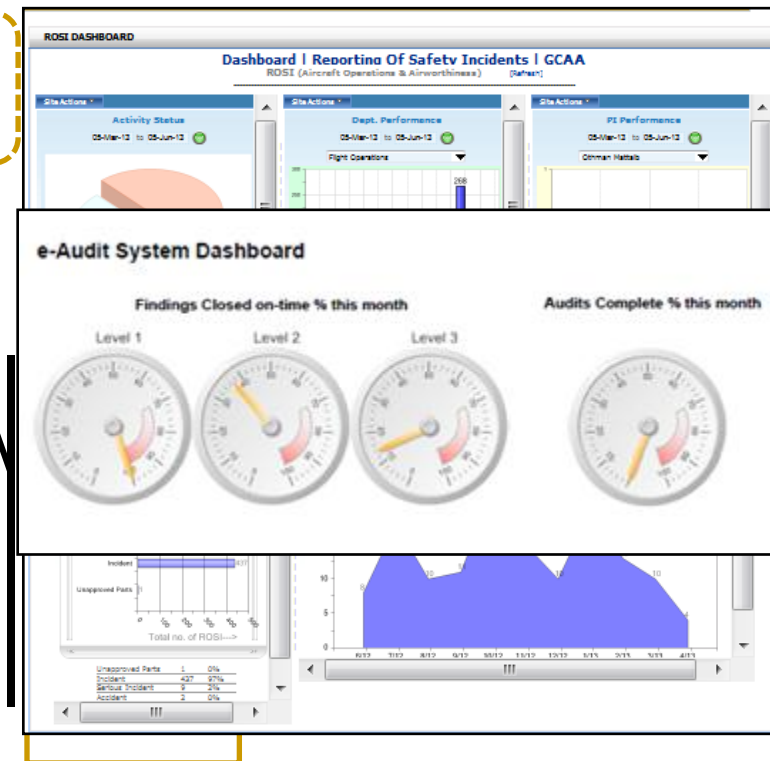
A large number of proposals from a wide variety of sources

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Challenges Risk Based Approach vs. Harmonization

- Challenges
    - States/region have to address different challenges and Risks
    - Less prescriptive regulations cannot be adopted by smaller states

- Way forward
    - Standardization of safety data/information collection, analysis and exchange, (what about mitigation mechanism?)
    - encourage sub regional cooperation activities / bodies
    - Harmonization through equivalent safety levels
    - focus more on sharing best practices before regulating, not on resolving differences

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Thank you

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