

Being a better regulator

Like any effective regulator the CAA is continually striving to improve the effectiveness of our regulation and, where possible, reduce the burden on those we regulate. This has been key to much of our work during the past year, and our work planned for the future.

During this reporting year our focus has, in the main, been on ensuring that our work is targeted, transparent and proportionate. Projects currently under way include developing a new regulatory enforcement policy that is proportionate and focuses the attention of those we regulate on addressing risks to the consumer and to the wider public, and if not, allowing us to take the appropriate action. This work will cover the entirety of our enforcement work from dealing with individuals or organisations breaching ATOL regulations to pilots or organisations who have not complied with aviation rules.



Our work to develop a new safety oversight regime that is performance-based is about targeting our resources and those of industry on those areas where they're going to have the greatest effect, and putting the right amount of effort into risks, and indeed reducing effort where the risk itself does not warrant significant oversight.

One of our key Better Regulation priorities is transparency, not only in terms of accessibility to information but considering how we present it. As a result, we have undertaken a major review of our website and started work to implement a new structure that is based on a site visitor's requirements. This will be followed later in the year by a significant change to the look and feel of the site.

As well as our stakeholders' interaction through the website we also need to improve the way we ask those we regulate to interact with us, and thus reduce the administrative burden of complying with regulations. Perhaps the most demanding change project under way within the organisation is aimed at making a significant improvement to our processes and practices aimed at improving the efficiency of stakeholder transactions with us, and so improving the customer experience we provide.

We continue to work with the Government on the Red Tape Challenge to identify domestic legislation and regulations which could be revoked.

As well as seeking to remove unnecessary regulations we are also ensuring that any new or revised requirements are effective and proportionate. For example, when working with the Government to develop the ATOL reform legislation we have sought to minimise costs to business by introducing provision for us to accredit third party bodies to organise consumer protection meeting ATOL requirements for some holiday companies.

A good consultation process, coupled with effective stakeholder engagement, is a key aspect in ensuring transparency. Our ongoing work to develop the next price controls for the regulated airports of Heathrow, Gatwick and Stansted is a project where we have sought to effectively improve this process.

The international context

Much of our work, particularly concerning safety regulation and passenger consumer protection, now uses regulations and legislation set by the key European institutions such as the European Commission and the European Aviation Safety Agency (EASA). We work hard to influence these regulations so that they are effective and proportionate, and seek to ensure that, when we implement them for the UK, we do so fairly, while clearly explaining to those affected what the change will mean and what action they need to take. An example during the year under review is the introduction by EASA of common pilot licensing regulations for Europe. We have worked hard on behalf of recreational pilots to ensure that current privileges can be maintained and that the pilots affected have a full understanding of how the changes will be implemented.

Key better regulation aims and achievements:

Developing and publishing our regulatory Enforcement Policy and the first set of sector specific guidance to accompany it.

Progress with our Enhanced Safety Performance programme to make our safety oversight much more focused on identifying, and then addressing risks. Together with industry, we have begun to trial this approach.

We have also commenced a review of the regulatory framework applied to recreational aviation in order to drive a more proportionate approach and to assess whether we can reduce our oversight in this area.

Recognising the need to improve the way we process work and information and how we interact with those we regulate, our project to deliver improved experience for our stakeholders is now well underway.

Gaining industry and Government agreement to introduce Accredited Bodies; existing or new industry bodies who are able to provide complete financial protection packages for small businesses. This will reduce the regulatory burden on hundreds of small businesses and provides a useful model for moving towards greater industry management of its own protection arrangements.

Reorganising CPG licensing teams to focus resources on the areas of greatest regulatory risk.

Worked closely with the Government to facilitate the creation of a programme to modify 46 civil radars so that the auction of the 2.6GHz spectrum can proceed. This auction, required by an EC Directive, is key to delivering improved mobile communications throughout the country. A programme of work has been put in place to carry out this work supported by a financial mitigation programme that will greatly reduce the financial cost to aviation stakeholders. Despite initial difficult negotiations, this programme has been quoted as an excellent example of cooperation across the Government and independent regulators.

We have supported the Government in its work to release 500MHz of spectrum from the public sector to boost the UK economy. Aviation spectrum is a very scarce resource; it underpins the delivery of the European Single Sky programme and is key to the successful delivery of technology that will deliver safety and capacity improvements through the SESAR programme. We are working with the Government to look at how this spectrum release could be delivered in a way that is consistent with the Future Airspace Strategy and future surveillance technologies taking into account wider issues such as mitigating the effects of windfarms. This holistic approach could provide wider benefits to aviation, aviation safety and the UK in delivering greater value for money.