General Aviation
Success Measures

Version 1.0
March 2015

Civil Aviation
Authority

CAA Success Measures

Recommendation from the GA Red Tape Challenge
"The CAA.. …should consider a range of measures for success"

Enables progress and improvement to GA to be tracked, measured and reported on a regular basis

*Focus is on CAA Success Measures
to be delivered over a 3 year period: 2015 - 2018*

Success Measures – Process

Success Measure	Goal	How is this measured and/or reported
Number of positive EASA legislative changes (to create a vibrant GA sector)	- Obtain a clear timetable for positive EASA reforms - Support and facilitate EASA to deliver their reform projects on time with maximum benefit to the GA Community	- Establish strategic aims with EASA and deliver on these - Number of EASA regulatory changes made - The cost we impose on GA as a result of new EASA regulation - Cost/benefit analysis through Impact Assessments
Delegation of CAA responsibilities to external organisations	Ensure the processes, legal basis, policies and guidance are in place to enable maximum delegation of CAA responsibilities to organisations	- Processes, policies & guidance in place to enable delegation - Legal basis changed to enable delegation
CAA GA Red Tape Challenge Recommendations addressed	Address GA Red Tape Challenge recommendations via the GA Programme as agreed with the General Business and Aviation Strategy Forum (GBASF)	- Deliver all projects in the GA Programme - Report progress through GBASF and the GA Partnership and other communications

Success Measures – Process

Success Measure	Goal	How is this measured and/or reported
Successful delivery of the Future Airspace VFR Implementation Group (FASVIG) Implementation Programme	Develop the FASVIG Implementation Programme to deliver tangible benefits for VFR users from 2015 to 2020 and to establish a sustainable future for VFR operations	-Regular reports on progress of FASVIG implementation
Reduce airworthiness oversight	Reduce airworthiness oversight by at least 20% by 2018 through delegation to other organisations and through implementation of Performance Based Regulation	- Progress will be reported through the GAU Annual Report

Success Measures - Economic

Success Measure	Goal	How is this measured and/or reported
Establish rational, fair principles for CAA fees & charges to the GA sector	Produce a rational and proportionate fees & charges model	- Facilitated by the Fees & Charges review to be included in the 2017/2018 financial year
Completion of Impact Assessments for projects within the GA Programme	Complete Impact Assessments for all policy/legal changes and conduct an accurate assessment of the cost/benefit analysis	-Number of IAs completed which receive a green rating from the Regulatory Policy Committee on first submission -Number of decisions made as a result of an IA - Number of improvements made to GA as a result of the IA being conducted
Proportion of aircraft on the UK register (compared to a/c on the non-UK register)	Increase the proportion of aircraft on the UK register compared to aircraft on the non-UK register	- Measured through G-INFO and other sources - Reported every 3 years through the GAU Annual Report

Success Measures – Safety/Risk

Success Measure	Goal	How is this measured and/or reported
'Balance of risk approach'– take a more practical risk rather than a theoretical risk approach	Ensure all regulatory/de-regulatory/ delegation changes are made using a 'balance of risk' approach	- Examples of projects where a 'balance of risk' approach has been taken and policy changed (e.g. conducting Hazard Identification workshops) - Number of projects where the GA Policy framework results in a change in policy
Safety levels	No reduction in 3rd party safety as a result of reduced regulation	- Number of 3rd party accidents & incidents - Reduce the accident rate through safety promotion and education working in partnership with the GA Community
Significantly reduce the number of infringements of controlled and regulated airspace	50% reduction (over a 2 year period) in the number of high risk airspace infringements from the end of 2013 to the end of 2015	- Number of infringements - Greater awareness through the safety awareness project
Minimise the safety risk that is generated as a direct consequence of airspace infringements	Electronic Conspicuity – deliver an approval process to enable easy implementation of conspicuity devices	-Number of infringements - Number of aircraft fitted with electronic conspicuity devices

Success Measures - People

Success Measure	Goal	How is this measured and/or reported
Culture improvement within the CAA	Improve the reputation of the CAA externally as a result of the CAA embedding the Red Tape Challenge principles	- Regular feedback from GA Community – GBASF, GA Partnership
CAA/GA Community partnership	Continue to work in partnership with the GA Community (e.g. through the GBASF, GA Partnership)	- Number of projects which have been delivered by working with the GA community - Examples of projects where decisions have been made as a direct result of feedback from the GA Community

CAA Enablers
for Success Measures

Enablers for Success Measures

Success Measure	Enabler	Detail
Safety/Risk	Focus effort of CAA resources on greatest risk	- Roll-out of Performance Based Regulation
Process, Safety/Risk	Accurate collection of data which can be specifically geared towards making evidence based regulatory decisions	-Work with EASA to ensure effective collection of appropriate data - Publish safety data to support safety improvement for identified high risk areas
Process	Engage with other National Aviation Authorities	-Potential for joint development of systems or procedures to support implementation of EU regulation - Develop and implementation not best practice for GA regulation
Economic	Conduct regular reviews of costs incurred against benefits delivered as a result of changes.	- Help improve the quality of Impact Assessments and decisions taken