



The New Normal: Strategies for Safety Success in Fiscally Challenging Times

Panel 10

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Major Discussion Points

- Four things we need to do: Accept that budgets are going to be reduced. Optimize delegation. SMS, both internal and external, will help us focus resources on the highest risk. Data sharing is the most important thing we can do to improve safety.
- Three things we can do: find new sources of funding, reducing what we do, and working more efficiently.
- Only use the regulatory framework when we need to and look for places where we can reduce the regulator burden, using a risk-based approach.
- Leveraging third party audits, like happening in training centers, to reduce regulatory inspection.
- Authorities oversee the industry on behalf of the flying public, not the government.
- Data protection is different in every EU member states.
- National cultural differences cannot be overcome to allow a global approval.
- The multiple audits are not harmonized. Such groups have tried to standardize the check list but it is dropped at the first instance of trouble. The multiple audit issue needs to be addressed.

Questions and Comments from the Floor

- Singapore CAA – Delegation reduces technical involvement and reduces the technical capability of the authority. Properly overseeing organizations will keep the technical capability, but abdicating reduces technical capability.
- ENAC – Legal restrictions prohibit an authority from delegating the responsibility, but do allow delegating activities. In the US, the industry is legally responsible, but culturally the FAA is responsible.

Outcomes/Additional Ideas

Authorities and industry are accepting the fiscally challenging environment and are implementing strategies to address it, including delegation, safety management, and data sharing.
