

# ‘Safety Performance’ for Wildlife Hazard Management



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# INTRODUCTION



- Aerodrome Policy Specialist
- Formerly Aerodrome Inspecting Officer
- Chair UK Birdstrike Committee (and Secretariat)
- UK CAA WHM 'focal point & policy coordinator'
  - ❖ Guidance Material (CAP772), Compliance & Oversight (EU139 & 376)
  - ❖ Engagement, Collaboration, Participation, Support (Keep talking!)
  - ❖ Intelligence, Reporting, Data, Analysis (The Numbers!)

# The numbers game...

## (you all love numbers, right?)

- The total number of birdstrikes reported in the UK has more than tripled in the last 25 years to 2016 (circa 3000 per annum)
- The average annual number of strikes has more than doubled to approx 1800 since 2003/4 (when the UK introduced mandatory reporting)
- 2010 – 2015 saw the highest ever number of strikes reported over a five year period in the UK
- ...YET.... analysis shows no increased trend in 'high risk' or 'safety significant' occurrences or events, therefore.....?

# Where do we go from here?



# All questions and No answers?

How do we strive for continuous safety improvements? –  
how do we measure this?

How to respond to the questions raised?

Who should address the questions?

What are the key principles? – who determines these?

Numbers/Rates (using any metric)  $\neq$  risk ?

Is data (reporting) consistent, complete, standardised ?

“Compliance is assured” - right?

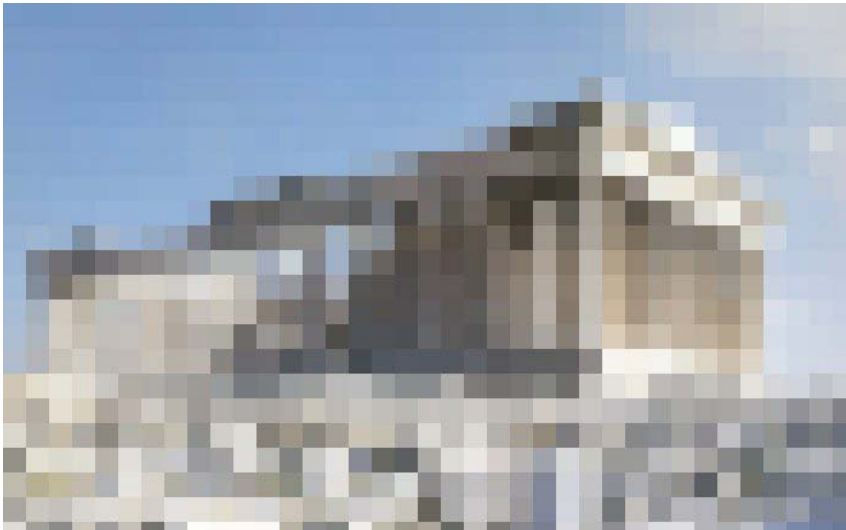
Perennial obsession with benchmarking and ‘the Silver  
Bullet’ Metric – why?

# Safety Performance





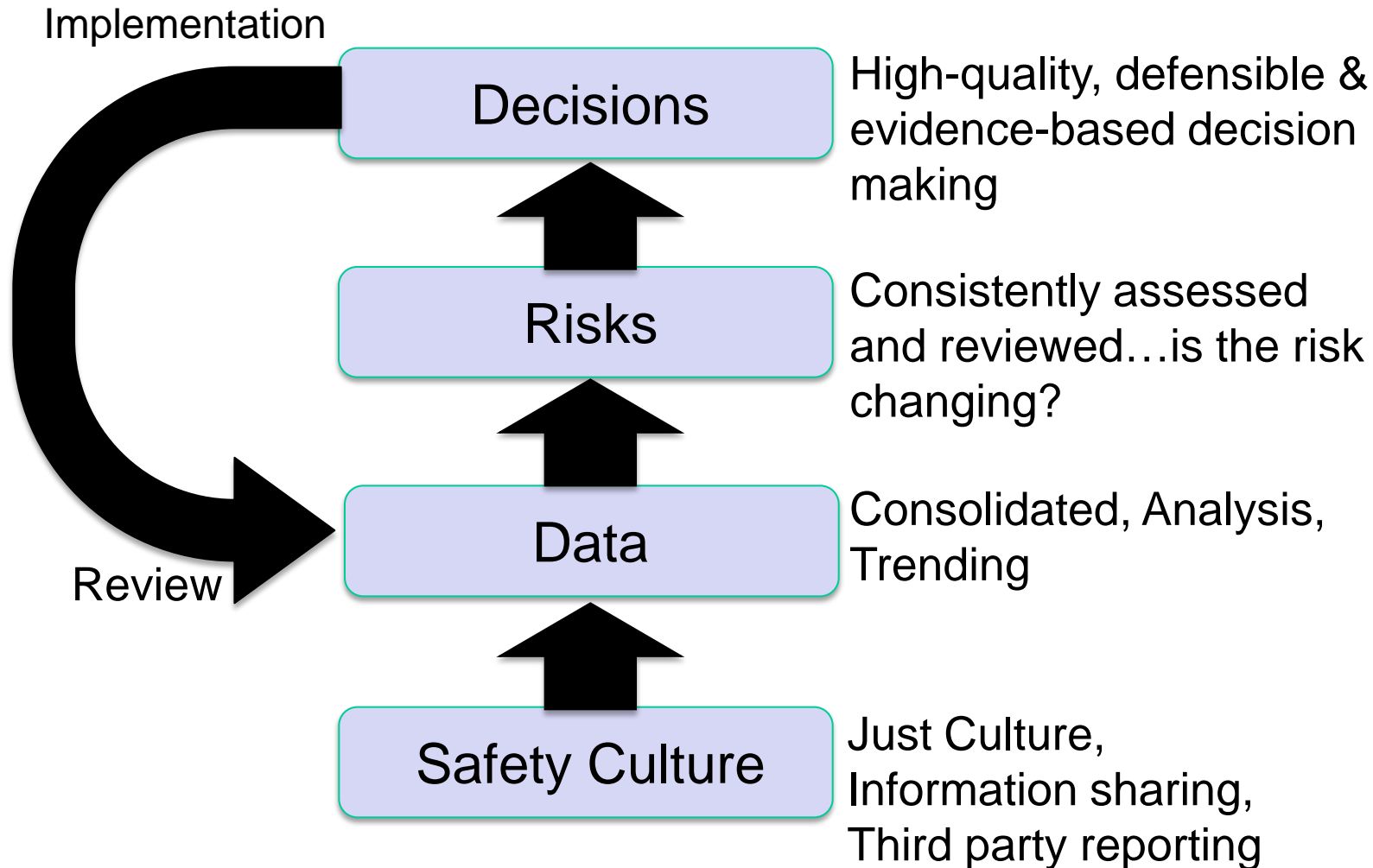
# Do YOU have the right information?



- An **effective** SMS provides a better risk picture
- The collection and analysis of data will **help** deliver a **better** risk picture
- Observable information, reported events and subject matter expert **judgements** are required!



# Risk Based Decision Making





# Safety Performance (& Enhancement of)

- Comprehensive risk picture
  - ❖ Based on multiple sources of data available
  - ❖ Factual and targeted
  
- Proactive and positive approach
  - ❖ Focus on hazard and risk identification and mitigation
  - ❖ Beyond compliance
  - ❖ Continuous improvement and engagement
  - ❖ Measurable safety performance
  - ❖ **Remember the basics** – plans, people, training, competence, motivated
  - ❖ Next Gen: tech, inventive ideas should supplement not replace the basics

# Performance Based Regulation (PBR)

- Transforming CAA into a Performance Based Regulator, **working with industry** to demonstrably reduce safety **risk** across the total aviation system and to develop the capabilities required for future regulators
- A holistic “entity” based approach
- Targeted, consistent and proportionate oversight
- New ‘risk’ conversations based on ‘performance’
- Performance measurement is **THE** key challenge to tackle

# PBR – why?



- EASA transition towards a Performance Based Environment (PBE)
- Review of the EASA Basic Regulation: transition to a **risk** and **performance** based approach to regulation and oversight to support the implementation of SMS and State Safety Programme through the enactment of the European Aviation Safety Plan (EASp)
- proactively work on safety, supported by strong **safety analysis**, capability, proportionate and performance-based rules right **mix** between **prescriptive rules** and PBR integrated, **data-driven**, **risk-based** oversight

# Enjoy your Turkey!

