

## **Air Traffic Services Safety Regulation Advisory Committee**

### **31st Meeting – Briefing Pack**

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#### **Agenda Item 4**

#### **Aerodrome and Air Traffic Standards Division (AATSD) Review**

The Aerodrome Standards Department and Air Traffic Standards Division of the CAA's Safety Regulation Group have recently been brought together as a new 'Aerodrome and Air Traffic Standards Division' (AATSD). Over the coming months, AATSD will be conducting a review to determine how these two functions can best operate to ensure safety outcomes are achieved and our activities are delivered in the most effective and efficient manner. If you have any views or ideas about how you feel the activities of the new Division can best be delivered we would like to hear from you. You are invited to submit your views, by e-mail only, to the following e-mail address:

[AATSDReview@caa.co.uk](mailto:AATSDReview@caa.co.uk)

As acting Head of AATSD, Kirsten Riensema, previously Head of Aerodrome Standards, will be chairing the ATSSRAC on 16 September. A permanent post will be recruited in due course.

### Agenda Item 6

#### Directorate of Airspace Policy (DAP) Update

##### 1. FAS

- 1.1 Following publication of the Future Airspace Strategy Document on 30 June 2011, the second meeting of the FAS Industry Implementation Group (IIG), led by NATS, was held on 14 July 2011 with just under 40 attendees, including DAP representatives. The primary purpose of the Industry Implementation Group is to work collaboratively across the aviation industry to develop and agree an implementation plan to deliver the Future Airspace Strategy for the 2015-2020 timescale. The FAS Industry Implementation Group will work within a two year timescale in order to deliver an implementation plan which delivers a set of tangible benefits within the 2015-2020 timescale or earlier where possible. At the meeting on 14 July 2011 the Group considered the terms of reference and chair nominees for the new FASIIG working groups as follows:
- Airspace and Procedures – Francis Richards (Easy Jet)/Steve Buckingham (NATS).
  - Airports – Neil Thompson (Luton).
  - Regulatory & Government Policy – Simon Butterworth (Manchester).
- 1.2 It was clear from the meeting that some work still needs to be completed in developing the scope and refining the TOR for each working group. Further work will be led by the relevant chairs and shared with the full FASIIG as appropriate. The Regulatory and Government Policy group was seen as a key enabler and would need to be prioritised accordingly. We will continue to engage in the FASIIG to facilitate and influence the work on achieving FAS deliverables, but this is very much in the hands of the Industry to achieve.
- 1.3 At the FAS Programme Board on 1 September 2011 consider the Risk Matrix development; PBN Policy consultation feedback; relationship mapping and management with the FASIIG and the FAS NATMAC Sub Group; and the identification and tracking of FAS associated work across the Industry.
- 1.4 The FAS NATMAC Sub Group has been set up to enable stakeholders' engagement in, and an overview of, the Strategy, its development and implementation. The Sub Group will also provide a check function, and challenge to, the work of the FAS Programme Board to confirm that on-going work is coherent with the aims and aspirations of the published Strategy. The Group consists of NATMAC Members representing a broad cross section of the aviation community. One of their first tasks will be to start work on defining what 21<sup>st</sup> Century Class G airspace should look like. This element of the work will start at a meeting on 27 September 2011.

##### 2. Airspace Issues

- 2.1 The Class F TSG completed its work on agreeing a log of potential issues and hazards associated with the removal of Class F; it also provided NATS with an agreed approach for the replacement of the ADRs. DAP Case officer reached the point of agreeing a timetable for the programme of work just prior to the hiatus caused by the issues of CP3 and Class F not being in the NATS work plan. Now with Legal.

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### 2.2 **Transition Altitude** - Three main streams of activity

#### **The CAA/NATS MOCOR 3 UK Transition Altitude project:**

Working on documentation for a November consultation on an 18,000' TA with a winter 2013/14 implementation. Also carrying out pre-consultation with various stakeholders, Flybe, BA, etc, to ensure robust well argued documentation.

#### **UK Ireland FAB TA Oversight:**

IAA working on the same levels and implementation timescales and are progressing well – they have a less intensive process!

#### **Harmonised TA Task Force:**

Third HETA meeting set for mid September. France, Germany, Austria not convinced as to the need to change. Norway keen to support 18,000', with Belgium and Netherlands willing to accept 18,000'. Denmark and Sweden now revisiting their 10,000/12,000 decision in the light of the 18,000 Norway/UK Ireland FAB moves. Commission, Eurocontrol and EASA keen on a single high level TA and ICAO Paris supportive. Swizz support a high TA but 21,000+!

### 2.3 **Infringements and VOR/NDB Rationalisation**

2.3.1 The VOR/NDB rationalisation programme will be completed in accordance with the DAP Policy for Changes to the UK Ground Navigation Infrastructure.

2.3.2 In accordance with the European Navigation Strategy, which promotes the increased use of space-based navigation systems, NATS En-Route Ltd (NERL) has put forward plans for the phased rationalisation of the VOR and NDB elements of the en-route navigation infrastructure for which it is responsible under the terms of operating licence. This process is supported by the development of Performance Based Navigation (PBN) in the UK/Ireland FAB. The VOR rationalisation is divided into three Tranches. Eight sites in Tranche 1 will be withdrawn between Q4 2012 and the end of 2013 (delayed so that withdrawal begins after the 2012 Olympics). Nine sites in Tranche 2 will be withdrawn between the end of 2013 and 2015. Ten sites within the LTMA plus Glasgow will be withdrawn by 2020 (delayed from 2017 to align with LAMP timescales. Newcastle VOR has already been withdrawn as a result of the construction of the new control tower. NDB rationalisation has already commenced. The beacons at Lichfield and Scotstown Head have been permanently withdrawn and those at Burnham, Chiltern and Epsom no longer support en-route applications (they currently still support terminal procedures). The en-route functions of the remaining 5 NDBs for which NERL is responsible will be withdrawn by 2013. There are currently no plans to remove any of the DMEs that are co-located with VORs that are planned to be withdrawn although some may be re-located to allow better coverage, particularly at the lower levels.

## 3. **Navigation Issue**

### 3.1 **Performance-based Navigation (PBN)**

3.1.1 Policy for the Application of Performance-based Navigation in UK/Irish Airspace will be published this month. Comment Response document being finalised following 14 week NATMAC consultation process with largely editorial changes incorporated. In addition to the national approval, the policy document will also be presented in parallel to the UK/IRL FAB Management Board and Supervisory Committee.

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- 3.1.2 An Aircraft Navigation Capability Survey is being compiled to aid the Future Airspace Strategy (FAS) implementation work and in particular, inform the NATS LAMP and NTCA development programmes. Based on earlier IATA and EUROCONTROL CNS avionics surveys, it has not been without difficulty in terms of gaining accurate and complete data sets. This has been due in part to a combination of operator survey fatigue and data errors. We are therefore using other techniques to fill the data gaps e.g., knowledge of age of the fleet and production equipment capabilities. Results of survey and a proposed implementation plan with PBN Objectives for 2014+, 2016+, 2018+ will be presented to the FAS Industry Implementation Group (FASIIG) in October.
- 3.1.3 At ICAO, the PBN Manual (Doc 9613) is being updated to make corrections/ provide additional clarification for existing material and add criteria for a number of new navigation specifications including RNP 2, Advanced-RNP, RNP APCH using SBAS, RNP AR operations (departure criteria added) and RNP 0.3 (principally for high-end helicopter operations). Revised Manual to be published early 2012.
- 3.1.4 Mandate has been provided to EUROCONTROL to assist the EC in the development of an interoperability implementing rule on PBN. The PBN IR will define navigation requirements and identify the functionalities required in en-route, terminal airspace and approaches. The IR will also address ICAO Assembly Resolution on PBN and provision of APV approaches. The PBN IR development is from May 2011 to May 2013.

### 3.2 RNAV Approaches

- 3.2.1 The CAA (and NATS) continues to promote the implementation of RNAV Approaches including those invoking Approach with Vertical Guidance (APV) predicated on either Baro-VNAV systems or SBAS. The first APV-SBAS approach should become effective later this year. RNAV approach features in the CAA's Safety Plan as a primary mitigation against the cause of Controlled Flight into Terrain (CFIT).
- 3.2.3 Recognising the need to improve both internal regulatory processes and communication, the CAA's CNS/ATM Steering Group has established an RNAV Approach Working Group to formulate cross-CAA policy (where required) and application processes, to provide a dedicated CAA web page as a repository for all relevant material and provide clearer lines of communication for industry with the various CAA departments.
- 3.2.4 The CAA is also providing a point-of-contact for assistance with EGNOS based projects part funded by the EC under the ACCEPTA programme.
- 3.2.5 A new policy piece on Instrument Approaches to Aerodromes without Instrument Runways/Approach Control is shortly to be presented to the CAA Policy Executive Committee and work has just started on development of guidance to support this risk-based approach to promulgation of IAPs.
- 3.2.6 The CAA has now approved 4 IAP Design organisations (ASAP, Davidson Ltd, Jeppesen and NATS).

## **4. Spectrum & Surveillance**

### **4.1 2.6GHz Auction/S-Band Radar Remediation Programme**

- The EC took a decision to release 2.6GHz almost 10 years ago to cater for increasing demand for spectrum to support mobile comms/broadband.
- The UK Gov has to implement this decision and in any event see it as a boost to UK economy.
- S-Band primary radar is allocated 2.7-2.9 (Mil and Maritime also use 2.9-3.1) under ITU Regulations. However, due to receiver design, they receive signals from within the 2.6GHz band. This has not been an issue in the past because the use within the 2.6GHz band has been relatively benign. Note that 2.6GHz is not aeronautical spectrum and aviation has no legitimate right to use 2.6 and is not entitled to any protection within it.
- The auction of 2.6GHz (and 800MHz) will lead to an expansion of WIMAX/LTE technologies operating under legitimate purposes within their allocated spectrum and in accordance with their licence conditions to prevent out of band interference. The issue of concern for PSR is that the design of S-Band receivers means they will receive legitimate transmissions within the 2.6GHz band. Note that ITU Regulations do not cover receiver design – that is an issue left to equipment designers but there is a growing concern on a global basis that action may need to be taken to resolve this.
- Government (at the highest level) has recognised that the 2.6 auction carries a significant risk if it went ahead without resolution to the aviation problem.
- Government, through Ofcom, could simply issue a Wireless Telegraphy Act licence variation informing the radar operators that from a set date, they need to have taken action to protect themselves from legitimate transmissions in 2.6GHz.
- Ofcom has let feasibility contracts to all 5 Radar DAs to establish how the problem can be resolved. These have concluded and Ofcom are now negotiating development contracts with the 5 DAs to develop the technical modification solution. This work will take between 6-12 months. All this is effectively funded by Government through Ofcom. The favoured modification with the DAs is a filter. It will be for the DAs to demonstrate to the ANSPs that their proposed modification meets the requirements and does not have an unacceptable adverse impact on performance.
- Because Government may face infraction proceedings from the EC over the time to deliver this decision, and because Government wish to get on with the auction, they want to ensure a timely progression. Whilst Gov could take the action at bullet 6 above, they wish to encourage ANSPs to get on with the modification by offering a financial mitigation to ANSPs which is currently proposed at 66% of Direct costs with a cap of £300k. Because the DAs have yet to determine full costs (probably won't be complete until more progress is made by them on the development phase by which time they will have a better understanding of full costs) the Government compensation proposals can only be based on indicative costs given to them by the DAs together with the direct cost information provided by ANSPs themselves.
- ANSPs will effectively have the choice of signing up to a commitment to get the work done in shorter timescales and receive compensation, or just (with no compensation) comply with the backstop licence variation date which Ofcom will (legitimately) impose.
- The work programme to complete the roll-out of the modifications is being managed with by a dedicated programme Manager. This activity is overseen by a DfT led Radar

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Remediation Industry Gp chaired by Jonathan Moor which includes a significant proportion of ANSPs/Airports, DCMS, Ofcom, AOA and CAA (DAP & SRG).

- On 20 Jul, CAA and DfT, supported by Ofcom, ran an implementation risk identification workshop which was well attended by the airports and ANSPs. The outcome of this session will make a significant contribution to designing the roll-out programme.
- The work is also being co-ordinated internationally.
- The overall programme is overseen by the Public Accounts Expenditure Committee (Assets) (PEX(A)) chaired by Francis Maude and Lord Sassoon. Underneath that is a Senior Steering Gp chaired by BIS with members from DCMS, DfT, Home Office, MOD, HMT, CAA and Ofcom. This group is fully aware of the business risks and the safety implications and where responsibilities lie.
- CEO is kept briefed on the situation.

### 4.2 Government Spectrum Release Programme

4.2.1 As previously briefed, the Government has embarked on a 10 year programme to release 500MHz of public sector spectrum below 5GHz to the market to encourage and boost the UK economy. This is very similar to a US policy but has more aggressive timelines and is specifically focussed at spectrum below 5GHz which is extremely attractive for mobile communications. The key users below 5GHz are MOD and aviation and the Government is specifically targeting these sectors. As a result, DAP staff are heavily engaged in working with Government to demonstrate the practicalities, limitations and international implications of a scheme which is being driven by political aspirations and economic/fiscal pressure from HMT. A key focus has been pressure to re-farm the S-Band radars which operate in the 2.7-3.1GHz band to support aviation, military, maritime and meteorological services so as to release a major proportion of the spectrum. S&SM has published an initial report investigating the theoretical possibility and detailing the technical, financial and propagation constraints of such a proposal. Whilst the principle has possibility, the situation has been complicated by the constraints caused by the Radar Remediation Programme as the proposed modifications will further limit spectrum release opportunities in this band. Government, through DCMS and Share Holder Executive, are also putting pressure on aviation to release spectrum in 960-1215 MHz (DME, SSR), 1215-1350 MHz (Radar, GNSS), 4200-4400 MHz (Radio Altimeters) and also 5000-5250 MHz (MLS). CAA has provided a robust input on the feasibility and viability of such proposals in these bands.

### 4.3 Administered Incentive Pricing (AIP)

4.3.1 Ofcom has confirmed that AIP for aeronautical VHF frequencies will be introduced from Apr 2012 with the charges phased in over a 4 year period. Following inputs received from DAP and stakeholders, Ofcom to implement a be-spoke pricing algorithm which includes the DOC volume in the calculation which will benefit smaller users. S&SM staff are currently working with Ofcom to introduce the changes to the WTA Licensing system which CAA carries out on behalf of Ofcom.

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### 4.4 FAS Surveillance Strategy

- 4.4.1 Ofcom has confirmed that AIP for aeronautical VHF frequencies will be introduced from Apr 2012 with the charges phased in over a 4 year period. Following inputs received from DAP and stakeholders, Ofcom to implement a be-spoke pricing algorithm which includes the DOC volume in the calculation which will benefit smaller users. S&SM staff are currently working with Ofcom to introduce the changes to the WTA Licensing system which CAA carries out on behalf of Ofcom.

### 4.5 Electronic Conspicuity

- 4.5.1 In conjunction with the FAS Surveillance piece and following on from the review of Electronic Conspicuity conducted by CAA in Jan 11 for AAIB, this issue has now been adopted within the ASI work stream. A separate wg will be formed to look at how electronic conspicuity in Class G can be developed to provide better situational awareness for GA whilst achieving an appropriate level of interoperability with ATM. The work is currently being scoped and draft TORs and suggested representation will be presented to the ASI Coordinators Gp in due course.

### 4.6 Windfarms

- 4.6.1 Work is ongoing with DECC and Renewables UK to identify possible funding for continuation of the REPO post within DAP to facilitate resolution of wind farm and aviation issues. The post is currently funded by DECC but this ceases in December 11. Whilst there is widespread recognition of the value of the post, it will only continue if appropriate funding can be identified.

### Agenda Item 7

#### Aerodrome and Air Traffic Standards Division Update

##### Standardised European Rules of the Air (SERA)

The European Commission ('the Commission') continues to develop the draft SES Implementing Rule (IR) to establish SERA. The CAA remains closely engaged with the Commission, Eurocontrol and EASA regarding SERA development.

Drafting and consultation for SERA Part A (transposition of ICAO Annex 2) is complete. Formal adoption is not expected to take place until later in 2011 when Part A can be assessed against Part B and the progress of other SERA work.

SERA Part B is a partial transposition of ICAO Annex 11 and Annex 3. The public consultation has been completed and CAA will be attending a Eurocontrol workshop on SERA Part B on 19 September, following which we expect the Consultation Response Document to be issued.

UK Impact assessment of the SERA Part A and B rules is underway with particular focus on the following key areas:

- UK quadrantal rule is contrary to the rule.
- SVFR is not allowed at night or in Class A airspace.
- There is the potential to enable VFR at night. This aspect is intrinsically linked to EASA Flight Crew Licensing which will have a significant impact on UK licensing and operations if the UK continues to mandate IFR at night.

SERA Part C drafting is underway is expected to contain the binding and the non-binding Acceptable Means of Compliance (AMC) and Guidance Material (GM) from Doc 4444 (Air Traffic Management) and Doc 7030 (Regional Supplementary Procedures). Other AMC and GM is likely to be developed in this phase to support Parts A and B.

SERA will require time for States to implement it. Therefore we are of the view that appropriate transitional arrangements must be built into the IR to ensure that this is achievable.

#### 2012 Olympic and Paralympic Games

##### Overview

Significant changes in airspace, operational procedures, and an expected increase in air traffic levels during the period of the Olympic Games in London over Summer 2012 will result in a change in the aviation risk picture over the Southeast UK. The CAA Olympic and Paralympics Steering Group (COPSG) has been in operation since 2008 to provide oversight and risk management of all of the CAA's activities required to contribute to a safe and effective aviation infrastructure and operation before and during the Olympic Games 2012. An overall risk register has been completed and is being managed by the COPSG.

##### Olympic Restricted and Prohibited Airspace

Further information regarding the restricted and prohibited airspace restrictions can be found at: <http://olympics.airspacesafety.com>.

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The CAA is working in collaboration with the MoD to ensure that appropriate interfaces are established by the MoD with civilian ATS providers, both in relation to the provision of a bespoke ATS by the MoD in the restricted airspace, and for the safe integration of any MoD security interventions.

### Safety Oversight

SRG are accountable for ensuring that suitable safety oversight of relevant aviation activities is provided before and during the Olympic Games. In support of the COPSG risk register, a more detailed breakout of safety risks has been created, and is being further evolved to ensure the risks have been identified and are being managed appropriately by industry, thus enabling proportionate and targeted SRG's risk based oversight to be delivered. This process will ensure that the CAA gains assurance that industry organisations and airspace users have appropriately identified their safety risks, and have taken appropriate steps to mitigate the risk to an acceptable level. The process will also enable stakeholders to highlight to the CAA those risks that they are unable to mitigate appropriately so that alternative mitigation actions might be considered. Detailed actions and interfaces between ATS providers and SRG in support of this activity are currently being developed and will be communicated in the coming weeks.

### New Applications and Approvals

CAA Information Notice 2011/080 ([www.caa.co.uk/IN2011080](http://www.caa.co.uk/IN2011080)) provides guidelines for the aviation industry when considering licence applications, renewals or general approvals in advance of the London 2012 Olympic and Paralympic Games. The CAA is calling on all commercial organisations to plan ahead with their requirements to allow sufficient processing time during a period of anticipated increased activity. Applications for the following must reach the CAA by 31 December 2011:

- Temporary Aerodrome Traffic Zones.
- New Aerodrome Licence Applications.
- Proposed or potential changes to Air Traffic Services or Air Ground Communication Services.

The CAA will then ensure that applications submitted by this date that are subsequently approved, will be activated by 16 July 2012. Applications for Unusual Aerial Activity (flying displays, light shows and firework displays etc.) should rigidly abide by the published UK AIP notification requirements. Changes to an existing Aerodrome Licence should be made as soon as possible. Although changes to the existing routine use of aeronautical radio stations and SSR codes should have already been notified, any further changes should be made as soon as possible.

### Key Dates

- Olympic Torch Arrives in UK: 18 May 2012 – potential impact to airspace depending on events – no RA(T) for full route
- Olympic Villages Open: 16 July 2012
- Olympics: 27 July – 12 August 2012
- Paralympics: 29 August – 9 September 2012
- Olympic Villages Close: 12 September 2012

Most of the venues are around the London area, but events are all over the country.

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### **Airspace Restrictions**

Home Office requirement to support Government's commitment to IOC for security.

- The primary Olympic Airspace Restrictions are centred on the London Olympic Park.
- Purpose is to create a 'known traffic environment'.
- In total they will run from 14 July 2012 to 12 September 2012 – reduced for Paras.
- Restrictions placed around other venues will be notified by NOTAM on 'as required' basis – AIC in May 12.
- Extra security restrictions may be put in place at any time.
- Communication is key - £200K funded communications plan

### **Atlas Control**

- Military based at Swanwick – bespoke for Olympics, no legacy use.
- 47 Controllers from 16 Units
- 42 TG9 / TG12 for flight planning cell
- Operational procedures being developed with NATS & other units
- Facility ready for training May 12 - Pre-training packages being prepared.
- File a Flight Plan Day – 12 Nov 11 to help educate and test the system

### **Temporary Controlled Airspace for Capacity Purposes (CAS-T)**

- 2 Proposals received – joint NATS/Stobart Air (24 Aug 11) and Manston 15 Jul 11.
- DAP decision – 4 Nov 11 – main issue over dates and Boscombe Down to be resolved.
- Maintain airspace safety & meet additional demand at peak times – remove business jet traffic from normal routes and contingency hold (ORVAM). New holds to feed Farnborough Clutch (LEMVI) and one for SE airports (Manston etc) to take away from LCY traffic (OLPOT), plus CTR/A for Farnborough, Southend and Manston
- Maintain business as usual for main TMA traffic – LHR etc.

### **Communication**

- Brochure on 2012 Security Airspace – latest version July 12
- Flier on airport co-ordination due to be distributed shortly
- AIC on applying for exemptions to be published 6 Oct 11
- AIC on communications due 3 Nov 11
- Pilots Guide with VFR/IFR information – 1<sup>st</sup> version Jan 12
- AIP Supplements – 23 Feb 12 on Atlas Control and CAS(T)
- VFR Chart – 8 Mar 11 – funded by DfT, CAA & NATS
- Operational AICs in May 12

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### ATS Policy Update

#### ATCO Licensing Regulation

The European Commission Regulation (EU) No 805/2011, which lays down detailed rules for air traffic controllers' licences and training, became effective on 30 August 2011.

The point at which this occurred was determined by the European Commission at relatively short notice and little pre-warning to States.

This new regulation repeals Directive 2006/23 (the 'ATCO Licensing Directive'), but makes no substantive changes to the provisions contained in that Directive, which was implemented in the UK by Part 24 and Schedule 10 of the Air Navigation Order (ANO) 2009, so transitional arrangements for implementation of the Regulation were deemed, by the European Commission, to be limited or unnecessary.

Those transitional arrangements that were considered to be appropriate identified that Student and full ATCO licences and medical certificates issued in accordance with the [previous] Directive remain valid; however, new licences and medical certificates may only be issued in accordance with Regulation 805/2011 by the competent authority nominated by the State for that purpose.

CAA Information Notice IN-2011/092 provides further information ([www.caa.co.uk/IN2011092](http://www.caa.co.uk/IN2011092)).

#### Hectopascals

With effect from 17 November 2011, the hectopascal (hPa) will replace the millibar as the unit of measurement for atmospheric pressure within the UK. It is recommended that ATS unit documents, manuals, textbooks and instructional material should be amended as each is subject to routine amendment. See CAA Information Notice 2011/043 ([www.caa.co.uk/IN2011043](http://www.caa.co.uk/IN2011043)).

#### CAP 410 Parts A and B - Manual of Flight Information Services

Drafting of a replacement CAP for the current CAP 410 Parts A and B is underway. This aim is to create a single CAP for FISO operations; however CAP 427 Flight Information Service and the FSIO Licence ([www.caa.co.uk/CAP427](http://www.caa.co.uk/CAP427)) will remain the master licensing document. Recognising the need to promulgate the procedure and phraseology sections of the new document as a matter of some urgency, it has been decided that other chapters on subjects such as equipment and organisational requirements will not form part of the first edition but will form part of subsequent updates. The CAA has already been in consultation with the FISO Association and key FIS providers to discuss this project, timelines and key procedures and RT that need to be developed. It is anticipated that the FISO Association will be included in a review of the drafts during Q4 2011, followed by a public consultation during Q1 2012. It is anticipated that the CAP will be published during Summer 2012 with an implementation date to be decided following further consultation with industry on the scale of changes compared to current procedures and RT.

#### Integration of Traffic in the Vicinity of an Aerodrome

Following the AAIB investigation into a midair collision between a Cessna 402C and Rand KR-2 near Coventry Airport on 17 August 2008, the AAIB Aircraft Accident Report 8/2010 included the following Safety Recommendation:

*It is recommended that the Civil Aviation Authority ensures that the requirement in Part 1 of the Manual of Air Traffic Services for Aerodrome Control to issue 'information and instructions to aircraft under its control to achieve a safe, orderly and expeditious flow of air traffic and to assist pilots in preventing collisions' is suitable, sufficient, and complied with.*

This safety recommendation has been accepted by the CAA and a review of how ATC integrate traffic in the vicinity of an aerodrome is underway. A documentary review of ICAO, European and CAA regulations and procedures has been completed. Additionally a review of Mandatory

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Occurrence Report data has been undertaken to establish trends and causal factors. The CAA is in the process of drafting a Safety Notice to highlight the key risk areas and recommended actions to be undertaken by ATS providers. This will be followed by further engagement with ATS providers and colleges to evaluate the potential for developing further CAP 493 MATS Part 1 provisions or guidance.

### **CAP 413 (Radiotelephony Manual)**

CAP 413 will in future be updated by amendment, as opposed to replacing the entire document. Edition 20 of CAP 413 (Radiotelephony Manual), incorporating Amendment 1, will be available on the Civil Aviation Authority's website ([www.caa.co.uk/CAP413](http://www.caa.co.uk/CAP413)) from 17 November 2011.

In addition to material already promulgated by CAA Information Notices, or MATS Part 1 Supplementary Instructions, this amendment includes various editorial changes and the following significant changes, which have been consulted on through the CAA Phraseology Working Group:

- Addition of definition for Backtrack.
- Readback requirement of altimeter settings, including units when value is below 1000 hectopascals.
- Expansion of circuit phraseology examples.
- Addition of a phraseology example for low pass.
- Enhanced text for FISO phraseology regarding use of runway designators.
- Passing of traffic information, and logistics information, by an offshore aeronautical radio station.
- Addition of phraseology example for reducing a service due to surveillance performance.

Work is also underway through the CAA Phraseology Working Group to address and develop the following phraseology subjects:

- ILS
- CTR/CTA air traffic service.

### **CAP 493 – Manual of Air Traffic Services (MATS) Part 1**

The MATS Part 1 routine amendment cycle (November/March/July) continues. Amendment 11 will be published on 3 November 2011 and will become effective on 17 November 2011. In addition to minor updates, this amendment will incorporate major changes which have already been promulgated by CAP 493 MATS Part 1 SI.

The next meeting of the ATC Procedures Working Group (20 September) will be considering:

- MATS Part 1 procedures that would be necessary if UK were to adopt VFR at night (see item on SERA above).
- Impact of Transition Altitude changes.
- Flight crew procedures for minimum fuel and impact on ATC.
- Procedures and RT for departure clearances

### European Update

#### Fast Track ATM/ANS Implementing Rules (IR)

As discussed above under the ATCO Licensing Regulation, the first of three anticipated ATM IRs, which have been produced using the so-called 'fast-track' procedure, was published in the Official Journal of the EU on 10 August.

The remaining two fast-track ATM IRs dealing respectively with Oversight and Common Requirements for Air Navigation Services provision, have now been through approval (Comitology) by Member States using a written procedure. The Oversight and Common Requirements IRs will replace Commission Regulations (EC) 1315/2007 and (EC) 2096/2005. These IRs represent a largely 'cut and paste' transposition of the earlier regulations with minimal changes and are expected to be published in the Official Journal of the European Union (OJEU) in late September or early October. A CAA IN will be issued once the regulations appear in the OJEU.

Work to develop further ATM/ANS IRs together with Acceptable Means of Compliance (AMC) and Guidance Material (GM) continues under the auspices of three EASA drafting groups: ATM001 (Rules for ANSPs), ATM003 (Rules for ATCOs and Approved Training Organisations) and ATM004 (Rules for Competent Authorities). The outcome of this next phase of rulemaking activity is expected to be more far-reaching than the 'fast-track' transposition activity and will be the subject of formal consultation with stakeholders using the EASA Notice of Proposed Amendment (NPA) process. On current scheduling, a number of NPAs seeking stakeholder views on ATM/ANS rulemaking are due to be published during 2012 and 2013. The EASA programme covering production timescales for these NPAs is currently being revised.

#### Standardisation Visits

EASA is planning to commence a programme of ATM/ANS standardisation visits to European National Supervisory Authorities (NSAs) from January 2012. Their intent is to conduct traditional "system and process" audits, complemented by visits to undertakings under the NAA's oversight as "product samples". The CAA is already closely engaged with the embryonic ATM element of the EASA Standardisation Directorate and expects to host an informal 'NSA Orientation' visit in November.

#### Network Management

The Implementing Rule (IR) Commission Regulation (EU) No 677/2011 of 7 July 2011 laying down detailed rules for the implementation of Air Traffic Management (ATM) network functions and amending Regulation (EU) No 691/2010) and Commission decision appointing Eurocontrol as the Network Manager were published in the Official Journal of the European Union in July. Eurocontrol is now seeking final approval from its Member States to become the SES Network Manager and has started work to implement the IR.

Most of the actions in the IR are dependent on the Network Manager coming forward with proposals, including consultation mechanisms, detailed working arrangements and the various plans required by the IR. Much of this work will be overseen by a Network Management Board made up of Operational Stakeholders, which met for the first time on 6 September 2011. The UK's main representation will be through NATS who will sit on the board on behalf of the UK/Ireland FAB. There is also expected to be an ad-hoc Single Sky Committee later in the year for States to give their opinions on the working arrangements for the NMF.

Although we are awaiting details of the consultation arrangements, it is expected that the Eurocontrol teams, particularly the new NETOPS team(s) which was formerly ANT, will have a significant role and the UK, (including CAA and NATS) already has representation in these teams.

Although there are responsibilities falling on the State for NMF activities, these are in areas where CAA has existing statutory duties such as airspace and frequencies; in particular the CAA Surveillance and Spectrum Management team will nominate the Frequency Manager through DfT in

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due course. We continue to encourage Eurocontrol to be as transparent as possible in the work to detail the NMF arrangements and to allow all stakeholders the opportunity to comment as early as possible.

### **Aeronautical data and Aeronautical Information Quality (ADQ-2)**

The Regulatory Approach Document for the development of the draft ADQ-2 has been published. Consultation on this document closed on 7 September 2011 and a stakeholder consultation workshop planned for 28 October 2011. It is expected that a draft IR will be delivered to the EC by the end of 2012.

### **Performance Based Navigation (PBN)**

The Mandate to Eurocontrol to assist the European Commission in the development of an interoperability IR on PBN was published on 6 Apr 11. Subsequent work will define the minimum navigation requirements and introduce a new package of functionalities in En-route and Terminal airspace and final approach.

### **Surveillance, Performance and Interoperability (SPI) and Aircraft Identification (ACID)**

Both the SPI and ACID IRs have undergone comitology through the Single Sky Committee and are expected to enter into force later in 2011.

### **Voice Channel Spacing (VCS) below FL195**

Consultation on the extension of 8.33kHz Channel spacing below FL195 is complete. The IR is expected to come into force in late 2011 with an initial implementation date of 2013. DAP are investigating the feasibility of implementation of the rule prior to the mandatory date.

### **Regulatory Impact Co-ordination Group (RICG)**

The object of these internal meetings is to identify implementing actions for AATSD which will, in due course, be placed in the AATSD business plan. Recent RICGs have been held to analyse the fast track ATCO licensing IR, the ATFM IR and ATM Network Functions.

### **SES 2 Performance IR and National Performance Plan**

The process of planning and preparation for implementation of the SES 2 Performance Scheme Reference Period 1 (RP1 = 2012-2014 incl.) is nearing completion.

All EU Member States have submitted their required National Performance Plans, which reflect the four Key Performance Areas (KPA) and associated Indicators (KPIs) (Safety, Cost, Capacity and Environment) set at the European wide level and introduce KPIs at the national or FAB levels.

While there will be no targets set in respect of Safety KPIs during the first reference period, this is likely to change in the second reference period (RP2 = 2015-2018 incl.). The PRB has been invited by the European Commission to commence early discussions on the prospective shape, content and focus of RP2 with a public workshop planned in EUROCONTROL, Brussels to take views on the 10 November 2011.

### **ANSP Re-Certification and Compliance Matrices**

The ANSP Compliance Matrices contain questions to enable ANSPs to state how they achieve compliance with the various regulatory requirements. As such, they have to be maintained in a current condition by ANSPs and provide an important tool for the ANSP oversight process. The Compliance Matrices are reviewed as part of the audit oversight activity and provide the required evidence in respect of the 'width of scope' that supports the risk-based sampling process that is in use.

The current ANSP Compliance Matrices were produced during 2006 and are due for review and update. A number of new and amended regulations have come into force since they were brought

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into use and further change is expected with the replacement of EC Regulation 2096/2005 and EC Regulation 1315/2007 with the second and third EASA ATM IRs (the first was the ATCO Licensing IR) which are due to be published in the European Journal shortly.

The CAA intends to begin an update of the ANSP Compliance Matrices once the expected ATM IRs have been published. Although the requirements are not expected to differ significantly from the original SES1 regulations, new terminology (e.g. Competent Authority) replace the more familiar terminology (e.g. National Supervisory Authority). Additionally, some of the new regulatory requirements may generate differences (SES1 versus EASA ATM IRs) which will require interpretation by the CAA so that the Industry can understand what the resultant regulatory requirement will be. The required work, which represents a distillation of ANSP regulatory requirements into a form that all ANSPs are able to utilise, is not straightforward and will require time to complete. However, the CAA needs to undertake the work to allow ANSPs to continue to utilise the matrices to 'self declare' their compliance in an efficient manner ahead of confirmatory checking.

It is unlikely that the new Compliance Matrices can be completed before re-Certification of ANSPs falls due at the end of 2012. Therefore, replacement ANSP Certificates will be issued later this year before the current versions expire; this should not require any effort by ANSPs.

It should be expected that ANSPs will have to complete and submit the revised Compliance Matrices during 2012; however, mindful of the need to separate this activity from the busy period of service provision and regulatory support activity that will be associated with the run-up to, and duration of, the 2012 London Olympic and Paralympic Games, the CAA anticipates that this activity will take place during the second half of 2012. The completed revised versions will be utilised for regulatory activity once they have been accepted by the CAA.

### **Aerodromes**

The aerodrome rulemaking activity was officially concluded in June 2011. The drafting work was split into three main groups:

- Authority and Aerodrome Operator requirements (dealing with aerodrome certification, aerodrome manual, Safety Management Systems etc.)
- Aerodrome Operations (dealing with aerodrome operational services)
- Aerodrome Design (dealing with physical characteristics, visual aids etc.)

There was UK CAA representation on each of these three groups, along with industry representation including ACI Europe. The CAA held meetings with the AOA after each rulemaking meeting to keep the AOA up-to-date on the most recent developments. The NPA is expected to be published in December 2011 or early 2012.

The CAA and the AOA are holding 2 joint workshops for aerodromes expected to fall within the EASA scope in order to prepare them for the NPA. Invitations have been sent out and the workshops will be held on 13 October 2011 in Leeds and 14 October 2011 at Gatwick.

# **Air Traffic Services Safety Regulation Advisory Committee (ATSSRAC)**

## **Future direction of ATSSRAC - How can we collaborate most effectively?**

- **Are the bi-annual meetings of value and of the right frequency?**
- **Is the content right? Is there sufficient discussion on current safety issues?**
- **Should it be more of a consultative committee in place of an advisory committee? If so, how do you think it should work?**
- **Do you get all the information you need from the meetings?**
- **How could the meetings be improved for you?**
- **Is the level of representation right, both in terms of the individuals attending and the organisations represented?**
- **Should the Committee become an 'Aerodrome and ATS Safety Regulation Advisory Committee'?**
- **Do you get all the information you need between meetings? E.g. through CAA Information Notices and other channels.**