

Air Traffic Services Safety Advisory Committee

31st Meeting

Held at Aviation House, Gatwick on 16 September 2011 10.00 to 13.00

| <u>Present:</u> | | <u>Apologies:</u> | |
|----------------------------|----------------------------|--------------------------|------------------------------|
| Kirsten Riensema (KR) | SRG – AATSD (Chair) | Chris Kelly (CK) | Peel Airports Ltd |
| Paul Atherton (PA) | SRG – AATSD | Jane Gothard (JG) | NATS |
| Harry Daly (HD) | SRG – AATSD | John Haffenden (JH) | AOA |
| Chris Peart (CP) | SRG – AATSD | Jon Cox (JC) | Manchester Airports Group |
| Colin Gill (CG) | SRG – AATSD | | |
| Peter Gardiner (PGar) | SRG – AATSD | Robin McRae (RMc) | HIAL |
| Robyn Hathaway (RH) | SRG – AATSD (Secretary) | Neil Thompson (NT) | AOA |
| | | Nick Porter (NP) | Global ATS Ltd |
| Phil Roberts (PR) | DAP | Alan Siddoway (AS) | Global ATS Ltd |
| Bob Granville (BG) | NATS | Roger Koukkoulis (RK) | AOA |
| Colin Smith (CS) | MAA | Tim Norton (TN) | NATS |
| Ian Rogers (IR) | Marshall Aerospace | Paul Clarkson (PC) | AOA |
| Kati Williamson (KW) | BAe Systems | | |
| Maggie Gault (MG) | SERCO | | |
| Malcolm MacPherson (MM) | Prospect | | |
| Liam Bolger (LB) | AOA | | |
| Paul Brown (PB) | FISO Association | | |
| Pete Glass (PGI) | Prospect | | |
| Peter Thompson (PT) | Infratil | | |
| Rob Marshall (RM) | AOA/GATCO | | |

Minutes of the 31st Meeting

1. Chairman's Welcome and Opening Remarks

- 1.1 KR welcomed the attendees to the 31st meeting of the ATSSRAC, and introduced herself as the Acting Head of the newly formed Aerodrome and Air Traffic Standards Division.
- 1.2 The committee members introduced themselves.

Air Traffic Services Safety Advisory Committee

31st Meeting

2. Minutes of the 30th Meeting

- 2.1 RM asked for clarification regarding item 3.1 on the minutes from the last meeting, as it suggested that Deemed Separations were being reviewed.
- 2.2 CG responded that this was ongoing work, and that there were no safety concerns regarding Deemed Separations; it was recognised that the policy could be polished to ensure common standards across the Regions.
- 2.3 No further items were raised.

3. Matters Arising

- 3.1 There were no matters arising.

4. Aerodrome and Air Traffic Standards Division (AATSD)

- 4.1 KR highlighted the written brief provided regarding this agenda item and provided background to the formation of AATSD and invited comments and suggestions.
- 4.2 CS mentioned that, at the time, he felt surprise that the Air Traffic Standards Department had been separated into a Division in its own right some years ago, and that now it was going back into a department.
- 4.3 KR mentioned that ATSD was still a Division in its own right, and that Aerodrome Standards was being brought into that Division to form AATSD.
- 4.2 HD provided further explanation, describing the European dimension that also lay behind the merger; transition to EASA rules, some of which will be common to the Aerodrome and ATS domains, is imminent so it was felt that this was appropriate. HD also explained that the idea of Aerodrome and ATS being brought together as a Division was suggested at the time of the creation of the Air Traffic Standards Division, but it was felt that it was not appropriate at that time.
- 4.3 HD further explained that the synergy that would be created from the new Division would allow the CAA to better position itself and help influence within Europe.
- 4.4 KW mentioned that she felt that this was a good idea, especially where the owner/operator of an airfield and the ATS provider were the same company. KW asked if this would mean that there would be the possibility of joint audits in the future.
- 4.5 KR explained that if it was appropriate, and the ANSP and Aerodrome Licence Holder could accommodate it, then yes, there was the option of joint audits, and acknowledged that in the case of smaller aerodromes it may not always be appropriate. The joining together of the two areas was about sharing systems, information and data and working more efficiently. Any changes to the audit and inspection processes would be made in consultation with the Aerodrome Licence Holder and ANSP.
- 4.6 KW asked how the CAA anticipated the relationship to develop between Aerodrome Licence Holders and ANSPs. KR responded that it was felt that the relationship should be close anyway; SMS's should intertwine and the CAA was hoping to encourage this relationship by joining the two departments.

Air Traffic Services Safety Advisory Committee

31st Meeting

- 4.7 CP explained that the two departments already work closely together, and that there were larger issues to be addressed at the moment, such as interface, collaborative working and sharing information to be able to make informed decisions. ANSPs and Aerodrome Licence Holders would be able to say no to joint auditing if it was felt that the impact would be too great, and also time was needed to be able to address corrective actions in between audits.
- 4.8 BG expressed his view that often the responsibilities of an ANSP in an aerodrome can blur and that the merger of the two departments would encourage and improve communication between the ATS provider and Aerodrome Licence Holder, and within the two departments at the CAA.

5. Strategic Review of Safety Regulation – Enhanced Safety Performance (ESP)

- 5.1 KR gave a brief presentation regarding ESP (slides attached), explaining the following key points:
- The Review had been completed and SRG had now formed a picture of what it wanted to achieve.
 - The CAA's [5 Year Strategic Plan](#) and the [CAA Safety Plan](#) has focussed on the biggest risks, and these had been planned for; however, the plan may change if the risks change.
 - The principles of ESP were to gain a view of the combined risks, and for SRG to be better at measuring what is happening by looking at the leading indicators and pre-cursors of risks.
 - The process is currently being tested through a series of 'Pathfinders'; the first of these is being tested now with easyJet. The second is due to start in October with Gatwick Airport, with CHC Scotia, Farnborough Airport and Peel Airports Group also being identified.
 - The Pathfinders would be identifying what SRG needs to do to identify the first two pillars (slide 2).
 - Normal regulatory activity is continuing.
- 5.2 CP mentioned that ESP showed the advantages of the new AATS Division; the Division is able to seed informed people into the pathfinder groups, safeguarding interests.
- 5.3 CG explained that cross aviation safety improvement activities such as the Significant 7 were already being managed in a way that reflected ESP principles. Refinement of this process would result in collaborative actions that would deliver Safety improvement.
- 5.4 CS mentioned that he felt that it was important that whilst SRG continued to audit against regulations, it was important that it continued to 'inspect' as well. KR responded that this was important, and that ESP would help SRG to focus on those areas which needed to be looked at.

6. Directorate of Airspace Policy (DAP) Update

- 6.1 PR provided a written update provided for this agenda item, and highlighted the following items:
- The work that had now been initiated on a Surveillance Strategy
 - 2.6 GHz Auction/S Band Radar Remediation Programme
It was noted that bullet point 8 quoted a figure of 66% of direct costs to ANSPs. PR updated the committee that this figure has recently been revised to 80%. [Secretary's note: Post meeting, PR has confirmed that the upper ceiling remains at £300]
 - Transition Altitude

Air Traffic Services Safety Advisory Committee

31st Meeting

It was noted that the consultation was due to begin in November, and that DAP were hoping for a large response to this consultation.

- Performance-based Navigation (PBN)

It was noted that the consultation had been completed, the Comment Response Document was about to be published, and the policy is due to be published towards the end of the year.

6.2 KW referred to paragraph 3.5.2 in the written update and requested clarification.

6.3 PR responded that the policy was being developed and an outline proposal would be presented to the CAA Policy Committee later this year.

7. AATSD Update

7.1 CG gave further information on the following items provided in the written update:

- SERA: The Comment Response Document had been issued on the Eurocontrol website and a workshop was due to be held on Monday 19 September. Part C continues to be drafted. BG asked if there were any significant concerns arising. CG mentioned that the biggest impact on ATM would be the transference of PANS-ATM into law, and the impact that this would have on MATS Part 1. HD mentioned that there would be a managed impact and that it was hoped that there would be minimal change. CG mentioned that consultation on Part C was due to begin in early 2012.
- Olympics: PR gave a brief presentation (slides attached) regarding airspace restrictions during the Olympics in addition the written update. CG also provided further update to the written brief.
- ATS Policy Update – CG updated the Committee on the ATCO Licensing regulation and mentioned that on 10 October the CAA would be nominated as the Legal Authority, allowing the CAA to issue licences without an exemption.

7.2 RM made a general comment regarding paper copies of all CAA CAPs, especially CAP 493 and CAP 413, that it was becoming difficult to provide an up to date copy in the ops rooms as the amended pages were no longer available in advance from the CAA website. CG briefed that in the case of MATS Part 1, any significant changes were provided in advance through the CAP 493 Supplementary Instructions, and that the Amendment Histories had been enhanced to provide further detail of the amendment. CG agreed to take this issue forward and see whether the amended pages could be provided.

Action 31/01: CG to investigate whether it is feasible to provide amended pages for CAA CAPs on CAA Website with Corporate areas.

7.3 PA mentioned that AATSD were currently working on a pilot project which was aimed at looking at making information more easily available, directly online and in a more interactive way, but is in the early stages and is currently aimed at proving the process.

7.4 In addition to the written brief, PGar gave a brief update on European activity, highlighting the following areas:

- Extension of EASA's competence in ATM and concerns about the size, complexity and pace of the rulemaking challenge.
- Commencement of NSA Standardisation inspections in 2012.
- Oversight of the Network Manager (Eurocontrol) by EASA on behalf of the European Commission.

Air Traffic Services Safety Advisory Committee

31st Meeting

- 7.5 CP gave a brief update regarding ANSP Certification, highlighting that the ANSP Certificates may be issued early this year as an administrative process. KW mentioned that it had been rumoured that the Certificates may be issued for a 5 year period, and asked if this was correct. CP responded that the CAA Legal team had felt that this was inappropriate at the time due to the transition to EASA, but EASA are planning on issuing certificates with no expiry date.
- 7.6 No issues were raised with regards to the written update on Aerodromes.

8. Future Direction of ATSSRAC

- 8.1 A lengthy discussion took place on this subject, and the following main points were highlighted:
- Briefings from ATSD/DAP are valued by representatives
 - Consideration should be given for the need for Ad-hoc meetings during periods of significant change
 - Representatives would like to keep the ATSSRAC focused on ATS issues
 - Advanced briefing material was welcome; consideration should be given to providing this 2 weeks in advance in future
 - Representatives felt that they would like to have a forward agenda of items/topics to discuss at meetings
- Action 31/02: Representatives to provide RH with topics to add to the forward agenda of future ATSSRAC meetings - All**
- Representatives felt that Trends/issues the CAA sees from MORs should be discussed at ATSSRAC (including those 'Hot Topic' issues identified by AATSD)
 - AATSD to review the ATSSRAC ToRs in light of the above and, once completed, the revised ToRs should be sent to committee members for comment before the next meeting.
- Action 31/03: AATSD to review ToRs and send to committee members for comment. KR, HD, CP, PA, CG, AT & RH.**

9. AOB

- 9.1 RM queried what progress was being made in terms of Mode S interrogator roll out as we moved towards the implementation date of March 2012. PR replied that as far as he was aware, were were ell on track with civil airport and any exemptions are being considered on a case by case basis. However, PR undertook to confirm the situation and report back. [Secretary's note: PR has subsequently confirmed that this is situation.]