

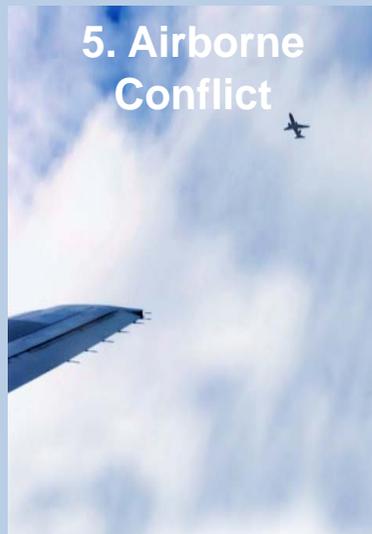
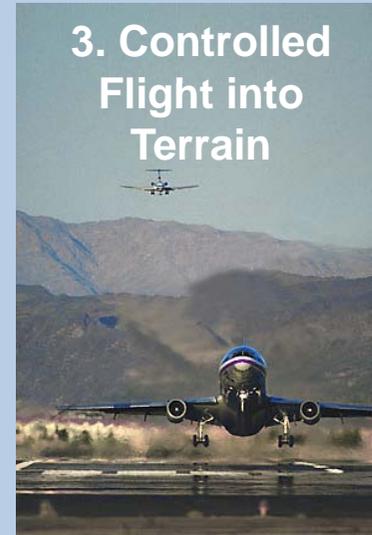


**Air Traffic Services Safety Regulation Advisory Committee**  
32nd Meeting

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**Briefing Pack**

# SIGNIFICANT SEVEN



## SIGNIFICANT SEVEN SAFETY ISSUES

The CAA 'Significant Seven' safety issues were identified following analyses of global fatal accidents and high-risk occurrences involving large UK commercial air transport aeroplanes. For each of these issues, joint CAA/industry task forces were created to study the safety issue in-depth and make recommendations on how their risk could be mitigated. Task force outputs were consolidated, prioritised and then shared and debated with industry at a Safety Conference in 2010. The key outcome from this Conference was the clear prioritisation of loss of control and runway safety (primarily excursions) over the other safety issues. The key desired safety outcomes for each of the seven issues are detailed below.



### Loss of Control

Whilst technology has played a significant part in mitigating the risk of other types of accident, advances in technology and automation may not have been fully supported by corresponding changes in training, and this may lead to an increased risk of loss of control events. Training and testing pilot competence currently focuses on their handling skills rather than monitoring skills. However, safe operation of complex and highly automated aircraft relies on each pilot effectively monitoring the aircraft systems, automation and the other pilot's actions.

### Desired Safety Outcomes

To reduce the risk of loss of control occurrences and serious incidents in which a factor was either inadequate or ineffective flight crew:

- Monitoring;
- Understanding of aircraft automation; or
- Maintenance of manual flying skills.



### Runway Excursion

The key factors in avoiding a runway overrun or excursion were found to be landing within the touchdown zone in the correct configuration and at the correct speed, and if this could not be ensured, then flying a go-around. Other factors that increased the risk included provision of incomplete runway contamination data to pilots, failure to provide compliant runway surface friction characteristics and inadequacy of safety areas surrounding the runway.

### Desired Safety Outcomes

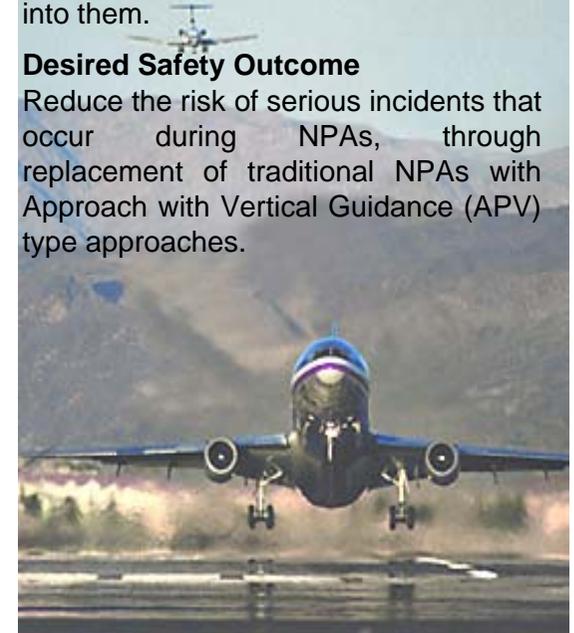
- Reduce the risk of runway excursions associated with unstable/de-stabilised approaches.
- Introduce capability for aerodrome operators to provide meaningful data to pilots concerning expected braking action on contaminated runways.
- Improve the safety areas around runways.

### Controlled Flight into Terrain (CFIT)

CFIT risk was found to be greatest during non-precision approaches (NPAs) and the most common causes were: descent below decision/safety heights without appropriate visual reference, inadequate monitoring and lack of positional awareness. Terrain Awareness and Warning System warnings were an effective mitigation but relied on correct flight crew response, up-to-date terrain databases and software, and the most accurate source of position information feeding into them.

### Desired Safety Outcome

Reduce the risk of serious incidents that occur during NPAs, through replacement of traditional NPAs with Approach with Vertical Guidance (APV) type approaches.



## Runway Incursion

Runway incursions are managed through the Runway Incursions Steering Group (RISG), a group that has been able to build an excellent working relationship with industry and stakeholders by working closely together. Continued engagement with industry will help to see a reduction in the number of runway incursions by UK registered aircraft, by ground vehicles and at UK aerodromes. The RISG is represented on the EUROCONTROL Runway Incursion Prevention Working Group and has contributed to the development of the revised European Action Plan for the Prevention of Runway Incursions version 2.0 (EAPPRI2). One of the key actions to mitigate the risk of runway incursions will be the promotion of recommendations from EAPPRI2 to industry.

### Desired Safety Outcome

Reduce the risk of runway incursions at UK licensed aerodromes.



## Airborne Conflict

Many of the risks associated with airborne conflict are already being addressed through working groups/initiatives and cover issues such as: level busts, airspace infringements and modelling of class G airspace utilisation. In addition to these issues, EUROCONTROL data suggests that a significant proportion of Airborne Collision Avoidance System Resolution Advisories (ACAS RAs) are not responded to correctly, which supports the need for a review of the effectiveness of flight crew training in this area.

### Desired Safety Outcome

Reduce the risk of midair collisions associated with incorrect responses to ACAS RA warnings.

## Ground Handling

Ground handling safety is managed through the Ground Handling Operations Safety Team (GHOST). GHOST is a group whose aim is to work with the UK aviation industry, organisations and groups worldwide to develop strategies to mitigate the safety risks from ground handling and ground support activities in the UK and elsewhere. With the exception of dangerous goods, ground handling activities are currently not directly regulated in the UK. Occurrences classified under the ground handling banner are numerous and varied. The majority are classified as low risk. However, those with the potential to cause the greatest harm to aircraft safety are loading errors and serious collisions between vehicles and aircraft with resulting damage that remains undetected prior to flight.

### Desired Safety Outcome

Reduce the risk associated with loading errors involving UK aircraft or at UK aerodromes.



## Fire

The majority of aircraft fire incidents occurred in galleys, passenger and toilet areas but these were determined to be relatively low risk and unlikely to progress to a catastrophic accident. However, hidden area fires, although relatively infrequent, have a far greater potential for a catastrophic outcome. Most of the aircraft fires associated with fatal accidents occurred during the post-crash sequence and it would be more effective to address the causes of crashes (e.g. runway excursions) rather than make aircraft more tolerant to post-crash fire. Nevertheless, the CAA should maintain the focus on the effectiveness and efficiency of post-crash fire response whilst continuing to review new technologies and developments in emergency planning and enhanced fire-fighting.

### Desired Safety Outcome

Reduce the risk of an in-flight hidden fire through a reduction of wiring related fire/smoke events.

# SIGNIFICANT SEVEN



For more information, see [www.caa.co.uk/SafetyPlan](http://www.caa.co.uk/SafetyPlan) or contact:

## Loss of Control

- Ray Elgy (Sponsor): [Raymond.Elgy@caa.co.uk](mailto:Raymond.Elgy@caa.co.uk)
- David McCorquodale (Working Lead): [David.McCorquodale@caa.co.uk](mailto:David.McCorquodale@caa.co.uk)

## Runway Excursion

- Troy Preston (Sponsor): [Troy.Preston@caa.co.uk](mailto:Troy.Preston@caa.co.uk)
- Chris Farnaby (Working Lead): [Chris.Farnaby@caa.co.uk](mailto:Chris.Farnaby@caa.co.uk)

## Controlled Flight Into Terrain

- Bob Jones (Sponsor): [Bob.Jones@caa.co.uk](mailto:Bob.Jones@caa.co.uk)
- David Russell (Working Lead): [David.Russell@caa.co.uk](mailto:David.Russell@caa.co.uk)

## Runway Incursion

- Bob Jones (Sponsor): [Bob.Jones@caa.co.uk](mailto:Bob.Jones@caa.co.uk)
- See also [www.caa.co.uk/RunwaySafety](http://www.caa.co.uk/RunwaySafety)

## Airborne Conflict

- Bob Jones (Sponsor): [Bob.Jones@caa.co.uk](mailto:Bob.Jones@caa.co.uk)
- Simon Williams (Working Lead): [Simon.Williams@caa.co.uk](mailto:Simon.Williams@caa.co.uk)

## Ground Handling

- Kirsten Riensema (Sponsor): [Kirsten.Riensema@caa.co.uk](mailto:Kirsten.Riensema@caa.co.uk)
- See also [www.caa.co.uk/GHOST](http://www.caa.co.uk/GHOST)

## Fire

- Padhraic Kelleher (Sponsor): [Padhraic.Kelleher@caa.co.uk](mailto:Padhraic.Kelleher@caa.co.uk)
- Graham Wheeler (Working Lead): [Graham.Wheeler@caa.co.uk](mailto:Graham.Wheeler@caa.co.uk)

# Air Traffic Services Safety Regulation Advisory Committee

## 32nd Meeting – Briefing Pack

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### Agenda Item 5

#### ATSSRAC Revised Terms of Reference

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

#### Draft Terms of Reference

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#### Purpose

- To provide a forum for discussion of current issues and concerns affecting UK ANSPs (note: individual issues should be resolved between the ANSP and the respective CAA contact).
- To facilitate dialogue and understanding between the CAA and the UK ATM community on strategic issues affecting ATM safety and operations.
- To build a common understanding of the safety risks and mitigating actions/plans required.
- To create awareness and a forum for discussion of changes being considered to legislation or regulations in advance of the formal consultative process. (Note: this will not preclude or substitute for the CAA's formal consultation processes governing proposals to introduce or amend CAA requirements).
- To create awareness and a forum for discussion of international developments likely to affect the UK ATM industry (i.e. ICAO, EC, EASA and Eurocontrol).

#### Membership

**CAA:** Head of Aerodrome and Air Traffic Standards (Chair)  
Head of ATS Strategy and Standards  
Head of ATS Operations  
Assistant Director Airspace Policy 1  
ATS Business & Quality Standards Officer (Secretary)

**Industry:** Global Aviation Training Services (ATS) Ltd  
NATS  
Peel Airports Ltd  
Marshall Aerospace  
Airport Operator's Association (AOA)  
Manchester Airports Group  
BAe Systems  
SERCO  
Prospect  
HIAL  
FIS Association  
Infratil  
GATCO

Specialists from the CAA and industry may be co-opted for discussion on particular agenda items.

# Air Traffic Services Safety Regulation Advisory Committee

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### **Chairmanship and Secretariat**

The meeting venue will normally be Aviation House, Gatwick. The Secretariat will be provided by the CAA. The meeting will be chaired by Head AATSD or a nominated deputy.

### **Administration**

- The CAA will provide the ATSAC members with a written general update covering routine matters and standing items two weeks prior to the meeting. ATSAC members will have the opportunity to request further clarification or explanation of the written briefings at the meeting. The CAA may also wish to provide a further update at the meeting if required.
- ATSSRAC members may add items to the meeting agenda and submit discussion papers or other material at any time, however it is preferential that this is done two weeks in advance of the meeting and that the meeting secretary is advised.
- The Secretariat will circle the Agenda, together with any supporting papers, two weeks in advance of each meeting. ATSSRAC members are encouraged to submit/request agenda items to the secretary to achieve this deadline.
- A forward agenda of discussions topics will be agreed by the group and maintained by the Secretariat.
- ATSAC members will be expected to represent their particular sector of the industry and to act as liaison between the CAA and those whom they represent. Whilst personal views may be proffered the intent is to provide a means of consultation with the relevant aviation industry sectors.
- ATSSRAC members must inform the secretariat of all changes to their representation.
- Where a member requires any additional or alternate person to attend an ATSSRAC meeting, this should be advised through the Secretariat at least two weeks in advance of the meeting.
- Working Groups may be formed for certain projects. Working Groups will develop specific Terms of Reference to be agreed by the ATSAC and will report to the ATSAC at agreed intervals.
- Detailed minutes will not be maintained but an Action List will ensure delivery of agreed items and continuity between meetings.

### **Frequency**

Meetings will normally take place on a six-monthly basis.

Additionally, ad-hoc meetings may be called for specific subjects.

### Agenda Item 6

#### DAP Update

The following topics are matters that may be of interest to members of ATSSRAC from the DAP perspective. Any of these matters can be raised during ATSSRAC if the briefing raises questions or queries that require further elaboration.

- 1. Future Airspace Strategy (FAS).** Work continues within the FAS Industry Implementation Group (FASIIG) to develop an industry led implementation plan by December 2012. The FASIIG recently held its 4<sup>th</sup> meeting and the tempo of work is now increasing under the joint chairmanship of NATS/BAA assisted by an outside contractor. This work will form a major part of the UK's contribution to SESAR implementation and includes a sub-strand on how cost benefit analysis techniques should be employed in the context of FAS. Within the NATMAC FAS Sub-Group the focus has been on ensuring the Class G environment is fit for all users in the 21<sup>st</sup> Century. This cross-industry group has considered all of the aspects that contribute to the unique mix of activity that takes place in Class G airspace in the UK and the requirements of users, and set out a number of actions which would ensure that Class G continues to be safe and efficient in the future. Much of this work is around gathering better data to understand precisely what happens in Class G today and to identify trends from that data. A further sub-group is considering how we might optimise Standard Instrument Departure (SID) designs in the Performance Based Navigation (PBN) environment, having regard for the published procedures (some of which are Noise Preferential Routes) and what is actually being flown in day-to-day operations.
- 2. Performance Based Navigation (PBN).** The PBN policy document has now been published as a joint UK/Ireland Functional Airspace Block (FAB) document and is available via the [CAA website](#). The European Commission is also continuing its efforts to develop a PBN Implementing Rule, but this is unlikely to be in place before 2018 at the very earliest. An AIC on this topic will be published on 22 March 2012 (AIC Y 023/2012).
- 3. Transition Altitude.** Following a period of joint working to identify all of the issues associated with a change in Transition Altitude, the CAA has published its consultation on this topic which runs until early May. The intention is to introduce a revised Transition Altitude, both inside and outside controlled airspace, within the entire UK/Ireland Functional Airspace Block on a date to be determined subject to the results of the consultation. This is a complex and challenging topic that has required new and innovative ways of working to get to this current stage and which will impact on all users of UK airspace in due course. The consultation is very important and it is highly likely that there will be a second phase; ATSSRAC members are actively encouraged to consider the issues raised and provide comments by the due date. The consultation document is available via the [CAA website](#).
- 4. Conventional NAVAID Rationalisation.** Following a short hiatus, the NATS work on rationalisation of the terrestrial NAVAID infrastructure will now resume. NATS will engage with airports that may be affected by the removal of a particular en-route VOR/NDB that may provide SID/STAR connectivity to the network prior to its removal. Forthcoming SID changes at Birmingham are being used as a test case scenario.

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5. **Class F Airspace.** Discussions between NATS and the CAA are on-going with regard to the removal of Class F airspace in the UK, the bulk of which lies in the Scottish FIR. The Single European Rules of the Air (SERA) Part A and B package will go to the March meeting of the Single Sky Committee for approval and, subject to some very minor fine tuning, is likely to be agreed. This will put a finite timescale on the end point for the removal of Class F (likely to be 2014). Action will be taken to permanently suspend W2D (Pole Hill to IOM – which has been NOTAM'd suspended for some time) ahead of this date. The use of N160D (across the SW Approaches) is being reviewed to consider whether its status as a Class F Advisory Route remains appropriate.
6. **Administered Incentive Pricing (AIP).** AIP for VHF will come in on, or shortly after, 3 May. Ofcom have published a statement - link below – and a letter will be sent to Licensees as soon as Ofcom confirm the wording. Costs range from £75 to £9,990 for voice, and up to £19,980 for data link, but these will be confirmed individually as Ofcom have agreed to a bespoke pricing approach as recommended by the CAA for some users.
  - [Bespoke Licence fees for aeronautical VHF Communications Frequencies statement - published 02 June 2011](#)
  - [Notice of proposals to make the Wireless Telegraphy \(Licence Charges\) \(Amendment\) Regulations 2012 – published 26 Jan 2012](#)
7. **2.7/2.9 GHz Issue.** The programme of work to modify the S-Band PSRs to ensure their performance is not adversely affected by the deployment of mobile broadband in the 2.6 GHz band following the auction is progressing well. A funding compensation programme has been agreed and this will be administered by the DfT. All affected S-Band radar operators have signed up to the scheme.

The radar DA's are progressing the design of the modifications and a roll-out plan has been developed to complete the work by early 2014. Several radars will also need to shift frequencies in addition to fitting the modified filters to ensure the necessary protection, and those radar operators affected will be formally notified by end Apr 12. New frequencies have been identified and these are currently being co-ordinated in accordance with normal practice. The costs of this are included in the compensation plan. DAP and SRG staff are working closely with the DfT and Ofcom to facilitate the programme.
8. **Transponder Carriage Requirements.** With effect from 6 April 2012, Mode S is the means of compliance for all mandatory transponder carriage. The transition period, which allowed continued use of Mode A/C transponders already fitted, ends on 5 April 2012. In addition, Gliders and Self-launched Motor Gliders are now subject to the ANO requirements for transponder carriage unless they are flying in the non-SSR Glider areas promulgated in AIC Y 007/2012 or subject to a LoA. Mode A/C will however be accepted as the means of compliance for the Olympics EG R112 and Stansted TMZ until the end of the Paralympics. Service providers may still grant specific exemptions on a flight by flight basis for non-Mode S compliant aircraft. An IN reminder will be released shortly.
9. **Windfarms.** A Briefing package for Local Planning Authorities is being developed under the ASI banner and will be released once funding for the publication has been addressed. The CAA is still exploring options around the funding to continue the REPO post previously funded by DECC.

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10. **Met.** Following extensive trials and safety analysis, NATS will introduce the provision of automated weather observations during operational hours from 19 April 2012 at the following aerodromes: Cardiff, Edinburgh, Glasgow and Stansted. Aerodromes that have been granted permission to issue AUTO METAR and automated local reports will have a certificated Met Observer on duty to amend the weather report should there be a significant difference between the conditions being reported by the instrumentation and actual conditions across the airport. The automated observations will include information on 'thunderstorm' and 'thunderstorm in the vicinity', as well as towering cumulus cloud and cumulonimbus cloud, in accordance with internationally-agreed standards, through remotely sensed data. An AIC on the topic will be published shortly.
  
11. **AIM.** The Aeronautical Data Quality Implementing Rule (ADQ IR = Commission Regulation (EU) No. 73/2010) was adopted in January 2010 and lays down requirements on the quality of aeronautical data and aeronautical information for the Single European Sky. DAP (AIMR) is working towards ensuring UK compliance with this regulation which will place additional regulatory requirements on a number of organisations including aerodromes.

Several significant issues have been identified and which impact on the CAA's work towards implementation of this regulation. The lack of some guidance material and the over prescriptive nature of some of the draft guidance material are the most noteworthy issues. The CAA is working with other European States in order to develop a way forward that will be acceptable to the European Commission.

In the meantime, the CAA is in the process of preparing for a preliminary industry workshop at which all AIM related matters will be presented. As the UK AIM policy is developed and additional guidance material becomes available, the CAA will conduct further consultation with UK industry. Details of the Workshop will be announced when planning has been completed.

### Agenda Item 7

#### Olympics Update

##### Overview

The London 2012 Olympics places a significant impact on UK airspace, ATS providers and aerodromes. To ensure security and capacity, it has necessary to establish the largest volume of CAS (T) and temporary Restricted/Prohibited airspace even known in UK. There are expected to be 250,000 Olympic passengers and 400 Heads of State flying into UK. Projections indicate that there will be an extra 1,500 business jets and the event requires a wide variety of supporting aviation activities, including Olympic Broadcast, opening/closing ceremonies, police and military flights. It is therefore imperative that ATS providers and aerodromes proactively manage the potential safety risks that are generated.

##### Temporary Airspace Restrictions

Allied with the main Restricted Zone, Farnborough LARS (North and East) is suspended, and ATS within the Restricted Zone is provided by Military ATC (Atlas Control). Details of the airspace, access requirements and Atlas Control provision are available at [www.airspacesafety.com/olympics](http://www.airspacesafety.com/olympics). Further details will also be promulgated by AIC. The Restricted Zone Statutory Instrument will be published on 16 March. Applications for exemptions to the access requirements can be made until 31 March at: <http://olympics.airspacesafety.com/what-happens-now/airfield-exemptions>

Details of the CAS (T) and routes, and amended SSR code assignments have recently been promulgated in AIP Supplements available from the [AIS website](#).

##### Aerodrome Slot Allocations

In addition to airports that are already slot co-ordinated, during the period of the 21 July to 15 August 2012 inclusive, 36 additional airports will be designated as temporarily co-ordinated. Procedures are detailed in an AIP Supplement now available at the AIS website.

##### Safety Risk Project

The CAA has been undertaking an Olympic Safety Risk project with the following aims:

- *Together with industry*, identify the safety risks and necessary mitigation activities arising from Olympic aviation activities;
- Gain assurance that industry and airspace users have appropriately identified and taken steps to mitigate their risks;
- Based on the above, enhance risk-based safety oversight; and
- Facilitate/manage total-system risk actions.

The generic safety risks have been identified and then validated and further developed at industry workshops and through direct and written communications with industry. Actions have been put in place to mitigate the risks and these continue to be further developed. The risks register includes but is not limited to the following broad categories, which are further sub divided by causal factor:

- Airspace Infringement and Class G funnelling;
- Excessive ATS workload and appropriate levels of ATS – (ATC/FIS/AGCS);
- ATS unit interface with Olympic airspace;
- Service provision inside and ATS unit interface with CAS-T;
- Security interventions;
- Atlas Control ATS provision and flight planning requirements;

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- Aerodrome safety risks;
- Opening and Closing Ceremonies; and
- Amended aircraft routings and diversions.

Particular effort has been focused on identifying the consequential effects of the Olympic airspace on Class G airspace users and ATS providers. This has included holding 5 regional workshops, and the findings have been used to create an extensive AIC that provides location specific guidance to pilots. The workshops have also resulted in ATS providers collaboratively agreeing to enhance service provision. Aircraft operators have already started to use the information to adapt their planned operations. The AIC will be published in May, and the content will also be converted into ASI web pages and leaflets.

Enhanced risk-based oversight of aerodromes and ATS units is being delivered. This takes into account our day to day confidence in the unit, and an assessment of Olympic impact. This has generated an Olympic confidence factor by location which is regularly reviewed and updated by the appropriate Regional Inspectorate. Oversight and audit plans are adapted in response to the confidence factor, and we are increasing our oversight through direct contact and working with industry at locations with most need. Key areas that we expect all ATS units and aerodromes to focus on and plan for in advance of the Olympics are:

- Ensuring traffic intensity and controller workload is managed appropriately; and
- Updating procedures and inter-unit procedures to reflect revised airspace and service provision arrangements.

The CAA is working very closely with the MoD to ensure that the provision of bespoke ATS by Atlas Control is integrated safely and efficiently with civil ATS provision. In addition, we have direct involvement in the security plans and are ensuring that these operations can be conducted safely with as little effect on civilian air traffic movements as possible. Cognisant of the security climate, we are working very hard to ensure that the risk of airspace infringement is minimised. The CAA will issue, along with the Restricted Zone Statutory Instrument, a statement of airspace infringement enforcement policy, which makes clear our stance and expected follow up actions to any Olympic airspace infringement.

### Communications and Education

Communications and education are a key part of our safety strategy, and we are running a wide ranging campaign under the auspices of the Airspace and Safety Initiative (ASI). The following particular completed and planned activities are worthy of note:

- Dedicated web pages on [www.airspacesafety.com](http://www.airspacesafety.com);
- Podcasts and social media;
- Olympic focused GASCO safety evenings conducted winter 2011/12;
- Multiple bespoke visits and presentations;
- Stalls at various aviation shows and events – UK and overseas;
- Leaflets and PowerPoint presentations made available, also translated into French and German;
- Aero Expo – Sywell – 25-27 May; and
- CAA IN update to ATS providers and aerodromes end March/early April.

A consolidated GA pilot guide will be promulgated in May which provides all the information needed, from various formal sources, to fly safely in the area. This will include RZ procedures, slot allocation, flight planning, intercept and lost communication procedures, and Class G hot spot advice.

### Agenda Item 9

#### ATS Requirements Promulgation – Feedback

It has been recognised for some time that the way in which requirements and other information is presented needs to be improved across the CAA. Traditionally, a wide range of information is presented in the form of Civil Aviation Publications (CAPs). These have tended to be simply listed with apparently random numbering and may not be grouped according to subject matter or focused on interested parties, be they organisations or individuals.

AATSD has an objective to present information to interested parties in a more coherent fashion, across various areas of subject matter. Connected with this presentational aspect of requirements and other information such as acceptable means of compliance and guidance material are various other benefits. These include a more efficient way of producing information by re-using generic information wherever possible and providing a convenient one stop shop for interested parties, including application forms and automatic alerting of new information and developments, consultations etc via automated methods such as RSS Feeds.

Although there is the possibility that CAPs could eventually be replaced by on-line information sources or 'portals', tailored to the needs of specific audiences, it is recognised that for now CAPs and other current forms of publication are still well liked by many and the current approach is to maintain a combination of CAPs and portals on the CAA website.

Our progress so far in presenting information in a more coherent manner is demonstrated on the ATS Requirements Overview Pages, available at [www.caa.co.uk/ATSRequirementsOverview](http://www.caa.co.uk/ATSRequirementsOverview). The following comments are made in respect of the above Pages.

The various topmost portals presented are focused on service providers or significant topic areas such as ATC, AFIS, CNS/ATM, AGCS, Special Events, Flight Inspection, ATC Training Providers, GNSS, RCS (which is related to installations below AGCS) and EU-Ops.

By clicking onto each topmost portal, related subject matter can be accessed. For example, the ATC portal leads to:

- Certification and Designation;
- SMS, Hazard Identification;
- Risk Assessment & Mitigation;
- Operational procedures, Facilities and Arrangements;
- Personnel Licensing;
- Equipment and Interoperability.

By clicking on these portals, in turn, leads to further information related to each item of subject matter.

The entirety of the ATS Requirements Overview Pages brings together in one place or 'dashboard' all the relevant legislation, current CAPs and application forms.

Your comments are invited as to the usefulness of the current ATS Requirements Overview Pages and how they may be improved.