

3. Mr Haines noted that an update note would be circulated to Board members on Action 62 from the April Board meeting. The Board asked for confirmation that all actions from meetings prior to January 2016 had been completed.

Action: Mr Gardiner

III Chair's Update – by Dame Deirdre Hutton

4. The Chair informed the Board of her recent meetings, including a discussion of a number of aviation matters with Centrica Chair, Rick Haythornthwaite.
5. The Chair attended the Regulatory Policy Institute Annual Conference, which debated the impact of governance changes at regulators and the purpose of economic regulation, the slides from which would be circulated to the Board for information.

Action: Mr Moriarty

6. The Chair attended a recent meeting of UKRN Chairs. The Chair noted that the UKRN is a broad grouping, with a diverse set of regulators with differing levels of engagement. Discussion at the Chairs meeting focused on building UKRN's value further by strengthening information exchange, developing a central regulator's intranet and delivering more movement of staff between regulators.
7. The Chair noted that the Scottish Government was considering re-establishing a central consumer body.

IV Chief Executive's Report - Doc 2016-056 by Andrew Haines

8. Mr Swan provided an update on the CAA's response to the EC225 helicopter crash in Norway on Friday 29 April 2016. The cause of the accident had yet to be determined. He had met senior colleagues in the Norwegian CAA to agree a common approach to approving the return to service. Only the UK and Norway had grounded the commercial operation of that aircraft type. Other countries were waiting for a determination of cause from EASA. The CAA had also grounded commercial operation of the L2 AS332 given some of the engineering similarities with the EC225. Mr Swan also explained that the ES225 and L2 aircraft on Search and Rescue operations were permitted to continue flying because they were on life saving rather than commercial flying operations.
9. The Board discussed industry contingency plans in the event that EC225 remained grounded for an extended period, demand for flying in the North Sea increased and, therefore, other helicopters and pilots were introduced into the

- system. This situation would be monitored closely with Norwegian counterparts to ensure that this situation did not lead to a greater safety risk.
10. Mr Haines noted the increased interest in drone safety since the reported incident at Heathrow on 17 April 2016, which in fact had turned out not to be drone related. The focus of the CAA's dialogue with Government was about assessing the risk of a drone/aircraft collision, educating users and using technology to reduce drone safety risk. With strong support from the CAA, EASA, as Europe's aircraft and engine certification authority, had recently established a task force to look at the risk of mid-air collision.
 11. Mr Haines noted that he had been advised that the Queen's Speech may include welcome action to classify high-powered lasers as offensive weapons, a step the CAA had been advocating, as well as legislation on the economic regulation of NATS, space planes and drones. The scope of the space planes legislation was broader than the work the CAA had been asked to complete to date and Mr Haines would ask DfT (Department for Transport) for clarity about the scope and funding.
 12. Mr Haines reported that the British Infrastructure Group, led by Grant Shapps, was considering regional airport policy and had asked the CAA for evidence and views. The CAA would provide a response but it had few statutory levers to address the issues raised by the group.
 13. On the issue of the operational resilience of the South-East of England's aviation infrastructure in summer 2016, Mr Haines noted that the CAA was currently facilitating a dialogue between some of the key industry parties to identify and take action on issues of concern. The key parties were positively engaged, reflecting levels of concern about the pressure on the system. This work would also help the CAA with its broader programme of work on aviation resilience.
 14. Finally, the Board noted the CAA's opposition to the idea being considered by the Regulatory Futures Review of sharing of safety inspection resources between different regulated sectors given that the capabilities and experience required for these roles were very different.
 15. The Board noted the report.

**V Draft Financial Report for the 12 months to 31 March 2016 – Doc 2016-057
by Chris Tingle**

16. The draft operating loss (pre-Project Ernest for 2015/16) was £958k. The overall operating loss post-Project Ernest costs would be £2.8m. Headcount was 958.
17. Mr Tingle agreed to set out how the CAA was recompensed by CAAi for using its resource.

Action: Mr Tingle

18. Mr Tingle noted his intention to speak with Mr Ward and Mr Medicott about the presentation of future financial results.

Action: Mr Tingle

**VI Safety and Airspace Regulation Group (SARG) Report – Doc 2016-045 by
Mark Swan**

19. The Board welcomed Mr Rapson to the meeting. Mr Swan reported that the overall number of airspace infringements remained at around 1000 annually. Last year, two were risk-bearing and neither required a pilot to take evasive action. In other cases, infringements led to aircraft changing flight paths or going around. Mr Swan agreed to provide the Board with the numbers of such incidents.

Action: Mr Swan

20. The majority of pilots fly responsibly, so action on infringements should focus on the minority who do not. Education was underway to improve pilot understanding of infringements, their consequences and how to avoid them. If necessary, licence suspension or other enforcement action would be taken, an approach the Board firmly supported.
21. Mr Swan noted that he was awaiting feedback from EASA on the draft CAP1243 Offshore Helicopter Review Progress Report.
22. Mr Rapson provided an update on the General Aviation capability team and safety performance information in GA. The team was progressing a range of programmes of work, including delivering its core regulatory activity, implementing the recommendations of the Air Display Review, the GA change process and, starting later this year, the two year process of implementing the performance-based regulation to GA and engaging with the Safety Review Panel (SRP). The Board asked whether there was sufficient resource to deliver

the full programme of work. Mr Rapson had recently brought in additional resource. The team had sufficient but not high levels of operational resilience, despite recent recruitment. The GA unit was training more staff to carry out approvals, with training planned for the winter. The Board strongly endorsed Mr Rapson's statement that if resource were limited, the CAA would not issue any authorisations without first having provided an appropriate level of scrutiny. The Board emphasised its previous statements that third party risk should be the key focus of the GA's risk assessments and regulatory actions.

23. In discussion about the Air Display Review recommendation on sharing aircraft maintenance schedules, Mr Rapson noted that CAA would be facilitating a review with relevant organisations to identify best practice and share information, but would not be taking responsibility for these schedules.
24. The Board thanked Mr Rapson for his report, noting that despite the breadth and depth of its work, the GA unit was still focussed on its core regulatory duties. It requested a note on GA flying hours statistics.

Action: Mr Swan

25. Mr Swan set out changes to how the CAA decides, tracks and reports actions it takes in response to AAIB report recommendations. Mr Swan meets the AAIB bi-annually and would review status of the recommendations with them. The Board endorsed the proposed approach.
26. The Board noted the report.

VII Live issues and monthly reports

CMG Live Issues – Doc 2016-059 by Mr Moriarty

27. Mr Moriarty reported on the feedback from both Heathrow Airport Limited and airlines about the desirability of extending the current regulatory arrangements by one year pending greater certainty on new runway capacity.
28. The Board noted the status of CAA's enforcement action on EU261.
29. The Board noted the report.

PPT Live Issues – Doc 2016-060 by Mr Johnson

30. Mr Johnson reported the increased level of voluntary airline interest in introducing ADR into the aviation sector from summer 2016, particularly now that CAA had approved two ADR providers and following CAA's £150 per

passenger complaint charge that would come into effect on 1st June. CAA would closely monitor committed airline uptake of ADR over the coming months.

31. The Board noted the report.

CCD Live Issues – Doc 2016-061 by Mr Stephenson

32. Mr Stephenson updated the Board on the aviation industry Communications Directors' Forum meeting on 16 May, which was well attended and produced constructive discussions about future airspace strategy, the proposed education campaign for responsible drone use and the management of crisis situations across the industry.

33. The Board noted the report.

AvSec Live Issues – Doc 2016-053 by Mr Drissell

34. The Board noted the report.

IIX Any Other Business & Forward Planning

35. Mr Moriarty provided an oral update on Project Selkirk.

36. The Chair noted that the next meeting was the Board annual away-day.

Date and Time of Next Board Meeting: 15 June 2016 at 10.30am, Tewin Bury Farm Hotel, Hertford Road, Welwyn.