

CIVIL AVIATION AUTHORITY
MINUTES OF THE 533rd BOARD MEETING HELD ON
WEDNESDAY 18 SEPTEMBER 2019, WESTFERRY

Present:

Dame Deirdre Hutton Chair
Mr Richard Moriarty
Ms Katherine Corich
Ms Marykay Fuller
AVM Ian Gale
Mr David Gray
Mr David King
Ms Anne Lambert
Mr Michael Medlicott
Mr Paul Smith
Ms Kate Staples Secretary and General Counsel
Mr Mark Swan
Mr Chris Tingle
Mr Graham Ward

Apologies:

Peter Drissell

In Attendance:

Mr Tim Johnson
Mr Richard Stephenson
Ms Barbara Perata-Smith Minute taker
Mr Ed Weston
Mr Jon Round for items 4, 5 and 11
Ms Rachel Gardner-Poole for items 4 and 5

I. APOLOGIES AND INTRODUCTIONS

1. There were apologies from Mr Drissell.

II. CONFLICTS OF INTEREST, PREVIOUS MINUTES, AND MATTERS ARISING

3. No new conflicts of interest were declared.
4. The previous minutes were agreed, subject to minor typographical corrections.
5. Action 33 – an update was provided by Ms Corich, who had met with Mr Round to discuss the culture of organisations that had to manage both safety and commercial interests.

III. CHAIR'S UPDATE

6. The Chair gave an update on recent meetings and events she had attended. These included an event in Prestwick to mark the anniversary of the Women in Aviation Charter and a meeting with the Scottish Parliament Consultative Steering Group on their 20th anniversary.
7. The Chair and Mr Moriarty had an introductory meeting with the new Secretary of State, Grant Shapps MP, and took the opportunity to brief him on the CAA's strategy and activities. GA was a particular focus of the session.
8. The Board noted the update.

IV. CHIEF EXECUTIVE REPORT (DOC 2019-063) BY RICHARD MORIARTY

9. The Board welcomed Mr Round and Ms Gardner-Poole to the meeting.

Key live issues

10. NERL reference to CMA - Mr Moriarty confirmed that NERL had formally rejected the CAA's proposed price control decision for RP3 and as a result the CAA will make a reference to the Competition and Markets Authority (CMA). Mr Smith added that the CAA would be preparing thoroughly for the process and that a paper would be presented at the October Board to set out the initial approach and timeline. Mr Moriarty commented that the reference was likely to involve Mr Smith, Ms Staples and Mr Round's teams.
11. Ministerial priorities – the Chair and Mr Moriarty had had an introductory meeting with the Secretary of State (SoS), in which they had discussed a number of issues including Global Navigation Surveillance Systems (GNSS), Electronic Conspicuity, airspace reform and the closure of GA aerodromes. DfT was in process of significantly expanding its existing GA team, and that CAA should consider whether it was adequately resourced respond to the increasing focus on GA. Mr Gale stressed this was an opportunity to demonstrate our commitment to a sector with whom we had historically had a challenging relationship.
12. On GNSS, an approach procedure that allows GA pilots to carry out an instrument landing at an airfield where ATC is not available, Mr Round explained the challenge

- applying the model used by France and the US to the UK due to differences in funding models. Mr Moriarty added that some Government funding was likely to be made available to accelerate CAA's existing programme of work.
13. On Electronic Conspicuity, Ms Gardner-Poole explained that the SoS was keen to encourage all GA pilots to fit a form of suitable technology that enables air to air electronic visibility. Although full interoperability standards were not yet defined, some conspicuity was better than none. The SoS had confirmed that the Government was willing to meet half of the cost of this technology in order to promote take-up of new technology. Mr Johnson commented that the CAA supported this approach and continued to pursue its existing work programme to define interoperable performance standards for electronic conspicuity.
 14. Airspace reform – Mr Moriarty stated that the SoS was keen to change the current airspace policy regime to give better airspace access for GA and that the CAA should closely consider the recommendations made in the All-Party Parliamentary Group on General Aviation.
 15. Closure of GA aerodromes – this was an important issue for the SoS, although the CAA had no role in the planning process for airfields.
 16. Drone security at UK airports – Mr Round summarised the work that CAA continues to do in this area, collaboratively with various government departments, NATS, airport operators and the police. The aim was to ensure all the parties were prepared for an event and could follow a cohesive approach in the event of a drone incident, responding in ways that first maintained safety and then minimised disruption.
 17. Mr Round referred to the latest drone security event at Heathrow Airport, praising the good outcome and the strong relationship between the airport and the Met Police. Mr Round added that, as part of this work, a Threat Assessment protocol had been developed to aid decision-makers carry out real-time assessments.
 18. Mr Swan added that the CAA continued to liaise with airports and NATS to emphasise their role in protecting the airspace under their control using available technology. The CAA did not have the remit or powers to protect airspace.
 19. Drone Registration and Education Scheme – Mr Johnson confirmed the development of the system was complete and that it had recently passed the Government Digital Service's public beta assessment. Mr Johnson added that the SoS was currently reviewing the system and the proposed price.
 20. Boeing 737 Max 8 – Mr Swan provided an update on the work being carried out by the FAA and EASA to re-certify the aircraft. Mr Bishton, SARG's Head of Flight Operations, had attended the recent EASA Management Board and confirmed that