

CIVIL AVIATION AUTHORITY
MINUTES OF THE 510th BOARD MEETING HELD ON
WEDNESDAY 19 JULY 2017
CAA HOUSE

Present:

Dame Deirdre Hutton	Chair
Mr Andrew Haines	
Mr David Gray	except VI
Mr David King	
AVM Mike Wigston	until VIII
Mr Richard Moriarty	
Dr Ashley Steel	
Mr Mark Swan	
Mr Chris Tingle	
Mr Graham Ward	
Ms Kate Staples	Secretary & General Counsel

Apologies:

Mr Michael Medlicott

In Attendance:

Mr Tim Johnson	
Mr Richard Stephenson	
Ms Manisha Aatkar	for VII
Mr Rob Olney	for VII & VIII
Mr Rob Bishton	for VIII
Ms Sarah Doherty	for VIII
Mr Mike Gadd	for V
Ms Emma Simpson	for V
Mr David Tait	for V
Mr Peter Hammond	for VI
Ms Angela Lynch	Minute taker

I. APOLOGIES

1. There were apologies from Mr Medlicott, due to illness.

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

2. Mr Gray declared a conflict of interest due to Ofgem having an interest in one of the potential location options under agenda item VI. With agreement from the Chair he left the room for the full discussion of that item.
3. The minutes of the last Board meeting were approved, subject to a minor spelling correction in paragraph 13.

III. CHAIR'S UPDATE

4. The Chair informed the Board of her recent meetings, which included a meeting with the Board of Highlands and Islands Airports in Inverness and an introductory meeting with the new Chair of Gatwick Airport on important topics including, long-term punctuality and engagement with the community.
5. The Chair had also had a call with the new Minister for Aviation, Lord Callanan. She had briefed him on the CAA's role and current focus areas, including its work in relation to cyber security.

IV. CHIEF EXECUTIVE'S REPORT (DOC 2017-052) BY ANDREW HAINES

6. Mr Haines updated the Board on recent meetings of note. In particular, Mr Haines had received an update on the root cause and subsequent resilience strengthening steps being taken following the IT system failure at BA. Mr Moriarty confirmed that his team was monitoring responses to compensation claims and had confidence that correct action was currently being taken by BA.
7. The Board gave its consent for specified changes to the Trust Deed & Rules of CAAPS pension scheme, authorising the Secretary to sign the Deed of Amendment on their behalf.
8. Mr Haines informed the Board of relevant parliamentary business, which included the respective second readings of the Air Travel Organisers' Licensing Bill and Space Industry Bill.
9. Mr Haines noted the formal accreditation of the CAA's Aviation Security Compliance Auditor training course by the City and Guilds on 30 June. He congratulated the team responsible, saying that it could also prove to be a useful model to apply to training in other areas of the CAA's security and regulation remit.
10. Mr Drissell informed the Board of the latest political and regulatory discussions on the carriage of personal electronic devices in aircraft cabins. Discussions with airlines would continue over the coming weeks.
11. Mr Swan informed the Board of the lifting of restrictions on H225LP and AS332L2 Super Puma helicopters and the associated release of information to stakeholders. As

had been communicated through a public statement by the CAA, the lifting of restrictions is due to the aircraft types being considered to be airworthy. All decisions relating to the subsequent use of the aircraft remain the responsibility of the operators, with the CAA's role being to approve the operator means of compliance and in accordance with its safety remit.

12. The Chair noted that the Board would visit Aberdeen in October and will require a further briefing on this subject to prepare it for direct stakeholder engagement.

Action: Mr Swan

13. Mr Haines reported that over the summer recess period there was likely to be an announcement from the Government on recent work on its aviation strategy and the response to their consultation on drones.
14. Mr Moriarty updated the Board on the latest engagement and media reports relating to the new runway planning at Heathrow. Mr Moriarty and Mr Haines were attending a working dinner with investors that evening where long term cost of capital trends were likely to be a discussion point building on broader regulatory trends.
15. Mr Haines informed the Board that the Executive Committee had held a workshop to consider broader themes of safety accountability. Attendees at the workshop had considered existing work being done in a number of areas, such as assessing aviation system risks to drive better safety outcomes and the effective use and analysis of available data and information. The matters identified at the workshop would be further developed, including through a crisis management exercise and input from the Board in October.
16. Mr Haines noted the recent high level of activity in the CAA's Transformation Programme, which included the soft launch of ATOL licensing.
17. The Board noted that the CAA had reissued guidance contained within Article 92 of the Air Navigation Order (ANO) 2016, owing to increases of reported incidents relating to aggressive kite flying.
18. The Board noted the report.

V. CYBER SECURITY STRATEGY – (DOC 2017-053) BY TIM JOHNSON

19. The Board welcomed Mr Gadd, Ms Simpson and Mr Tait to the meeting. Mr Johnson introduced the paper, which proposed a strategy for the CAA to address relevant aviation cyber security oversight, in accordance with existing and potential legislation in the UK and Europe.
20. The Board noted the nature of cyber security risk, particularly its dynamic nature and the limited availability of risk intelligence, two important characteristics which had informed the CAA's proposed approach to cyber security oversight. It also noted the