

CIVIL AVIATION AUTHORITY
MINUTES OF THE 512th BOARD MEETING HELD ON
WEDNESDAY 18 OCTOBER 2017,
BRISTOW HELICOPTERS, ABERDEEN

Present:

Dame Deirdre Hutton Chair
Mr Andrew Haines
Mr David Gray
Mr David King
Mr Michael Medlicott
Mr Richard Moriarty
Dr Ashley Steel
Mr Mark Swan
Mr Chris Tingle
Mr Graham Ward
Ms Kate Staples Secretary & General Counsel
Mr Peter Drissell

Apologies:

AVM Mike Wigston

In Attendance:

Mr Tim Johnson
Mr Richard Stephenson
Mr Keith Richards for item 5
Mr Ed Weston
Ms Angela Lynch Minute taker

I. APOLOGIES

1. There were apologies from AVM Mike Wigston due to prior commitments.

CONFLICTS OF INTEREST, PREVIOUS MINUTES, AND MATTERS ARISING

2. Mr Gray and Mr Ward recused themselves from any discussion relating to Monarch and the Board agreed they would step out of the meeting for the relevant part of the Chief Executive's update.
3. The minutes of the last Board meeting were approved with no matters arising.

II. CHAIR'S UPDATE

4. The Chair informed the Board of recent key activity, which focussed on the repatriation of Monarch passengers.
5. The Chair gave a brief update on her latest meeting with Lord Deighton, Chair of HAL where the key topics discussed included HAL's delivery priorities and the ongoing dialogue with airlines regarding the scheme design and costs for additional runway capacity.

III. CHIEF EXECUTIVE REPORT (DOC 2017-074) BY ANDREW HAINES

6. Mr Haines updated the Board on key meetings and live issues. The Board noted the recent media coverage relating to the CAA's response to Ryanair and subsequent monitoring that was being done to ensure its continued compliance with requirements. Mr Swan stated that as previously observed, he was unaware of any current safety concerns and the team was continuing to engage with the relevant authority and business representatives as appropriate. Mr Swan confirmed that the IAA's monitoring of the situation included ensuring pilot shortages did not have knock on effects, such as leading to premature promotion of pilots.
7. The Board noted the Court of Appeal's recent ruling against Emirates regarding passenger compensation rights.
8. Mr Haines highlighted the work carried out by CAAi to improve safety standards in Thailand. The Board formally commended the International Group for the highly significant success of the work. It was hoped this will lead to further opportunities to do good work in the region.
9. Mr Johnson updated the Board on the final stage of the major review of airspace change process, highlighting that the final version of the consultation had been updated following feedback from stakeholders. On the back of this and to provide maximum clarity, tailored versions would be distributed to the relevant parties. The final guidance would be published in November with the interim portal expected to go live from January.
10. The Board received an update on the process being followed in relation to each of Monarch's licences. As the aviation regulator the CAA was required to decide what should be done in relation to Monarch's licences, in particular the Operating Licence and the AOC, both of which were necessary in order to operate an airline. It was noted that with regards to its slots, all decisions would be made independently by the ACL.

11. Mr Swan updated the Board on a series of partial fan blade failure events, which had been noted by the safety team, leading to a 'deep dive' exercise. The results of this would be reported to the Board in due course.
12. Mr Swan noted there was an ongoing investigation relating to engine icing events, which would be reported on in further detail next month.
13. In response to a question from the Board, Mr Swan confirmed that current resourcing levels in SARG were felt to be adequate and that the contingency time factored into individuals' workload at the start of the year was helping to ensure core activity was maintained, whilst also allowing them to be better able to deal with pop ups.
14. Relating to CAAi's overseas work, Mr Haines confirmed that outstanding payments would be received for work done before substantive new projects with the same client would be undertaken.
15. Mr Tingle noted that work was progressing under the Resource Scheduling project, with four out of five of the live testing periods ('Sprints') having been completed.
16. The Board noted the report.

IV. CONSUMER PANEL ANNUAL REPORT (DOC 2017-075) BY THE CONSUMER PANEL

17. The Board welcomed the Consumer Panel Chair, Mr Richards, to present the Panel's annual report for 2016/17.
18. Mr Richards informed the Board that the Panel had observed a growing amount of public trust in the CAA's role to protect consumer rights. He cited recent high profile topics which had underlined this role, such as the Monarch repatriation programme and CAA's response to Ryanair's position on compliance with consumer law.
19. The Panel welcomed the CAA's recent work both on the Committee on Standards in Public Life's report on regulatory independence and on establishing its new Ethics Policy, which had been completed well and in a timely manner. As the CAA had acknowledged, this work was necessary but not sufficient to guarantee the CAA's independence from those it regulates. Mr Richards confirmed that the Panel had no evidence that the CAA was not demonstrating its regulatory independence, but this was an issue that all regulators had to keep under constant review. The Panel would like the CAA to consider whether any further steps in this area are justified including, for example, how to communicate its understanding of the consumer's 'voice' and how the CAA makes decisions on consumer issues. Mr Richards noted that the Panel and CAA research teams would be able to help with this.
20. The Panel commended the CAA's high profile reporting of the extent to which airports were complying with Passenger Reduced Mobility (PRM) requirements. In particular,