

CIVIL AVIATION AUTHORITY
MINUTES OF THE 524th BOARD MEETING HELD ON
WEDNESDAY 21 NOVEMBER 2018, CRANFIELD UNIVERSITY

Present:

Dame Deirdre Hutton Chair
Mr Richard Moriarty
Mr David Gray
Mr David King
AVM Gerry Mayhew
Mr Michael Medlicott
Mr Graham Ward
Mr Paul Smith
Mr Mark Swan
Mr Chris Tingle

Apologies:

Ms Kate Staples Secretary & General Counsel

In Attendance:

Mr Peter Drissell
Mr Tim Johnson
Mr Richard Stephenson
Mr David Stoplar for Kate Staples
Ms Angela Lynch minute taker
Dr Rebecca Roberts-Hughes for item V

I. APOLOGIES AND INTRODUCTIONS

1. There were apologies from Ms Staples, with Mr Stoplar welcomed as her representative.

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

2. Mr Smith, Mr Tingle and Mr Medlicott in their capacity as Air Travel Trust (ATT) trustees, declared a potential new conflict of interest relating to the ATT's interest in Monarch Engineering Ltd on the demise of Monarch Airlines.
3. The minutes of the last meeting were agreed subject to minor typographical corrections and a word change.
4. There were no matters arising.

III. CHAIR'S UPDATE

5. The Chair gave an update on recent meetings and events. She confirmed the recruitment process was continuing for the CAA's new Non-Executive Directors.
6. The Chair informed members of her latest meeting with Permanent Secretary Bernadette Kelly and Lucy Chadwick from the Department for Transport (DfT).
7. It was noted that Board members held a meeting with representatives from the CAA's Community Discussion Forum (CDF) earlier in the month. It was a productive discussion to be repeated on an annual basis.

Action: Secretariat

8. The Board praised Mr Stephenson and his team for their communications work, which had resulted in recognition in the form of several shortlisted and award-winning campaigns. This included winning the National Transport award with the DfT for Transport Team/Partnership of the Year. Members noted that the Performance and Development Conversation (PDC) project was one of the campaigns that had been shortlisted for awards. The Chair commended the team for their work, noting that it consisted entirely of internal staff members who had worked on the PDC project in addition to carrying out their official duties.
9. The Chair gave an overview of the latest meeting of the Safety Regulators' Chairs Group where the focus had been around the role of governance Boards in safety discussions. Mr Swan provided input to the group on the CAA's approach, including the types of information reviewed by the Board and the Safety Assurance reports presented on a six-monthly basis.
10. The Chair informed members of the Government's decision to form the Tri-Branch Management Board (TMB) to enhance coordination amongst the Air Accidents Investigation Branch, Marine Accident Investigation Branch and Rail Accident Investigation Branch. The Board welcomed this decision and the appointment of Air Marshal Garwood as its Chair.
11. The Board noted the update.

IV. CHIEF EXECUTIVE REPORT (DOC 2018-89) BY RICHARD MORIARTY

12. Mr Moriarty updated the Board on key meetings and live issues.
13. Mr Moriarty and Mr Swan briefed the Board on safety-related activities as a result of the tragic helicopter accident at Leicester in October, including the EASA issued Airworthiness Directives (7 and 19 November). The Chair asked that a session be scheduled with Board members on the broader topic of helicopters.

Action: Secretariat

14. The Board approved minor changes to the distribution of papers ahead of the December meeting, as a result of the Christmas break.
15. Mr Moriarty gave a brief update on Brexit, highlighting the European Commission's published proposals for a "barebones agreement" in the event of a no-deal outcome. He reiterated that the CAA was continuing to advance its contingency plans against all Brexit scenarios and to maintain high levels of engagement with industry.
16. The Board noted the latest discussions with Heathrow on its capacity expansion planning. These had included focus on stakeholder engagement, current timetables and wider political considerations. Mr Smith confirmed that the team was working through the cost control issues brought to its attention.
17. Mr Swan referenced the Helios report previously discussed in relation to Shoreham. He confirmed its outcomes would be reflected as part of the annual process for updating CAP403 (Flying Displays and Special Events: Safety and Administrative Requirements and Guidance), and ahead of next year's pre-season briefing sessions.
18. The Board noted the report.

V. AIRSPACE MODERNISATION STRATEGY: NEW STRATEGY & FIRST REPORT TO THE SECRETARY OF STATE (DOC 2018-090) BY TIM JOHNSON

19. The Board welcomed Dr Roberts-Hughes to the meeting. Mr Johnson introduced the paper. He noted previous Board discussions on the topic, whose outcomes were reflected in the draft Airspace Modernisation Strategy (AMS) document.
20. Dr Roberts-Hughes outlined the two main areas of the AMS for agreement: its objective and governance arrangements. Both had been developed in close collaboration with the Department for Transport (DfT) and in the context of the existing regulatory and legal frameworks.
21. The Board discussed the wording of the objective. Dr Roberts-Hughes noted that the Secretary of State's request of NERL to develop a plan for airspace changes in the South East and the DfT's policy paper on making best use of existing runways, led the CAA and others, to infer from the draft AMS policy that growth should be prioritised whilst taking into account any mitigating environmental considerations. The DfT has since reviewed the objective to reflect a broader set of aims. Members noted concern that, without further clarity on how trade-off decisions under the airspace modernisation process would be made, this new objective could lead to problems in practice. It was agreed that this issue should be raised more formally with the DfT in the context of taking forward modernisation.