

Issued: 12 June 2017

Requirements for Providing Recorded Surveillance Data by ANSPs to the CAA or the AAIB as Required in CAP 670 SUR10

This Information Notice contains information that is for awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	All Aerodromes that are Required to Record Air Traffic Surveillance Data
Air Traffic:	All CNS, All ANSPs and All ATS Providers
Airspace:	Not primarily affected
Airworthiness:	Nor primarily affected
Flight Operations:	Not primarily affected
Licensed/Unlicensed Personnel:	Not primarily affected

1 Introduction

- 1.1 **CAP 670** SUR10 contains requirements for the recording, retention and replay of Air Traffic Services (ATS) surveillance data. Air Navigation Service Providers (ANSPs) who use surveillance data as an aid to air traffic services obtained from third party providers, en-route or airfield sensors are required to record, retain and have the facility to replay this surveillance data. The requirements were introduced so that data can be provided for use in accident and incident investigations either by the Air Accidents Investigation Branch (AAIB) or the CAA.
- 1.2 This Information Notice (IN) reminds ANSPs, who are required to record air traffic surveillance data in accordance with CAP 670, of the importance to be able to provide the recorded data in a timely manner to the CAA or to the AAIB for investigation purposes following an accident or incident. It also clarifies the CAA and AAIB's expectations as regards the data provided to them, in particular the Through The Wall (TTW) data and exported aircraft track data (text files).

2 Scope

- 2.1 The ANSPs obligations for providing recorded surveillance data to the CAA or the AAIB upon request, following an accident or an incident are set out in SUR10.55 to SUR10.59. ANSPs must:

- be able to provide a copy of the surveillance data recorded (TTW or At The Glass (ATG)) for specified dates and times upon request by the CAA or the AAIB, no later than 72 hours following the request.
- have the capability to copy the ATG or TTW recording data on to a removable media.

ANSPs should have sufficient trained staff familiar with the process of producing copies of such recordings, and be able to produce the required TTW/ATG files from their recording and replay unit, upon request.

Engineering staff, or other suitably trained staff at the unit, should also be able to produce a text-based file by exporting data from an individual aircraft track of interest, derived from TTW recordings.

- 2.2 In the event of an accident it is important that the exported data of an aircraft track has as much data available of the aircraft, including position and status, and such data must be correct and accurate. The CAA and AAIB asks the ANSPs to check that their recording system records all fields in the relevant ASTERIX message categories used, and that the recording and replay equipment can export and output all fields in ASTERIX messages to the text file, if these are recorded. The exported aircraft track file must also indicate clearly what each of the information fields mean, as per the configuration used in their relevant manufacturer's record and replay equipment, and that actual targets and coasted targets are distinguishable.
- 2.3 To this effect the CAA intends to introduce new policy statements into SUR 10 to clarify the requirements concerning the data in the export file that is produced of an individual aircraft of an interest, should such a file be required in future, following an accident or an incident. These will be applicable to all new systems and will not be expected to apply retrospectively.

3 Further Information

- 3.1 The CAA knows that different manufacturers' record and replay systems have different configuration settings for recording, replaying and exporting individual aircraft track data. The accuracy of the position data recorded should be verified as being correct. If the system's configuration settings are changed in any event (e.g. radar head position), the engineering personnel or suitably trained staff at the ATS facilities must reproduce and check for the accuracy of the files produced.

4 Queries

- 4.1 Any queries or requests for further guidance as should be addressed to:

CNS Team, Intelligence, Strategy and Policy
Civil Aviation Authority
Aviation House
Gatwick Airport South, West Sussex
RH6 0YR

E-mail: ISPTechnicalSupportTeam@caa.co.uk

5 Cancellation

- 5.1 This Information Notice will remain in force until further notice.