

OPERATIONS & SAFETY ROUNDUP

Introduction

We are reminded too often of the continued challenges of keeping our airside operations as safe as possible. There have been a number of non-airport accidents which are solely aircraft related, but airport operations remain at the forefront of our efforts. Whether a reported “near miss” (UK) between a drone and a manned aircraft, a runway incursion (Norway) during winter operations or a departing aircraft striking a towed aircraft on the runway (Indonesia).

We continue to seek out and manage the complacency risk, while understanding the need for progress of other airport users. This may bring change to equipment, new operating procedures, methods of working, alongside the introduction of new staff, particularly as the summer approaches.

Oversight of procedures by airports users, as well as our aerodrome basic requirements all adds up a demanding program for safety achievement. Particularly when incidents like the aforementioned occur.

For airside operations specifically there is also a host of unique and specialist ground service equipment to service aircraft turnarounds and to keep aircraft operational. Staff operate both day and night in many cases, in all weathers which makes for a huge ingredient of multifaceted procedures, with the added pressure to achieve on time. With landside tasks as well, this all requires a robust safety management systems to ensure some sense and order and that everybody operates within the safest possible environment. Drawing all of this together has to be delivered with a determination and precision.

“UK Airports Safety Week 2016 (19-25 September)

The AOA is introducing an inaugural “**UK Airports Safety Week**” across our airport membership during the week **19-25 September 2016**. Representing all major UK airports, over fifty in all, the intent is to derive the connected energy through having all airports involved with a variety of deliberate safety learning activities at the same time across the UK. In 2016 the AOA is coordinating the first ever national collaboration, with the help of the members of the **AOA Operations & Safety Group**, and the endorsement of the **AOA Board** which is made up of the most senior airport executives. As an open invite to promote cultures, learn, spotlight the relevance and importance and have some fun, we anticipate a lot of benefits and winners up and down the country.

AOA member airports have been invited to undertake in a minimum of at least one safety activity, during this week, which is supported by the UK regulator, the Civil Aviation Authority. Many have already gone far beyond this and have taken the message out across to many departments and other organisations based at their airport. There are already planned “safety” battle buses at three airports, some are moving their traditional safety days into the selected week, and one airport is even holding a two-day conference under the shadow of a museum Concorde.

UK airports don’t just compete with each other commercially, they also covertly contend for the best and latest safety initiatives, a very healthy place to be for the industry. But then, more importantly, they are equally quick to share their learnings for the benefit of each other. This is the natural part of our safety learning and development philosophy, with a history and the ethics to back it up. It is

an example of an essential constituent of our protective DNA which makes up our diverse UK safety ethnicity.

Operations & Safety Group (OSG) Meeting and Activities

The OSG took place 20 April and was again well attended with a continued full agenda, there is discussion ongoing to determine the contents of the meeting.

- **Rescue & Fire Fighting Service (RFFS) Working Group**

With effect from 31 March 2016 the CAA ceased its approval of RFFS training providers, and RFFS personnel at EASA, and National aerodromes are no longer required to hold a certificate of competence (as outlined in [IN-2015/053](#)). The review of CAP699 (by CAA in partnership with AOA RFF working group) continues with most of the units now in draft format. It is anticipated that the document will be made available for peer assessment and consultation by the end of April. When complete CAP699 will be repositioned as 'UK Guidance Material'

- **Safeguarding Working Group**

The inaugural **AOA Safeguarding WG seminar is 29 April 2016** was hosted by **Edinburgh Airport** and arranged by **Nyree Bell**. The meeting was very well attended. It remains that we anticipate the group growing due to the value gained from an experienced group of safeguarding professionals.

The excellent work of the **AOA Safeguarding Working Group** has led to the preparation of the updated AOA advice notices. These were to be proof read by the CAA following a final iteration which is due shortly. The group will continue to be led by **Amanda Purdye** (LGW) as Chair and **Simon Vince** (LHR) as Vice-Chair, with secretariat support from the AOA.

The meeting included interesting talks by NATS with an onshore/offshore windfarm update, also challenges and new guidance document by Renewable UK. With other matters, the meeting concluded and was followed with a visit to the Edinburgh Airport air traffic control tower. This was kindly hosted by NATS' Sandy Legget.

An Obstacle Limitation Surfaces task force has been created that could see the OLS reduced, especially to the sides of aerodromes; the first meeting of this group took place 15-26th February in Sydney. Any comments please back to CAA (Andrew Badham), particularly from the AOA Safeguarding Working Group.

Red Diesel

Use of rebated fuel (Red Diesel) in RFFS vehicles – The last correspondence received from HMRC on this subject (Feb 2016) stated that HMRC are continuing to explore the possibility of creating a Schedule 1 category that would allow airport and port emergency vehicles to operate on rebated fuel, In the meantime aerodrome operators are advised (by HMRC) to carry on their operations under the licence as they currently do.

Prospective Airport Funding Opportunities - Future Airspace Strategy.

The Operations & Safety and Commercial Director spoke to the FASIIG (Future Airspace Strategy Industry Implementation Group) in late March concerning funding opportunities for airports. Although specific projects are not yet known, AOA will be seeking further options to apply for funding on behalf of airports based upon the recent success of the APV (Approaches with Vertical Guidance).

Airspace Infringements - (AOA, London- x3)

There has now been three meetings held between airport and CAA representatives. Airports felt their ability to make marked improvement through local airspace infringement teams (LAIT's) was limited. Additional action is required by the CAA as airports do not have influence over pilot behaviour in aircraft cockpits, a position the AOA has strongly supported.

CAA has identified infringements as a top priority.

A high level meeting took place with Juliet Kennedy MD NATS, Mark Swan Director of Safety, CAA, Mark Davidson, Director of Safety, NATS, Phil Roberts and Stu Lindsey CAA. Outcomes were:

- More resource will be allocated to infringements
- A summer infringements event will take place
- There needs to be FASVIIG involvement
- CAA oversight includes continued weekly review meetings

It is felt amongst (most of) the aviation community that license action will be the most productive and effective method to reducing infringements. This will not only alert pilots to the seriousness of infringements but prompt a positive change in behaviour and culture. LAIT's should continue as the CAA believe they add value.

UK Birdstrike Committee: 7-8th September 2016

Please note the UK Birdstrike Committee will be being hosted by Bristol airport.

Airshows

Airshows will impact a number of AOA member airports and the CAA has published the latest update in response to the tragedy at Shoreham in 2015.