

**Safety Partnership Agreement Working Group Meeting  
3<sup>rd</sup> December 2009, NATS Swanwick, Sopwith Way, Presentation Room**

**Attendees:**

Ray Howell – Astraeus	Rob Legg – EasyJet
Ian Cheese – Flybe	Catherine Thompson – NetJets
Bob Granville – NATS	Sean SurrIDGE – Ryanair
Brendan Booth – NATS	Simon Grace – Thomas Cook
Gus Paterson – NATS	Alex Wiggins – Thomson
Leigh Clarke – NATS	Rich Jones – UKFSC
Roy Byway – Virgin Atlantic	Andy Taylor – NATS
Serge Fink – Virgin Atlantic	Anne Isaac – NATS
Chris Barratt – Astraeus Airlines	Frank Byatt – NATS
Spencer Norton – bmi	Paul Hodgson – NATS
Jeremy Purry – bmi	Sam Legg – NATS
Paul Wiggins- BA	Karen Bolton – NATS
Tim Price – BA	Steve Danson – NATS
Dirk Bohme - DHL	Colin Gill - CAA
Andrew Badham - CAA	Garrett MacNamara - IAA

Apologies:

Simon Williams - CAA	Alan Sheldon - BA
Mike Talbot – NATS	Ian Mattimoe – bmi
Steve Williamson - NATS	Paul Barker - Astraeus
Peter Sorenson – IATA	
Steve Deverall - Flybe	

**WELCOME AND INTRODUCTIONS**

The meeting was opened by Karen Bolton. The SPA Key Priorities for the next 1 – 3 years need to be decided upon and a form was available for everyone to fill in. The group requested to take the forms away for discussion within their own company. These are priorities for the whole group to work on together and should be clear and measureable.

Attached are the Key Priorities the group came up with on the day (which may or may not be appropriate) and also a blank form for completion and return to Karen.

**Action: SPA Members to complete and return the Key Priority form by 29<sup>th</sup> January 2010 (19/09)**

**PREVIOUS ACTIONS**

See attached action table.

Airport Authority attendance at SPA

Karen Bolton requested suggestions for whom to invite to the SPA to represent the Airport Authority. Suggestions were Simon Butterworth; Ian Whitter and Mark Burgess. Karen to progress.

**Action: Karen to progress Airport Authority attendance at SPA (20/09)**

SID Phraseology (15/09)

Karen Bolton advised that SID phraseology improvement activity had been completed in NATS and that only one incidence of incorrect phraseology had been reported since the last SPA meeting.

Some members reported that incorrect SID phraseology by controllers was still an issue, although they hadn't reported it. Karen emphasised the importance of reporting incidences of incorrect SID phraseology to NATS with dates and times so that further investigation can be carried out and if necessary treated as a competency issue.

The group agreed that SID phraseology is causing confusion for foreign carriers/non-native English speakers.

**Action: Airline Operators to forward on any instances of incorrect SID phraseology to Karen Bolton (21/09)**

#### Unstable Approaches (16/09)

Garrett MacNamara reported that IAA data indicated 12-13% of go arounds are caused by unstable approaches. At quieter airfields the percentage was higher.

Some operators reported that particularly at Gatwick on runway 08 that the track mileage given by controllers is not accurate (out by 5-7 miles) which maybe leading to unstable approaches. The perception is that the accuracy has deteriorated in the last 7-8 months.

Ian Cheese reported that NATS Gatwick controllers will be visiting the Flybe simulator in January/February to see what's happening from the flight deck perspective. This may help to fix the issue.

Andy Taylor requested more information on the reasons why individual go arounds happen. The airlines would provide this information on request.

**Action: Karen Bolton to liaise with Andy Taylor and Swanwick about how NATS will seek information from airlines when unstable approaches incidences occur (22/09)**

**Action: Karen Bolton to progress Gatwick issue through Swanwick (23/09)**

#### Callsign Confusion (18/09)

Some members reported that controllers are not following correct reporting procedures for callsign confusion events

**Action: Karen Bolton will remind ATCOs not to report callsign confusion on RT but to follow procedure and file a report (24/09)**

**Action: Airlines should ensure that they report any instances of this occurring. (25/09)**

#### **EASA SMS**

Bob Granville gave a presentation on EASA. See attached presentation. Whilst some of the SPA attendees may not have been the correct audience for this, it is an issue which will affect everyone's Company and therefore it would be appropriate for the Airline representatives to forward the presentation on to the correct people within their Company. NATS would be more than happy to discuss the forthcoming legislation with the correct person within each of the airlines, and indeed has already done so with some of those Airlines represented.

**Action: Airline Operators to ensure that the correct person within their Company is briefed on this issue (26/09)**

## Runway Safety

Gus Paterson gave a presentation on runway safety and the use of conditional clearances.

Each NATS unit will conduct a review of local conditional clearance use and dependent on the findings will put in place detailed local procedures for when and how conditional clearances should be used, if at all.

It is anticipated that Heathrow and Gatwick are currently at a position where the use of conditional clearances is a tolerable risk to the operation.

Tim Price voiced concern that operators have not been involved or consulted with regarding the removal of conditional clearances and was extremely disappointed that a decision had been made without any consultation.

Anne Isaac requested that work was carried out with airlines at high density airports to fully understand issues with conditional clearances before any decisions are made. Anne also requested her involvement.

**Action: Gus Paterson to ensure that Anne Isaac and operators are involved in any future conditional clearance activity at high density airports before any decision is made about their removal. (27/09)**

Gus Paterson requested from the group that if any lasers are pointed at a/c or there are lights which cause suspicion or concern these should be reported to ATC as soon as practicable.

**Action: Airlines to report any use of lasers or suspicious lights to ATC as soon as practically possible (28/09)**

## 170kts on Final Approach

Spencer Norton gave a presentation on a recent speed trial BMI undertook at Heathrow. Virgin and BA would be happy to participate in further trials. A long discussion took place about the unstable aspect of speed on final approach and it was clear that more alignment work is necessary. It was agreed that 160kts to 4nm is not feasible for a lot of aircraft and more work to understand the options is needed.

**Action: Spencer Norton to schedule specific meeting to discuss all aspects (including environment, economy etc) of 170kts speed trials. Airlines to trial and provide data at the meeting. (29/09)**

**Action: Spencer Norton to circulate BMI data to group (30/09)**

## ILS & SID Phraseology Update

Colin Gill gave an update on ILS and SID phraseology. Colin Gill advised that the feeling was that the SID STAR proposal will be adopted subject to successful simulation.

**Action: Colin Gill to provide group with an update at the next meeting. (31/09)**

## Level Busts

Paul Hodgson gave a presentation on level busts.

Paul handed out to the group a proposed awareness poster for agreement. If there is agreement from the group, Paul will arrange for all companies to receive the poster for printing and displaying within their appropriate operational display areas. It was agreed that a UK Level Bust Working Group meeting would be scheduled for Jan/Feb

## **Infringements**

Brendan Booth gave a presentation on infringements.

The group agreed this information was excellent and was needed by the group to better understand the issue.

Brendan reported that use of Mode A and C transponders is being encouraged in the GA community.

The group requested a regular update at the meetings on infringements, particularly their impact on commercial airlines.

## **AOB**

Karen Bolton proposed that the next SPA in March was held at NATS Prestwick. Karen advised that BMI had offered to host an SPA later next year at their Stockley Park Campus. Dates and confirmed details would be circulated to the group in due course.

Gus Paterson advised that the 'Runway Incursions Questionnaire' had been changed and that the procedure had also changed. Gus requested that any old stocks of the questionnaire were disposed of. NATS will send out the new questionnaire when appropriate and asked that it is returned to the address that the questionnaire states. The airlines requested that they received regular feedback on the runway questionnaires which they could feedback to their pilots which would encourage pilots to continue to return the forms.

**Action: Gus Paterson to ensure that feedback to the airlines on runway incursion questionnaires was regularly given and that the new questionnaires were distributed (32/09)**

**Action: Airlines to ensure they only use the latest runway incursion questionnaire forms once received (33/09)**

Karen Bolton advised that NATS train to expect the unexpected with regards to Emergency Descent Procedures.

Paul Hodgson reported that there had been a recent increase in occurrences of flying for economy speeds, speeds which are substantially different than expected for the type/flight plan and cause ATC issues. It was agreed that this topic needs a separate discussion. It was highlighted that there has been a problem with FMCs and that could be why.

Chris Barratt raised the issue of ATSOCAs within the Solent area and the classification of airspace there. As this was a complicated issue, Chris Barratt and Karen Bolton agreed to follow up on the discussion outside of the meeting.

**PLEASE NOTE THAT SOME OF THE VENUES AND DATES FOR THE 2010 MEETINGS HAVE CHANGED.**

## **Meeting Dates for 2010**

March 2 <sup>nd</sup> 2010	NATS, Prestwick
June 24 <sup>th</sup> 2010	NATS, CTC, Whiteley, Fareham
September 23 <sup>rd</sup> 2010	bmi, Stockley Park ( <u>tbc</u> )
December 1 <sup>st</sup> 2010	NATS, CTC, Whiteley, Fareham

## SPA ACTIONS

	Meeting Date	Action	By When	Completed/Comments	Who
08/09	08/09/09	Karen Bolton to look into inviting an airport authority representative.		Ongoing.	Karen Bolton
15/09	08/09/09	All to feedback to Karen Bolton any occurrences of incorrect use of SID phraseology (date, time etc) for further investigation.		Ongoing	All
19/09	03/12/09	SPA members to complete and return the key priorities form	29/01/09		All
20/09	03/12/09	Karen Bolton to progress Airport Authority attendance at the SPA	12/02/09		Karen Bolton
21/09	03/12/09	Airline Operators to forward on any instances of incorrect SID phraseology to Karen Bolton	NA		Airlines
22/09	03/12/09	Karen Bolton to liaise with Andy Taylor and Swanwick about how NATS will seek information from airlines when unstable approach incidences occur	12/01/09		Karen Bolton
23/09	03/12/09	Karen Bolton to progress Gatwick track mileage issue through Swanwick	12/01/09		Karen Bolton
24/09	03/12/09	Karen Bolton will remind ATCOs not to report call sign confusion on RT but to follow the procedure and file a report	12/01/09		Karen Bolton
25/09	03/12/09	Airlines should ensure they report any instances of ATCOs reporting call sign confusion over the RT	NA		Airlines
26/09	03/12/09	Airline Operators to ensure that the correct person within their Company is briefed on EASA SMS	12/02/09		Airlines
27/09	03/12/09	Gus Paterson to ensure that Anne Isaac and operators are involved in any future conditional clearance activity at high density airports before any decision is made about their removal	12/01/09		Gus Paterson
28/09	03/12/09	Airlines to report any use of lasers or suspicious lights to ATC as soon as practically possible	NA		Airlines
29/09	03/12/09	Spencer Norton to schedule specific meeting to discuss all aspects (including environment, economy etc) of 170kts speed trials. Airlines to	12/02/09		Spencer Norton/ Airlines

		trial and provide data at the meeting.			
30/09	03/12/09	Spencer Norton to circulate BMI speed trial data to group	12/02/09	Completed	Spencer Norton
31/09	03/12/09	Gus Paterson to ensure that feedback to the airlines on runway incursion questionnaires was regularly given and that the new questionnaires were distributed	NA		Gus Paterson
32/09	03/12/09	Airlines to ensure they only use the latest runway incursion questionnaire once received	NA		Airlines