

Safety Partnership Agreement



DECEMBER 2011 SUMMARY

NATS Performance through Innovation

Recent NATS reorganisation is preparing the company to be a more commercially focussed business. This will allow NATS to continue to grow the unregulated commercial side of its business while the economically regulated part of the business is subject to an RPI minus formula. The organisation will retain NATS En-Route Limited and NATS Services limited as financial and legal entities, but will operate as a number of service lines:

- NATS Airspace
- NATS Airports
- NATS Consultancy
- NATS Defence
- NATS Engineering
- NATS Information

Cold Weather Temperature Corrections in the UK

There is a mis-alignment between the UK CAA guidance for ANSPs and airline operators relating to procedures for cold weather temperature corrections. Currently ANSPs are not required to apply these corrections but the airline operators' procedures specify that ANSPs will apply them. The CAA will be issuing a Safety Notice briefing controllers about Cold Weather Temperature Corrections. In addition, the CAA will be working with industry to formulate a policy.

A Common Transition Altitude for the UK and Republic of Ireland

Currently there are over 400 transition altitudes in Europe and there is an intention to have a common transition altitude in Europe. NATS has carried out pre-consultation in the UK which indicated a preference for 18000 feet. The IAA is also carrying out consultation. No common agreement has been reached with the other European states. The EASA Working Group has considered three options:

- Do nothing
- 18,000ft
- 10,000ft with common criteria.

The group decided on the final option of 10,000ft minimum with common criteria and this will be forwarded to EASA.

TRUCE (Training for Unusual Circumstances and Emergencies)

Part of NATS TRUCE sessions for 2012, now includes STAC (Scenario Training for Air-crew and Controllers).

STAC will enable both pilots and controllers to meet as a small group and discuss emergencies to enable a better understanding from both groups of the situations as they arise and are resolved; in particular the requirements of both groups in this situation. It is planned to have controllers and pilots facilitating these workshops and they are planned to take place in Swanwick and venues in Farnborough and Gatwick. Please contact [Michele Robson](#) for further information and bookings.

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Developing the SPA Safety Plan

The afternoon of the SPA meeting was set aside for reviewing the SPA safety plan. The SPA now has 3 areas of focus, each with several areas to work on:-

Pilot controller Interface

- Failure to follow ATC procedure
- Operator Callsign Allocation
- Mis-hear/Not-hear
- Entering runway without a clearance
- Training Support
- HP Support
- ATC Communications
 - Go-Arounds
 - Changes to G/A clearance whilst going around
 - ATC – asking why go around (both distracting – leading to errors)
 - Handover to next frequency on departure – inappropriate timing/distracting (overseas automatic and pilot initiated)
 - Vacating runway – remaining on tower freq/contacting ground too early
 - Cleared ILS! In UK instead of localiser/then g/s (glideslope)
 - Reducing number of step climb/descent
- Difficulties operating out of Southampton & Luton
 - Datalink
- Controller automation (iFACTS) flight crew awareness

Airspace Safety

- LHDs
- GNE Interventions
- ATSOCAS
 - Un-controlled airspace
 - Differences from ICAO
- Support transition altitude change

Speed

- Approach Speeds
 - Stable Approach
 - ATC – lack of understanding regarding different aircraft final approach speeds.
 - Speed – final 160@4DME
 - Local Airport requirements
- Closing Expectations
 - SLP
 - BADA
 - Speed tolerance
- Education
- Rates of Turn/Climb/Descent
- London descent speeds 250/270/300/Econ

A working group has been formed for each focus area. Each working group will have an airline and NATS co-chair. The working groups are responsible for prioritising the risks within each area and the definition and delivery of targets and deliverables. The working groups will meet for the first time in January or early February to develop their plans which will be discussed and signed off at the next SPA meeting.

Next SPA Meeting

15th March, Solent Hotel, Whiteley