

CAP 670 Consultation Response – Comment Response Document

1. Introduction

CAP670 Edition 3 Proposed Amendment 1/2019 was issued for consultation on 5 November 2018 and closed on 31 January 2019. The CAA received 74 comments from 8 stakeholders. We accepted 54 of these comments (73%) and partially accepted a further 7 comments (9%) This document provides a response to the comments provided.

There were a number of comments relating to proposals for editorial changes, such as use of abbreviations, formatting and broken web links. The editor is grateful for the assistance in this regard.

There were comments from two stakeholders regarding Part D, Human Resources, which requested further clarification of issues relating to SRATCOH. No changes to Part D, Human Resources, were consulted on as part of this amendment proposal, however, a further amendment cycle will commence once these changes have been effected, primarily to take account of the wider changes to the regulatory framework. The issue will be considered during this next amendment cycle and any revisions stemming from this will be consulted on in the usual manner.

In parallel with the consultation on the amendment to CAP670, the CAA consulted and has published a policy statement setting out CAA policy and guidance for the provision of air navigation services by means of an aerodrome remote tower facility. As part of this process, proposals were included for amendments to CAP670 to reflect remote tower approval requirements. These changes (described at <https://www.caa.co.uk/Commercial-industry/Airspace/Communication-navigation-and-surveillance/Remote-towers/>) have been included in this amendment cycle.

2. Comment Response Document

Individual comments and responses

In responding to comments, a standard set of terminology has been applied to describe the CAA position with respect to the comments. This is:

(a) Accepted — CAA agrees with the comment and any proposed amendment is wholly transferred to the revised text.

(b) Partially accepted — CAA either partially agrees with the comment, or agrees with it but the proposed amendment is only partially transferred to the revised text.

(c) Noted — CAA acknowledges the comment but no change to the existing text is considered necessary.

(d) Not accepted — The comment or proposed amendment is not shared by CAA.

1. Serco

Original Change Proposed	Comment Received	CAA Comment and Proposed Action
	Part A, pages 1-7 - changes to detail on EU regulations and further details standards; web links not working, page not found	Accepted. Unfortunately, several web page addresses changed since the consultation document was first drafted. As a result an review/update of all web page links has been undertaken.
	Part A, Pages 18-19 Referred to in List of Effective pages but not in document	Accepted and will be corrected.
	Part B, Section 1, APP 01 01.5 & 01.7 - Changes to detail on EU regulations and further details standards; web links not working, page not found	Accepted. See comment above.
	Part C, Section 2, ILS 10 Page 1 Contents list details change; no change found	Accepted and will be corrected.
	Part C, Section 2, NAV 03 Page 1 Contents list details change; no change found	Partially accepted. A minor typographic error was introduced on the page in the consultation document which will be corrected.
	Part C, Section 3, SUR01 Page 2 Contents list details change; no change found	Partially accepted. The web links on the page have now been updated.
	Part C, Section 3, SUR03 Page 3Contents list details change; no change found	Accepted and will be corrected.

2. Dean Orchard, ATCO

Original Change Proposed	Comment Received	CAA Comment and Proposed Next
n/a	<p>I appreciate that FRM is the future, but I was surprised to see no changes to Part D, Human Resources. I've worked at a few units over the years and a common complaint from ATCOs is that the wording of the SRATCOH paragraphs are rather ambiguous and open to various interpretations.</p> <p>1. Para D41 We have an "M1" shift starting at 06:00, with the airport opening at 06:15. Paragraph D41 has over the years been variously interpreted as meaning the ATCO starting work at 06:00 for ATC watch opening of 06:15 has to have a break after either 1.5 hours or 2.0 hours. D41 could be read as only applying to units with enhanced relief. Could D41 be revised and clarified?</p> <p>2. Para D23 and D24 ATCOS are often rostered for 6 days on, 2 days off, then 6 days on. This is currently compliant with Para D41, with ATCOs finishing their cycle of 6 duties on an early start shift and returning on an afternoon shift 2 days later, thus giving the required 54 hours of rest time between the 6 day cycles. This may be in compliance with para D41, but feels to me, not in the spirit of SRATCOH. In extremis can result in an ATCO working 14 days, with only 1 complete day (24 hours) off the roster. Eg M, M, M, A, A, A (01:30 rostered shift end running in to next "R" day), R, R, A, A, A, D(day shift) M, M. Can I suggest a "6 days on 3 days off" pattern might be more appropriate?</p>	<p>As highlighted in the covering note to the consultation document, this amendment has primary been concerned with updating the document references and consolidating outstanding updates, due to the period of time since the last amendment.</p> <p>An additional amendment cycle will commence once these changes have been effected, primarily to take account of the wider changes to the regulatory framework in which we will be working. The issue will be considered during this next amendment cycle and any revisions stemming from this will be consulted on in the usual manner.</p>

3. David Austin, Air Traffic Services Manager, Humberside Airport

Original Change Proposed	Comment Received	CAA Comment and Proposed Next
	All ICAO Annex amendments, updates to European legislation and guidance as well as minor editorial changes resulting, for example, from updates to the Air Navigation Order 2016 legislation and links to further information are accepted.	Noted.
	There are inconsistencies in the introduction of abbreviations/acronyms throughout the document (and the document has probably been like this for some time); the opportunity should be taken to standardise them. I have tried to capture as many as I have found but undoubtedly I will have missed some or will have noted particular abbreviations /acronyms that will need to be reviewed throughout the document. Abbreviations should be introduced at the earliest point within the document (note that some are used within the contents and earlier). I would also suggest that where a Regulatory title is stated, it should have " around the title of the regulation as some terms within the title would have been abbreviated and the title is a reference. An example is: Commission Regulation (EC) No. 1034/2011 'on safety oversight in air traffic management and air navigation services'	Partially accepted. The aim is to minimise inconsistencies and maximise clarity and the process to identify the appropriate use of acronyms and abbreviations will continue. The comments provided are helpful and included. In respect of EU Regulation references, the Europa institutional style guide ¹ provides information on the presentation of references to EU legislation and notes that in publications other than the Official Journal, act titles can be more loosely quoted. The intent is to provide a web link to the regulation being referred to in most cases (which, of course, introduces an attendant risk of out of date web links). A further review of such references is anticipated in the next amendment of CAP670.
	RCS Radar Cross Section" or "Radio Communications Services" (see paragraph 'A25' " Radio Communications Services (RCS)" and GEN 02 Appendix A (Page 7 within 'UK Radio Station Infrastructure' and Page 8 within 'Radar Cross Section' where RCS is also introduced twice)? RCS is also introduced several times throughout the document; another example is at 'SUR13A.69'.	Accepted. There are around 40 references in CAP670 to RCS, where the intent of the meaning is radar cross section. Clearly in certain contexts in the document RCS could relate to radio communications services but for the avoidance of doubt, the abbreviation RCS has been reviewed throughout the document.

¹ <http://publications.europa.eu/code/en/en-250900.htm>

	Primary Surveillance Radar (PSR)' and 'Secondary Surveillance Radar (SSR)'. The first introduction for PSR is at 'C3.6' and the second at 'SUR01.9' and at 'SUR04.1' "Primary Surveillance radar" is not abbreviated. This is a lack of standardisation and should be corrected. Similarly for SSR, the first introduction is at 'C3.4' and the second at 'SUR05.3' with "Secondary Surveillance Radars" not abbreviated at 'SUR05.1'. I have not separately identified these as there are too many examples throughout the document	Accepted. References have been updated.
	There are also several examples of non-consistent use such as ' a Regional Inspector' in 'ILS02.16' or 'A regional inspector' in 'MLS02.15 1'.	Accepted. References have been updated.
	In several places within CAP670, such as at 'A85', Bullet 5, Sub-Bullet 4 and 'ATC02.33', Number 2, it states about the "Mandatory Occurrence Reporting (MOR) Scheme"; however, CAP382 has been superseded and replaced by EASA requirements. Although the 'CAA Publications' website shows CAP382 in a search, it links directly to a CAA Website about occurrence reporting; occurrence reporting in the UK and the rest of Europe is governed by European Regulation 376/2014 'on the reporting, analysis and follow-up of occurrences in civil aviation' and introduces European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS). This use should be reviewed within CAP670.	Accepted. References have been updated.
	Some paragraph alignments have hanging indent text that does not correctly flow. This occurs where the paragraph number increases to two digits after the '.', e.g. Part B, Section 1: APP 03: 'APP03.16' – but every one is the same and it is worse as the number of digits increase such as in 'SUR13A.118'.	Noted. This will be reviewed for the next amendment cycle.
	Whilst not in the current version, it would be useful to have the page numbers against the content subject as well as the hyperlink	Noted. This will be considered for a future amendment cycle.
	Page numbering formatting error within 'List of Effective Pages', the Roman Numeral first letter capitalised in error in pages: "Page i to "Page ixiii".	Accepted. References have been updated.
	Not all of the changes have been so indicated with "xx xxxxx 2018", e.g. Part D Page 11 at paragraphs D57, D59 etc	Accepted. References have been updated.
	It is suggested that the following abbreviations are added: AltMOC Alternative Means of Compliance ECCAIRS European Coordination Centre for Accident and Incident Reporting Systems GM Guidance Material RT Radiotelephony	Accepted.

	SERA Standardised European Rules of the Air	
Introduction	Abbreviations should be introduced for EASA , ATM, ATCO and frr5ANS.	Accepted. Editorial changes applied.
Introduction “Commission Regulation (EU) No. 340/2015 the air traffic controllers’ (ATCO) licensing and certification regulation;”	Commission Regulation (EU) No. 2015/340 ‘the air traffic controllers’ (ATCO) licensing and certification regulation’;”	Partially accepted. See comment above.
Introduction “Commission Regulation (EU) No. 1034/2011 on safety oversight in ATM and Air Navigation Services (ANS); and”	“Commission Regulation (EU) No. 1034/2011 ‘on safety oversight in air traffic management and air navigation services’; and”	Partially accepted. See comment above.
“References to the earlier Regulations will be removed from promulgated material, including CAP 670, related CAPs and web pages in due course. A major update to the CAP will be undertaken to take account of EC Reg No. 2017/317 (ATM-IR), with expected date of applicability 2 January 2020 and changes associated with EC Reg No. 2018/1139 (Basic Regulation).”	“References to the earlier Regulations will be removed from promulgated material, including CAP 670, related CAPs and web pages in due course. A major update to the CAP will be undertaken to take account of EC Reg No. 2017/373 (ATM-IR), with expected date of applicability 2 January 2020 and changes associated with EC Reg No. 2018/1139 (Basic Regulation).”	Editorial change proposal accepted
“Civil Aviation Authority Civil Aviation Publications (CAPs) are based upon national and EU legislation and non-legislative regulatory material, such as ICAO Standards and Recommended Practises.”	“CAA CAPs are based upon national and EU legislation and non-legislative regulatory material, such as International Civil Aviation Organisation (ICAO) Standards and Recommended Practises (SARP).” Earlier Introduction of Abbreviations. “A1 Civil Aviation Authority Civil Aviation Publications (CAPs) are”. Introduce “CAA” and “CAP” much earlier in the document as they are both used several times earlier within the document.	Editorial change proposal accepted

“details of UK ‘Alternative Means of Compliance’, and”	“details of UK ‘Alternative Means of Compliance’ (AItMOC), and”	Editorial change proposal accepted
<p>“670 provides guidance and clarification relating to ICAO Annex 10 and 11 (in accordance with the Civil Aviation Authority (Chicago Convention) Directions 2007 require the CAA to ensure that it acts consistently with the obligations placed on the United Kingdom (UK) under the Convention on International Aviation (Chicago 1944)), the Implementing Rules stated above and the discretionary powers contained in the UK Air Navigation Order 2016 – and is to be read in conjunction with this regulatory material.”</p>	<p>“670 provides guidance and clarification relating to ICAO Annex 10 and 11 (in accordance with the Civil Aviation Authority (Chicago Convention) Directions 2007 require the CAA to ensure that it acts consistently with the obligations placed on the United Kingdom (UK) under the Convention on International Aviation (Chicago 1944)), the Implementing Rules stated above and the discretionary powers contained in the UK Air Navigation Order (ANO) 2016 – and is to be read in conjunction with this regulatory material.”</p>	Editorial change proposal accepted
<p>Page 2 First paragraph “It is the policy of the UK government that, unless a difference or ‘Alternative Means of Compliance’ (AltMoc) has ”</p>	<p>“It is the policy of the UK Government that, unless a difference or AItMOC has ”.</p>	Editorial change proposal accepted
<p>A6 “Air Navigation Service Providers are subject to SES”</p>	<p>“Air Navigation Service Providers (ANSP) are subject to SES”</p>	Editorial change proposal accepted
<p>A17 “Part C Communication, Navigation, Surveillance,”</p>	<p>“Part C Communication, Navigation, Surveillance (CNS),”</p>	Editorial change proposal accepted
<p>A17, Bullet 4 “Acceptable Means of Compliance (AMC); and”</p>	<p>“AMC; and”</p>	Editorial change proposal accepted
<p>A25 “For requirements related to Communication, Navigation and Surveillance/Air Traffic</p>	<p>“For requirements related to CNS/ATM Providers”</p>	Editorial change proposal accepted

Management (CNS/ATM) Providers”		
A28 “Air Navigation Service Provider (ANSP)”	“ANSP”	Editorial change proposal accepted
A30 “The Civil Aviation Act established the Civil Aviation Authority (the CAA) and”	“The Civil Aviation Act established the CAA and”	Editorial change proposal accepted
A32 “Pursuant to Article 270 of the ANO 2016, the CAA is also the National Aviation Authority (NAA) and the competent authority of the UK for the purposes of the EASA Regulations, EU-OPS, SERA and the ATM Common Requirements Regulation.”	“Pursuant to Article 270 of the ANO 2016, the CAA is also the National Aviation Authority (NAA) and the competent authority of the UK for the purposes of the EASA Regulations, EU-OPS, Standardised European Rules of the Air and the ATM Common Requirements Regulation.”	
A33 “Air Navigation Orders”	“ ANO ”	Editorial change proposal accepted
A34 “Air Navigation Orders”	“ ANO ”	Editorial change proposal accepted
A35 “Civil Aviation Publications (CAPs)”	“ CAPs ”	Editorial change proposal accepted
A36 “Civil Air Traffic Services (ATS)”	“Civil ATS ”	Editorial change proposal accepted
A40 “There are a number of new or revised pieces of European legislation planned in the Air Traffic Management and Air Navigation Service domains that impact on ANSPs,”	“There are a number of new or revised pieces of European legislation planned in the ATM and ANS domains that impact on ANSPs,”	Editorial change proposal accepted
A46 “CAA (commonly referred to as Acceptable Means of Compliance or AMC’s).”	“CAA (commonly referred to as ‘Acceptable Means of Compliance’ or ‘AMC’s).”	Editorial change proposal accepted
A49 “International Obligations: Changes to ICAO Standards and Recommended	“International Obligations: Changes to ICAO SARPs related to the provision of ATS .”	Editorial change proposal accepted

Practices related to the provision of Air Traffic Services.”		
A49, Bullet 5 “Air Traffic Service Environment.”	“ ATS Environment.”	Editorial change proposal accepted
Page 10, above A63 Title: “Regulation of Air Traffic Services and Air Traffic Service Facilities”	“Regulation of ATS and Air Traffic Service Facilities”	Editorial change proposal accepted
Page 10, above A63 Title: “Air Navigation Order”.	Title “ ANO ”	Editorial change proposal accepted
A77 Note “ Note: Requirements relating to the ATCO UCS and other ATCO licensing issues are contained in CAP 1251 Air Traffic Controllers – Licensing.”	“ Note: Requirements relating to the ATCO UCS and other ATCO licensing issues are contained in Commission Regulation (EU) No. 2015/340 ‘the air traffic controllers’ (ATCO) licensing and certification regulation’ with additional UK requirements and guidance contained in CAP 1251 Air Traffic Controllers – Licensing. ”	Editorial change proposal accepted. The commenter makes reference to changes required to CAP1251 which have been passed on to the CAP editor concerned but do not form part of this consultation.
A85, Bullet 3 “the unit Manual of Air Traffic Services Part 2”	“the unit Manual of Air Traffic Services (MATS) Part 2”	Editorial change proposal accepted
A99 (last sentence) “the unit Manual of Air Traffic Services Part 2”	“the unit MATS Part 2”	Editorial change proposal accepted
A100 “The new Provider must also have been Certificated in accordance with SES Regulations by the appropriate National Supervisory Authority (NSA).”	“The new Provider must also have been Certificated in accordance with SES Regulations by the appropriate NSA .”	Editorial change proposal accepted
A107 “Air Navigation Order and EU regulations.”	“ ANO and EU Regulations .”	Editorial change proposal accepted
Appendix A to Part A: Bullet 1 “Communications systems used to communicate with aircraft or vehicles/personnel operating on the aerodrome including any VCCS (and VHF/UHF RT transmitters and receivers and antennae).”	“Communications systems used to communicate with aircraft or vehicles/personnel operating on the aerodrome including any Voice Communications Control Systems (VCCS) (and Very High Frequency (VHF)/ Ultra High Frequency (UHF) Radiotelephony (RT) transmitters and receivers and antennae).”	Editorial change proposal accepted
Appendix A to Part A: Bullet 2	“Systems associated with broadcast services (e.g. Automatic Terminal Information Service (ATIS)/Meteorological Information for Aircraft ”	Editorial change proposal accepted

“Systems associated with broadcast services (e.g. ATIS/VOLMET) including VHF transmitters/antennae and the message preparation or generation equipment.”	in Flight (VOLMET)) including VHF transmitters/antennae and the message preparation or generation equipment.”	
Appendix A to Part A: Bullet 3 “Radar transmitter/receiver equipment including data processing and display equipment and dependent elements (e.g. AMA or radar-based runway incursion detection systems).”	‘AMA’ is only used once in CAP670 and therefore should be written out in full as Airport Movement Area .	Editorial change proposal accepted
Page 1	Consider introducing the following abbreviations: DF, ILS, MLS, IRVR, MLS, NDB, DME, VOR, OLDI, AFTN, and CCTV	Editorial change proposal accepted
Part B, Section 1: APP 01: Safety Management Systems		
APP01.10 Note 1	Replace Temporary Operating Instructions and Supplementary Instructions with (TOI) and (SI) respectively as abbreviation already introduced.	Editorial change proposal accepted
APP03.9 APP04.3 APP04.8 ATC03.1 COM01.19 NAV01.7 note 3 NAV07.8 SUR02.52 SUR10.15 SUR10.26	Replace Regional Office with abbreviation RO as this has already been introduced within paragraph A74.	Editorial change proposal accepted
APP 04 Page 3 ATC02 Page 1 ATC02.1 ATC02 MATS Pt 2 Title COM05.11 SUR10.47	Replace Manual of Air Traffic Services with MATS as already introduced.	Partially accepted. Full terms are used in the Chapter title headings
Part B, Section 3: Appendix A to SW 01: Identification of AELs Title	“Appendix A to SW 01: Identification of Assurance Evidence Levels (AEL) ” as AEL has not previously been introduced.	Partially accepted. AEL is discussed in the main section of SW01 but the chapter title will be written in full.
Part C, Section 3 SUR02.52 SUR02.53 SUR06.14	Introduce National IFF/SSR Committee (NISC) in SUR02.52 and then use NISC abbreviation in subsequent references.	Editorial change proposal accepted
Part C, Section 3 SUR12.19 Note	Introduce “Software as a service (SASS).”	Editorial change proposal accepted

Part C, Section 3 SUR13.18 SUR13A.10	Replace Single European Sky with SES as already introduced.	Editorial change proposal accepted
Part C, Section 3 SUR13A.118	Replace 'ATSOCAS' with 'UK FIS' and provide cross-references to CAP774 and CAP1434.	Accepted.
Part C, Section 3 SURC2	Replace 'ATSOCAS' with 'UK FIS'	Accepted.
Part C, Section 3: SUR 10: Requirements for the Recording, Retention and Replay of ATS Surveillance Data SUR 10.58 Note	Rather than asking every ANSP to check with the CAA/AAIB independently, would it not be more efficient for the CAA and the AAIB to liaise and inform ANSPs which files are acceptable? Propose last sentence of note reads, " If this occurs, the CAA/AAIB will liaise and inform ANSPs which types of files are acceptable."	Not accepted. While the sentiment behind the comment is understood, SUR10.58 already provides the format of the files required. However, we are aware that technology changes in video file formats are evolving at pace and there may be opportunities in the future to use file formats that are more widely interoperable between recording and playback systems without loss of any quality or data integrity. The purpose of the note is to permit an ANSP, possibly in conjunction with a recording and playback equipment manufacturer, to seek individual approval for the use of a system that meets the spirit of SUR10.58.

4. Paul Sharp, Managing Director P & D Associates Ltd.

Original Change Proposed	Comment Received	CAA Comment and Proposed Next
	SUR01 - Deletion of notes in SUR01.6. The same 2 notes that appear in the May 2014 still seem to be there and the sub paragraph numbering above seems to have gone a bit strange? (The same thing seems to have occurred, to the sub paragraph numbering , in SUR01.5)	Accepted. Notes have not changed and so the revision history has been amended. Incorrect numbering of sub-paragraphs that appeared in the draft amendment has also been corrected.

5. Scott Walford, ATCO

Original Change Proposed	Comment Received	CAA Comment and Proposed Next
None	<p>D41 At units where the two hour maximum duty period is reduced to 1.5 hours by enhanced relief, all operational duty periods for a controller on an early start commencing before 0600 shall be limited to 1.5 hours (on any operational position whether designated for enhanced relief, or not). For a controller on an early start commencing at or after 0600 (on any operational position whether designated for enhanced relief, or not) the first operational duty period shall be limited to 1.5 hours.</p> <p>Management at my unit challenged SARG on their interpretation of this during their last visit and they agreed that the wording was a little clumsy. On initial reading, it would appear that D41 is only applicable to units which fall under the 'enhanced relief' category. However, the second line of this paragraph can be (and was) interpreted as D41 being applicable to all units, whether they fall under the 'enhanced relief' category or not. Accordingly, my unit (which does not fall under enhanced relief) changed shift timings to fall in line with Para D41.</p> <p>Please could you consider rewording para D41 to make it explicitly clear that this only applies to units designated for Enhanced Relief, as I believe was the intention when it was written? Perhaps a sub para heading such as 'Applicable to Units with Enhanced Relief only'?</p>	<p>Noted. As highlighted in the covering note, this amendment has primary been concerned</p> <p>An additional amendment cycle will commence once these changes have been effected, primarily to take account of the changes to the regulatory framework</p>

6. Jez Pigden, Vice President Policy, GATCO

<p>None</p>	<p>GATCO has concerns over COM01.36 on ambient recordings in the workplace. GATCO's policy on Ambient recording is aligned with that of IFATCA, which states;</p> <p><i>Ambient Workplace Recording (AWR), is intended to provide a record of such communications for use in the investigation of incidents and accidents. AWR is confidential and is not permitted to be released to the public. AWR is not to be used to provide direct evidence such as in disciplinary cases, or to be used to determine controller incompetence.</i></p> <p><i>Access to recorded data shall be limited to authorised personnel. Authorised personnel shall be mutually agreed by the controllers' representative and the appropriate authority. Recorded data used shall be identical as presented to and / or originated by the controller at the relevant controller's position.</i></p> <p><i>IFATCA is opposed to the use of visual AWR for reasons of invasion of privacy</i></p> <p><i>AWR shall only be used to aid in incident and accident investigations to improve aviation safety.</i></p> <p><i>The AWR system, including user management and access to the recordings, should be managed by an independent authority within the ANSP, chosen jointly by management and Member Association(s).</i></p> <p><i>Before being published in an incident or accident report, non-relevant information shall be removed from AWR transcripts.</i></p> <p><i>Furthermore Attachment E to ICAO Annex 13; Protection of Recorded Information states</i></p> <p><i>Considering that ambient workplace recordings required by legislation, such as cockpit voice recorders (CVRs), may be perceived as constituting an invasion of privacy for operational personnel that other professions are not exposed to:</i></p> <ul style="list-style-type: none"> <i>•Subject to the principles of protection and exception above, national laws and regulations should consider ambient workplace recordings required by legislation as privileged protected information, i.e. information deserving enhanced protection; and</i> 	<p>Noted. The ICAO recommendation was published in ICAO Annex 11, 13th Edition, Amendment 44 in November 2006 and incorporated into CAP670 in its 2008 amendment. The proposed change to COM01.36 was a minor editorial one to improve readability.”</p>
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	<p><i>•National laws and regulations should provide specific measures of protection to such recordings as to their confidentiality and access by the public. Such specific measures of protection of workplace recordings required by legislation may include the issuance of orders of non-public disclosure.</i></p> <p>While GATCO accepts that such data could be beneficial to some Incident Investigations, we believe that before any ambient workplace recording system is introduced, the safeguards described above should be in place</p>	
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7. Aaron Curtis, Chair International & Governmental Affairs Prospect ATCOs' Branch

Original Change Proposed	Comment Received	CAA Comment and Proposed Action
None	<p>Please find attached our position paper with respect to section COM01.36 of the CAP670 consultation document:</p> <p>'Recommendation: ICAO Annex 11 to the Chicago Convention, Chapter 3, paragraph 3.3.3 contains a recommended practice that states "air traffic control units should be equipped with devices that record background communication and the aural environment at air traffic controller work stations, capable of retaining the information recorded during at least the last twenty-four hours of operation." Therefore ATC service providers should consider the introduction such equipment, particularly with the installation of future systems or when major upgrades to existing voice recording systems are carried out. (2254)'</p> <p>I attach our position paper which outlines our views on background recording at air traffic control workstations. Although some of the references particularly with respect to EU 2017/373 and its preceding NPA are a little out of date (the paper was written before the regulations publication) our views still hold true.</p>	<p>Noted. The ICAO recommendation was published in ICAO Annex 11, 13th Edition, Amendment 44 in November 2006 and incorporated into CAP670 in its 2008 amendment. The proposed change to COM01.36 was a minor editorial one to improve readability."</p>

8. P Fielding, Manager, Regulatory Compliance, NATS

Original Change Proposed	Comment Received	CAA Comment and Proposed Action
<p>Revision History Paragraphs A88-93: The CAA has published a separate change management and change notification process; the paragraphs in CAP670 are updated accordingly. Update to web site addresses / EC Regulations / Air Navigation Order reference</p>	<p>APP01 doesn't have paragraphs A88-93, they are in the Part A The Regulatory Framework</p>	<p>Accepted. Revision History has been updated.</p>
<p>Directory For general enquiries about ATS matters and the content of this document: Airspace, ATM and Aerodromes CAA Safety and Airspace Regulation Group 1NE Aviation House, Gatwick Airport South, West Sussex RH6 0YR Email: ats.enquiries@caa.co.uk</p>	<p>Suggest including a CAA address to send enquiries regarding the content of CAP670.</p>	<p>Accepted. A new entry has been added to accommodate this proposal.</p>
<p>Definitions A unit of air traffic controllers established by a person appointed by a person maintaining an aerodrome or other place in order to provide an area control service, an aerodrome control service or an approach control service (ANO). Or A generic term meaning variously, area control centre, approach control unit or aerodrome control tower (Regulation (EU) 923 of 2012 unit or aerodrome control tower (Regulation (EU) 923 of 2012</p>	<p>I know the sense hasn't been changed but is it strictly correct to say '<u>a person appointed by a person</u>'?</p>	<p>Noted. The definition is given in the ANO 2016 under Schedule 1 Interpretation and CAP670 reproduces this text.</p>
<p>The Regulatory Framework - Introduction References to the earlier Regulations will be removed from promulgated material, including CAP 670, related CAPs and web pages in due course. A major update to the CAP will be undertaken to take account of EC Reg No. 2017/317 (ATM-IR), with expected date of applicability 2 January 2020 and changes associated with EC Reg No. 2018/1139 (Basic Regulation).</p>	<p>With due respect, as it has taken nearly two years to produce this revision, is that further update highlighted still the intention?</p>	<p>Noted. Resources have been allocated for a further update to CAP670 to take account of the significant legislative changes over the next 12 months.</p>
<p>The Regulatory Framework – CAP670: Purpose Civil Aviation Authority Civil Aviation Publications (CAPs) are</p>	<p>Where is the 'source regulatory material' listed/defined?</p>	<p>Paragraph A19 of The Regulatory Framework refers. At present this is an internal provision within</p>

<p>based upon national and EU legislation and non-legislative regulatory material, such as ICAO Standards and Recommended Practices. They are published in order to provide:</p> <ul style="list-style-type: none"> • guidance and clarification on the means of achieving compliance with global, UK and European regulatory requirements, and where applicable: • details of UK 'Alternative Means of Compliance', and • details of any additional national requirements, including CAA administrative procedures. • Details of appropriate supporting administrative procedures are also included where necessary. • CAPs are subject to periodic revision to take account of changes to source regulatory material, feedback from industry, and recognised best practice. CAP670 provides guidance and clarification relating to ICAO Annex 10 and 11 (in accordance with the Civil Aviation Authority (Chicago Convention) Directions 2007 require the CAA to ensure that it acts consistently with the obligations placed on the United Kingdom (UK) under the Convention on International Aviation (Chicago 1944)), the Implementing Rules stated above and the discretionary powers contained in the UK Air Navigation Order 2016 – and is to be read in conjunction with this regulatory material. <p>Note: Non-inclusion of source regulatory material within this CAP does not preclude the end user from either the need to be aware of, or the need to comply with, the requirements contained</p>		<p>CAA, however could be made more widely available if there is industry interest.</p>
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<p>within the source materials unless otherwise exempted from those requirements.</p>		
<p>ATC 02: ATC Documentation: Other Documents The conditions set out above are largely self-explanatory; however, the following description of a likely suitable arrangement may be of assistance to units considering the use of electronic reference documentation:</p> <p>A stand-alone electronic reader is provided, running a suitable operating system and used as the control room library. The security settings available within the Operating System are utilised to permit read-only access to files for routine users. The device is not used for any other functions. Documents are kept in Adobe Acrobat format and stored on an in-built flash memory, which cannot be removed. A menu system provides access to each individual document. A laser printer is directly connected. At a low traffic density unit (or one at which support staff will be available), the device may be located in a readily accessible position away from the control position. The system enables a document to be opened and a known part of the material to be accessed within 45 seconds.</p>	<p>Did you mean to reinstate this highlighted sentence?</p>	<p>Accepted, this has now been deleted.</p>
<p>SW01 Software Safety Assurance EU Regulation (EC) No. 482/2008 on Software Safety Assurance Systems is linked to EU Regulation (EU) No. 1035/2011 which requires ANSPs to implement an SMS including risk assessment and mitigation with regard to all changes. EU Regulation (EC) No. 482/2008 specifically addresses how ATS, ASM, ATFM and CNS service providers should define and implement Software Safety Assurance within the framework of its SMS, and as part of its risk assessment and mitigation activities with regard to changes, to deal specifically with software related aspects of a change.</p>	<p>482/2008 has since been repealed by 2017/373, should it still be included?</p>	<p>Noted. Article 9 of the ATM-IR (2017/373) notes that "Regulation (EC) No 482/2008 and Implementing Regulations (EU) No 1034/2011 and (EU) No 1035/2011 are repealed." Article 10 of 2017/373 notes that "this Regulation shall apply from 2 January 2020." In addition, whereas (19) of 2017/373 notes that "for reasons of consistency and ease of application, the provisions of Commission Regulation (EC) No 482/2008 should be integrated in this Regulation." For these reasons, the reference is being maintained in this amendment version.</p>

(EC) 1035/2011 Severity Classification Scheme	Same comment as above and it should be (EU) No 1035/2011	Noted. Same comment as above. Comment regarding legislative reference accepted and changes made to Appendix A to SW01 and SUR13.3.
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Comment Response Document prepared by:

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