
STATES OF JERSEY



JERSEY DIRECTOR OF CIVIL AVIATION: ANNUAL REPORT FOR 2011

Presented to the States on 6th March 2012
by the Chief Minister

STATES GREFFE

JERSEY
DIRECTOR OF CIVIL AVIATION

Annual Report for 2011

Foreword, by the Director of Civil Aviation – Fergus Woods

Welcome to this report of the Director of Civil Aviation for Jersey. It is delivered in accordance with Article 9 of the Civil Aviation (Jersey) Law 2008.

I am happy to report that the key aspects of my brief - the safety oversight of Jersey Airport and the operation of the Channel Islands Control Zone airspace - remain 'on track'. In particular, the implementation of the new Air traffic Control Centre has been achieved in a very safe and measured way, which is much to the credit of all those involved with the project.

Co-operation with Guernsey on the DCA project continues to work well. The radar replacement projects on both Islands, the Channel Islands Control Zone redesign project and the recently instigated Air Traffic – General Aviation Working Group are examples of how the joint approach works to our mutual benefit in practice.



Director of Civil Aviation for Jersey

March 2012

1. Principal Activities

The main purpose of the Director of Civil Aviation is to act as Jersey's aviation safety regulator: responsible for licensing and regulating civil aviation activities in the Bailiwick on behalf of the Chief Officer's Department, ensuring compliance with all international requirements and in accordance with the relevant provisions of the Civil Aviation (Jersey) Law 2008, the Air Navigation (Jersey) Order 2008 and other regulations. (Appendix 1 provides an extract from the Civil Aviation (Jersey) Law 2008 identifying the functions of the DCA in Article 10.)

2. ICAO Compliance

The DCA's principal obligation under the Law is to ensure that Jersey remains compliant with the Chicago Convention of 1944 and its Annexes. This obligation determines what regulatory requirements are imposed on the main stakeholder, Jersey Airport, and others, and how the DCA conducts the oversight of their activities.

There has been no material change in the Airport's level of compliance throughout the year as measured through the successful implementation of their Safety Management Systems for the aerodrome and Air Traffic Control service, and the excellent results of safety audits conducted during the year

3. Co-operation with Guernsey

The arrangement with Guernsey, whereby the role of the DCA is shared between the Bailiwicks, continues to work extremely well to the benefit of both islands. During 2011 a further significant opportunity for collaboration arose: finding a solution to the changing requirements for aviation security regulation in the UK and Europe. (More detail in paragraph 6)

4. Aircraft Registry for the Channel Islands

Towards the end of 2010 we engaged the services of Helios, a business and technology consultancy based in Farnborough, to assist in conducting a feasibility study into the establishment of an aircraft registry for the Channel Islands. The work was concluded

successfully in March 2011 with the submission of their report. The project was run jointly with Guernsey and was part-funded by them. The report confirmed the conclusions of initial background work over the previous eighteen months, which was that an aircraft registry established in the Channel Islands would be a viable proposition.

Although further development work on the project was completed during 2011, a formal decision is yet to be made on the way ahead for 2012.

5. Miscellaneous Activities

New Air Traffic Control Centre (ATCC): as reported last year this gained initial conditional approval in December 2010 when operations moved from the old control tower and radar facilities to the new control tower building. The conditional element of the approval was a requirement placed on the Airport to demonstrate its ability to manage traffic capacity using the new Electronic Flight Strip technology introduced under the ATCC project.

In June, in compliance with that condition, Jersey Airport introduced a temporary Prior Permission Required (PPR) system for visual flight rules traffic to help control traffic flow at peak times. Whilst it would be fair to say that the introduction of this exceptional measure was not universally welcomed by the majority of general aviation users and visitors to the Island, nevertheless, it formed a key part of the airport's traffic management plan during the summer months when the new ATCC systems were fully tested under busier traffic conditions. Fortunately, the PPR trial was able to be eased from the end of August and removed completely during September 2011.

It was a period which tested the relations between the Airport and some of its users. One positive outcome has been the creation of pan-Channel Islands Air Traffic – General Aviation Consultative Group as a means of enabling matters of mutual interest and concern to be aired and discussed in a highly constructive forum.

Radar Replacement Project: This very successful project moved towards a conclusion in December when the secondary surveillance Radar element became ready to enter service. The DCA issued the revised ATC equipment approvals to enable the new radar to be used operationally. Full implementation of the new radar will take effect during the early part of 2012.

JIAD: The Jersey International Air Display 2011 scheduled for 8 September had to be cancelled due to the weather conditions on the day.

6. Aviation Security

Early in 2011 it became apparent that, as Europe increasingly regulates aviation security, replacing national rules with supranational ones, Jersey's rules on aviation security were at risk of diverging from the UK's. If not resolved this divergence could have resulted in the introduction of restrictions on the movement of passengers and cargo by air between the Channel Islands and the UK/EU. The Channel Islands therefore needed to introduce a new aviation security regime to ensure continuing equivalence with EU and UK standards. This regime required the implementation of recent new security standards as a priority, and the creation of the office of an independent aviation security regulator.

At a practical level, significant progress was made in the development of draft new regulations on aviation security for the Channel Islands in order to minimise the potential disruption to flights. However, to comply with international requirements both Jersey and Guernsey also needed to create an independent aviation security regulator.

A small joint working group on the subject proposed as a solution: In a States Report in July the States approved:

- i. a collaborative approach between Jersey and Guernsey to allow both Bailiwicks to meet international obligations whilst minimising the regulatory burden in each jurisdiction, by sharing it. (This recommendation was expected to deliver the most cost effective solution for both jurisdictions.) ;
- ii. the creation of the function of aviation security regulation under the office of the Director of Civil Aviation; and,
- iii. the transfer of the responsibility for aviation security regulation from the Economic Development Department to the Chief Minister's Department.

This approach was endorsed in a Report to Guernsey States in July and in a Ministerial Decision in Jersey in December.

In the meantime, Jersey and Guernsey have collaborated on this project throughout, and are in the process of achieving parallel changes under their own laws to the extension of the DCA's functions, to the separation of responsibility for the regulation of aviation security from that of implementing aviation security at the airports and to finalising joint agreement on the detailed security directions applicable in the Channel Islands. They also followed a joint process to recruit and select a suitable applicant to fill the post of Aviation Security Regulator to act in that capacity for both jurisdictions. The selected applicant took up his post in February 2012. The result of what has been a protracted period of work on this issue is that the Channel Islands will have in place the appropriate structures, organisation and regulations to manage and oversee aviation security in a way which is compliant not only with the latest UK and EU requirements, but also with ICAO Annex 17 and associated guidance material, as required under Jersey and Guernsey Laws. Importantly, this has all been achieved under the 'least cost and shared cost' model that exemplifies best practice in terms of collaboration with Guernsey on aviation matters.

7. DCA - Prime Functions

a. Safety of Aerodromes and Air Traffic

Aerodrome – An audit of the aerodrome and Rescue and Fire Fighting Service took place in January 2011 as part of a 15 month rolling programme of formal audit and inspection of the facilities conducted with the assistance of expert inspectors from the UK Civil Aviation Authority. There were no major findings. Accordingly, the aerodrome licence issued to Jersey Airport remains valid on an ongoing basis.

Further progress has been achieved regarding obstacles on and in the vicinity of the airport: the main and most obvious activity being the commencement of the partial demolition of the “1937 Building”. The removal of the top deck of that structure taking it back to the original build height was made possible following the opening of the new air traffic control tower and associated facilities at the end of 2010. Anyone who visited the Airport during the last few months of 2011 would have seen the scaffolding and protective sheeting as evidence of the demolition work in progress.

Air Traffic – Much effort continues to be put into further developing the systems and procedures supporting the operation of Jersey Airport’s new Air Traffic Control Centre, which became operational in December 2010. The project still demands attention, particularly to fine tune the Electronic Flight Strip system. As with any complex software system, improvements are being achieved incrementally as it matures and the users become more familiar with its capabilities.

Some progress was made in negotiations with the French and UK authorities with respect to the signing of a Memorandum of Understanding covering the detailed arrangements for their oversight and certification of Jersey as an Air Navigation Service Provider (ANSP) under the Single European Skies legislation. Whilst the MoU has been signed, we still await the issue of the Certificate by the French authority. A comprehensive review (audit visit) was successfully carried out by the CAA during the summer of 2011.

b. Approval of Air Traffic Controllers

The visit also provided the CAA their opportunity to maintain continuous oversight as the licensing authority for the air traffic controllers operating at Jersey Airport.

c. Safety Regulation of the Channel Islands Control Zone (CICZ)

The Jersey Airport Airspace Re-design Project has made good progress during 2011. The DCA held an initial meeting with the CAA Directorate for Airspace Policy (DAP) in February to scope the support required to follow the full Airspace Change Process. This was followed in October with the formal Framework Briefing for the project in October. In the meantime, the contractors, Cyrrus, have been preparing airspace designs and focusing on the re-design of Standard Instrument departures and Arrivals (SIDS/STARS) for each of the three airports in the CICZ. The project timeline still anticipates completion towards the end of 2013 with a phased implementation being completed during 2014.

d. Aviation Meteorological Services

Aviation meteorological services are provided to the airport by the Jersey Meteorological Office, under a longstanding arrangement. The Meteorological Office also provided forecasting services for Guernsey Airport.

Appendix 1

The focus of the Director of Civil Aviation's activities remains the carrying out of his functions under the Article 10 of the Civil Aviation (Jersey) Law 2008.

- (1) It is the responsibility of the Director of Civil Aviation –
 - (a) to ensure the safety of aerodromes and air traffic;*
 - (b) to licence aerodromes;*
 - (c) to approve air traffic controllers.**

- (2) It is also the responsibility of the Director to regulate, from Jersey –
 - (a) the operation of the Channel Islands Control Zone and the safety of air traffic in that zone; and*
 - (b) the operation of meteorological services for the purposes of international air navigation in Jersey and the Channel Islands Control Zone.**

- (3) The Director shall also tender advice to the Minister on –
 - (a) the safety of civil aviation in Jersey and in the Channel Islands Control Zone;*
 - (b) international relations in respect of civil aviation (including relations with international agencies);*
 - (c) the Chicago Convention;*
 - (d) the Memorandum of Understanding between the Government of the United Kingdom and the Government of the French Republic signed on 16th February 2000 (relating to the application of the Eurocontrol Route Charges Joint System in the Channel Islands Control Zone); and*
 - (e) other international agreements and international obligations in respect of civil aviation that are binding on Jersey**