

## RA 1033 – Air Traffic Services Senior Officer – Air Safety Responsibilities

### Rationale

Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) are responsible for the safe operation of Air Systems within their Area of Responsibility (AoR) and for ensuring that the associated Risks to Life (RtL) are As Low As Reasonably Practicable (ALARP) and Tolerable. The receipt of effective Air Traffic Services (ATS) is a key mitigation when managing RtL. Without adequate oversight of, and Accountability for, ATS provision, an ADH's / AM(MF)'s RtL assessment could become inaccurate, and this would undermine their Air Safety Management System and the Operating Duty Holder's / AM(MF)'s Air System Safety Case (ASSC)<sup>1</sup>. UK MOD is an ATS Provider and as such holds the responsibility of ensuring that the task is discharged appropriately. This RA requires the Royal Navy (RN) and Royal Air Force (RAF), as the organizations responsible for delivering UK MOD provided ATS (either via military Controllers or civilian Controllers operating under contract), to each appoint a Suitably Qualified and Experienced Person (SQEP) to be the Air Traffic Services Senior Officer (ATSSO).

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### Regulation 1033(1)

#### Air Traffic Services Senior Officer Nomination

1033(1) RN Director Force Generation and RAF Air Officer Commanding 2 Group **shall** each appoint an ATSSO.

### Acceptable Means of Compliance 1033(1)

#### Air Traffic Services Senior Officer Nomination

1. The ATSSO **should** be suitably qualified and experienced in the provision of ATS. The individual appointed **should** meet the following minimum criteria:

- a. Essential:
  - (1) Substantive OF4<sup>2</sup>.
  - (2) Previous OF3 command experience in the delivery of ATS.
  - (3) Holder of an applicable Certificate of Competence or Air Traffic Control Officer Licence with previously validated Aerodrome Control (Visual) and / or Aerodrome Control (Surveillance) ratings.
  - (4) Completed the Duty Holders Air Safety Course prior to assuming their appointment<sup>3</sup>.
- b. Desirable:
  - (1) Substantive OF5.
  - (2) OF4 command experience.
  - (3) Previous experience in the provision of ATS in both terminal and upper air environments (area radar or air surveillance and control system).
  - (4) For the RN, hold a Joint Personnel Administration (JPA) competency related to the maritime Air Traffic Control environment<sup>4</sup>.
  - (5) Assurance activity experience.

<sup>1</sup> Refer to RA 1205 – Air System Safety Cases.

<sup>2</sup> OF4 is the minimum acceptable rank, an OF5 ATSSO **should** be considered if it would be more appropriate for the size and complexity of the AoR.

<sup>3</sup> Refer to RA 1440 – Air Safety Training.

<sup>4</sup> Refer to BRd 768 – Naval Air Traffic Management.

**Acceptable  
Means of  
Compliance  
1033(1)**

- (6) Resource planning / Delivery Team / Financial Military Capability staff experience.
  - (7) Deployed experience related to the provision of ATS.
2. If an organization, other than the RN or RAF, plans to deliver UK Military provided ATS without utilizing RN / RAF Air Traffic Controllers or RN / RAF contracts for ATS provision, advice **should** be sought from the MAA on the requirement for an ATSSO.

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**Air Traffic Services Senior Officer Nomination**

3. Nil.

**Regulation  
1033(2)**

**Role and Responsibilities of the Air Traffic Services Senior Officer**

- 1033(2) The ATSSO **shall** ensure that the ATS delivered by their organization are safe and compliant.

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1033(2)**

**Role and Responsibilities of the Air Traffic Services Senior Officer**

4. The ATSSO **should**:
- a. Ensure that the routine level of ATS provision is in accordance with (iaw) UK MOD requirements. Where ATS are provided at Aerodromes<sup>5</sup>, the routine level of ATS provision **should** be iaw the Aerodrome classification<sup>6</sup>.
  - b. Ensure that ATS provision across their organization is to the appropriate standard.
  - c. Ensure that ATS are being provided iaw extant Regulations, procedures and orders.
  - d. Identify and manage any pan-organization Hazards to the provision of safe and compliant ATS.
  - e. Challenge any option or action that is proposed or implemented by an ADH / AM(MF) or ADH-Facing Organization / AM(MF)-Facing Organization (AA-Facing Organization) that could undermine the provision of safe and compliant ATS.
  - f. Provide advice and guidance to ATS providers.
  - g. Fulfil their responsibilities with regards to Air Traffic Management (ATM) Equipment Safety Cases as outlined in RA 3130(2)<sup>7</sup> and RA 3132(2)<sup>8</sup>.
  - h. Act as the conduit to ATM Equipment programme Senior Responsible Owners (SRO) to highlight any concerns or issues with current or planned ATM Equipment.
  - i. Actively engage with capability staff to ensure that future programmes and projects related to ATS provision include accurate user requirements and factor in any operational considerations.
  - j. Carry out the ATSSO role and responsibilities for any non-military organization contracted by the RN / RAF to deliver ATS.
  - k. Ensure compliance with the AA-Facing Organization responsibilities detailed in RA 1032<sup>9</sup>.
5. Formal mechanisms **should** be established to enable the ATSSO to inform ADHs / AM(MF)s of:

<sup>5</sup> Including at MAA regulated overseas bases.

<sup>6</sup> Refer to RA 3263 – Aerodrome Classification.

<sup>7</sup> Refer to RA 3130(2): User / Operator Responsibilities.

<sup>8</sup> Refer to RA 3132(2): Responsibilities of Duty Holder-Facing Organizations.

<sup>9</sup> Refer to RA 1032 – Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations – Roles and Responsibilities.

**Acceptable  
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1033(2)**

- a. Changes in the operating environment or context that will affect ATS provision and are therefore likely to affect the related ASSC(s)<sup>1</sup>.
  - b. Changes to, or new, ATM Equipment and procedures which are likely to affect the related ASSC(s)<sup>1</sup>. This **should** be achieved through collaboration with the ATM Equipment programme SRO.
6. Formal mechanisms **should** be established with Heads of Establishment (HoE) and Aerodrome Operators (AO) to enable the ATSSO to:
- a. Inform HoE and AO of any issues that will affect the provision of ATS at their Aerodrome. As well as communicating issues with the provision of safe and compliant ATS, this **should** also include wider issues regarding the availability of ATS for example, significant resource or SQEP concerns.
  - b. Provide Subject Matter Expert (SME) advice to HoE and AO on the provision of ATS at their Aerodrome.
7. ATSSO's **should** hold appropriate Terms of Reference.

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8. To enable the ATSSO to achieve the acceptable means of compliance above, they will require the support of relevant staff to provide the necessary information that will then enable the ATSSO to confirm that ATS provision is safe and compliant.
9. Through the provision of SME input, the ATSSO plays a key role supporting the ADH / AM(MF) chain in discharging their Air Safety responsibilities. This requires the individual to be experienced enough to undertake critical analysis of ATS related issues.
10. The ATSSO's value is in forming a holistic view of the effectiveness of ATS provision within their organization and how this could affect the ALARP and Tolerable status of the ADH / AM(MF) and / or an ASSC. Through oversight of unit ATS Assurance (1<sup>st</sup> Party Assurance and 2<sup>nd</sup> Party Assurance) the ATSSO can assure their command chain and ADHs / AM(MF)s that the appropriate standards are being met and that procedures and orders<sup>10</sup> are fit for purpose, or, when this is not the case, highlight any areas of deficiency and suggest action to rectify identified shortfalls.

<sup>10</sup> Such as RAF Battlespace Management Orders, Royal Navy BRd 768, Unit Orders.

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