

Supplementary Amendment

CAP670 Air Traffic Services Safety Requirements

Safety and Airspace Regulation Group
Safety and Business Delivery



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Version: 1

Effective: 7 March 2022

Scheme for the Regulation of Air Traffic Controllers' Hours (SRATCOH)

1. Introduction

1.1 Following publication of Official Record Series (ORS) 9 Decision number 6 detailing updated acceptable means of compliance (AMC) and guidance material (GM), as well as a new policy statement, on Air Traffic Controllers' Rostering System(s), this supplementary amendment deletes Part D: Human Resources from CAP670, *Air Traffic Services Safety Requirements*, with effect from 7 March 2022. It also introduces an editorial change to Part B Section 1 APP04.8 at the same time.

2. Background

2.1 The Scheme for the Regulation of Air Traffic Controllers' Hours (SRATCOH) was introduced in the UK in 1992 as a means to address concerns that some air traffic controllers were working excessive hours, and that some shift patterns in-use could induce fatigue. The purpose of SRATCOH was to ensure, so far as is reasonably possible, that controller fatigue did not endanger aircraft and thereby to assist controllers to provide a safe and effective service.

2.2 Regulation (EU) 2017/373 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 (UK Reg (EU) No. 2017/373) lays down common requirements for providers of air traffic management (ATM) / air navigation services (ANS) and other air traffic management network functions and their oversight. Annex IV to UK Reg (EU) No. 2017/373 'Part-ATS' requires ATC service providers to develop, implement and monitor a rostering system in order to manage the risks of occupational fatigue¹ of air traffic controllers through a safe alternation of duty and rest periods².

¹ 'Fatigue' means a physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness, circadian phase or workload (mental or physical activity, or both) that can impair an individual's alertness and ability to safely perform his/her tasks. (UK (EU) Reg No 2017/373 ATM/ANS IR Annex I (48))

² ATM/ANS IR Annex IV Part-ATS ATS.OR.320(a).

2.3 On 2 September 2021, the CAA published ORS 9 Decision number 6 detailing updated AMC and GM with an applicability date of 7 March 2022 to support industry in their implementation of a requirement for air traffic control service providers to develop, implement and monitor a rostering system in order to manage the risks of occupational fatigue of air traffic controllers. At the same time a policy statement on Air Traffic Controllers' Rostering System(s)³ was published.

2.4 The use of AMC and GM is the CAA's method of publishing regulatory and guidance material to support the implementation of the retained regulations and as further requirements change, it is likely that the current AMC and GM will be revised. As a result of the publication of CAA ORS9 Decision 6, the current text on Human Resources in Part D of CAP670 becomes redundant and will therefore be deleted.

2.5 There is an additional reference to SRATCOH in Part B Section 1 APP04.8, however this has been superseded by requirements in UK Reg (EU) No. 2017/373 Annex IV ATS.OR.320 and therefore this paragraph has been updated to provide the appropriate legislation reference.

2.6 Appendix A reviews the contents of Part D of CAP670 and provides cross-references to other relevant documentation.

3. Revision to CAP670

3.1 With effect from 7 March 2022, CAP670 is amended as follows:

CAP670 Part B, Section 1: APP 04: Temporary ATC Units

APP04.8 Applicants are urged to enter into early discussions with the appropriate ATS RO for information and guidance on staffing requirements and to comply with requirements on Air Traffic Controllers rostering system(s) set out in UK Reg (EU) 2017/373 Annex IV Specific Requirements for Providers of Air Traffic Services (Part-ATS) ATS.OR.320.

[Editorial note: the words in grey highlight above, replace the current text in CAP670 APP04.8 “, particularly if they consider they will be unable to comply with any aspects of the Scheme for the Regulation of Air Traffic Controllers' Hours (SRATCOH)”]

CAP 670 ~~Part D: Human Resources~~ [Editorial note: section deleted]

3.2 This change will be incorporated into CAP670 at the next amendment in due course.

³ http://publicapps.caa.co.uk/docs/33/20210902-Policy%20on%20ATCO%20Fatigue%20and%20Rostering_V1.pdf

4. Queries

4.1 Any queries or further guidance required on the content of this supplementary amendment should be addressed to:

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5. Cancellation

5.1 This Supplementary Amendment to the Air Traffic Services Safety Requirements shall remain in force until incorporated into CAP 670 or is cancelled, suspended or amended.

Appendix A to CAP670 Supplementary Amendment on SRATCOH

Cross-reference of text of CAP670 being removed to other relevant documentation

Paragraph reference in CAP670 Part D: Human Resources	Reference location from 7 March 2022
Part D: Human Resources D1 to D15	ORS 9 Decision number 6 AMC and GM
Part D: Human Resources D16	Redundant as covered under UK Reg (EU) 2017/373 Annex III Common Requirements for Service Providers in: ATM/ANS.OR.B.005, ATM/ANS.OR.B.020 and ATM/ANS.OR.B.040
Part D: Human Resources D17	Not required to be transposed as unnecessary
Part D: Human Resources D18 to D48	ORS 9 Decision number 6 AMC and GM
Part D: Human Resources D49 to D54	CAA Policy statement on Air Traffic Controllers' Rostering System(s)
Part D: Human Resources D55 to D60	ORS 9 Decision number 6 AMC and GM