

**WRITTEN QUESTION TO THE MINISTER FOR ECONOMIC DEVELOPMENT
BY THE DEPUTY FOR ST. JOHN
ANSWER TO BE TABLED ON TUESDAY 28th SEPTEMBER 2010**

Question

When NATS (National Air Traffic Services) took over from the local Air Traffic Controllers (ATC) at Jersey Airport, was a j category post created and, if so, has any local person now been trained to take on this post?

Has a second j category post been applied for by NATS and, if so, for which post?

Why was NATS chosen as sole supplier for the new ATC Centre, did this go out to tender under Financial Directions 5.7 and if not, why not

Was the Senior Air Traffic Control Officer (SATCO) influential in supplying the ATC Centre and was SATCO aware of the budget?

Did the NATS appointed SATCO and the Consultant have any input in the decision to make Air Traffic Assistants redundant?

Answer

1. A 5 year J-category licence was applied for and subsequently granted by the Population Office to accommodate the NATS employee seconded in 2007. A succession plan has been developed and is now being implemented.

2. Jersey Airport has not applied for a second J-category. The NATS employee originally seconded has now been recalled to the UK and his replacement has assumed the original J-category licence for the remainder of the 5 year contract period.

3. Jersey Airport appointed NATS on a sole supplier basis for project management, equipment procurement and integration for the new ATC Centre. The decision, based on the production of a business case, was in accordance with Financial Directions and was undertaken in conjunction with States procurement. Key factors in the decision were risk reduction and value for money for what is a specialist and unique project. Of the nine ATC facilities built in the UK over the past 12 years, NATS have undertaken this role in 7 of them. In fact, they have undertaken the role in the last 6 constructed (Isle of Man, Manchester, Newcastle, Edinburgh, Heathrow and Farnborough).

4. A project management team has been established to oversee the overall ATCC project, acting on behalf of Jersey Airport's Executive Management Team in order to ensure that correct corporate governance procedures are followed in line with States Financial Directions. While the SATCO offered advice and recommendations all decisions are made by this executive team with the support of the Minister and Ministerial Decisions where appropriate.

5. The SATCO or the consultant had no influence over the decision to make Air Traffic Control Assistants redundant. NATS personnel do offer advice and recommendations but the ultimate decision relating to the ATCA redundancy was that of Jersey Airport's Executive Management Team, Ministers and the States Employment Board.