

**WRITTEN QUESTION TO THE MINISTER FOR ECONOMIC DEVELOPMENT  
BY DEPUTY M.R. HIGGINS OF ST. HELIER  
ANSWER TO BE TABLED ON MONDAY 18th JULY 2011**

**Question**

Will the Minister advise the Assembly how many Mandatory Occurrence Reports have been filed by Air Traffic Controllers at Jersey Airport regarding the new ATC system and provide full information on the subject matter of their reports and the controllers' concerns; and

Would the Minister provide full details of any verbal or written concerns regarding the new ATC system made by air traffic controllers to their supervisors or airport management?

**Answer**

The objective of filing a Civil Aviation Authority Mandatory Occurrence Report (MOR) is to contribute to the overall improvement of flight safety by ensuring that relevant information on safety is reported, collected, stored, protected and disseminated. The sole objective of this reporting process is the prevention of accidents and incidents and not to attribute blame or liability to any individual.

Along with other airports, Jersey Airport is required by law to operate a safety management system and an essential part of it is the existence and promotion of 'Just Culture' – this refers to the fact that while gross negligence, wilful violations and destructive acts are not tolerated and appropriate action taken, individuals are not punished for acts, omissions or decisions taken by them commensurate to their experience and training. On the advice of the [independent] Director of Civil Aviation for the Channel Islands I am not obliged to detail in a public forum the content and subject matter of individual reports other than to say that since December last year, Jersey Air Traffic Controllers have submitted 17 MORs. Of this number 14 have been investigated. Of these 14, eight are under joint progression with external agencies, 6 have been closed with local mitigation or no further action required. Three MORs remain under investigation.

**Background Info**

MORs reported in new ATC operation compared to former facility:

In Q1 2010 there were 10 MORs

In Q1 2011 there were 23 MORs - Increase would be, better reporting and introduction of ATCC. A natural process which we expected as we continue to develop the system past their status of what was required for going live.

In Q2 2010 there were 14 MORs

In Q2 2011 there were 19 MORs

In summary, there are more but to put in context we have also had more MORs in 2011 relating to intermediate stop bar crossings and nothing has changed in the system or the layout of the airfield.