

Combined Aerodrome Safeguarding Team (CAST)

CAST Meeting 12



Tuesday 20th February 2024

Via Microsoft Teams

Post Meeting Notes

CAST Meeting 12 - Tuesday 20th February 2024

Agenda Item 1: Introduction, Opening of Meeting & Approval of Agenda - Matt Roberts, Policy Principal Aerodromes, CAA

Matt introduced himself as the new Policy Principal Aerodromes for CAA as Andrew Badham is retiring. This will be Andrews last CAST meeting.

Matt then welcomed everyone to the meeting and gave an overview of the agenda.

Agenda Item 2: Report from the Chair of the Technical Focus Group, Matt Roberts, Policy Principal Aerodromes, CAA

Matt mentioned that they are now looking at reviving the Renewables group, the group will be led by Ross Franklin, Aerodrome Technical Safeguarding Officer, MAG and he will be looking for more volunteers to join that group, further communications will be sent out shortly.

The other areas that the Tech group have been looking at are with regard to the safeguarding of drones and RPAS. There is a bit more work to do internally with regard to the safeguarding of RPAS and the criteria. Matt will update everyone shortly and he will be looking to set up a working group to look at the safeguarding elements. Until that time CAST suggests that you carry on with the processes that you currently use within your SMS and the safeguarding protocols and permits.

The other areas of work that the group has been focussing on is with regard to CAP785 and IFP safeguarding, see section below.

CAP 785 - IFP update. Jean Francois Soldano, Principal Airspace, Regulator, CAA & Matt Roberts, Policy Principal Aerodromes, CAA

Jean Francois & Matt delivered a presentation relating to the latest situation regarding the safeguarding of IFPs, see attached.

Jean Francois said that he will discuss the provision of IFP support services and how it has developed in the UK and what regulations are applicable to the provision of that service. He iterated that the safeguarding of IFPs is a safety activity, to ensure that the IFPs and therefore the operation of aircraft are fully protected against the obstacle environment.

The safeguarding of IFPs is the responsibility of the aerodromes. The regulation can be found in CAP 785 Part A and CAP 785 Part B, both available at www.caa.co.uk CAP 785 A is how the CAA oversee the Approved Procedure Design Organisations (APDO) and CAP 785 Part B is focused on technical matters and the implementation and the safeguarding of IFPs.

In CAP 785 Part B, Chapter 4 describes the requirements and also provides guidance material for the provision of IFP safeguarding. Only approved APDOs are

able to safeguard IFPs. Any other organisations that provide IFP safeguarding to aerodromes are not competent and not authorised. You can view a list of approved APDOs at [Approved procedure design organisations | Civil Aviation Authority \(caa.co.uk\)](https://www.caa.co.uk/Information-for-business/Approved-procedure-design-organisations)

The safety impact analysis will help to determine what the potential impact on IFPs are from proposed developments, this might lead to an increase of obstacle occurrence, a height or optical occurrence altitude. It's important to determine the level of the impact and to ensure that all the appropriate actions are taken.

We are all aware that there is a difference between the Obstacle Limitation Surfaces (OLS) and the Instrument Flight Procedure Surfaces (IFPs). This will be addressed in the long term by the implementation of the new ICAO surfaces. In that regard the UK is well advanced compared to other states to ensure that IFPs are protected at all times and safe to be flown by aircraft.

The role of an APDO is to ensure that they develop a contractual arrangement between themselves and the aerodrome to capture how the service will be provided. The APDOs are also required to comply with the IFP regulatory framework. This means that everything they are developing and services that they are providing must be documented in a quality management system (QMS). The QMS must be approved by the UK CAA. This is to ensure that CAA have an overall system to record all activities, ensuring the safety of the operation.

It's extremely important that the APDOs fully capture how they will provide IFP safeguarding in a QMS.

For the provision of an IFP safeguarding services there are different options.

Option One

An approved APDO can assess each individual development and determine the level of impact which might be significant or otherwise. This option requires significant resources and time and needs to be managed carefully.

The APDO will need to provide the aerodrome with a report on each development. The CAA can request access to that report to ensure that the delivery of the service is fully compliant.

Option Two

The second option is the development and provision of an IFP safeguarding tool and/or IFP safeguarding map.

The CAA does not mandate the use of a specific tool and they provide the flexibility required to develop any tool as long as the safety risks are managed and the impacts are correctly identified.

The APDO can develop an IFP safeguarding tool and the methodology behind the tool must be documented in the QMS. The QMS must then be approved by the CAA.

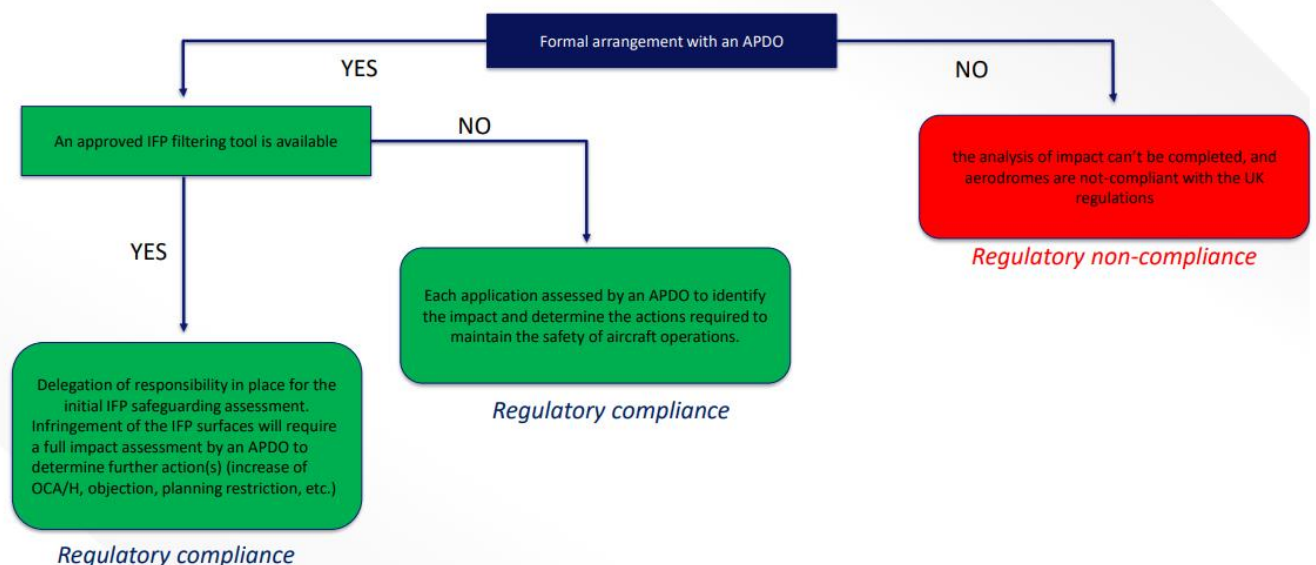
The use of an IFP safeguarding tool by an aerodrome is a delegation of responsibility because the tool will provide aerodromes with the capacity to investigate what the initial impact might be and as to whether the obstacle will infringe and IFP protection area. In the event of an aerodrome identifying an obstacle, additional assessments will be required by the APDO to determine the level of the impact, which could lead to an increase with the obstacle occurrence altitude or obstacle occurrence height.

To ensure that a safeguarding tool fully represents the operation at an aerodrome and the correct IFP protection area, CAA require that the tool must be updated at regular intervals and particularly in the light of periodic reviews of IFPs.

When an aerodrome initiates a periodic review, they also need to liaise with their APDO to ensure that the correct IFP protection area is being used.

Matt then gave an overview of the process after the time extension date (to be announced later in the presentation), see also the attached presentation.

How does it work ?



If you don't have a formal arrangement with an approved APDO you will be non-compliant.

If you have a formal arrangement in place with an approved APDO this will give you two options to meet with compliance:

IFP Safeguarding Map & Tool

If a safeguarding map and tool are available which have been approved in the APDOs QMS, this gives you the delegation of responsibility to filter developments. Initially developments can be filtered from the Local Planning Authority (LPA) via an IFP safeguarding map, then once details of the development have been received from the LPA they can be checked through the IFP safeguarding tool

It's vital that both the safeguarding map and tool are kept up to date at all times to ensure compliance.

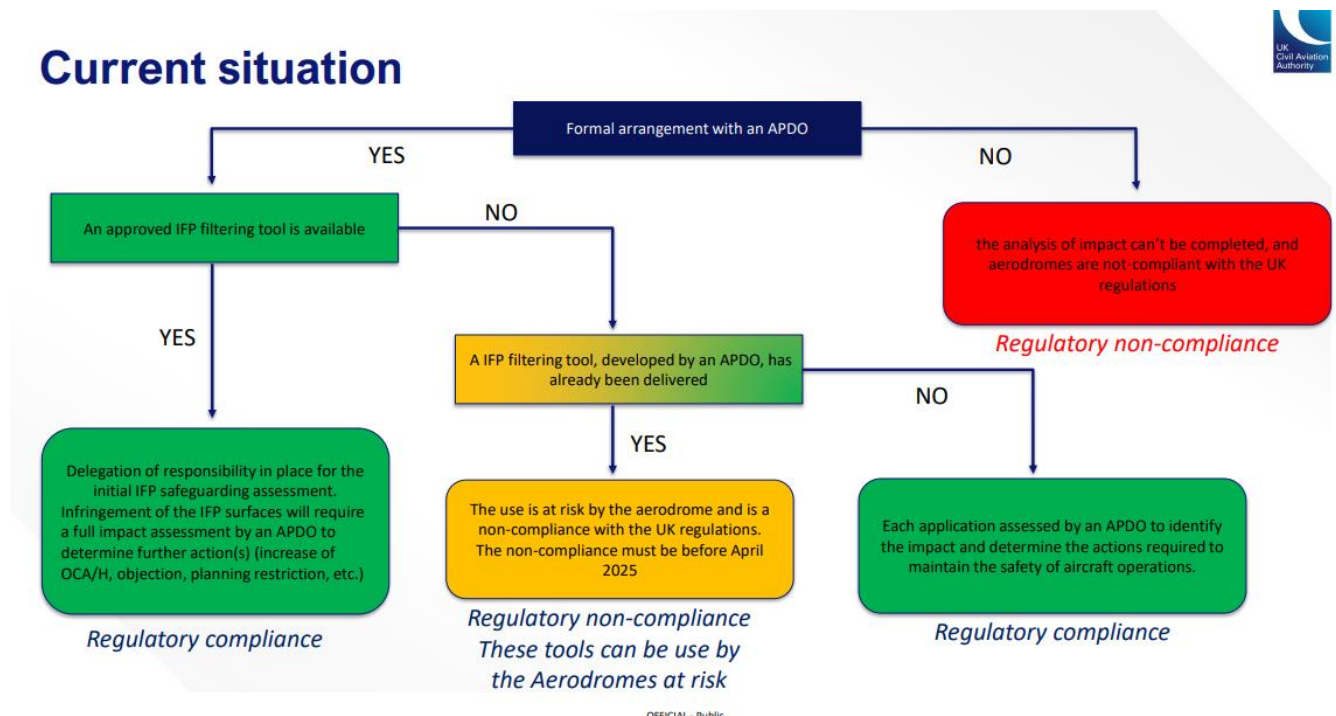
Assessment of all Developments

If you do not have a safeguarding filtering tool you can be compliant by sending details of all developments to your APDO for assessment, however this can be very time consuming and expensive.

Currently there are three levels of compliance that aerodromes will sit within being (see attached presentation for further details):

- Aerodromes that have an IFP safeguarding map and filter tool that are detailed in APDOs QMS and have been signed off by the CAA.
- Aerodromes that have an IFP safeguarding map and filter tool that are included in the APDOs QMS but hasn't yet been signed off by the CAA.
- Aerodromes that have no filtering tools and all developments including crane assessments are sent to the APDO for checking. They may have a safeguarding map lodged with the LPA (Local Planning Authority).

Current situation



During the extension period it will be accepted that where filtering tools are being used and the APDOs QMS has not yet been approved by the CAA, then **the aerodromes can continue to use the tools at their own risk.**

Jean Francois has said from Feb 2024 to April 2025 his team will liaise with all the APDOs wishing to provide an IFP filtering tool and or safeguarding map. They will

also agree a timeline for the assessment of their QMS to assist aerodrome to reach an acceptable regulatory compliance.

As mentioned previously a filtering tool does not have to be used and all development & crane proposals can be sent to the APDO for assessment, however this would cause a significant impact on APDO and aerodrome resources.

These requirements only apply to aerodromes that have approved IFPs and do not apply to aerodromes without IFPs published in the UK AIP.

The new deadline for compliance with CAP 785 Part B has been extended from December 2023 to April 2025.

With regard to the safeguarding maps that are issued to the Local Planning Authorities (LPAs). If they combine the IFPs and the OLS (Obstacle Limitation Surfaces) only the IFP element needs to be part of the QMS and not the OLS.

Amanda mentioned that at Gatwick they are already using their IFP filtering tool after they produced a safety case. She mentioned that they are planning on issuing a combined IFP & OLS map to the LPAs, however they are awaiting their APDOs QMS to be signed off by CAA. She asked if they are now able to issue their safeguarding maps at their own risk before the QMS is approved.

Jean Francois agreed that the map could be issued but at the aerodromes own risk.

CAP1096 - Cranes update - Kevin McMorrough, Principal Regulator, CAA

Kevin said that it was hoped that the draft CAP1096 would be out for comment in December, however it was delayed due to CAA workload and refining of other associated CAPS such as CAP785 Part B, that Jean Francois and Matt were discussing earlier.

However, CAP1096 is now progressing quickly and should be out for comment in the next few weeks. Kevin is hoping that CAP1096 will be implemented in the Summer but there will be at least three months' notice of that to give the aviation and lifting industries time to prepare.

Kevin wants to make sure that notification integration will take place across the entirety of the UK and because of that they will need to know about any cranes within 10 nautical miles of an aerodrome.

The consultation period will be at least six weeks and Kevin stressed how important it is to receive feedback and they will try to take into account as much feedback as possible. They are wanting to be fair and impartial to both industries and they need to make the process fit for all.

UK aviation is getting busier, and they are already noticing an uptick in the number of crane notifications and lifting notifications for this year alone which is positive.

This indicates that the crane operators are submitting applications to the CAA so they can integrate the notifications to avoid any accidents or impacts to IFPs.

The point at which they can implement automation through the ACOMS system will significantly speed things up. They can turn round crane notifications reasonably quickly with the same deadlines, which are 40 days for planned projects and five days minimum for last minute ad hoc projects. They endeavour to pass the notifications onto the aerodromes as quickly as possible. Currently the advice to crane operators is to apply to the CAA and the aerodrome at the same time. If they don't have an aerodrome contact they can contact Kevin's team for advice.

They have been testing ACOMS and it can take up to 2000 notifications in a 30 minute period without falling over, which is significant. This will help the APDOs, aerodromes, the lifting industry and other stakeholders.

If you have any questions for Kevin please email cast@caa.co.uk

CNS (Communication, Navigation & Surveillance) Group Update - Matt Roberts on behalf of Stuart Rankin, Policy Principal CNS & Spectrum, CAA

Matt said that the previous CNS group meeting was held on the 3rd November and the group is continuing to work and develop best practice guidance that will address common CNS safeguarding issues and share best practice. The document will focus on a number of specific common topics, and whilst it will be a source of information it will still be dependent on sound engineering judgement for specific scenarios. The document will also pull together existing documentation associated with the deployment of equipment in a number of adjacent bands. A skeleton document is in development but is delayed due to resourcing constraints within the CAA.

Topics will include a number of references to existing co-ordination mechanisms, typically managed by Ofcom, ICAO and ECTRL documentation and guidance on common safeguarding issues including low powered devices. The intent is to bring everything under one document which is 'live' and maintained by the CNS sub group. The proposed content is:

- Introduction/Purpose and requirement of CNS Safeguarding
- ICAO/CAA material regarding protection of CNS assets
 - Annexes
 - ICAO Documents
 - CAPs
- Ofcom Co-Ordination requirements
 - Mobile networks
 - TES
 - PMSE in DME band
- Harmonics
- Intermodulation effects

- Safeguarding of specific systems

Other areas that the group are discussing are:

- GNSS jamming co-ordination with the military and police forces
- Biomass thermal plumes and potential interference with radar
- UK SBAS demonstration work and development of an outline business case by the UK Space Agency.
- 5G rollout in the 3.6GHz band (adjacent to radio altimeters)

5G Ofcom data and media reports have illustrated that MNO rollout is relatively slow. There continues to be no MNO restriction on the deployment of 5G masts close to airports. The CAA are monitoring RA failure events as 5G rolls out. In recent months, following a spate of events at Heathrow (thought to be due to airframe integration issues) very few events have been identified. This is in line with global trends.

This Summer Ofcom will release updated information (usually in July) on the status of 5G, this includes base station deployments. When this data is released it can be assessed against MOR events or other reports. Whilst there are no restrictions it is important that safeguarders continue to scrutinise such applications and ensure they are suitably assessed.

A hot topic recently has been the failure of some MNO's or contractors to conduct adequate co-ordination with primary radar installations. An action was raised at the last meeting to ask the wider CAST group if they have had discussions with MNOs or their contractors on this topic and to ask the CAST group their perception of MNO awareness of the co-ordination requirements.

On a number of occasions existing masts are being upgraded to 5G technology and the co-ordination is not being completed. The CAST CNS group is considering writing to Mobile UK to flag this issue and has engaged with Ofcom to establish a suitable course of action.

The next CAST CNS group meeting will take place in May. A call for contributions will be sent out in due course, so far one contribution has been raised on the topic of the deployment of low earth orbit satellite terminals (Starlink).

Agenda Item 3: from the Chair of the GA Focus Group, Matt Wilkins, Airfield Manager, Old Buckenham Airfield.

Matt mentioned that the group have put together and issued a further GA Safeguarding Alert Notice being GA5, which is aimed at aerodrome operators in relation to potential issues encountered as a result of the National Grid proposals to expand the Country's power distribution network.

Matt thanked Caroline Moore, James Head and Ann Bartaby for their work on this document and also the CAST Exec for their input.

The document is now on the CAST website and can be viewed at [CAST publications | Civil Aviation Authority \(caa.co.uk\)](https://www.caa.co.uk/publications)

The group will now bring this to the attention of the Local Planning Authorities (LPAs) and above all the National Grid and their consultants.

There are a few other matters that the group are currently considering, and they will also be linking up with the APPG for aviation and the Airfields working group that Matt is now a member of.

Agenda Item 4: Report from the Chair of the Training Focus Group - Diane Jackson, Aerodrome Safeguarding Officer, Manchester Airports Group (MAG)

Diane mentioned that there will be no update from the Regs & Legs group as Ross Nimmo who co-chairs this group is leaving aviation so there have been no recent meetings. Therefore, Diane has incorporated some Regs & Legs related information into her presentation, which will be attached to the covering email.

Current Planning Related Consultations

Diane said that the NPPF was published in December and recommends that we all familiarise ourselves with that and she has added a link to her presentation which is

https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf

As part of Michael Gove's speech, he has announced that there would be a review of the statutory consultees. As a result of that review aerodrome operators are now included on that list which is great news. We were always statutory consultees through the safeguarding circular, but we weren't on the main annexe.

The review is being led by Sam Richard from Britain Remade who are a campaign group and they are looking at removing red tape from the system. They are putting forward practical solution to problems that are holding back progress.

There has also been a new publication on permitted development (PD) use and there is a current consultation on change to various permitted development rights, Diane has put a link on her slide being <https://researchbriefings.files.parliament.uk/> The consultation ends on the 9th of April. Part of the proposals are for new storeys to be added to existing buildings under PD rights which could of course impact on aerodromes through the infringement of protected surfaces or interference with CNS (Communication, Navigation & Surveillance) equipment. Therefore, CAST would encourage you to respond to the consultation.

Biodiversity Net Gain (BNG)

Biodiversity Net Gain (BNG) came into effect on 12th February and is one of the biggest changes to planning in decades. It is vital that from a safeguarding point of view that we are aware of all the implications. We need to be aware of what we need to look at when the planning applications are put forward and how we need to engage and liaise with developers and the LPA's.

From the 12th February all developers are required to deliver a net gain of 10% on a site. BNG can be delivered on site or off site with a presumption in favour of on site. Off-site BNG should be a last resort when all other avenues have been exhausted.

Diane had a query as to whether BNG was applicable in Northern Ireland and currently there is no statutory requirement. They are going to consider the approaches that are being adopted in the UK.

Scotland have published new biodiversity planning guidance, please see the following link: <https://www.gov.scot/publications/scottish-government-draft-planning-guidance-biodiversity/>

Nature Scotland are preparing a biodiversity metric which could be along the lines of that introduced in England and Wales.

Diane and CAST have lobbied the Government to ensure that aerodrome safeguarding is taken into consideration when the new PPG was published as there could have been a significant impact on aerodrome safeguarding.

In paragraph 20 it specifically states how planners should take aerodrome safeguarding into account, see the presentation attached for further details.

Diane mentioned that BNG includes legal agreements to ensure that applicants need to maintain BNG for 30 years. It can be achieved either through a S106 agreement or a conservation covenant agreement. As part of those agreements the guidance states that they must have thought about aviation, see attached presentation for further details.

Checks have to be made to ensure that all the information that the developers put forward on the metric and all the other information supplied with the planning application and the baseline measures are all accurate. They also need to ensure that if the site is near an aerodrome there won't be any harm to aircraft operations. Diane has provided a link for further reading as follows: <https://www.gov.uk/guidance/legal-agreements-to-secure-your-biodiversity-net-gain#what-youll-need-to-agree-with-your-lpa-or-responsible-body>

Unfortunately, there is still a potential issue with habitat banking and the potential to increase the bird strike risk to airports. Habitat banking is the creation of sites to provide those offsite units that developers can buy, where BNG cannot be fully met on the site. The Government are

encouraging the commerciality of this, even though this is the last resort for BNG.

Habitat banking leaves the aerodromes vulnerable as those sites can be developed without any associated planning application. The best way forward is for constant liaison between the aerodromes and the LPAs as they will know what is going on in their area.

There is a biodiversity unit finder and Diane has added a link as follows:
https://futurehomes.org.uk/biodiversityunitfindermap?utm_campaign=879825_Weekly%20News%2022%2F09%2F2023&utm_medium=email&utm_source=COUNTRY%20LAND%20AND%20BUSINESS%20ASSOCIATION%20LIMITED&dm_i=6UAG,K03Y,1K93,2K9II,1 This is being run by a future homes hub and its similar to Rightmove for BNG sites. A landowner can enter their site and there is a map of the UK and it gives a description of the site and it states as to whether there is a legal agreement in place already. Off-site BNG is scores less than on site BNG. If those off-site gains are outside of the LPA area where the development site is situated, then they are worth even less.

Diane has included several links in relation to further information with regard to BNG in her presentation attached.

CAA Consultations

Diane then mentioned current CAA consultations as follows:

Vertiport Design - Closes on 15 March 2024 - See

<https://consultations.caa.co.uk/air-traffic-management/vertiport-design-proposal-for-existing-aerodrome/>

All Weather Operations & Fuel/Energy Planning & Management - Closes on 10th April - See <https://consultations.caa.co.uk/flight-operations-policy/copy-of-awo-and-fuel-energy-planning-and-managemen/>

Drones Flying Beyond Visual Lines of Sight - Atypical Air Environments Consultation - Closes on 02 April 2024 - see

<https://consultations.caa.co.uk/safety-and-airspace-regulation-group/cap-2968-atypical-operations-consultation-first-ed/>

Avian Influenza

Diane mentioned that there had been another confirmed case in a poultry farm in East Yorkshire, the usual exclusion zones have been put in place. Diane has provided a link with regard to how to report and deal with any dead birds, see <https://www.gov.uk/guidance/report-dead-wild-birds>

Agenda Item 5: UK Wildlife Hazard Management Committee Update - Mark Freeman, Aerodrome Policy Specialist, CAA

Mark said that the last meeting of the committee was back in December. A few action points came out of that meeting. One was to continue the conversations from a strategic level with regards to the Police and the issuance of firearms licencing. Mark had arranged another meeting which was to be held on the 20th February. Mark will report back at a later meeting.

Mark mentioned that he has recently had a meeting with Natural England with regard to culling licenses and the way it works currently in the industry, this has raised further questions and further conversations will be held.

The next meeting of the UKWHMC will be at 11am on the 4th of June. The meeting will be via Teams and everyone is welcome. If you would like to be on the invite list please email Mark.Freeman@caa.co.uk

Agenda Item 6: Review of Aerodrome Safeguarding Circular - Jonathan Barlow, Aviation Directorate, Department for Transport

Jonathan mentioned that following on from Diane's presentation with regard to biodiversity a lot of the guidance that they are looking to update in the circular flows from that. They have been undertaking project planning, stakeholder mapping and evidence testing.

They have also been looking at what their policy test needs to be for updating the list of certificated aerodromes that is contained within the circular. They are also looking at what the international standards are around some of the new developments that might affect safeguarding, basically making sure that what they are proposing within the safeguard circular is proportionate and aligned to wider Government ambitions.

They have been carrying out some informal fact finding with Government Departments and some CAST members and they are hoping to send out a formal call for evidence within the next few months. Jonathan will share time scale with the group when available.

Jonathan mentioned that they will be working with the devolved administrations also.

They have also been looking into the legal basis of the circular as they are aware that there is no formal legal process around issuing directions and that those directions are issued unnamed by the Secretary of State. They have been liaising with DLUHC (Department for Levelling Up, Housing & Communities) to ensure that they would be content for those directions to be made by the Secretary of State for Transport despite coming from part of DLUHC policy, this will need to be resolved.

Jonathan will update the group further at the next CAST meeting.

Alan Cameron from the Scottish Government welcomed interaction from Jonathan's team. He is also interested in other areas of policy and would like to be kept informed.

Agenda Item 7: Results of CAST Survey - Matt Roberts, Policy Principal Aerodromes, CAA

Matt thanked everyone who took part in the recent CAST survey. Matt said that they had received a good response which gives the Exec good guidance on how to move forward with the group.

Matt mentioned said that if you were one of the respondents who said you would be interested in joining one of the focus groups or the CAST Exec and you haven't yet had a response, this is due to the fact that the survey was anonymous, and no email address was entered. Please email CAST@caa.com and we will come back to you as soon as possible, thank you for your interest.

We had a good cross section of people who responded from different areas of the safeguarding discipline, see slides attached.

Meeting Frequency & Lengths

- **Focus Group Meeting Frequency**
69% were happy for the meetings to continue to be held on a quarterly basis.
- **Focus Group meeting Length**
56% were happy for the meetings to continue to be one hour long.
- **Full CAST Meeting Frequency**
63% were happy for the full CAST meeting to continue of a quarterly basis.
- **Full CAST Meeting Length**
77% were happy for the full CAST meeting to continue to be 2 hours long.

Focus Group Feedback

With regard to Focus Group Feedback the average rating was 4.1. See slide attached for further details.

Full CAST Meeting Feedback

With regard to Full CAST Meeting Feedback the average rating was 4.0. See slide attached for further details.

With regard to hybrid meetings, the Exec are looking at having two of the four meetings a year in person/online and the other two will be exclusively online. The next meeting which is likely to be in late May or early June will be in person and held at the CAA offices at Gatwick.

We will be looking for airports to host further in person meetings. If you are an airport rep and are interested in hosting a future meeting please email cast@caa.co.uk

Matt said that some responders had said that online training would be beneficial. This is something that the Exec are still looking into and are hoping this will be an option going forward.

Matt also mentioned that responders have requested that RPAS/Advance Air Mobility will be key subject areas going forward.

Matt said that the Exec are looking at providing a group calendar, listing all the upcoming meetings that could be published on the CAST website.

Agenda Item 8: ICAO OLS Update - Andrew Badham, Policy Lead, Aerodromes, CAA

Andrew mentioned that the work on the ICAO OLS review began back in 2015. The proposed changes were announced in the state letter that was issued in Spring 2023.

CAA ensured that the state letter was issued as widely as possible so that interested parties could provide valuable feedback. They combined that feedback with their own internal concerns, comments and questions that went back to ICAO in October 2023. ICAO then had six months to work through all of the responses from the 130 ICAO states that would have replied.

Andrew mentioned that he has been fortunate enough to be on one of the working groups who have seen some of the response result in positive changes.

Andrew said that before he retires at the end of March, Matt will take over as the UK rep on the panel. Once he and Matt have attended the upcoming ICAO meeting, they will have a much better idea of the progress of the proposed OLS changes. They will also have a much better idea of whether the effective and applicability dates for the proposals have been amended.

The work of the Obstacle Limitation Task Force (OLTF) continues and there are two papers that were due to be presented to the group. One paper will be looking at the consequential changes, ICAO annexes and documents in terms of airport services manuals that might need amending.

There is also the continuation of the work looking at how states, developers and/or aerodromes might carry out aeronautical studies, which is an important piece of work.

There will also be some work with regard to visual aids including marking and light of obstacles which is a consequential change to these proposals.

We will hear at some point this year how all of the states responded to these proposals. The ANC (Air Navigation Commission) will issue a reply as to whether they want some changes or what the time scales might be.

The State Letter was the biggest and most comprehensive state letter that Andrew has seen in his career. Hundreds of pages of changes not just with regard to OLS but ground handling as well. Andrew thanked everyone for their input and Matt will keep the group updated on developments.

Andrew thanked everyone who has contributed to CAST in the last few years and said that CAST is working well and is open to anybody that has an interest in aerodrome safeguarding.

Andrew said that if you have any safeguarding issues or problems please do let the CAST Exec know so they can assist.

Agenda Item 9: Update from Chair of AOA Safeguarders Group - Catalina Peters, Airport Planning Manager, Cyrrus

Catalina introduced herself as Co-Chair of the AOA Safeguarders group. She said that the group get together two or three times a year in a similar format to the CAST quarterly meetings.

They are actively involved in any current consultations and they will respond on behalf of airport members. They also have dialogue with the CAA and DfT on a range of subjects.

Last year the group organised an aerodrome training session which was very well attended. The principles of safeguarding were discussed along with the different aspects of safeguarding. Best practice was also shared between the airports for example how they deal with cranes and drones.

The training session also included a presentation from BML (Birdstrike Management Ltd) and NATS. It is possible that another training session could be organised this year if the demand is there.

Adele Gammarano has been co-ordinating a series of queries that they have received from members regarding IFP issues and it is good to see some of the changes that Jean Francois mentioned today, particularly the usage of the filtering tool for the time being at the airports own risk. This is a major step forward and will help aerodromes to produce an initial assessment.

Catalina said that they are keen to collaborate and continue to collaborate with CAST where best practice and experiences can be shared. Catalina mentioned that Adele has been in communication with Matt Roberts with regard to a future meeting.

Adele agreed with Catalina in that she is keen to collaborate with CAST going forward and that she feels that AOA is an extension of the work that CAST has been doing.

Adele mentioned that the AOA are a trade association and represent over 50 airports and that she looks after all the operational and safety working groups for AOA. The aim of the groups is to share knowledge and lessons learned and to discuss anything that can be a challenge for the aerodromes for example through the Safety & Compliance group they have been discussing the latest MOR statistics through the CAA. Other subjects they have discussed are laser attacks, winter operations, airspace change & modernisation, ATC resilience, drones and health and safety.

They are keen to find out about the challenges and issues that the aerodromes face and work with them. They also collaborate with the CAA and DfT on various matters.

Adele mentioned that at the last Ops and Safety conference there was representation from CAA who spoke about the ACR, PCR and the ICAO OLS and Adele thanked Andrew Badham for his support.

Agenda Item 10: AOB - Matt Roberts, Policy Principal Aerodromes, CAA

- **Terms of Reference for the CAST Group**

Matt mentioned that the TORs are currently being updated as the group is progressing. Once they have been updated, they will be distributed to the group.

- **Reputational Gain**

It has been brought to the CAA's attention that certain organisations have been using CAST for reputational gain. Matt gave a polite reminder that CAST is an inclusive group and everyone is welcome. But it's important to remember its not to be used for commercial promotion or gain.

However, CAST guidance notes can be referenced in planning applications and consultation papers etc.

- **AOA Advice Notes Update**

AOA very kindly agree to transfer their advice notes over to CAST who are in the process of updating and re branding them. They should appear on the CAST website in the next few weeks. AOA will make reference to their new location on their website.

- **Andrew Badham Retirement**

Andrew is retiring from aviation after 41 years, 15 of that in the CAA. Andrew has helped a lot of people over the years and has seen a lot of changes.

Matt thanked Andrew for all he has done for CAST and the industry in general and he will be missed.

Andrew said he has thoroughly enjoyed his time in aviation and he has met lots of interesting and clever people and has made lots of good friends. Andrew thanked everyone for their good wishes card and gift.

We all wish Andrew all the very best for a long and happy retirement.

- **Ross Nimmo, Leaving Aviation**

Matt mentioned that Ross Nimmo is stepping down from the CAST group and is leaving the aviation industry after 15 years and will be going to work as 'Head of Place' at Glasgow City Region.

We would like to thank Ross for all his work with CAST and the industry in general and wish him all the very best for the future. Ross thanked the group for their support.

- **Chris Edwards, Retirement**

Chris is retiring from Exeter Airport after 20 years, 16 of that in safeguarding. Chris has supported the safeguarders group since the first one was set up in 2014 and his support has been very much appreciated. We wished Chris all the very best for a long and happy retirement.

Agenda item 11: Date & Venue of the Next meeting (CAST/13)

The next meeting will held around the end of May or early June and will be a face to face full day event in the CAA offices at Gatwick. Matt mentioned that they are planning on including some workshops.

There will be some feedback on CAP1096 and they are also hoping to have a workshop with regard to IFP filtration tools and work through any questions with regard to implementation. We will confirm the date as soon as possible.

If you have any queries or need any further information, please contact any member of your CAST team at CAST@CAA.CO.UK

- End -