Guidance for Aerodromes & APDO's for IFP Safeguarding

AAA Policy

Jean Francois Soldano

Principal Airspace Regulator

Matt Roberts

Policy Principal Aerodromes

20th February 2024

Introduction

- This presentation will highlight the regulatory requirement for the provision of IFP safeguarding service to aerodromes and, focus on the options available to APDO for the delivery of such service.
- It will also present the current situation, including an extension to the Dec 2023 deadline where the Approved Procedure Design Organisation (APDO) should have methodology within their Quality Management Systems (QMS), to provide filtering tools and Local Planning Authority (LPA) safeguarding maps.

IFP Safeguarding service

- An instrument flight procedures (IFP) safeguarding is defined by a safety activity to identify whether an obstacle creates an impact for the operation of aircrafts when instrument flight procedures are established at an aerodrome.
- In the UK, the safeguarding of instrument flight procedures is regulated by the UK CAA and the requirements and guidance materials are published in CAP 785A “Oversight of Approved Procedure Design Organisation” and CAP 785B “Implementation and safeguarding of instrument flight procedures”
- It must be noted that only APDOs are authorised to provide IFP safeguarding services to aerodromes. A formal arrangement for the provision of IFP safeguarding established with a company not being an APDO is a non-compliance against the regulation.
- The safety impact analysis is made against specific surfaces known as IFP protection surfaces or areas that differ from the commonly known Obstacle Limitation Surfaces (OLS), hence the need for specific IFP safeguarding.

APDO's role & Options

- The provision of IFP safeguarding is developed by contractual arrangement between APDOs and aerodromes.
- APDOs are responsible to provide their services in compliance with the IFP regulatory framework and are subject to CAA performance oversight.
- Different options are available:

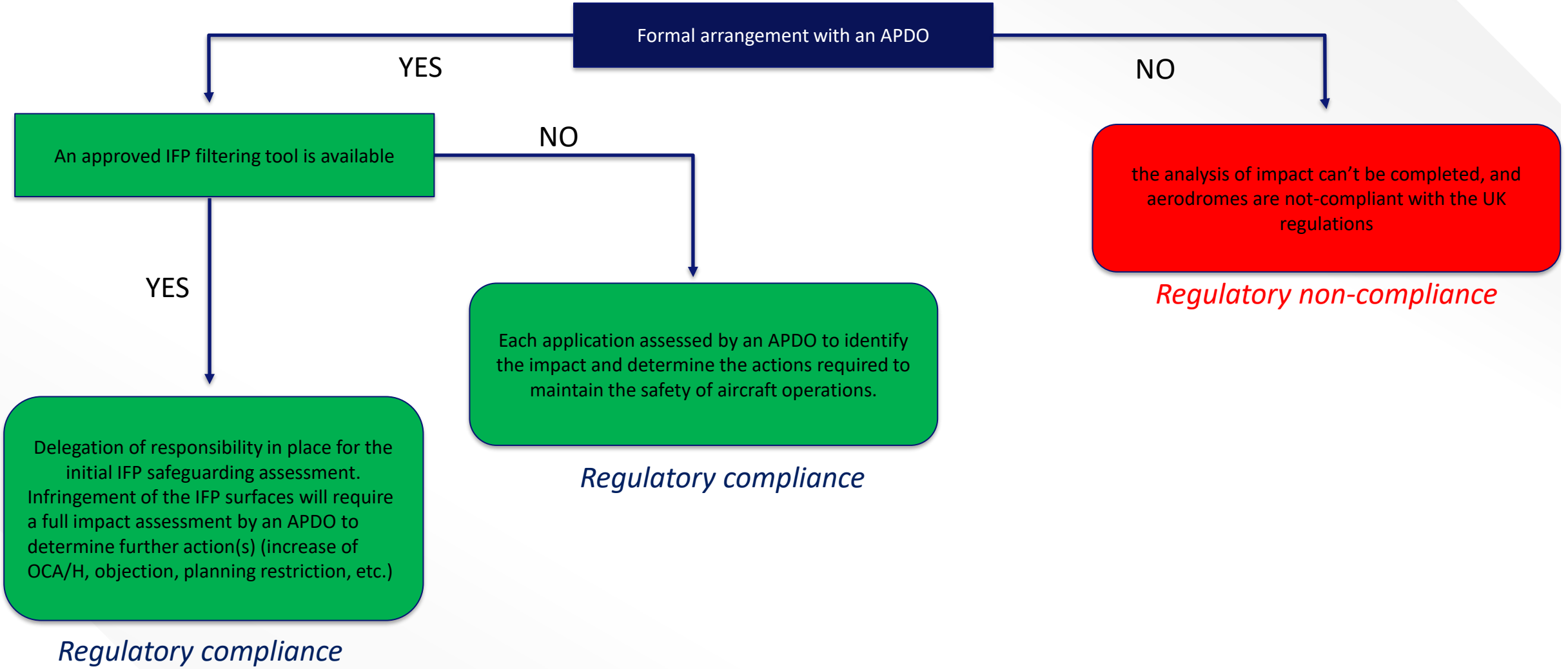
(a) As a basis, they, subject to their privileges, have the capability to support aerodromes by assessing the impact of each obstacle. They thus compile the result of their analysis in a report developed in compliance with their Quality Management System (QMS), that is finally made available to their customers. To note, the UK CAA can request access to the safeguarding reports, when necessary, to support the collection of data to facilitate all Performance-Based Oversight activities.

(b) Develop an IFP safeguarding tool that provides additional capacity for the initial analysis of impacts. Such tool must be developed in compliance with CAP 785B, documented in a Quality Management System which is approved by the UK CAA. To note, the use of an IFP safeguarding tool that is not approved by the UK CAA may create a safety risk for the operation of aircrafts.

(i) The use of an IFP safeguarding tool is a delegation of responsibility between an APDO and an aerodrome that must be described in their formal arrangement.

(ii) An IFP safeguarding tool must be updated at regular interval in light of the periodic review of the instrument flight procedures.

How does it work ?



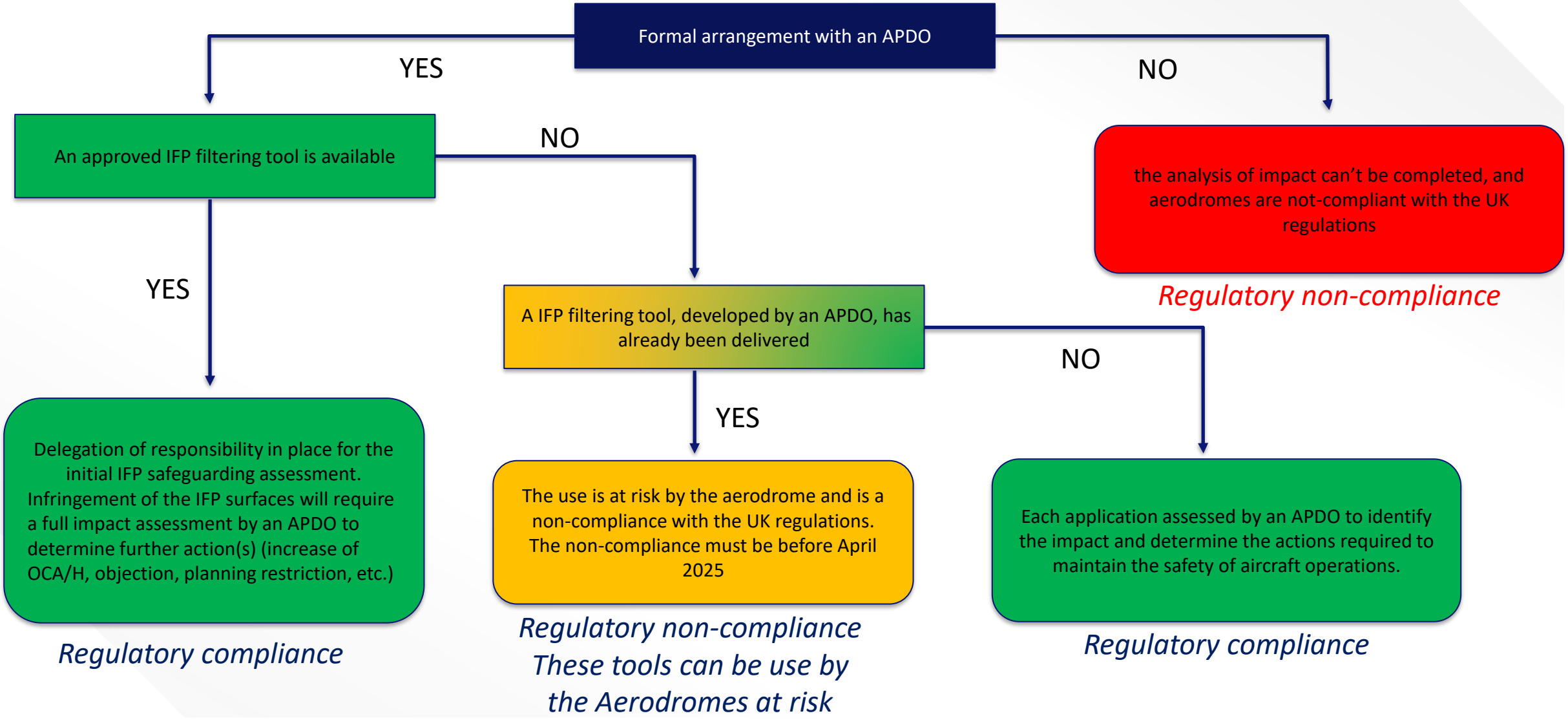
Current situation

Currently we have 3 levels of compliance that Aerodromes sit within, with regards to safeguarding against IFP's

1. Aerodromes using a IFP Safeguarding Filter tool, including Safeguarding maps lodged with the LPA that have OLS and IFP surfaces combined, which are approved within the APDO's QMS.
2. Aerodromes using a IFP Safeguarding Filter tool, including safeguarding maps lodged with the LPA's that have OLS and IFP surfaces combined, where the APDO doesn't have this approved within their current QMS.
3. Aerodromes having no filtering tools in place for filtration, and the aerodrome sends all safeguarding and crane assessments to the APDO for checking, they may have a map lodged with the LPA with OLS surfaces filtering only. The Aerodrome should have a system in place to identify all planning applications that need assessing that could have an impact on the IFP surfaces, if they haven't, they should look at implementing a system and they will be operating at risk currently by not having such system in place.

During this extension period, it will be accepted that where tools are being used that are not approved within the APDO's QMS, **the Aerodromes can continue to use these tools at risk, it is the Aerodromes responsibility to decide if they accept this risk or not.**

Current situation



IFP Safeguarding Filtering Tools

- Applicability Date for the APDO to have approved within their (QMS), methodology to provide aerodrome safeguarding tools and LPA maps by December 2023 is to be extended.
- The applicability date has been extended to April 2025, for the methodology to produce filtering tools / Maps within the APDO's QMS to be approved by the CAA.
- Safeguarding against IFP's is still applicable, and such practices must take place to protect the integrity of the IFP surfaces, even though some of the current practices used are being done so at risk.

This requirement is only applicable to aerodromes that have approved Instrument Flight Procedures at their Aerodrome.

Summary

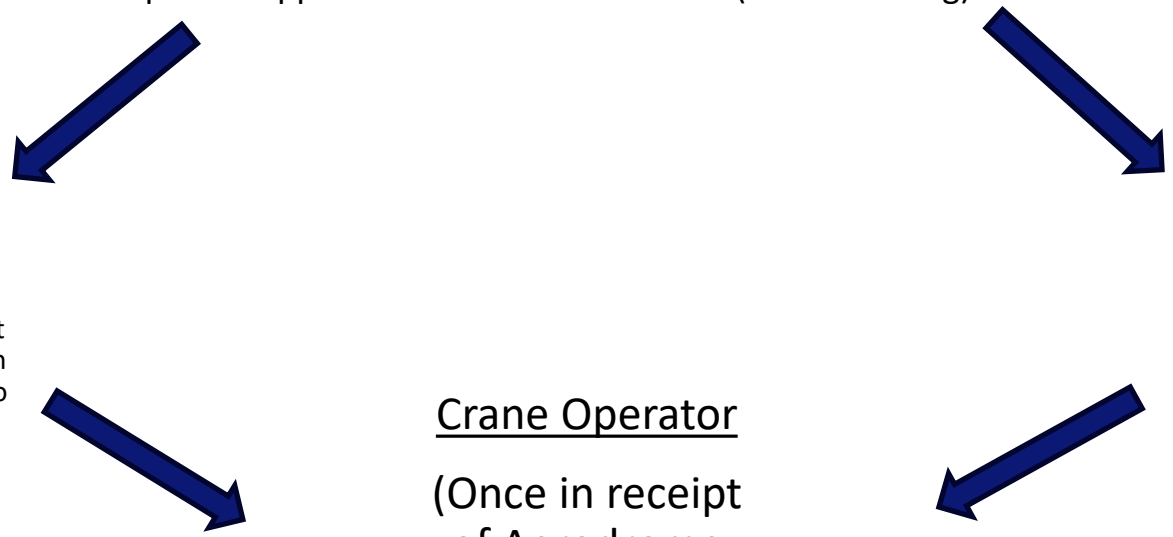
- Extension to the applicability date where APDO's need to have methodology approved within their QMS extended to April 2025
- Aerodromes can still use current tools and maps that are not approved at risk to safeguard against IFP's
- The APDO has options available to them to help support Aerodromes with filtering of safeguarding assessments to safeguard against IFP's
- Flow charts show options available to Aerodromes currently, to help safeguard against IFP's

Any Questions ?

Crane guidance

- Crane within 10nm(18km) of the aerodrome/airfield and its height exceeds 10m Above Ground Level (AGL) or that of surrounding structures or trees, if higher

Sponsor applies to CAA **and** Aerodrome (for time being)



CAA

Will carry out **notification and integration activity** and then send acknowledgement to Crane Operator along with passing on the information to relevant aerodromes if they are not already aware

Aerodrome

Will assess and pass back to Crane Operator along with passing on the **relevant permit to conduct work**

Crane Operator

(Once in receipt of Aerodrome **permit**)

Carry out work

- Outside of 10nm/18km and with crane exceeding 100m AGL shall still be sent to the CAA for engagement and notification activity