



Civil Aviation Authority Information Notice Number: IN-2016/022



Issued: 29 February 2016

Temporary Increase to Instrument Flight Procedures (IFP) Approval Timescales

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	All Aerodromes and APDs (Approved Procedure Designers)
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	Not primarily affected
Licensed/Unlicensed Personnel:	Not primarily affected

1 Introduction

- 1.1 CAP 785, Approval Requirements for Instrument Flight Procedures for use in UK Airspace details the requirements for the approval of Instrument Flight Procedures (IFP) within which is allocated a timescale for regulatory activity. The timescale makes an allowance of up to two months for CAA design approval.
- 1.2 The publication of CAP 1122, Application for Instrument Approach Procedures to Aerodromes without an Instrument Runway and/or Approach Control, several large scale airspace developments with multiple IFP designs and the extended availability of European funding for the implementation of RNAV approaches with vertical guidance has lead to a significant increase in demand on the CAA's regulatory instrument flight procedure resource. Most notably, the increased number of applications for procedures under CAP 1122 requiring greater than normal levels of advice and guidance, and an increase in European funded IFPs projects requiring CAA design approval, have placed particular strain on this resource.
- 1.3 To help meet this increased demand the CAA has recently increased its internal IFP resource and currently has new resource in training. It is, however, unlikely that this increase alone will be sufficient to meet the near term expected demand.

2 Extension to IFP Approval Timescales

- 2.1 Sponsors when considering current implementation timescales should anticipate that the time required by SARG Airspace Regulation to approve IFPs will temporarily be extended in excess of the two months. The relevant CAA case officer should be contacted re individual aerodromes.
- 2.2 To ensure that future new IFP projects and IFP reviews are not unduly affected by the regulatory IFP process, sponsors should engage with the IFP team in SARG to discuss project timescales. Earliest possible engagement with SARG is recommended to avoid the regulatory IFP support provided by the Airspace Regulation section becoming a hurdle on the critical path of any particular IFP project/review.
- 2.3 Aspects of IFP implementation which will help in meeting required timescales include:
- sponsors targeting a particular (whilst considering the points above) AIRAC date, having taken due cognisance of the project considerations highlighted in CAP 785 Section 3, Chapter 1, para 1.4;
 - sponsors informing the CAA if/when project milestones are delayed or missed;
 - sponsors informing the CAA at the start of any IFP project of any critical dependencies;
 - sponsors ensuring procedure designers receive comprehensive operational design brief; and
 - consulting with local scheduled operators in the process.

3 Queries

- 3.1 Any queries or further guidance required as a result of this communication should be addressed to:

Airspace Regulation
Airspace, ATM and Aerodromes
CAA House
45-59 Kingsway
London WC2B 6TE
Tel: 020 7453 6510
Email: Airspace@caa.co.uk

4 Cancellation

- 4.1 This Information Notice shall remain in force until 28 February 2017.