Directorate of Airspace Policy
Controlled Airspace Section

As Distribution List

17 September 2009

Ref: DAP/CAS/TS/IFPSoCSep09

Dear Colleague,

Consultation on a New Scheme of Charges Related to the Approval of Instrument Flight Procedure Designers, Organisations and Instrument Flight Procedures 2010/11

1 Introduction

1.1 The CAA is charged by the UK Government to be the UK's aviation regulator. One function that it serves is to ensure that instrument flight procedures (IFPs) are approved and promulgated by the State at those aerodromes where there is an instrument runway or an aerodrome utilized for instrument flight rules operations.

1.2 It is therefore inappropriate to have the regulator also carrying out service provision activities, as it would be effectively regulating its own services. IFP design is considered to be a service provision activity and therefore the CAA is required to relinquish this task to industry, which it proposes to do over a two-year transition period.

1.3 The purpose of this consultation is to advise UK aerodromes of proposed charges associated with the outsourcing of the task of IFP designs to industry.

2 Background

2.1 Following the Single European Sky (SES) legislation that came into force in April 2004 that required a formal functional split between air navigation service provision and its regulation, the CAA took steps to separate out the IFP design activity from its regulatory functions.

2.2 The recent ICAO audit in February 2009 reinforced this requirement for separation between the regulatory and service provision functions within DAP in respect of PANS-OPS procedure design.

2.3 The CAA consulted industry in February 2003 and in March 2005 on this intended transfer and provided a Letter of Intent plus an Impact Assessment on 31 January 2008. Responses from industry were analysed and it was concluded that the feedback did not preclude the transfer of IFPs to industry. The CAA then stated that the outsourcing would be implemented by means of a two-stage process.

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2.4 Stage One. This stage will comprise the initial approval and certification of IFP designers. Whilst the approval process is being carried out and for a period thereafter, initially foreseen as a two-year transition period, the CAA will continue to design IFPs on a contract basis alongside industry. During this transition period and thereafter, the CAA will approve all IFP designs recommended for approval by CAA-approved IFP Designers.

2.5 This transition stage is introduced in order that a credible market of independent approved designers can be established and the transition in a safety critical area can be managed effectively.

2.6 Stage Two. Upon completion of the transition period, the CAA will provide regulatory oversight of IFP designs and will continue to set and maintain the UK policy for IFP design standards. As part of its regulatory functions, DAP will continue to issue approvals of new designers/design organisations, renew the approval of existing IFP designers and approve IFP designs as submitted by approved designers.

2.7 Current Situation. The CAA is now close to the beginning of the transition phase and awaiting the forthcoming amendment to the Air Navigation Order, which will allow the CAA to approve independent third party procedure designers.

2.8 The original consultation of March 2005 detailed the design tasks and associated timelines and costs. These costs have been reviewed to ensure that they reflect both the current design requirements and CAA charge rates and are listed in the proposed Scheme of Charges.

2.9 It is proposed that this new CAA Scheme of Charges be introduced to cover all the IFP approval related charges.

3 Proposals for the IFP Scheme of Charges

3.1 It is proposed to introduce these charges with effect from 1 April 2010 subject to the next publication of the Air Navigation Order, which includes appropriate enabling actions for the CAA to levy such charges and grant approvals with respect to the IFP design task (see Annex A).

3.2 This consultation finishes on the 11th of December. Any comments should be sent to dap.consultation1@caa.co.uk

Yours sincerely,

Stuart Lindsey
Head Controlled Airspace Section

Annex

Instrument Flight Procedures (IFP) Scheme Of Charges

Distribution

Action:

All Aerodromes Operators
Prospective Instrument Flight Procedure Designers
NATMAC Representatives

Information:

DfT
ASD, SRG, CAA
ATSD, SRG, CAA
FOD, SRG, CAA
PLD, SRG, CAA

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ANNEX

INSTRUMENT FLIGHT PROCEDURES (IFP) SCHEME OF CHARGES

1 APPROVAL CHARGES

There are four distinct approvals: approval of individual procedure designers, approval of a design organisation, the approval of new or revised procedures and the approval of IFP training courses and trainers.

1.1 DESIGNER/ORGANISATION APPROVAL CHARGES[1]

1.1.1 Designer Approval Charges

For the granting of an approval to become an independent Approved Procedure Designer, the applicant shall pay on application the charge specified in Table 1, Code A, which will accompany the application for Approval to Design. These charges are based upon an initial approval audit.

1.1.2 Organisation Approval Charges

For the granting of an approval for an Organisation to design IFPs, the organisation shall pay on application the charge specified in Table 1, Code B and additionally according to the number of designers involved, Table 1, Code C, which will accompany the application for Approval to Design. The philosophy upon which the CAA has based the provision of independent third party design is one that 'specialist knowledge and experience is coupled to an effective management and documentation system'. Therefore an Organisation will also need to submit an individual approval application for each designer that it wishes to gain Approved Procedure Designer status.

Code	Element	Cost
	Designer/Organisational Approval Charges	£
A	Designer Approval (Individual)	3,360
B	Organisation Approval (Not including designers)	2,720
C	Additional charge for an Organisations Designers'	640

TABLE 1 - DESIGNER/ORGANISATION APPROVAL CHARGES

Example 1: Independent Designer (Sole Trader)

The appropriate approval charge for an individual designer would be the single charge of:

£3,360

Example 2: Organisation

The appropriate approval charge for a design organisation with four designers would be:

£2,720 + 4 x £640 = £5,280

1.1.3 The applicant will be expected to meet overseas travel and subsistence expenses incurred by CAA staff.

[1] Approvals are valid for a period of five years.

1.2 IFP DESIGN APPROVAL CHARGES

1.2.1 For the granting of an approval of an Instrument Flight Procedure, the applicant shall pay on application the charge specified in Table 2, which will accompany the Design submission.

Code	Element	Cost
	Design Approval from CAA for IFPs *(Where applicable per IFP)*	£
A	Preparation and Checking for New or Revised Designs	440
B	Precision Approach	640
C	APV BaroVNAV/SBAS	640
D	Non-Precision Approach	520
E	Holds	61
F	Direct Arrivals	120
G	Omni-Directional Departures	280
H	A Standard Instrument Departure or Arrival (SID/STAR)	560

TABLE 2 – IFP DESIGN APPROVAL CHARGES

Example 3:

The appropriate approval charge for an aerodrome's procedures consisting of 2 x SIDs, 3 x hold, 2 x direct arrivals, 1x precision approach, 2 x APV BaroVNAV would be:

Preparation x 1 (applicable to all design approvals)	£ 440
Precision Approach x 1	£ 640
APV BaroVNAV x 2	£1,280
Holds x 3	£ 183
Direct arrivals x 2	£ 240
SID x 2	£1,120
TOTAL	**£3,903**

1.3 APPROVAL OF IFP TRAINING COURSES AND TRAINERS BY CAA

1.3.1 For the purposes of this Scheme, the CAA shall determine any expense incurred by it in visiting any training course and/or PANS-OPS trainer by taking the number of man hours required to complete an assessment of a given course and multiplying that number by £160, up to a maximum of £10,000.

1.3.2 The applicant will be expected to meet overseas travel and subsistence expenses incurred by CAA staff.