

## **Instrument Flight Procedure Design Service launched by Cyrrus Ltd**

Thirsk, North Yorkshire, 14:00 6<sup>th</sup> April 2010

**A change in policy within the UK CAA Directorate of Airspace Policy (DAP), effective from 1 April 2010, has resulted in the outsourcing of the design and production of Instrument Flight Procedures (IFPs) to Industry. Cyrrus Ltd has been managing the development of IFP in other European countries for several years and signals its intention to enter the UK market.**

DAP has, hitherto, been the only source of IFP design services within the UK; but there have been many aviation bodies which have commented upon the issue of 'service provision' within a regulatory authority. Following an extensive consultation process, the CAA has decided to proceed with the transfer of the IFP design function to Industry. Nevertheless, as an interim transitional measure, DAP will continue to provide IFP services, on a commercial basis, until 31 March 2012. At this point, DAP will become solely a Regulator for IFP designs and will continue to set and maintain the UK Policy for IFP design standards.

The approval process that will allow IFP designers to provide their services to licensed UK airports has been promulgated by the UK CAA and is effective from 1 April 2010. Once a design house has gained the necessary approval, it can expect the CAA to regulate the IFP designs produced by its Approved Procedure Designers.

Cyrrus personnel have real experience as ATC and Engineering Officers and some have been closely involved in the allied role of flight checking nav aids and the IFPs that they support. They therefore understand the practical requirements associated with designing IFPs that are easily interpreted in the air and are as simple – and therefore as safe - as possible for a pilot to fly. These procedures must also be integrated into the prevailing airspace arrangements and take into account the coverage, performance and capability of the ground-based equipment

Cyrrus Ltd has been providing IFP design services to non-UK customers for several years and has applied to DAP to obtain the appropriate approvals at the earliest opportunity. Once the approval process is complete, Cyrrus intends to offer an efficient, effective and expert IFP design service that will deliver a professional, regulatory compliant and quality product. Cyrrus' Business Development Manager and Air Traffic Management specialist, Andrew Radforth said:

“We welcome the opportunity to extend our excellent IFP design services to our UK customers. They can look forward to a level of satisfaction that can only be achieved by knowledgeable, enthusiastic individuals who will understand the issues relevant to the client, be that an airport management team looking for safety and operational effectiveness, an air traffic controller working a busy arrival and departure stream or a pilot flying a non-precision approach on a dark, turbulent night.”



Radforth went on to add:

“Cyrrus has been successfully providing IFP design services to our non-UK Clients for 10 years. This change in regulatory policy now means that Cyrrus’ UK Customers can reap the benefits of our experience in this area without the concerns that could be associated with engaging new providers or feeling that they are being forced to turn to the ‘big’ names. Cyrrus can provide real choice in the provision of this essential and safety-critical element of Air Traffic Management.”

Cyrrus Ltd has previously produced IFPs for:

- Norway Regional Airports – project management of SCAT-1 IFP design and implementation
- Kerry, Ireland – project management of IFP design and implementation
- Weston, Ireland - project management of IFP design and implementation
- Eleftherios Venizelos - Athens Airport - project management of IFP design and implementation

Ready to meet the needs of the new UK Market.

**- END OF PRESS RELEASE -**

## NOTES TO EDITORS

### Instrument Flight Procedures

An IFP (or 'instrument approach') is the method by which pilots are able to position and then land an aircraft safely in reduced visibility or to achieve conditions under which visual navigation can be undertaken, permitting a safe visual landing to be made. Approaches are classified as either precision or non-precision, depending on the accuracy and capabilities of the navigational aids (*navaids*) used. Precision approaches utilize both lateral and vertical guidance information. Non-precision approaches provide lateral course information only. Similar procedures exist by which pilots are able to fly safe, accurate departure profiles from airports as well.

The publications depicting IFPs graphically show the specific procedure to be followed by a pilot for a particular type of approach to a given runway. They detail prescribed altitudes and headings to be flown, as well as obstacles, terrain, and potentially conflicting airspace. In addition, they also list missed approach procedures and commonly-used radio frequencies. As may be imagined, the production of these IFPs result from the application of extremely detailed safety criteria and an iterative process that requires the application of powerful and very sophisticated computer software programs to realize the most operationally effective and, above all else, safe result.

### About Cyrrus Limited

Cyrrus provides innovative solutions to aviation challenges that demand operational experience, engineering expertise and project management excellence. Cyrrus provides expert advice on single issues or complete end-to-end project-managed solutions. Its skilled and experienced team includes air traffic control officers (ATCOs), engineers and designers, supported by hard-to-source skills via the group's trusted partner network. Services include:

- Air Traffic Management (ATM)
- Air Traffic Control  
Communication, Navigation &  
Surveillance (ATC CNS)
- System Engineering and Design
- Technical Safeguarding and  
Simulation
- ICAO PANS-OPS Instrument  
Flight Procedure Design
- Advice on the effects of wind  
energy development on  
CNS/ATM
- Regulatory and Technical advice  
on CNS/ATM
- Due diligence and audit of airport  
CNS and ATM
- ATM Safety Management  
Systems
- Airport Certification and  
Regulation of Airports and ATM  
facilities
- Airspace Design and  
Development
- ATM Project Management



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