

## **Cyrrus Ltd Approved to Market Instrument Flight Procedure Design Services in the UK and Immediately Secures Launch Contract**

Thirsk, North Yorkshire, 14:00 2<sup>th</sup> July 2010

**In April a change in policy within the UK CAA Directorate of Airspace Policy (DAP) permitted the outsourcing of the design and production of Instrument Flight Procedures (IFPs) to Industry. Having been managing the development of IFPs in other European countries for several years, Cyrrus immediately signalled its intention to enter this new UK market. Cyrrus is now delighted to announce that its IFP Design Partnership Company, ASAP sro, has been formally Audited and Approved by the UK CAA as the UK's first commercial Instrument Flight Procedure Design Organisation. Moreover, this initial success has been further rewarded by the winning of a significant Launch Order.**

This Approval allows Cyrrus Ltd to market IFP design services to licensed airports throughout the UK and adds an important additional service that complements its extensive Air Traffic Management and Engineering Portfolio.

Cyrrus stated clearly from the outset that it intended to offer an efficient, effective and expert IFP design service that will deliver a professional, regulatory compliant and quality product.

This has been realised by the UK Airport industry as, within hours of ASAP sro gaining its formal approval, Cyrrus secured its launch order to provide IFPs to a UK airport to serve its proposed new non-precision approach facility. In addition, this first client has requested that Area Navigation (Global Navigation Satellite System) [RNAV (GNSS)] approach procedures form part of the firm order. It is envisaged that the IFP will enhance the airport's capability to meet its obligation to support all weather operations and will materially improve the options available to aircrew in poor weather and reduce the need to divert.

Now that the UK CAA Approval process is complete, Cyrrus' Business Development Manager and Air Traffic Management specialist, Andrew Radforth commented:

"We are absolutely delighted that our close partner has become the first Approved IFP Design Organisation under the UK CAA's new arrangements. There was a certain piquancy associated with an Approval Certificate with the number "001" on it! ASAP sro has gained this approval rapidly due to their undeniable experience, familiarity and expertise with IFP design work and processes."

The Managing Director of ASAP, Ian Whitworth added:

"Cyrrus has played an important role in securing this approval. Prior to making the application, as true partners, we reviewed the processes jointly to ensure that they were compliant with the regulatory requirements and would serve the needs of the



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UK market. I am pleased that Cyrrus will be representing our joint interests and am excited of future prospects having seen our first order secured so quickly.”

If you have any queries or wish to enquire about this new Service please contact:

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Cyrrus Ltd and ASAP sro – Already Approved 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

### About ASAP sro

ASAP (Aeronautical Services And Procedures) s.r.o. has a proven and well-established record in the provision of IFPs. Since 1998, ASAP s.r.o. has maintained a reputation for the delivery of the highest quality solutions to their clients' requirements both on time and within budget. Through the company's extensive



experience in aviation consultancy and their understanding of the industry, ASAP has worked with their clients to ensure that the customer's objectives are reached.

**Media enquiries**

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