



OPERATIONAL SAFETY INSTRUCTION

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On-airport Development Safeguarding

Document Owner Airside Operations Co-ordinator Ref BRS-OSI-AW-004

It is the responsibility of all employers to ensure that relevant OSIs are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their Supervisor or Manager.

1. INTRODUCTION

Safeguarding is a statutory process to protect an established land use or activity (such as a certified aerodrome), from potential developments which may adversely affect safe aircraft operations, as part of the UK planning system. This process is included within UK legislation as an integral part of the planning procedure, within Planning Circular: Town and Country Planning (Safeguarding of Aerodromes, Technical Sites and Military explosives storage areas) Direction 2002.

It is essential that aerodrome safeguarding is carried out both on proposed developments in the vicinity of the airport, but also within the aerodrome boundary. This OSI relates to solely developments that take place within the aerodrome boundary (on-site developments) which may require a safeguarding assessment.

For any safeguarding related to developments in the vicinity of the airport boundary, please refer to airside operations procedure BRS-P-AOPS-008 Airport Safeguarding.

Temporary activities (such as high lift/crane operations) also need to be safeguarded. This is fully explained in BRS-OSI-AW-002 Cranes and Tall Construction Equipment.

This OSI should be read in conjunction with BRS-OSI-AW-001 Airside Work Permits, BRS-OSI-AW-002 Cranes and Tall Equipment, and BRS-OSI-AW-003 Aerodrome Development and Maintenance.

2. REQUIREMENTS

2.1. Applicability

This OSI is applicable to those persons who are managing projects and developments on-site (Bristol Airport staff and contractors), and the airside operations community.

2.2. UK Regulation

There are several different areas which fall within safeguarding requirements, which must be assessed to ensure that aircraft safety is not endangered. These include the following:

- Physical obstacles, such as tall buildings or wind turbines. There must be consideration to the infringement of Obstacle Limitation Surfaces (OLS), and the impact to navigation aids in addition to the possibility for induced turbulence.
- Lighting, such as inappropriately positioned street lighting, non- aeronautical ground lighting, or light displays from events.
- Bird/wildlife attractants, such as installation of ponds/water features or landfill sites.
- Assessment of potential for dazzling from reflective surfaces or other surfaces, such as solar arrays.

3. DEVELOPMENT SAFEGUARDING WITHIN THE BRISTOL AIRPORT BOUNDARY

At the initial stages of a project development, after receiving project notification from the Project Manager, the Ops team (and where possible in conjunction with the BRS Project Manager) shall identify and record the impact of the proposed development on the existing Safety Management System, using BRS-F-AOPS-006 Change Assessment Form. This form includes the provision for identifying what safeguarding measures the proposal will require, for it to be constructed and brought into operation safely.

The Safeguarding Assessment part of this form shall be completed for all proposed projects which fall into the following categories:

- Any project that will be airside on completion of works;
- Any external development on site (airside and landside) planned to be above 20m AOD upon completion, within the airport boundary*;
- Any external development airside planned to be above 10m AOD*;
- Any project involving installation of solar panels;
- Any project involving a significant change of land use or change to habitat;
- Any planned construction works within the ILS critical/sensitive areas;
- Any project involving change to lighting on-site;
- Any project within 30m of navigation aids, such as the radar or ILS equipment;
- Any activity or project involving drone use.

This shall identify whether further safeguarding assessment or a technical report is required as part of the project development, to ensure that the proposal would not adversely affect aircraft operations. If any other further assessment is required, the Development Project Manager shall arrange for a detailed independent assessment report to be carried out. Examples of assessments include glint and glare studies (for solar panel installations), technical safeguarding assessments (to identify impact on navigation aids), and lighting assessments (to identify dazzle impact to stakeholders including ATC and aircrew).

Upon completion of the report, the results shall be discussed between the Project Manager and Airside Operations, and mitigating actions shall be discussed and agreed. Where appropriate, these shall be included within the CAP 791 application (for projects which require approval from the CAA).

*Any planned tall buildings/equipment installation shall be subject to a detailed OLS height assessment using Geo-spatial Data Management System (GDMS) technology specific to Bristol Airport. Any proposed development which is shown to infringe the OLS will be reviewed by the Head of Airfield Operations and the Project Manager and suitable mitigation and/or alternative plans shall be considered.

Stakeholders with a potential to be impacted by the development in terms of safeguarding, shall be invited to discuss the results and agree suitable mitigations with the Bristol Airport team.

Accepted mitigation shall be noted within the Change Assessment form and the project shall be signed off from a safeguarding perspective.

4. GENERAL ENQUIRIES

Any enquiries regarding airport safeguarding should be addressed to the Airside Operations Co-ordinator on opsteam@bristolairport.com.