

RA 3136 – Air Traffic Management Equipment Technical Safeguarding

Rationale

To prevent a degradation in coverage and reliability, Heads of Establishment (HoE) or Duty Holder-Facing (DH-Facing) organizations are required to actively manage the technical safeguarding¹ of all of the Air Traffic Management (ATM) Equipment sites within their Area of Responsibility.

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Regulation 3136(1)

Head of Establishment / Duty Holder-Facing Organizations' Responsibilities

3136(1) HoE or DH-Facing organizations **shall** ensure that all ATM Equipment for which they are responsible is technically safeguarded.

Acceptable Means of Compliance 3136(1)

Head of Establishment / Duty Holder-Facing Organizations' Responsibilities

1. HoE or DH-Facing ► **organizations** ◀ **should** actively manage ATM Equipment Technical Safeguarding, in accordance with (iaw) JSP 604 ►²◀, for all ATM Equipment for which they are responsible.
2. HoE or DH-Facing organizations **should** maintain a register, to be included in the unit Defence Aerodrome Manual (DAM) and Defence Aerodrome Assurance Framework (DAAF)³, detailing, as a minimum, the information below in support of the Technical Safeguarding for all ATM Equipment for which they are responsible:
 - a. Type of ATM Equipment.
 - b. Known infringements⁴.
 - c. Map of ATM Equipment technical safeguarding zone, with infringements annotated.
 - d. Nature of the infringement.
 - e. Status of the infringement concession.
 - f. Infringement concession decision and supporting engineering appraisal.
 - g. Review period of the concession, if applicable.
 - h. Expiry of Concession, if applicable.
 - i. Aerodrome Operator / HoE assessment of the infringement's impact on Air Safety.

¹ Technical Safeguarding is the process employed to protect radio signals from being affected by physical or electromagnetic changes in their transmission environment.

² ► Refer to JSP 604, Part 2, Vol 2 leaflet 3032 MOD Radio Site Clearance and Protection. ◀

³ Refer to RA 1026 – Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities. ► ◀.

⁴ An infringement is any object, natural or ► **artificial** ◀, within the Ground Radio Installation site restriction.

Acceptable Means of Compliance 3136(1)

3. Defence Infrastructure Organization (DIO) Safeguarding **should** engage with Local Planning Authorities (LPAs) to receive copies of any applications for developments, within the vicinity of MOD ATM Equipment.
4. DIO Safeguarding **should** advise individual HoE or DH-Facing organizations of any applications for developments received from LPAs that are within the vicinity of ATM Equipment that HoE or DH-Facing organizations are responsible for.
5. HoE or DH-Facing organizations **should** assess all applications for developments received from LPAs, within the vicinity of ATM Equipment for which they are responsible, to assess whether the development may have the potential to infringe.
6. HoE or DH-Facing organizations **should** request an engineering appraisal of the infringed ATM Equipment from the MOD RSP Programme Manager and seek concession approval, as required, from the relevant Headquarters (HQ)⁵ iaw JSP 604^{▶2◀}.
7. HoE or DH-Facing organizations **should** promulgate any actual or possible reduction(s) in Air Traffic Services, relating to the Aerodrome for which they are responsible, as a result of infringed ATM Equipment through their DAM, Notice to Aviation or other Aeronautical Information as appropriate.

Guidance Material 3136(1)

Head of Establishment / Duty Holder-Facing Organizations' Responsibilities

8. Guidance material is contained in JSP 604^{▶2◀}.

Regulation 3136(2)

Ministry of Defence Radio Site Protection Programme Manager Responsibilities

- 3136(2) The MOD RSP Programme Manager **shall** undertake engineering appraisals of infringed ATM Equipment.

Acceptable Means of Compliance 3136(2)

Ministry of Defence Radio Site Protection Programme Manager Responsibilities

9. The MOD Programme Manager **should**, when requested, undertake an engineering appraisal of infringed ATM Equipment, iaw JSP 604^{▶2◀}.
10. The engineering appraisal **should** include recommendations, with a technical impact assessment, to enable a decision as to whether an infringement concession is approved.
11. The engineering appraisal **should** be sent to the originating HoE or DH-Facing organization for action, as appropriate.
12. A copy of the engineering appraisal **should** be sent to the appropriate HQ.
13. The MOD RSP Programme Manager **should** hold and maintain a Master Register for all MOD ATM Equipment with any associated infringements and standing concessions.

Guidance Material 3136(2)

Ministry of Defence Radio Site Protection Programme Manager Responsibilities

14. Guidance material is contained in JSP 604^{▶2◀}.

⁵ Relevant HQs include Air Traffic Management Force Command (ATM FC), Air Surveillance and Control Systems Force Command (ASACS FC), Navy Command Headquarters (NCHQ), Joint Helicopter Command (JHC) and Permanent Joint Headquarters (PJHQ) for Permanent Joint Operating Bases (PJOBS).

**Regulation
3136(3)**

**Air Traffic Management Equipment Engineering Authority
Responsibilities**

3136(3) ATM Equipment Engineering Authorities **shall** provide assistance to HoE, DH-Facing organizations, relevant HQs and the MOD RSP Programme Manager as required.

**Acceptable
Means of
Compliance
3136(3)**

**Air Traffic Management Equipment Engineering Authority
Responsibilities**

15. ATM Equipment Engineering Authorities **should** provide assistance to HoE, DH-Facing organizations, the MOD RSP Programme Manager and relevant HQs, as requested, to support the technical safeguarding of ATM Equipment. Examples of assistance include:

- a. Specialist technical reports.
- b. Design Authority support.
- c. Site restriction criteria for inclusion in JSP 604².

**Guidance
Material
3136(3)**

**Air Traffic Management Equipment Engineering Authority
Responsibilities**

16. Guidance material is contained in JSP 604².

**Regulation
3136(4)**

Headquarters Responsibilities

3136(4) Relevant HQ⁵ Commanders **shall** assess infringement concession requests and approve as appropriate.

**Acceptable
Means of
Compliance
3136(4)**

Headquarters Responsibilities

17. The relevant HQ Commander **should**, as requested, decide whether an infringement concession for ATM Equipment is approved.

18. The relevant HQ Commander **should** assess the infringement concession request, supporting engineering appraisal and HoE or DH-Facing organizations operational impact. The relevant HQ Commander **should** include an Assurance statement that all proposed DH-Facing mitigations are in place and inform the Aviation DHs (ADH).

19. Copies of the infringement concession decision **should** be sent to the originating HoE or DH-Facing organization and the MOD RSP Programme Manager.

20. The relevant HQ Commander **should** hold and maintain a register of all infringement concessions and associated decisions for which they are responsible.

21. The relevant HQ Commander **should** ensure that formalized agreements⁶ are in place with those Front Line Commands they are undertaking infringement concession activity on behalf of.

**Guidance
Material
3136(4)**

Headquarters Responsibilities

22. Guidance material is contained in JSP 604².

**Regulation
3136(5)**

**Aviation Duty Holder Responsibilities – Operating within an
infringed Air Traffic Management Equipment environment**

3136(5) ADHs **shall** identify the Risk to Life (RtL) created by operating within an infringed ATM Equipment environment.

⁶ Refer to RA 3140 – Air Traffic Management Equipment End to End Safety.

**Acceptable
Means of
Compliance
3136(5)****Aviation Duty Holder Responsibilities – Operating within an infringed Air Traffic Management Equipment environment**

23. ADHs **should** ensure that the RtL associated with operating in an infringed ATM environment is considered iaw RA 1210⁷.

24. When considering the RtL associated with operating in an infringed ATM Equipment environment, the ADH **should** take into account the mitigation provided by the relevant HQ iaw RA 3136(4).

**Guidance
Material
3136(5)****Aviation Duty Holder Responsibilities – Operating within an infringed Air Traffic Management Equipment environment**

25. Nil.

⁷ Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life).