

From: Wakeman Mark [mailto:Mark.Wakeman@caa.co.uk]
Sent: 18 September 2015 12:32
To: M4 Junction 3-12 Smart Motorway
Subject: RE: M4 Junctions 3 to 12 Smart Motorway (TR010019)

Sir,

The CAA has no objections to the plans for the development of the M4 as indicated in your letter below. Noting that the CAA has no role in assessing the purely environmental implications of the project and therefore makes no comment on that specific aspect, I believe that the following (potential) issues are worthy of consideration:

Aerodrome Safeguarding.

In respect of any potential aerodrome related issue, I should highlight the need for the developer or sponsor/ representative to check any safeguarding maps lodged with relevant planning authorities to identify any aerodrome specific safeguarding issues. Noting that aerodrome safeguarding responsibility rests in all cases with the relevant aerodrome operator / licensee, not the CAA, it is important that the related viewpoints of any relevant aerodrome license holders / operators is established and any concerns expressed appropriately mitigated; in this case this would be Heathrow Airport.

Safeguarding of Communication and Navigation Systems.

Aviation safeguarding responsibility extends beyond that associated with physical safeguarding and includes the safeguarding to ensure the integrity of communications and navigation systems. Whilst the CAA is involved in the technical design of arrival and departure procedures at CAA Licensed Aerodromes, the safeguarding of those published procedures remains the responsibility of the airport operator. If the operator has related concerns and requires a regulatory input, they will approach the Instrument Flight Procedures experts within CAA for guidance. Please ensure Heathrow Airport are consulted when any tall structures (cranes) are likely to be used during the construction phases.

Crane Operations.

If the use of cranes on the site extend to 300ft or more consideration must be given to notification for civil aviation purposes. Temporary structures such as cranes can be notified through the means of a **Notice to Airmen** (NOTAM). To arrange an associated NOTAM, a developer should contact the CAA (Airspace Regulation) at ausops@caa.co.uk / 0207 453 6599. The developer should provide an accurate location (degrees, minutes and seconds) an accurate maximum height (including any cranes) and a completion date.

If the crane is to be in place for in excess of 90 days it should be considered a permanent structure and will also need to be notified as such to the DGC (contact details above).

Additionally, any crane of a height of 60m or more will need to be equipped with aviation warning lighting in line CAA guidance concerning crane operations which is available at <http://www.caa.co.uk/docs/33/CAP%201096%20In%20Focus%20-%20Crane%20Ops.pdf>.

Emergency Services Helicopter Activity.

Due to the unique nature of associated operations in respect of operating altitudes and potentially unusual landing sites, it would be sensible to establish the related viewpoint of the local emergency services, including the police Air Support Units and Air Ambulance.

Please do not hesitate to contact me if you require further input or clarification of any point.

Regards,



Mark Wakeman

Airspace Regulator
Airspace, ATM & Aerodromes
Civil Aviation Authority