

CAP781

Consultation Response Document

Following the consultation on proposed amendments to CAP781, the CAA received ten responses. These were submitted by seven aerodromes, one supplier, one Continuing Airworthiness Management Organisation (CAMO), and one training organisation.

All feedback was carefully reviewed. Where appropriate, the CAA has incorporated suggestions into the final document, including several editorial refinements.

One submission was received directly via the Aerodrome Policy consultation inbox, containing constructive recommendations which have also been duly considered.

Based on the feedback received, the CAA has determined that no substantive issues were raised regarding the proposed amendments. Accordingly, CAP781 will be finalised and published in due course.

Responses to the consultation

The responses covered the following areas;

1. Availability of closed runway lighting X signs in the UK
2. Application of closed runway lighting on formally closed runways
3. High power aircraft run up areas - standard of pavements
4. Location of batching plants emissions of sooty deposits
5. Runway temporary TDZ markings define an acceptable standard of derogation.
6. LVPs and cessation of works
7. Editorial and grammar
8. Document layout

CAA response

1. Closed runway lighting availability.
Closed runway lighting is available from a European manufacturer and can be sourced as required.
2. Application of closed runway lighting

The section referring states 'where operationally desirable', the deployment of the closed lighting is a decision for the relevant aerodrome to make dependant on individual circumstances and in line with their SMS.

3. High power aircraft run-up areas standard of pavements
The suitability of areas used for high powered engine runs should be coordinated with the aerodrome operator to ensure the areas are suitable for the task to be undertaken.
4. Location of batching plants emissions of sooty deposits
The location of batching plants is a matter for the aerodrome operator, placement can be restricted due to aerodrome safeguarding requirements. Stakeholders should raise any concerns to the aerodrome at the project planning stage.
5. Runway temporary TDZ markings
Temporary runway markings are essential during runway rehabilitation when the runway is returned to service daily. Centreline markings are the priority. Markings are required to meet international and UK regulatory standards. The question of derogations allowing an alternate marking being a deviation from the regulation requirements is not possible.
6. LVPs and cessation of works
When the runway rehabilitation work is carried out on a runway which is returned to service daily, during Low Visibility Procedures (LVPs), all non-essential works on the manoeuvring area should cease. The aerodrome operator must ensure that work areas are vacated, returned to operational condition, or clearly marked and lit. These measures are essential to maintain safe operations and must be verified before LVPs are declared active. This criterion includes when an aerodrome takes an area out of the operational part of the aerodrome for works in progress, however, the area remains airside and subject to safety oversight in line with the aerodrome SMS. Works during LVPs on a closed aerodrome is subject to the aerodrome operators SMS and procedures.
7. Editorial and grammar
Editorial and grammar adjustments have been made.
8. Document layout
Amendments have been made to the document layout where it was felt necessary.