

Consultation Response Document

CAP168

Introduction

Following the consultation on proposed amendments to CAP168, the CAA all feedback was carefully reviewed. Where appropriate, the CAA has incorporated suggestions into the final document, including several editorial refinements.

CitizenSpace responses received

Option	Total	Percent
Aircraft owner/operator	0	0.00%
Pilot	4	30.77%
Aerodrome owner/operator	4	30.77%
Aerodrome personnel	0	0.00%
Air traffic services provider	0	0.00%
Air traffic controller	0	0.00%
Aerodrome consultant	0	0.00%
Airline consultant	0	0.00%
Air traffic services consultant	0	0.00%
Flight training organisation	1	7.69%
Other training organisation	0	0.00%
Other	4	30.77%
Not Answered	0	0.00%

If OTHER, please specify:

There were 4 responses to this part of the question.

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

Consultation Responses

A comment was made in relation to the new text in chapter7 in relation to visual aids and the applicability to GA aerodromes.

CAA Response

It must be noted that CAP168 does not solely apply to smaller GA aerodromes its scope includes several more complex licensed aerodromes, therefore the document contains provisions for such aerodromes. The CAP is applied proportionality to the smaller aerodromes where some higher-level requirements may not be appropriate for the aerodrome. The amendments were included in order to align with ICAO State letter AN 4/1.2.31-25/23 Adoption of Amendment 18 to Annex 14.

Editorial and Grammar

Comments were received regarding the editorial and grammar used.

CAA Response

The document reviewed in the consultation was a draft, editorial and grammatical corrections have been made to the final document where necessary.

Document Layout and Size

Comments were made about the size of the document and it being verbose and excessive.

CAA Response

CAP 168 covers many areas of aerodrome design and operations, as new regulation and guidance becomes available it is required to be inserted. Naturally the document will grow given it's required to cater for aerodromes up to RFFS CAT 6. Adjustments to the document layout have been implemented where deemed beneficial for clarity and usability.

Accessibility

Comments were received regarding the accessibility formatting applied and the table revision.

CAA Response

The accessibility requirements and the font used is the standard font used for CAA accessibility formatting. Tables have a set formatting requirement meaning large complex tables cannot be displayed as per previous versions of the CAP and were broken down into component parts.

Choice of maximum permissible crosswind components

A comment was received in relation to the text relating to the choice of maximum permissible crosswind components guidance.

CAA Response

Text is inserted in CAP 168 to provide additional guidance. The operation of aircraft in crosswind conditions is the responsibility of the aircrafts pilot in command considering the limitations of the aeroplane operated, the aeroplanes reference field length and the length of the runway its intending to operate to.

Pilot Controlled Lighting (PCL)

A comment was made regarding authorisations and their removal, one pointing to the pilot-controlled lighting requirements.

CAA Response

In the case for pilot-controlled lighting the safety, integrity and operation of the system requires safety assurance from the aerodrome operator before a system can be approved by the CAA to operate. This is to ensure the system is installed correctly and meets CAP670 requirements, including arrangements for its operation clearly defined in the aerodromes safety management system, the CAP791 change process should be followed.

Length of Consultation and Engagement

Comment was made regarding consultation with the Airport Operator Group and the length of consultation.

CAA response

The content of CAP168 was subject to two consultations which have been subject to review and response by the CAA. This consultation was based on the revised format, the content of the previous consultation had been added to the CAP.

Aerodromes Policy will review the consultation length and future engagement. Regulatory changes are required in order to achieve ICAO compliance required to be met by the State under its international obligations.

Conclusion

Based on the feedback received, the CAA has determined that no substantive issues were raised regarding the proposed amendments and the documents revised layout. Accordingly, CAP168 will be finalised and published in due course.