

2 January 2013

Dear Sir/Madam

CAP 168 LICENSING OF AERODROMES - NOTICE OF PROPOSED AMENDMENT (NPA) 01/2013

Introduction

CAA requirements and guidance material are reviewed regularly to ensure they remain valid, up to date and relevant, and several factors have driven the need for and timing of this amendment. Typically, these include incorporating information from Informational Notices into CAP 168, development of good practice from industry, changes to technology, AAIB Safety Recommendations, aligning UK requirements to ICAO Standards and Recommended Practices (SARPs) and, where known, future Aerodrome Rules from European Aviation Safety Agency (EASA).

The Aerodrome Policy and Standards Team has adopted the format for notifying industry of proposed changes to Civil Aviation Publications in the form of a 'Notice of Proposed Amendment' (NPA). This is consistent with the style adopted by EASA for their requirements amendment process and the format is intended to make it easier for recipients to review the document by including only the proposed changes.

Proposed Changes

The main changes to CAP 168 within this amendment comprise:

- Chapter 2: Submission of Aerodrome Manual amendments prior to the aerodrome audit.
- Chapter 2: Low visibility procedures (LVPs) content has been rearranged and new guidance material added to provide clarity on the processes involved in LVP Operations.
- Chapter 2: Aerodrome SMS - Accountable Manager: to provide both clarity and to align with the proposed EASA rules on Aerodrome Operator requirements.
- Chapter 2: Arresting systems: additional information regarding the use of Engineered Material Arresting System (EMAS).
- Chapter 3: A significant change to clearway definition in order to align with the proposed rules recently published in the NPA by EASA. Aerodromes are requested to assess the impact of this change on their clearways and inform the CAA should there be a necessity to review the aerodrome licence conditions.
- Chapter 3: A number of other changes to RESA and TORA in order to remove obsolete guidance and to align with both ICAO and EASA proposals.
- Chapter 3: Withdrawal of Appendix 3G as this guidance is now considered obsolete and superseded elsewhere in Appendices 3A and 3D, and in CAP 683.
- Chapter 5: Change from 'Birdstrike' to 'Wildlife Strike', in order to align with ICAO and EASA.

- Chapter 6: Guidance on the maintenance of AGL Systems.
- Chapter 8: Changes required reflecting the latest guidance on reductions of RFFS.
- Chapter 8: New appendix (8D) to provide guidance on how to undertake a Task and Resource Analysis activity.

In addition, several administrative changes have been incorporated throughout this amendment to CAP 168, such as additional glossary items. These are not consulted upon in the NPA.

Impact on Aerodrome Licence Holders

The proposed changes are considered as having a positive safety impact and a limited economic impact. However, some of the proposals may impact on the design and operating requirements of some aerodromes.

Consultation

The CAA would now like to invite stakeholders to review the proposals and comment on the draft revision as submitted. The document can be viewed via the Consultations area of the CAA website via www.caa.co.uk/consultations.

A comment form for each Chapter is included with the consultation details on the web page, for completion and submission via consultation.aatsd@caa.co.uk.

Comments must be received by no later than 27 February 2013.

Yours faithfully

Aerodrome and Air Traffic Standards Division
Civil Aviation Authority