REFERENCE POINT
INFORMATION LEAFLET OF AERODROME STANDARDS DEPARTMENT

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REFERENCE POINT is an information leaflet produced by the Aerodrome Standards Department of the CAA. REFERENCE POINT is intended to provide a means of promulgating important information, including NOTALs where appropriate, that aerodrome operational personnel would find useful. REFERENCE POINT will be issued as and when necessary. One copy will be sent to all Licensees, or their nominated agent, and be published on the CAA website where it can be downloaded. ASD would welcome any feedback in writing on the content or usefulness of this information leaflet to the following address: Head of Aerodrome Standards, Civil Aviation Authority, Aviation House, Gatwick Airport, West Sussex RH6 OYR. E-mail:asdweb@srg.caa.co.uk.

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Administration

1 ASD WEB PAGES AND DOCUMENTATION

1.1 Work is underway to populate the Aerodrome Standards Department’s area on the CAA’s web site (www.caa.co.uk). The web site will contain information on the all aspects of the Department’s business areas, including: Aerodrome Licensing, Policy, Standardisation, Safeguarding and Development; and Aerodrome Operations (including Rescue and Fire Fighting Services), Audit and Inspection. Other features include obtaining an aerodrome licence, current policy issues and, of course, the ubiquitous, frequently asked questions (FAQs) and useful links.

1.2 Most of our published documents – CAPs and NOTALs – are available now to view or download from the publications pages, and it is intended that every document will be available soon.

1.3 As and when documents are made available on the web, we are reformatting them in the latest house style. Apart from changing the look of the document, there may be slight changes to section and paragraph numbering. We are also using this change as an opportunity to update references; for example, the numbering of ANO Articles or changes implemented since the last issue of a document.
1.4 For the time being, the CAA web site will be the primary means of publishing ASD documents. On the publications pages there is a free email notification service. By providing your email address, you will be notified automatically when amendments have been made to web-listed documents registered in your interest. However, if desired, printed CAA publications can still be purchased from Documedia Solutions Ltd, and other printing outlets may be available soon.

2 AVAILABILITY OF ICAO DOCUMENTS

2.1 ICAO documents are no longer available to purchase from Documedia Solutions Ltd (previously Westward Documedia Ltd), but are now available from Airplan Flight Equipment. Airplan Flight Equipment can be contacted at: 1a Ringway Trading Estate, Shadowmoss Road, Manchester M22 5LH. Their telephone number is 0161 499 0023, fax: 0161 499 0298, email: sales@afeonline.com or visit their web site on www.afeonline.com.

2.2 The CAA recognises the difficulties in obtaining documentation that may have been experienced in recent months. However, individuals and organisations subject to regulation by the UK CAA, and required to hold or refer to ICAO documents, remain responsible for ensuring that the relevant documents are available and up to date. It is possible that some amendments may not have been received during the change of provider; therefore, holders of ICAO documents should check that their documents include all current amendments. A list of all publications and amendment status, and details of how to purchase documents direct, can be found on the ICAO web site: www.icao.int.

2.3 It should be noted that the UK CAA is not able to become involved in disputes regarding arrangements between individuals or organisations and Documedia Solutions Ltd or any other supplier. Any difficulties encountered in obtaining amendments to documents already held may be resolved by purchasing direct from ICAO in Montreal or the Paris Office.

Aerodrome Operations Policy

3 CAP 699 TRAINING STANDARDS GROUP (TSG) UPDATE

3.1 The TSG held a significant meeting on 14 March 2002, which was dedicated totally to assessing the impact of and the comments received as a result of NOTAL 5/2001. Fourteen persons representing all aspects of the industry, including 5 representatives of the Airport Operators Association (3 Fire Officers & 2 Managers) attended the meeting.

3.2 A total of 15 aerodromes/organisations had submitted a total of 152 comments; however, many more were generated and discussed during the meeting. The outcome of the meeting was positive and gave total support to the final implementation phase of CAP 699.

3.3 The process to amend CAP 699 and CAP 168 is under way and NOTAL 7/2002 (attached) outlines the changes. Congratulations and thank you to all who participated in the process – a good example of effective co-operation between the CAA and industry.

4 CAP 655 – AERONAUTICAL GROUND LIGHTING

4.1 CAP 655 was published in September 1995 to address the regulatory aspects of the introduction of computer controlled aeronautical ground lighting (AGL) systems. Since that time, its use has been assessed and the decision has been made to review the document. A new version is currently being reviewed by ASD and ATSSD and it is intended that wider consultation with industry will commence in due course.
4.2 The new version incorporates the means and methods used by AGL projects since 1995 to gain CAA approval or acceptance and should therefore be implemented more easily by aerodromes and SRG.

5 LIGHT EMITTING DIODES (LEDs)

5.1 AGL fittings utilising Light Emitting Diodes are becoming an attractive alternative to those containing a filament type lamp. LEDs promise improved cost benefits; however, any claim of this nature has yet to be substantiated for aerodrome visual aids applications and they have yet to be proven suitable for applications requiring high intensity lighting (e.g. low visibility conditions).

5.2 The Airport Operators Association (AOA) has formed a working group to explore the many potential uses of LEDs on an aerodrome and anyone wishing to find out more should contact the AOA direct – telephone number: 0207 222 2249.

6 RUNWAY FRICTION

The CAA is aware of concerns of aerodrome operators regarding the content of CAP 683, especially the methodology for determining runway friction. In addition, some runway friction measurement systems may have been modified and are no longer represented in the document. The CAA has established a working group with AOA participation to address these concerns and issues. Progress of the working group will be reported in due course.

Aerodrome Safeguarding

7 TRANSFER OF SAFEGUARDING

7.1 At this time, we expect the transfer of official safeguarding of selected aerodromes by the CAA to the aerodromes concerned will take place early in 2003.

7.2 In order to facilitate the safeguarding transfer, new Ordnance Survey based safeguarding maps for the Local Planning Authorities (LPAs) of each aerodrome have been printed. In addition, the CAA in conjunction with the AOA are finalising the safeguarding guidance material and advice notes for aerodrome safeguarders and LPAs.

7.3 Meantime, affected Licensees may wish to consider if they will be adequately prepared for the changeover when it occurs.

7.4 Post the transfer of safeguarding, the CAA will continue to provide advice to officially safeguarded aerodromes. The advice will be aimed primarily at developments where an infringement of an obstacle limitation surface is identified and the aerodrome is unable to mitigate the infringement adequately. The point of contact for enquiries should be the Policy, Standardization and Development Section of Aerodrome Standards.

7.5 Aerodrome Licensees are requested to inform the CAA of their safeguarding point of contact.

8 AMENDMENT OF CAP 680 – AERODROME BIRD CONTROL

8.1 The CAA has updated CAP 680 to reflect the new house style and to incorporate several amendments to the guidance material.

8.2 In addition, a new Part (4) is provided that covers the safeguarding of potential bird hazards that may arise through the development of landfill, waste management, wetlands and
nature reserve sites. Part 4 is intended to be used by aerodrome safeguarders and LPAs and may be used in isolation from the rest of CAP 680.

9 ON-AERODROME DEVELOPMENTS

9.1 We are continuing to receive first notification of developments within the licensed area of an aerodrome through planning applications rather than the procedure required by the licence. As a result, the CAA may advise against the proposal until the correct procedure is followed; hence delaying matters considerably.

9.2 To avoid this situation, the Aerodrome Inspector should be notified of any intended on-aerodrome development as soon as possible.

10 TELECOMMUNICATIONS MASTS

10.1 Following the abolition of permitted development rights for ground-based masts in Scotland, the CAA has recommended that this lead be followed in England and Wales. While the existing system of “deemed permission” remains, the CAA view is outlined in the following paragraphs:

10.2 The abbreviated procedures described at Part 24 of the General Permitted Development Order were designed with the participation of the CAA. Our intention was that the siting of masts near aerodromes should be subject to two separate safeguards.

10.3 The fundamental safeguard is that a code systems operator (mast developer) is obliged to notify the relevant LPA of the intention to erect a mast. This gives the LPA the opportunity to state that, in certain cases, a full planning application will be necessary. The CAA would expect a LPA to check aerodrome safeguarding maps at that stage. If the map indicated that the mast would present an obstacle to aircraft and thus require consultation with the aerodrome, we would expect that the full planning application process would be invoked.

10.4 The second safeguard is that the mast developer must inform the CAA if the mast is within 3km of an aerodrome. As this order applies to all aerodromes, including grass landing grounds with no set runway as such, the 3 km must be measured from the aerodrome perimeter. The purpose of this is to provide data to be marked on maps and it is not part of the risk-filtering process. It is not safe to assume, therefore, that the CAA will necessarily voice an objection to a mast that could be a hazard to aviation in response to notification by the developer. We regard it as the responsibility of the LPA to contain the hazard, using the process triggered by the safeguarding map. The CAA considers the aerodrome management to be the appropriate consultee and we would not normally second-guess their judgement, considering them to be competent to advise on safety matters.

Aerodrome Audit & Inspection

11 AERODROME AUDIT THEMES

The following themes are included in the aerodrome audit programme for 2003:

Safety Management Systems (SMS)
Surveys
Aeronautical Ground Lighting (AGL)
Runway Incursion Prevention
Communications (RFFS)
CAP 699