



6 June 2014

## **CONSULTATION ON A PROPOSAL TO RELAX CAA REQUIREMENTS GOVERNING THE PROVISION AND ACCESS TO PILOT CONTROLLED AERONAUTICAL GROUND LIGHTING (AGL) AT LICENSED AERODROMES**

### **Introduction**

The CAA is minded to remove the present restrictions contained in CAP 168 Chapter 6 Aeronautical Ground Lighting on the use of pilot-controlled lighting (PCL) at licensed aerodromes. This is driven by the following factors:

- As a result of Stakeholder submission via the GA Red Tape Challenge
- Development of good practice from industry
- Changes to PCL remote switching technology
- The growing use of Night Vision Goggles (NVG), Thermal Imaging Cameras and Enhanced Vision Systems (EVS) by Police and HEMS helicopters
- Aligning UK requirements to ICAO Standards and Recommended Practices (SARPs) and/or Implementing Rules (IR) from the European Union (EU), and
- Positive safety performance of PCL at unlicensed aerodromes

In keeping with our commitment to the GA Partnership (GAP) to engage with the wider aviation community at an earlier stage of policy development, and in accordance with the GAP ToR<sup>1</sup>, we would welcome your views on how this proposed change might best be implemented, for example:

- A. How should the removal of restrictions be managed in a progressive manner; initially restricted to a sub-set of particular aircraft types, such as rotary wing only or as a single change?
- B. Should the control method specified by the regulator be VHF r/t, before-departure SMS text command, or both?
- C. Should the regulator be involved in whether control is provided over illumination of the complete runway e.g. threshold, edge and stop end, or only partial illumination?

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<sup>1</sup> GAP ToR states: If the matter is more complex, then a sub-committee or working group will be set up by the GA Unit on which all interested members may play a part in formulating a recommendation or recommendations on how the matter should proceed.

- D. Should the regulator be involved in whether the control method adopted includes direct control over light output intensity?
- E. Should the control include provision in the case of helicopters of either Final Approach and Takeoff area (FATO), Touchdown and Lifftoff area (TLOF) or proportional T [CAP168 Ch 6 Fig 6.1] or combinations of all?
- F. Should the regulator be involved in whether the control system is restricted to users pre-authorised by the Aerodrome Licence/Certificate Holder?
- G. Should the regulator be involved in whether the control system is limited to specified weather minima and/or availability of diversion alternates (assuming that this could be practically achieved)?

### **Other Issues to consider for operations outside of notified hours**

As some these issues exist during daylight out-of-hours-operations, the CAA invites comments on the extent to which these might be made worse during hours of darkness,

1. Indemnity/waivers
2. Provision of Rescue & Fire Fighting Service
3. Provision of incident alerting procedures
4. Provision for prior inspection of the movement area
5. Lack of Air Traffic Services (ATS)
6. Coordination with Police Air Support/HEMS units where based, and
7. Guardian Forces involvement (i.e. Border Agency, HMRC etc.)

### **Impact on Aerodrome Licence Holders**

Removing the present restrictions on the use of PCL at licensed aerodromes may have a positive net safety benefit, increased utility and a limited economic impact. However, some of the proposals could affect the design and operating requirements of some aerodromes.

The commercial and/or operational decision by individual Aerodrome Licence Holders (ALHs), whether or not to introduce PCL, is outside the scope of this consultation.

### **Consultation**

The CAA invites you to review and comment on the proposals in this document which can be viewed in the Consultations area of the CAA website via [www.caa.co.uk/consultations](http://www.caa.co.uk/consultations)

A comment form is included with the consultation details on the web page, for completion and submission via [ISPOperationsManagementTeam@caa.co.uk](mailto:ISPOperationsManagementTeam@caa.co.uk)

Comments must be received by no later than close of business 25 July 2014. Comments received after this date may be disregarded.

Intelligence, Strategy and Policy  
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