

**AOP 11-**  
*Low*  
*Visibility*  
*Procedures*  
*(LVP's)*



All vehicles on the manoeuvring area during LVP's shall be equipped with:

- Radio communications to maintain contact with ATC at all times;
- A current map of the aerodrome (Airfield Map)

It is important that all staff operating airside should be aware of the requirement for LVPs and of the implications of Category (CAT) II/III ILS operations. In order to safeguard these procedures it is necessary to adopt certain practices for staff working airside.

### **1.3 Definitions – Category I, II and III**

All criteria and minima for Category I, II and III can be found in ICAO Annex 10 V1 and CAP 670 Part C – Section 2. Further guidance can be found in MATS PT II, Section 1, Chapter 15 – All Weather Operations

### **1.4 Category II/III requirements**

Before an operator is able to undertake a Category II/III approach and landing a number of requirements must be met:

- The aircraft systems must be serviceable to Category II/III standards.
- The weather conditions must meet the operational requirements for the particular type of aircraft being used.
- The aircrews must be trained and currently rated to the standard of procedures being used.
- The aerodrome ground lighting must be serviceable to Category II/III tolerances.
- The aerodrome ILS must be serviceable to Category II/III tolerances.

### **1.5 Aircraft equipped with Enhanced Vision Systems**

- Runway 14 suitable for EVS operations in accordance with ILS03 EU OPS.
- Runway 32 suitable for EVS operations in accordance with ILS03 EU OPS.

### **1.6 Lower than Standard Category I**

- Runway 14 suitable for Lower Than Standard Category I operations in accordance with ILS03 EU OPS.

### **1.7 Other than Standard Category II**

- Runway 32 suitable for Other Than Standard Category II operations in accordance with ILS03 EU OPS.

### **1.8 LVP Aerodrome Safeguarding**

It is a requirement that to safeguard operations in low visibility, special procedures are implemented by Air Traffic Control (ATC) when LVPs are initiated. These procedures are implemented to maintain safe operations of aircraft and vehicles and to safeguard technical installations on the airfield. ATC and/or AOU will authorise the switching on of the LVP warning

signs located at strategic points on the airfield and to perform the standard LVP check, which may have to be carried out after LVP's have been announced. An AOU LVP check includes:

- Multiflight West apron Gate 1 (Pedestrian gate by security barrier)
- Multiflight Central apron Gate 4A (Vehicle gate)
- Multiflight Central apron Gate 4B (associated pedestrian gate)
- Multiflight Central apron Gate 5 (Pedestrian gate to Multiflight east building)
- Multiflight east apron Gate 6 (Vehicle gate)
- Multiflight east apron Gate 7 (Pedestrian gate)
- Vehicle Hold Point 1 (VH1)
- LCC traffic lights
- LVP Signs (Stands 19, 14, 8, 7 and Fire Station)

It is essential that in LVPs all staff working airside are aware of the safety implications and proceed with extreme caution at all times. Aircraft will be moving to/from stands in restricted visibility and reaction time and vehicle-stopping time is increased. Vigilance must be increased and a careful look out must be maintained.

In LVPs the following procedures will apply:

- Vehicle movements must whenever possible route via the airside road or if not able to do so via the inner edge of the apron nearest to the terminal building.
- Vehicle operating and lighting requirements must be in accordance with AOP 15.
- Only essential vehicle movements associated with aircraft operations are permitted.
- The apron road speed limit is reduced to 5 mph.
- Access to parked aircraft must be made directly from the airside road at right angles to the aircraft stand.
- Fuel compound “B” may only be accessed by fuel bowers via Alpha taxiway with permission from ATC. All other vehicles to enter the compound via the apron road.
- The movement of passengers on the apron must be very carefully controlled at all times. Airline or Handling agent’s ground staff must ensure that safety of passengers is paramount. If the visibility is such that adequate control cannot be maintained, then passengers must be transferred by bus to/from the gates. If necessary, additional staff should be utilised to guarantee the safety of passengers.

The Airport Company will monitor activities in LVPs and should any operator be concerned about operating in LVPs or have any particular concerns they should discuss this with their supervisor who will bring it to the attention of the AOU.

## **1.9 LVP Procedures for ATC**

These are detailed in MATS PT II, Section 1, Chapter 15 – All Weather Operations

## **1.10 Cancellation of LVP's**

The cancellation of LVPs is the responsibility of the ATC Aerodrome Controller – actions as per the checklist referred to in MATS PT II, Section 1, Chapter 15

## **1.11 Records**

The Duty ATCO shall record the time of initiation and cessation of LVP's in the ATC Watch Log together with all associated actions.

The Airport Operator is legally required to provide the CAA with information concerning all aircraft landings and take-offs made during RVRs of 1500m or less. This can be obtained via the ATC Chroma system.

## **1.12 Follow Me Procedures**

In order to provide assistance to aircraft taxiing during LVP conditions, a Follow Me is available. AOU will provide this service and will only be given at the request of a pilot for assistance.

### **1.12.1 Arrivals**

ATC will contact AOU by R/T and pass the Type of Aircraft, Apron Entry Point and Stand Number.

### **1.12.2 Departures**

If requested by the Pilot, ATC will request the Follow Me vehicle through AOU.

## **1.13 RFFS Search Procedures**

For training purposes it is a requirement that the RFFS department conduct LVP Search Procedures during actual LVP conditions. These will be conducted during darkness when there are no ATC movements and the Crew Commander will liaise with ATC before the start of the exercise.

## **1.14 Assessment of Runway Visual Range (RVR)**

In the event that an IRVR measurement is not available, the pilot should be passed the met visibility and advised that RVR is not available.

### **1.14.1 Runway Visual Range (Human Observation Method)**

The measurement of RVR's by the 'human observation method' is unavailable at LBA.

## **1.15 Secondary Power Supplies**

Full details found in Section 10.