

Low Visibility Operations

Airside Operational Instruction 21

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A. AMENDMENTS

This document will be subject to a routine review, over a period not exceeding 18 months. The latest version will be included in the annual reissue of the Aerodrome Manual; interim reviews are carried out as deemed necessary.

Only operational related amendments will prompt the issue of a new Version; pertinent amendments being highlighted in green text & indicated by a green bar in the right margin. Indication of any amendment of an administrative nature will be listed below.

B. REVIEW / AMENDMENT HISTORY

| REVIEW SUMMARY | | | |
|-------------------------------|--------|------------------------------|----------------------------------|
| VERSION / REVIEW REF:- | 1.1 | REVIEW COMPLETED BY:- | CATHY WILLOUGHBY-CRISP |
| DATE:- | SEP 16 | ROLE:- | AIR TRAFFIC & OPERATIONS MANAGER |

| PARAGRAPH | AMENDMENT |
|-----------|--|
| Various | Procedures for "Low Visibility Cloud" combined with those for low visibility |

| REVIEW SUMMARY | | | |
|-------------------------------|--------|------------------------------|----------------------------------|
| VERSION / REVIEW REF:- | V2.0 | REVIEW COMPLETED BY:- | CATHY WILLOUGHBY-CRISP |
| DATE:- | DEC 17 | ROLE:- | AIR TRAFFIC & OPERATIONS MANAGER |

| PARAGRAPH | AMENDMENT |
|-----------|---------------|
| | New ownership |

1. LOW VISIBILITY OPERATIONS

1.1 INTRODUCTION

Bournemouth Airport (BOH) is committed to providing facilities and procedures to enable aircraft operations during low visibility &/or low cloud conditions. The provision of such, combined with a maintained level of safety will reduce air traffic capacity below that achievable in normal operations. BOH will draw upon experience across the industry to continually review Low Visibility Operations in order to develop further safety and capacity.

1.2 POLICY

To ensure the safety of aircraft during periods of low visibility &/or low cloud, procedures will be implemented that protect and control aircraft operations. These procedures also provide additional control measures to prevent the inadvertent incursion by aircraft on to the Runway restricted area and by vehicles on to the Manoeuvring Area.

As weather conditions deteriorate, the Airfield is readied for Low Visibility Operations. These generic procedures will be known as Low Visibility Operations. In addition, there are specific ATC procedures for CAT III operations, which are known as Low Visibility Procedures.

The procedures are implemented at varying stages, depending on certain weather parameters; these are fully detailed in the BOH; MATS Part 2. An overview of the actions is detailed in Airport Operational Procedure (AOP) 43; Low Visibility Procedures. Both documents are available from the GM on request.

To ensure the safe operation of the Airport during periods of Low Visibility Operations, all individuals, airlines, handling agents and Airport users are to ensure that they understand and adhere to the requirements of the published procedures.

1.3 WEATHER WARNINGS

The Met Office issues a Weather Warning whenever inclement weather/periods of low visibility are expected. This information is disseminated to base operators, handling agents and relevant staff via an automated e-mail system. Additionally, ATC confirm receipt of all warnings to the RFFS by telephone.

2. IMPLEMENTATION

2.1 RESPONSIBILITY

ATC is responsible for the instigation and cessation of Low Visibility Operations, with various measures being carried out by the BOH RFFS and Security staff.

When the Visibility or Cloud Ceiling (more than half the sky obscured) begins to fall, the following action commences to ensure all the necessary measures are in place by the time they are required for operations to continue.

2.2 LVPs; INITIATION BY ATC

LVPs can be deemed necessary by virtue of low Visibility or low Cloud conditions. ATC procedures specify the criteria for when to initiate LVPs; these are fully defined within the MATS Part 2.

- Visibility:-

ATC will initiate LVPs when the Touchdown Instrumented Runway Visual Range (IRVR) or the reported met Visibility indicates between 600m & 1000m, and is likely to continue to deteriorate.

- Cloud:-

ATC will initiate LVPs when the Cloud Ceiling falls to 300ft, and is likely to reduce further.

When either of these parameters is met, ATC will initiate "LVP Ready" action and contact the RFFS and Security to implement the required action.

2.3 IMPLEMENTATION OF LVPs; RFFS

On receipt of the low visibility message from ATC, the RFFS department will initiate the BOH Low Visibility Blocking Plan; this is detailed in AOP 43; Low Visibility Procedures.

As each blocking point is secured, the RFFS Safety Operative will advise the Duty ATCO, who will annotate the Blocking Plan Implementation Form accordingly.

The form is available in ATC; completed forms are retained by ATC for 12 months.

2.2 IMPLEMENTATION OF LVPs; SECURITY

On receipt of the low visibility message from ATC, Security staff will implement the protocols for each location and remain in telephone or R/T contact with ATC to ensure an immediate response, should they be required to man their LVP positions in the event of an emergency.

When requested, Sierra Mobile will close off the Taxilane Crossing Points, E-W 3 with the barriers and signage.

3. UNCONTROLLED TAXIWAY CROSSING POINTS

3.1 APRON TAXILANE

In conditions when the Visibility is ≤ 600 m, Crossing Points East 3 & West 3 will be closed off, leaving Crossing Points 1 & 2 available for vehicle movements across the Apron Taxilane.

Pedestrians are not permitted to use the Apron Crossings during such conditions.

3.1.1 EAST APRON:-

| CROSSING POINT | STATUS DURING LVPs |
|--------------------------|--|
| East 1; North of Stand 1 | Operational for access to Control Tower & Fire Station |
| East 2; South of Stand 2 | Operational for access to the West Apron |
| East 3; South of Stand 6 | Closed |

3.1.2 WEST APRON:-

| CROSSING POINT | STATUS DURING LVPs |
|---|---|
| West 1; North of the Fire Station Slip Road | Operational for access to Control Point 2 |
| West 2; South of Stand 7 | Operational for access to the East Apron & Terminal |
| West 3; Head of Stand Road, Stand 11 | Closed |

3.2 APRON CROSSING LIGHTS

Signage will be displayed to indicate that LVPs are in force. Crossing of the Taxilane, via either of the 2 designated crossing points, is only permitted when the red holding lights are off. Crossings are to be expedited at all times and individuals are responsible for ensuring they cross in a safe manner.

In the event of a failure of the crossing lights, signage will be displayed at the crossing points, advising drivers that all vehicle movements must be under ATC instruction. Drivers will be required to contact ATC by telephone or radio Channel 2; or be escorted by Sierra Mobile. Security personnel at CP2 will be advised of the light failure & the potential need for escorts to be arranged.

3.3 COBHAM TRAFFIC LIGHTS

The unmanned crossing at Cobham is controlled by a set of traffic lights operated by ATC. These lights are activated during Low Visibility Operations and at night, whenever this portion of the Taxiway is in use by aircraft. In the event of a traffic light failure, that portion of Taxiway November, between the Cobham hangers and the intersection with Taxiway Tango will not be available for use by aircraft until alternative procedures have been arranged.

4. POWER SUPPLY

4.1 STANDBY GENERATOR

Upon initiation of LVPs by ATC, two standby generators will become the primary source of power to ATC systems; they will run for all CAT III arrivals and remain on for a period of at least 30 minutes.

Each generator is supported by a fuel reservoir and can operate on full load conditions for between 12 to 24 hours, before a Low Fuel Warning alert is triggered. Refuelling will be undertaken by BOH Motor Transport, who will be advised of the requirement via a call out system initiated by ATC.

Note:- Each generator will run for a further 4 hours from the time of alert until the fuel supply is exhausted.

5. SAFEGUARDING PROCESS

5.1 BLOCK SYSTEM

LVPs employ a block system for the movement of aircraft and vehicles on the Operational Area. Each block is defined by switchable, illuminated Stop-Bars at the CAT III Holding Points &/or barriers at all other access points to the Runway.

No aircraft is permitted to take-off or land, before the Blocking Plan has been fully implemented, if either of the following applies:-

- Touchdown IRVR or Met Visibility <600m
- Cloud Ceiling < 200ft

5.2 ADDITIONAL MEASURES

During Low Visibility Operations, the Duty Controller will monitor the weather conditions and will deploy additional measures, as appropriate, should conditions deteriorate significantly or deemed necessary for any reason.

6. CANCELLATION OF LOW VISIBILITY PROCEDURES

6.1 CRITERIA

LVPs will be terminated when:-

- Touchdown IRVR and Met Visibility >1000m *and*
- Cloud Ceiling 300ft and expected to rise

6.2 PROCESS

On receiving permission from the Duty ATCO that LVPs are to be cancelled, the RFFS operative will go to each of the designated Taxiway Blocking Points and remove the mobile barriers and Ned lights, returning these to the designated storage areas.

If deployed, Sierra Mobile will be requested to remove the barriers & signage from the Taxilane Crossing Points East & West 3.

Once confirmed that all barriers have been removed, normal operations will be resumed.

7. VEHICLE OPERATIONS DURING LOW VISIBILITY

7.1 GENERAL GUIDANCE

During Low Visibility Operations, drivers are to observe the following additional precautions:-

- Drivers should proceed with extreme caution, operating with dipped headlights, and where fitted, fog lights
- Only essential journeys on the Aprons should be undertaken
- All staff should be alert to the sudden appearance of an aircraft entering a Stand and be prepared to give way accordingly

7.2 VEHICLE RESTRICTIONS

During periods of Low Visibility Operations, by virtue of low Visibility, vehicles movements on the Manoeuvring Area will be restricted to essential activity only.

This includes but is not restricted to:-

- Safety critical repairs to Navigational Aids, Radar and Airfield Visual Aids
- Runway / Taxiway surface inspections
- Bird Control
- RFFS in an emergency
- "Follow-Me" vehicles

Free roaming will not be permitted; point-to-point instructions will be issued & arrival at destination confirmation requested, when deemed necessary.

During periods of Low Visibility Operations, by virtue of low Cloud, vehicle movements on the Manoeuvring Area will continue at the discretion of the Duty ATCO; additional measures or restrictions being implemented as appropriate.

7.3 CONTROL OF ACCESS TO AIRSIDE AREAS

In poor visibility additional control measures are necessary to stop any vehicle or person from straying onto the Airside or Manoeuvring Areas undetected. The following paragraphs detail the actions to be taken to control access to these areas and to regulate movements in these areas during Low Visibility Operations.

Airside access points from Landside areas to Airside areas are controlled at all times by Security Staff by means of Control Point 2 (CP 2) or Security controlled Airside access gates.

Warning signs that there is an "Aircraft Movement Area ahead" are displayed at the CP2 Airside access point from Landside; plus at the road access to the Aprons from other Airside areas.

Drivers not fully familiar with the Airfield layout can easily become disorientated and therefore, only persons holding a valid Manoeuvring Area Operating Permit and who are engaged in operations may enter the Manoeuvring Area in periods of restricted visibility.

All vehicles operating on the Manoeuvring Area are to be equipped with an Airfield chart showing the Runway, Taxiways and Holding Points. Information should also be available in regard to the action to be taken when Low Visibility Operations come into force and actions in the event of breakdown, RT loss or the driver becoming unsure of their position.

7.3.1 RADIO FAILURE:-

In the event of a radio failure, while on the Manoeuvring Area in reduced visibility, the procedure is to:-

- Establish a safe position
- If able, inform ATC using mobile phone

Establishing a safe condition will depend on the circumstances. If communication is lost while within the Runway Strip, Aircraft Movement Area or ILS Critical or Sensitive Area, operators should continue to the last position for which the ATC clearance was issued and then wait for assistance; do not move any further than the position cleared by ATC.

If in possession of a mobile phone, contact ATC on 01202-364150 / 152 and advise the problem; an escort vehicle will be dispatched to resolve the situation.

7.3.2 VEHICLE BREAKDOWN:-

In the event of vehicle breakdown, report location and the nature of the breakdown to ATC by R/T or mobile phone and await instructions; do not leave the vehicle unattended.

7.3.3 UNSURE OF POSITION:-

In the event of becoming unsure of your position during Low Visibility Operations, report to ATC by R/T or mobile phone that you are unsure of your current location and await instructions.

7.3.4 RFFS PROCEDURES:-

When notified of Low Visibility Operations, an announcement will be made over the RFFS PA system to inform all personnel that a heightened response is in place for Low Visibility.

During LVOs, the RFFS response to BOH First Aid calls and on site AFA calls must be assessed by the Station Manager to determine the importance of the call, against the aircraft movements taking place at that time.

Procedures for locating missing aircraft during LVOs are contained in BOH RFFS Operating Procedure 33.