
 Bournemouth Airport <small>Part of Regional & City Airports</small>			Low Visibility Operations			Risk Rating	Medium – Reviewed within three years
Reference:	BAI-AOPS-021	Issue:	2.8	Owner:	Airfield Services Manager	Department:	Airfield Operations
Issue Date:		10/11/2025	Compliance Date:	10/11/2025	Planned Review Start Date:		31/07/2027

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❖ **AMENDMENTS**

Version	Review	Date	Amended By (Initials)	Summary of Change
V1.0		September 2015	CWC	Nil
	1.1	September 2016	CWC	Nil
V2.0		December 2017	CWC	Nil
	2.1	November 2019	CWC	Nil
	2.2	February 2021	CWC	Reference to Cobham now Draken
	2.3	June 2022	CWC	Additional detail from AOP 43; Low Visibility Procedures incorporated
	2.4	April 2024	KJ	Change of procedure for pedestrian crossing the apron taxilane
	2.5	October 2024	KJ	Remove procedure for pedestrian crossing the apron taxilane
	2.6	July 2025	KJ	Various Incorporating North Apron Procedures
	2.7	Sept 2025	AR	Apron Crossing Lights
	2.8	November 2025	KJ	Reformat

Changes to a document are identified in red italics and any wording which has been removed is crossed out using the strikethrough icon and highlighted in yellow. These remain on the document until it is ready for publishing. In instances where the document has been circulated for review and further changes have been requested, these changes are identified and distinguished from previous changes by highlighting in another colour i.e. blue and the document is circulated again.


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1. INTRODUCTION

1.1 PURPOSE

This AOI details the criteria and processes implemented, to provide effective measures to operate safely, during periods of reduced visibility; whether that be by virtue of low visibility or low cloud conditions.

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

1.2 OVERVIEW

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 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, measures are implemented at stages, depending on certain weather parameters; these generic procedures are referred to as Low Visibility Operations. Specific ATC procedures for CAT III operations, referred to as Low Visibility Procedures, are included in this AOI for reference and detailed fully within the Manual of Air Traffic Services (MATS) Part 2.


1.3 WEATHER WARNINGS

The Met Office issues a Weather Warning whenever inclement weather or periods of low visibility are expected. This information is disseminated to base operators, handling agents and relevant staff via an automated e-mail system.

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, as directed.

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When the Visibility or Cloud Ceiling begins to fall, Low Visibility Procedures (LVPs) are implemented to ensure that all the necessary measures are in place by the time they are required for operations to continue.

Any change to the requirements or implementation of Low Visibility Operations must be co-ordinated with ATC &/or the RFFS, as relevant.

2.2 LVPS; CRITERIA

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 ⁽¹⁾ falls to 300ft; and is likely to reduce further.

⁽¹⁾Cloud Ceiling refers to more than half the sky obscured by cloud


When either parameters are met, ATC will initiate “LVP Ready” action and contact the RFFS and Security to implement the required action.

2.3 LVPS; ACTION BY 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 Para 5 below.

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.

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2.4 LVPS; ACTION BY 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.

Additionally, On the North Apron CP3 security will be in charge of putting the LVP signs out in front of the 401 hanger, CP3 Landside and Airside.

3. CONTROL OF VEHICLES AND PEDESTRIANS FOR EAST WEST AND NORTH APRONS

3.1 APRON TAXILANE CROSSING EAST WEST APRON (COMMERCIAL)


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

The crossing of pedestrians in these conditions is prohibited.

The Taxilane crossing points will be operated as follows :

3.1.2 EAST APRON:-

CROSSING POINT	STATUS DURING LVPS (LESS THAN 600M)
East 1; North of Stand 1	Operational for access to Control Tower & Fire Station
East 2; South of Stand 2	Operational for access for vehicles only to the West Apron
East 3; South of Stand 6	Closed

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3.1.3 WEST APRON:-

CROSSING POINT	STATUS DURING LVPs (LESS THAN 600M)
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 for vehicles only to the East Apron & Terminal
West 3; Head of Stand Road, Stand 11	Closed

3.1.4 NORTH APRON:-


CROSSING POINT	STATUS DURING LVPs (LESS THAN 600M)
Whiskey: west of cargo stands to Hangar 401 and vice-versa	Operational for access for vehicles only to and from hangar 401
Tango East of the cargo stands and vice-versa	Operational for access for vehicles only to stand 25

3.2 EAST APRON CROSSING LIGHTS AND SIGNAGE

The crossings are regulated by traffic lights, controlled by ATC. They are selected “on” whenever an aircraft has been instructed to use the Apron Taxiway, including push-back. When approaching a crossing, drivers / pedestrians must exercise caution and check for aircraft movements before proceeding, even if the lights are green.

Approach crossing safely and interpret the signal as below.

Flashing Red Only	STOP – DO NOT CROSS
Steady Green	CLEAR TO CROSS
Lights Off	Treat as STOP – contact ATC
Light failure	Default as flashing red for 8 hours

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It is ultimately the responsibility of the driver / pedestrian to ensure that they undertake any crossing of the Apron Taxiway in a safe manner.

In the event of a traffic light failure, ATC will inform the Security staff at CP2 and the crossing points East/West 1 and East/West 3 will be closed, leaving just East/West 2 in operation. The two crossing points will be manned by RFFS personnel to direct vehicles / pedestrians under ATC control by radio contact.

3.3 TAXIWAY NOVEMBER; UNMANNED CROSSING

The unmanned crossing at Draken 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 Draken hangers and the intersection with Taxiway Tango will not be available for use by aircraft until alternative procedures have been arranged.

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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 ⁽²⁾. Refuelling will be undertaken by BOH Engineering, who will be advised of the requirement via a call-out system initiated by ATC.

⁽²⁾ Each generator will run for a further 4 hours from the time the alert is triggered

5 SAFEGUARDING PROCESS


5.1 BLOCKING PLAN

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 and Ned lights at all other access points to the Runway.

In preparation for operating LVPs, “LVP Ready” action will be notified by ATC.

Safety 1 will deploy blocker boards at Holding Points:- M; D; E; N; J; A & C to facilitate the block system as follows:-

BLOCK DESIGNATOR	BOUNDARIES DEFINED BY HOLDING POINTS
Runway	R, T, B1 & G4 Barriers at all other Runway Access Points
Apron	B2 & G4
Romeo	R & B2
North-side	T; Barriers at Holding Point J and on Taxiways Mike, Delta, Echo and November

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Whenever possible, 2 vehicles will be deployed by the RFFS for implementing the Blocking Plan; one operating to the south of the Runway, the other to the north. All blocking points, for the correct positioning of the barriers, are clearly marked on the edge of the Taxiway

Blocking Plan Chart shown at Appendix 1

Only 2 mobile barriers are to be towed at a time; Meta lights are to be placed on the barrier wheel axle, facing the Taxiway.

The preferred Blocking Plan deployment route is detailed in Appendix 2.

As each barrier is put in the place, the operative will advise such to the Duty ATCO, who will annotate the Blocking Plan Implementation Form accordingly; this form is retained in ATC.

5.2 LIMITATIONS

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

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

If the Controller cannot maintain visual contact with the relevant vehicle / aircraft, vehicles not directly connected with the LVPs will:-


- Only be permitted move if no aircraft is in, or been cleared to enter the Runway Block
- Not be permitted to be in the same Block as any aircraft
- Will not be permitted to free-roam on the Manoeuvring Area; point-to-point clearances and arrival at destination reports will be required

5.3 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.

Additional measures will include:-

- Aircraft and vehicle movements on the Manoeuvring Area restricted to avoid confliction

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- WIP suspended, unless specifically approved by the Airport Authority
- The Cobham unmanned crossing lights activated when Taxiway November is in use
- Weather Standby initiated for aircraft arrivals
- Use of Follow-Me implemented when appropriate or requested by pilot

6 CANCELLATION OF LVPs

6.1 CRITERIA

LVPs will be terminated when:-

- Touchdown IRVR and Met Visibility >1000m
- 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 Meta 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 3 & 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:-

- Proceed with extreme caution, operating with dipped headlights; and fog lights, where fitted
- 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

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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.

7.4 CONTROL OF AIRSIDE ACCESS


In poor visibility, additional control measures are necessary to regulate movements and to minimise the risk of any vehicle or person from straying onto the Airside or Manoeuvring Areas undetected.

Airside access points are always controlled by Security Staff by means of Control Point 2 or 3 (CP 2 and CP3) or Security controlled Airside access gates.

Warning signs that there is an “Aircraft Movement Area ahead” are displayed at the CP2 and CP3 Airside access point and 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 Driving 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

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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.

7.4.1 RADIO FAILURE:-

In the event of a radio failure, whilst on the Manoeuvring Area, the driver is to:-

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

Establishing a safe location 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.

7.4.2 VEHICLE BREAKDOWN:-

In the event of vehicle breakdown, report location and the nature of the breakdown to ATC by R/T or mobile phone (01202 364150) and await instructions; do not leave the vehicle unattended.


7.4.3 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 (01202 364150) that you are unsure of your current location and await instructions.

7.4.4 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 First Aid 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.

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APPENDIX 1 BLOCKING PLAN LOCATIONS

REF	Location	Precise location	Mobile Barriers	Lights
1.	Taxiway Charlie	50m south of Charlie holding point	2	2
2.	Taxiway Juliet	Juliet holding point	2	2
3.	November 1	November holding point	2	2
4.	Taxiway Echo	100m north of Echo holding point	2	2
5.	Taxiway Delta North	50m north of Delta holding point	2	2
6.	Taxiway Mike	100m north of Mike holding point	2	2
7.	Taxiway Alpha	Eastern entrance to taxiway Alpha	2	2

APPENDIX 2 BLOCKING PLAN DEPLOYMENT

