Reduced Visibility Operations

Springbank Airport

Calgary Airport Authority
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Introduction

This plan has been developed to allow the Springbank Airport to operate to an operational limit of 1200' RVR for daytime operations runway 17/35.

In 2006 Transport Canada issued the Commercial and Business Aviation Advisory Circular (CBAAC) 0256 which documented the minimum requirements for 703,704 & 705 aircraft operators to depart under reduced and low visibility. The circular also associated many of the standards and recommendations that are published in TP312.

Transport Canada consequently published Advisory Circulars 300-003, 302-001 and 700-007 which provides information and guidance to airports on the certification and minimum standards required to allow departures and aircraft manoeuvring below an RVR of 2600'. The Springbank Airport meets the standard requirements to allow departures to 1200' RVR. All taxiway intersections are equipped with runway guard lights and the 08/26 intersection will be unavailable during RVOP.

General

This document outlines the co-ordination, communication and operational procedures required to conduct Reduced Visibility Operations (RVOP) at Springbank Airport. Upon approval of this document, Springbank Airport will have an operational limit of 1200' for runway 17/35 during daylight; no legal night operations will be permitted during RVOP.

Reduced Visibility Conditions are defined as Runway Visual Range (RVR) values that are less than 2600' but not less 1200'. Visibility of less than 2600' at any RVR sensor on the airport (or visibility below 1/2sm) will initiate the implementation of Reduced Visibility Operating Procedures for the entire airport. Reduced Visibility Operations apply to vehicles and aircraft on the movement area of the airport.

When Reduced Visibility Operations are implemented the entire airfield is considered to be in Reduced Visibility Operations and the following procedures shall be in force:

The use of reduced visibility taxi routes shall be initiated by NAV CANADA. (See Appendix A) In the event that portions of the routes are unavailable, alternate routes will be identified and communicated to appropriate agencies and personnel.

The departure runway will be identified as 17 or 35 as well as anticipated taxi routes (if required). This plan is to be reviewed annually and updated as required. The Airport Manager will be responsible for the plan and annual updates.

Phases of Reduced Visibility Operations

The following describes the course of action required to configure the airfield for Reduced Visibility Operations:

- RVR less than 5200' and dropping; initiate the transition to Reduced Visibility Operations.
- RVR below 2600' (or ½ sm visibility) implement Reduced Visibility Operations
- RVR above 2600' stable and increasing; resume normal operations.
- RVR below 1200' Low Visibility, no aircraft to initiate taxi.

Definitions

Airside Operations

Refers to personnel assigned from the Calgary Airport Authority, who are responsible for the overall management of airfield surfaces.

Apron

The term “apron” is used in place of ramp and corresponds to the same term used by the ICAO since many of the standards and procedures used at Springbank correspond to those in practice at other airports throughout the world. The aprons consist of areas used for aircraft parking and manoeuvring, and include the following:

Aircraft Parking Positions

Used for parking of aircraft to enplane or deplane passengers at gates, load or unload cargo, service or provision aircraft, and/or to temporarily park aircraft waiting for maintenance or scheduled service.

Apron Taxilanes

Provide for the taxiing of aircraft on continuous, marked routes through and around aprons.

Vehicle Service Roads

Identified routes on the aprons and other portions of the airfield designated for the movement of aircraft ground service vehicles, airport operational response vehicles and fire/rescue equipment.

Low Visibility Conditions

Conditions in which the visibility is less than 1200’ RVR.

Manoeuvring Area

This area includes the runways, taxiways, and other areas of the airport which are used for taxiing, hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of aprons.

Movement Area

This area includes the manoeuvring area and the aprons. Aircraft taxiing or under tow are required to contact the ground control on the appropriate frequency prior to moving.

Positive Control

NAV CANADA will provide control service to all vehicles and aircraft on all taxiways and runways.

Reduced Visibility Conditions

Conditions in which the visibility is less than 2600’ RVR or equal to 1200’ RVR.

Reduced Visibility Operations

Operations conducted when fog, snow, rain or other weather conditions reduce the visibility below 2600 RVR (or 1/2sm). Reduced Visibility on any portion of the airport is deemed to be reduced visibility conditions throughout the entire airport.

RVR

Runway Visual Range

Taxi Hold Position Marking

A painted yellow marking of two solid and two dashed lines located on the taxiway where it intersects a runway. Taxiway guard lights augment the taxi hold position markings and mandatory signs in some locations.

Taxi Position Fix

A position that aircraft can expect to be held at or be required to report at.

Taxi Route

The term “taxi route” refers to a specific sequence of taxiways or taxiway segments used by aircraft during reduced visibility operations when taxiing between the runway and the apron or between the apron and the runway.

1 Roles and Responsibilities

1.1 NAV Canada

During Reduced Visibility Operations, NAV Canada will be responsible for:

- activating the airfield lighting;
- monitoring RVR; and
- restricting traffic to 17/35 during RVOP.

1.2 Airport Manager or Operations Supervisor

The Airport Manager or Operations Supervisor will be responsible for:

- completing daily lighting inspection (Mon.-Fri. at approximately 0800); and
- runway surface inspections and reporting as required.

1.3 Revision Process

This plan is to be reviewed annually by the Springbank Operations Supervisor. Any suggested revisions should be sent to the Operations Supervisor for review and change as necessary.

2 Facilities and Equipment

2.1 Runways

The runways available for RVOP are:

- RWY 17
- RWY 35

Runways 08 and 26 do not meet the requirements for RVOP.

2.2 Taxiways

The taxiways available during RVOP are:

- TWY A
- TWY C (West of Echo)
- TWY D (South of Charlie)
- TWY E
- TWY F
- TWY G

2.3 Standard Requirements

The following facilities and equipment must be operational prior to conducting Daytime Reduced Visibility Operations:

- Runway Guard Lights.

3 General Procedures

3.1 Arrival and Departure Rate

Departure rates will be limited based on the requirements of NAV Canada. The time of day, activity levels, and weather may also fluctuate the rate of departures.

3.2 Inspections

All facilities and equipment listed in Section 2 will be inspected at 0800 and 1600 daily, excluding weekends and holidays.

3.3 Movement Area Responsibilities

NAV CANADA is responsible for controlling aircraft and vehicle traffic on the manoeuvring areas. All vehicle movements will be required to obtain clearances of specific routing on all runways and taxiways and remain under positive control below RVR 2600'.

3.4 Taxi Procedures

Only taxiways that meet the applicable standard for RVOP will be used. 08/26 is closed during RVOP except for aircraft taxiing across on taxiway A. Uncontrolled taxiways may be used at the discretion of the pilot.

3.5 Vehicle Control

Vehicle access to the manoeuvring area will be restricted during reduced/low visibility conditions as follows:

- only essential vehicles will be authorized to enter the manoeuvring area (e.g. airfield inspection vehicles, vehicles responding to an emergency, snow removal equipment, glycol and fuel trucks while in the performance of their duties, etc.) as deemed necessary;
- all non-essential personnel and vehicles are restricted from the movement area;
- all vehicle operators working on the manoeuvring areas must be aware of the elements in this RVOP; and
- all vehicles will operate in accordance with the Airside Vehicle Operating Procedures (AVOP) requirements; RVOP procedures are to be included in the AVOP training requirements of all 'D' permit drivers and all vehicle operators are to receive annual briefings and be advised of any changes in this plan.

3.6 Engine Run Ups

Engine run ups will not be allowed during conditions when RVOP is in effect. If there are any aircraft that have begun an engine run-up prior to the RVOP being initiated, they will be permitted to taxi back on an ATC approved routing.

3.7 Construction Areas

In reduced visibility conditions, activity within construction sites that affect operations will be suspended. Applicable construction sites will be inspected, secured and safeguarded as required.

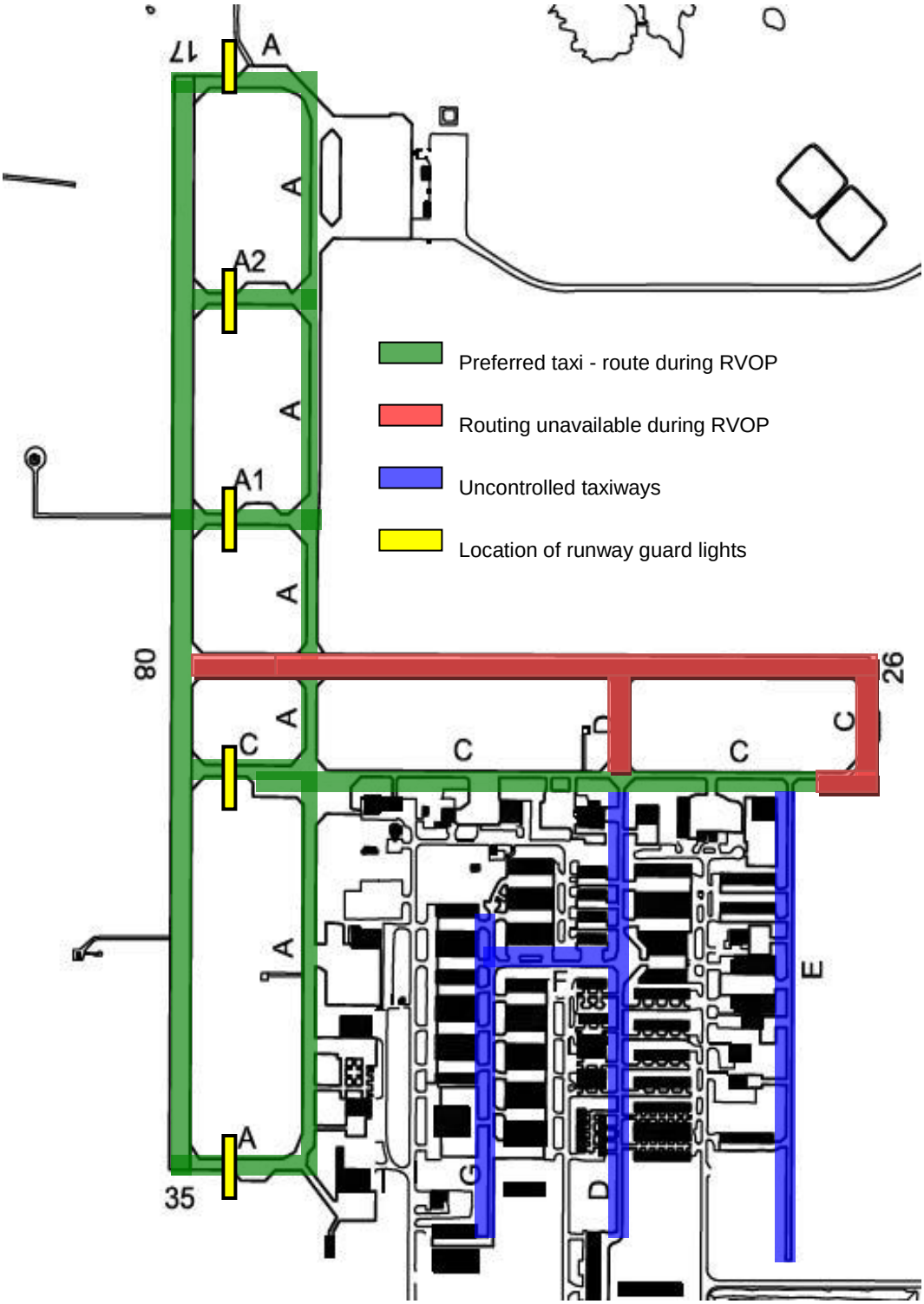
3.8 Deficiencies

When any of the visual aids fail to meet standard requirements RVOP will be suspended.

3.9 Low Visibility Operations

Aircraft operations below 1200' RVR are not authorized at the Springbank Airport.

3.10 Emergency

Vehicles responding to an emergency are not required to follow the reduced visibility routes and may take the most direct route possible or as directed by NAV CANADA, regardless of airfield lighting conditions at the time of the emergency. Reduced visibility operations will be suspended if the emergency occurs on the airfield.

Appendix A – RVOP Routing