

## Gatwick Airport Directive

Title: Low Visibility Operations (LVOs)		Ref No: GAD/F:38/17
Issue Date: 18/09/2017	Effective Date: 04/08/2017	Expiry Date: 04/08/2019
<p><b>It is the responsibility of all employers to ensure the relevant Airport Notice is brought to the attention of their staff. However individuals remain responsible for their own actions and those who are in any doubt should consult their supervisor or manager.</b></p>		
<p><b>Introduction:</b></p> <p>Low Visibility Operations (LVOs) is a general term used for aerodrome operations in conditions of reduced visibility and consists of airfield safeguarding and Low Visibility Procedures (LVPs).  Aircraft operations at aerodromes during reduced visibility or low cloud conditions present additional hazards to the aircraft and to other aerodrome users. As visibility reduces, the ability of air traffic service staff, pilots, vehicle drivers and other personnel to identify hazards and to take remedial action in a timely manner becomes limited. In conditions of low cloud, the time available for the pilot of an approaching aircraft to assess the aerodrome environment visually is reduced.  Aerodromes that wish to continue operating in poor visibility or are available for instrument approaches in conditions of low cloud are required to develop and maintain procedures to be implemented in poor weather conditions in order to safeguard the operation of aircraft. These procedures are known as Low Visibility Procedures (LVPs).  Airfield safeguarding is the process carried out which prepares the aerodrome for Low Visibility Procedures.  Low Visibility Procedures are the actions carried out by ATC and Airside Operations in respect of aircraft operations and vehicle movements. This includes restricted access to the manoeuvring area, the protection of the ILS critical and sensitive areas and a reduced aircraft movement rate.  It is the responsibility of GAL to develop and maintain the LVPs.  Whilst ATC are responsible for advising pilots of the status of LVPs, it is the responsibility of GAL to ensure that all measures required, to protect aircraft operations in poor weather conditions, are in place before advising ATC that LVPs can be declared to be in force.  This directive describes the Low Visibility Operations (LVOs) at Gatwick, agreed between Gatwick Airport Ltd and Air Navigation Services (ANS)</p>		
<p><b>Programme:</b></p> <p>This directive will come into force as per the effective date above.</p>		
<p><b>Operational Impacts:</b></p> <p><b>WEATHER CRITERIA</b>  ATC Low Visibility Procedures become effective when:  a) The IRVR (or equivalent meteorological visibility if the IRVR system is unserviceable) is less than 600 metres;  b) The cloud ceiling is less than 200 feet  c) The sky is obscured.</p> <p><b>RESPONSIBILITY</b>  <u>ANS are responsible for:</u>  Initiation of Airfield Safeguarding Operation of the IRVR System.  Advanced Surface Movement Guidance and Control System (ASMGCS).  Operation of Airfield Lighting.  <u>GAL are responsible for:</u>  Promulgation of airfield state.  Provision of airfield lighting, including surface movement guidance and control systems.  Safeguarding of the manoeuvring area.  Provision of "Follow Me" vehicles on request from ATC.</p> <p><b>AIRFIELD SAFEGUARDING</b>  So that the necessary arrangements are in force when the above weather criteria is reached airfield safeguarding will be initiated whenever any IRVR value is 1000m and is expected to fall below 600m, or the cloud ceiling is 300ft and expected to fall to below 200ft.  To ensure that the necessary safety standards are provided for continued aerodrome operations, the following restrictions will be enforced.  Free Ranging by vehicles is not permitted during Airfield Safeguarding, except AFS vehicles responding to an emergency, GAL Airside Operations including Airfield Engineering vehicles under Restricted Free Ranging procedures as detailed below;  When ATC Low Visibility Procedures are in force due to low cloud, but the IRVR visibility is 600m or more, or during Airfield Safeguarding:  GAL Airside Operations including Airfield Engineering vehicles fitted with transponders will be allowed to Free Range on the manoeuvring area north of 08L/26R and between Monks Yard east entrance and Y3, subject to barrier restrictions associated with Airfield Safeguarding. This procedure is known as 'Restricted Free Ranging'.  To ensure the number of vehicles on the manoeuvring area is kept to a minimum, only the following vehicles will be permitted onto the manoeuvring area and must be under positive ATC control at all times.  GAL Airside Operations vehicles including Airfield Engineering without transponders  AFS  Police  ANS  Aircraft tugs  Vehicles escorted by GAL Airside Operations  If the IRVR visibility drops below 600m the ATC Watch manager will contact Airside Operations and cancel 'Restricted Free Ranging'. The GMC controller will make the following R/T broadcast "All vehicles are advised that Restricted Free Ranging is cancelled. All vehicles on the manoeuvring area must obtain an ATC clearance or adhere to airside roads". This broadcast will be repeated after 5 minutes.  All vehicles, requiring access to runway 08R/26L are to obtain approval on the 'TOWER' frequency before crossing the CAT III hold markings.</p>		

Engineering work on the manoeuvring area may be stopped and equipment and personnel may be withdrawn. Some works, including major reconstruction projects, may be permitted to continue during Low Visibility Procedures subject to published airfield works instruction. Other work on the manoeuvring area may proceed, at the discretion of the AOM and ATC Watch Manager.

Some GAL Airfield Ground Lighting work may continue at the ATCWM's and AOM's discretion with procedures in place to vacate within an agreed time frame.

Continuous patrols will be undertaken by GAL Airside Operations vehicles to ensure that there are no infringements to the safeguarded areas.

**AIRFIELD SAFEGUARDING ALERTING PROCEDURE**

When "Airfield Safeguarding" is initiated by ATC:-

1. The ATC Watch Manager will Inform Airside Operations and the Gatwick Control Centre (GCC) who will implement a SMIRF alert.
2. Airside Operations will inform the ATC Watch Manager when airfield safeguarding is complete.
3. ATC will transmit a general broadcast on the GROUND and TOWER frequencies;

"All vehicles are advised that Airfield Safeguarding is now in force. Vehicles on the manoeuvring area must obtain an ATC clearance or adhere to airside roads".

GAL Airside Operations will broadcast a message on Channel 3 stating;

"All vehicles are advised that Airfield Safeguarding is now in force. Restricted Free Ranging in operation"

Warning signs denoting that "Airfield Weather Safeguarding" is in force will be displayed at airfield access points and at various points along the airside road system.

Where applicable, GAL Airside Operations will place barriers across appropriate airside roads leading onto the manoeuvring area.

Safeguard the 26L ILS localiser and 08R ILS Glideslope by positioning barriers across the track adjacent to AP9 security gate.

Safeguard the 26L ILS Glideslope by positioning barriers across taxiway Yankee.

Safeguard the 08R ILS Localiser and 26L Glideslope by placing barriers on the stop bars at Y3 and W1

Controlled taxiway crossing points will normally remain open during safeguarding, unless, ATC decide that equipment failure or worsening conditions require their closure.

The taxiway semi-controlled crossings may revert to a controlled taxiway crossing status when the visibility is such that the ATC Watch Manager or the GAL Airside Operations Manager believes it is no longer safe to permit vehicles to cross on their own lookout. The GAL AOM, in liaison with the ATC Watch Manager, may instruct ATC to take control of the crossings.

GAL Airside Operations will advise the ATC Watch Manager when all safeguarding action is complete.

**LOW VISIBILITY PROCEDURES - COMMENCEMENT**

Whenever the IRVR is below 600m, or the cloud ceiling is less than 200ft or sky obscured.

The following message is broadcast on the ATIS and ATC will transmit a general broadcast on the GROUND and TOWER frequencies "ATC Low Visibility Procedures in operation."

Whenever the IRVR is below 600m, GAL Airside Operations and AFS will only be permitted onto the manoeuvring area under positive ATC control.

**LOW VISIBILITY PROCEDURES - CANCELLATION**

As soon as the IRVR has improved to 600m or more and the cloud ceiling is 200ft or above, ATC Low Visibility Procedures are to be suspended.

**Note: - Airfield Safeguarding may remain in place.**

**SAFEGUARDING – CANCELLATION**

When Airfield Safeguarding is no longer necessary ATC will:-

- a) Transmit a general broadcast on the GMC and TOWER frequencies; that "Airfield Safeguarding is cancelled."
- b) Inform GAL Airside Operations by telephone.
- c) Inform Gatwick Control Centre (GCC) who will implement a SMIRF alert to Airside Operations.

GAL Airside Operations will transmit a cancellation message to the airfield users and carry out the actions as per the GCC SMIRF system.

Airfield weather warning signs across the airfield and at the northern and southern security airfield access points will be switched off.

Barriers on airside roads leading onto the manoeuvring area will be removed by GAL Airside Operations.

**NOTE**

The messages broadcast by ATC –

"ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION" and

"ATC LOW VISIBILITY PROCEDURES ARE CANCELLED"

are intended for aircrew only and are not to be taken as initiation or cancellation of Airfield Safeguarding.

It is the responsibility of all Airside drivers authorised to drive on the manoeuvring area, to determine the runway in use and airfield state, before entering the manoeuvring area.

**Further Information:**

Any questions concerning this Directive should be addressed to the Airside Operations Manager, Tel:07803 120115

**Signatory**

Gary Cobb

**for and on behalf of the Chief Executive Officer of Gatwick Airport Limited**

**Consultation:**

Has consultation on this Directive taken place? Yes - Consultation record held by author

**Distribution:**

FULL