

LOW VISIBILITY PROCEDURES

CYUL

3. Advanced Surface Movement Guidance and Control System (A-SMGCS)

Ground radar is used to monitor the position of aircraft and vehicles operating on the manoeuvring area. In the event of an A-SMGCS failure, ATC may restrict low visibility operations.

4. “Follow me” Vehicle

A “Follow Me” vehicle will be provided on pilot's request.

5. Departure Routes

Runway 06L is the only one certified for take-offs during low visibility conditions (RVR less than 1200 to 600 ft). All departures under low visibility conditions will be on runway 06L. Intersection take-offs are not authorized.

Sequencing of aircraft ground movements for take-off: Do not request start, push back or taxi clearance until reported RVR is greater than:

Aircraft/Pilot Take-off Minima	Minimum RVR for Start
1200 RVR	1000 RVR
600 RVR	600 RVR

Unless otherwise advised by ATC, the following standard routes will be used, under low visibility conditions, for aircraft departing on runway 06L (see low visibility taxi chart).

From the main apron to the de-icing bay: aircraft will taxi on E and H or on D and K.

From the main apron to runway 06L: aircraft will taxi on the main apron and B to the holding bay runway 06L.

From the de-icing bay to runway 06L: aircraft will taxi on I and on B to the holding bay runway 06L.

From the de-icing bay to the main apron aircraft will taxi on taxiways J, A and A4.

From general aviation to 06L, aircraft will taxi on taxiway R, across threshold 24L, taxiways A5, A and A4, north side of the apron, B to the holding bay 06L.

6. Arrival Routes

Aircraft will exit runway 06L on taxiways B1, B3, B5 or holding bay 24R, taxiway B, up to taxiway B6 and then follow Apron Control instructions. Aircraft destined to the general aviation sector will exit the main apron at A4, and will taxi via runway 06R, and taxiways L and R.