

LOW VISIBILITY PROCEDURES

Low Visibility Procedures (RVR less than 1200 to 600 ft)**Application**

These procedures apply to ground movements of aircraft arriving and departing under low visibility conditions. Arrivals and departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 is imminent, procedures will be implemented restricting aircraft and vehicle operations on the movement area. The following message will be added to the ATIS broadcast: "Low visibility procedures in effect".

General**Taxi Routes**

Low Visibility Taxi Routes are equipped with green inset centerline lighting. Some taxiway/taxiway intersections have been identified with three inset yellow centerline lights. Midfield crossings of 08R/26L are not permitted during low visibility operations.

Airport Surface Detection Equipment (ASDE)

Ground radar is used to monitor the position of aircraft operating on the manoeuvring area. In the event of an ASDE failure, ATC may suspend, restrict or terminate low visibility operations.

Departures

The primary runways for departure are 08R/26L. Yellow flashing runway guard lights (wig-wags) and stop bars are installed abeam each hold line. Intersection take-offs are not permitted.

Sequencing of Aircraft Ground Movements for Take-off

Advise ATC CLNC DEL if unable to depart with a 600 RVR minima.

Do not request start, push back or call for taxi clearance until the reported RVR is greater than:

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

SMGCS Rwy 08L/26R and 08R/26L

Runway/taxiway intersections are equipped with yellow flashing runway guard lights and stop bars consisting of red inset lights and red elevated lights located at the taxi hold position.

At runway entry points, M10, M8, M7, M9, N7, L4, L6, D, D5, D7, DY, A5, A7 and A, when the red stop bar lights are illuminated, green lead-on lights beyond the stop bar are extinguished. When ATC issues a clearance to proceed onto the runway, the red stop bar lights will be extinguished and the green lead-on lights beyond the stop bar will be illuminated. The stop bar is reset automatically as the aircraft moves onto the runway.

"AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR"

Arrivals

The primary runway for arrivals is 08L/26R.

Plan to exit on the centerline lighted rapid exit taxiways and proceed beyond the alternating green and yellow centerline lights to the taxi intersection lights to ensure the aircraft is clear of the runway and the ILS sensitive area.