

Low Visibility Procedures (RVR less than 1200 to 600 ft) and Reduced Visibility Procedures (RVR less than 2600 to 1200 ft)

Low/Reduced Visibility Taxi Routes

Anticipated taxi routes will be identified, and should portions thereof be unavailable, alternate routes will be identified.

Once an aircraft has commenced taxi for takeoff, or taxi after landing, and the visibility falls below the published level of service on the given taxiway, the aircraft may continue to taxi.

Aircraft requiring imminent departure are permitted to tow during RVO but must obtain taxi routing clearances and follow all applicable airside traffic directives guidelines. Tow operations below 1200 RVR are not authorized on manoeuvring areas.

Engine run ups will not be allowed.

Departures

Departures during LVO will be on rwy 17L/35R. During RVO, the departure runway will be identified.

Runways 17L/35R and 17R/35L are equipped with high intensity edge lights, threshold/end lights, and centreline lights. Rwy 17L/35R is equipped with rapid-exit Twy lighting.

Departure taxi routes will be the most direct route to the threshold. Intersection departures are not permitted with the exception of Twy V and Twy Q. If the primary route is unavailable, Calgary Tower may recommend a secondary route.

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