1. Scope

To enable Cambridge Airport to continue the safe operation of aircraft and ground equipment (including personnel and passengers) within the manoeuvring areas during periods when the visibility has deteriorated to an unsafe condition, Low Visibility Procedures (LVP’s).

This procedure applies to all Airport users operating on the airside areas. Air Traffic Control is responsible for the management of Low Visibility Operations.

2. Contents

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3. Terminology

The following abbreviations have been used:

ATC  Air Traffic Control
LVP  Low Visibility Procedures
ADM  Airport Duty Manager
MATE  Manager, Air Traffic Engineering
ATE  Air Traffic Engineering
RWY  Runway
i.a.w.  In Accordance With
ERB  Engine Run Bay
RFFS  Rescue and Fire Fighting Services
AGL  Aerodrome Ground Lighting
ATIS  Automatic Terminal Information Service
ILS  Instrument Landing System
FBO  Fixed Base Operator
4. Safety

All Airport users are to ensure that personnel who operate airside are trained to understand the requirements of low visibility operations and that LVP’s are available to all members of staff. They must understand the meaning and safety implications of the Low Visibility Procedures (LVP’s) at Cambridge Airport.

5. Procedure

<table>
<thead>
<tr>
<th>VP Condition</th>
<th>MET Visibility</th>
<th>Safeguarding Actions</th>
<th>Aircraft</th>
<th>Vehicles</th>
<th>Personnel</th>
</tr>
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<tr>
<td>Normal Operations</td>
<td>2000m or greater</td>
<td>Nil</td>
<td>Normal Operations</td>
<td>Normal operations</td>
<td>Normal operations</td>
</tr>
</tbody>
</table>
| LVP 1                         | Less than 2000m | • Routine maintenance on navigation aids to be suspended.  
                                 |                        | • Close RWY 05/23 & RWY 10/28 grass.  
                                 |                        | • Remove all aircraft, vehicles and personnel from the south side of the Main Runway and ensure that this area is kept sterile until such times as the safeguarding barriers are in position on the North side of the Main Runway  
                                 |                        | • ILS critical areas to be cleared of all obstructions.  
                                 |                        | • Taxiways A, B, D, J, and M to be blocked at the holding points with markers provided or by designated vehicles in communication with ATC  
                                 |                        | • Blocker to be placed on the perimeter track just to the east of crash gate 2 to block access to the south side of the runway but retain access for the outside emergency services.  
                                 |                        | • Withdraw airside works i.a.w. individual works permit                                                      | Normal operations | Normal operations | Use of the Pedestrian Walkways and crossings permitted. |
| LVP 2                         | Less than 1500m | As above.  
                                 |                        | • Compass Swing suspended.                                                                                   | Normal operations | Normal operations | Use of the Pedestrian Walkways and crossings permitted. |
| LVP 3                         | Less than 1500m | • Engine runs suspended.                                                                                     | One aircraft | Free | Pedestrian                                      |
6. Responsibilities

Air Traffic Control

The ATC Controller is responsible for implementing the appropriate safeguarding actions in accordance with the LVP Condition table, this includes:

1) Notifying the ADM when the visibility is such that safeguarding action is required
2) Informing the ADM when the LVP state changes.
3) Ensuring a general broadcast is made on the ground movement frequency stating: “LVPs imminent/in force”,
4) Taking positive control of all vehicles and personnel operating Airside in accordance with LVP state declared.
5) Operating the AGL system in accordance with MATS Part 2 procedures
6) Communicating LVPs via ATIS.
7) Informing MATE and the ATE Engineers that routine maintenance on Navigation Aids must cease in accordance with LVP state declared.
8) Ceasing operations on Runway 05/23 Grass and 10/28 Grass.

9) Withdrawing all Aircraft, vehicles and personnel from the South Side of the Main Runway and ensuring that this area is kept sterile until such times as airport operations have positioned the barriers north side.

10) Instructing all Personnel and vehicles to vacate the ILS Critical Areas

11) When LVP condition 4 criteria is reached turning all Apron traffic lights to red

12) Notifying the ADM when all LVPs are cancelled

**Airport Duty Manager**

When informed by ATC that Safeguarding action is required, the ADM is responsible for implementing the appropriate safeguarding actions in accordance with the LVP Condition table, this includes:

1) Removing all contractors from the manoeuvring area in accordance with the terms stated on the Work Permit.

2) Securing all access and crash gates and ensuring that the Regent Compound is not accessed during LVP’s and the grass cutter is not provided with access to the Airside areas.
   • Activating LVP Signage at Aprons 10/12/16 & 17

3) Notifying all airside users including those that may not have heard the general broadcast made by ATC.

4) Place barriers at holding points A,B,D,J,L & M and on the east side of Crash gate 2.

5) When cancellation of LVP’s is received from ATC inform all contractors and airside working parties that normal operations can be resumed and remove all safeguarding barriers and signs.

6) Inform ATC when all safeguarding barriers have been removed.

**RFFS**

The RFFS is responsible for the following actions:

1) Carrying out Safeguarding Actions as required by the ADM

2) Providing a vehicle to block taxiway C

3) Provide ‘Follow Me’ if required

4) Carry out runway wildlife patrols prior to aircraft departure and landing in accordance with the LVP table conditions

**Fuellers / Ramp**

The Fuellers / Ramp will be required to provide additional personnel and vehicular assistance as directed by the ADM.
7. Pedestrians and Passengers

ALL passenger and crew transfers will be conducted under the supervision of appropriately trained staff AND with the permission of ATC. All pedestrians on the manoeuvring area must be escorted by personnel competent in the use of radios and with a radio selected to the appropriate channel.

1. Transfers on foot may only take place from the terminal to aircraft parked on the customs apron (spots 1, 2, 3, 4, 5 and 6) and from the FBO to aircraft parked directly outside the FBO, the procedure is subject to the following:
   i. Prior to commencement of the transfer of Security staff, Passengers or Crew the Terminal / FBO will request the move from ATC.
   ii. When ATC approval has been granted the transfer may commence.
   iii. When the transfer is complete and all non essential staff have vacated the movement area, the Terminal staff / FBO will inform ATC.

2. Transfers elsewhere must be conducted by vehicle under positive R/T control with ATC.

N.B. IT IS THE MARSHALLER’S RESPONSIBILITY TO ENSURE THAT ALL PERSONNEL HAVE LEFT THE AIRCRAFT AND IT IS SAFE TO DISPATCH.

8. Emergency Procedure

If there is an accident on the airfield during a period of low visibility extra procedures beyond the normal procedures are required.

If the accident site is not visible to ATC, the ATC Watch Supervisor will direct the Airport Fire Service to the most likely area.

The airfield is split in to 6 geographically defined areas. A systematic search of each of these areas will be carried out by the Airport Fire Service as shown on the airfield map below:
9. References

EASA
MATS Part 2
10. Distribution

Airport Manager
Manager Air Traffic Services
Senior Fire Office

General Manager
Airport Safety and Compliance Manager
Airport Duty Managers