



ATS procedures in Low Visibility Operations - Recommendation for Check Minima procedure

1. Introduction

This advisory memorandum introduces a recommendation to Air Navigation Services Providers in respect of ATS provision during Low Visibility Operations at aerodromes. It has been decided on by the Authority as a desirable safety measure in the course of its investigation into an accident. It is recommended that Aircraft Operators are requested to “Check Minima” as per section 4 of this ASAM.

Note: The term “check minima” is intended to be a trigger for flight crew to assess their ability to conduct the approach, given the type of approach available and pertaining weather conditions. It is considered an additional mitigation against a circumstance where a pilot/operator might commence an approach where one or more applicable requirements are unmet.

2. Scope

2.1 This advisory memorandum is addressed to responsible managers and ATCOs at all certified ATS providers within the State and became effective on 24 June 2011.

3. Low Visibility Operations

- 3.1 All certified air traffic service providers are required to have procedures for during Low Visibility Operations. These reduced visibility and low visibility procedures shall be applied whenever weather conditions are such that all or part of the manoeuvring area cannot be visually monitored from the control tower.
- 3.2 For aerodromes with precision approaches of category II/III, procedures to protect the integrity of these approaches are **initiated** at defined visibility and/or cloud ceiling minima. These criteria are detailed in the SP’s approved Low Visibility Operations procedures.
- 3.3 The provisions applicable to the **start and continuation** of category II/III operations as well as departure operations in RVR conditions less than 550m are detailed in the SP’s approved Low Visibility Operations procedures.
- 3.4 The aerodrome control tower shall, prior to a period of application of low visibility procedures, establish a record of vehicles and persons currently on the manoeuvring area and maintain this record during the period of application of these procedures to assist in assuring the safety of operations on that area.

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4. Recommendation

That all certified ATSPs incorporate the following requirements into their procedures applicable to Low Visibility Operations.

- 4.1 When the RVR is 1500m and below, a message should be transmitted on the ATIS (or by R/T where no ATIS in place) stating the visibility / RVR and requesting that flight crew “check minima”.
- 4.2 When the RVR is 550m and below, ATC should transmit a message to each aircraft prior to or on clearance for approach, stating the actual RVR value and to request that the flight crew “check minima”.
- 4.3 Once an aircraft is established on final approach, ATC should not challenge the flight crew in relation to the category of approach being flown but should continue to pass on changes in RVR values.
- 4.4 The ATCO should report any occurrence in which it is considered that safety has been compromised.

5. References

ICAO Doc 4444, Section 7. ‘Procedures for low visibility operations’.

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