



ECA

European Cockpit Association

LOW VISIBILITY OPERATIONS

It is common practice that airports change to Low Visibility Operations/ Procedures LVO/LVP1 as soon as the weather conditions fall below either CAT I cloud base and/or visibility requirement.

Some airports, however, are only changing to LVO/LVP when the prevailing visibility drops below 550m, irrespective of actual cloud base or vertical visibility. This is not in line with the ICAO LVO/LVP definition to enable safe Cat II and III operation.

ECA believes that this increases the number of go-arounds when marginal weather conditions are encountered.

LACK OF VISUAL REFERENCE LEADS TO AN INCREASE IN NUMBER OF GO-AROUNDS

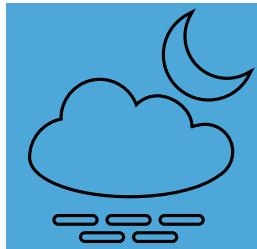
At CAT I conditions, a well-defined cloud base with sufficient visibility below may be present, enabling light from the approach and runway lighting system to be seen distinguishably, for a successful landing.

Meteorological conditions at visibilities below CAT I minima are mostly associated with fog and no distinct ceiling. Such phenomena can disseminate the light from the approach and runway lighting system in a way that the view becomes vague and diffuse.

If policies for a change over to LVP do not consider this, the probability for a missed approach increases as crews might not be able to establish visual contact with the required elements at the Decision Altitude.

Crews operating into any airport, where a ceiling/vertical visibility is not considered for the CAT I operations are encouraged to take additional **measures to mitigate any hazards**. This list is intended as a guideline and does not preclude the use of other means, neither is it intended to replace any operator's standard procedures.

MITIGATING MEASURES FOR CREWS



1

Consider any ceiling or vertical visibility to properly assess the probability of a successful completion of the approach.



2

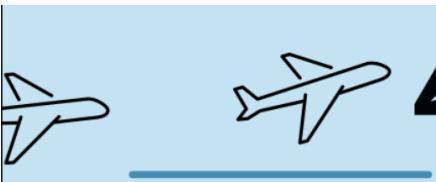
Request a CAT II or CAT III approach from ATC, if this is considered to increase the likelihood of a successful approach.

IF THIS IS NOT POSSIBLE:



3

Thoroughly brief the expected weather conditions at the decision altitude, as well as the elements of the approach light system or runway that are required to continue below the minimum.



4

Brief the potential for a go-around in order to reduce the startle effect. This will assist with the proper execution of the procedure, as well as preventing an unintended undershoot of the decision altitude.



5

Use the capabilities of the auto flight system to decrease workload and facilitate monitoring and assessment of weather conditions at the minimum.



6

Consider keeping the autopilot engaged to assist with the go-around. Do not continue the approach without the required visual cues.

Always remember that it is within the commander's authority to refuse any given approach.

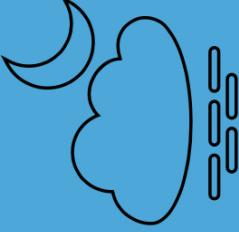
As a last measure, keep in mind that a diversion to an alternate aerodrome is an option, if the overall risk for an approach is considered excessive.

PREPARING CREW FOR LOW VISIBILITY OPERATIONS



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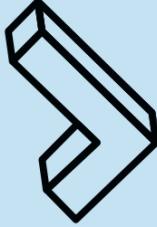
1



CONSIDER ANY
CEILING OR VERTICAL
VISIBILITY TO
PROPERLY ASSESS
THE PROBABILITY
OF A SUCCESSFUL
COMPLETION OF
THE APPROACH

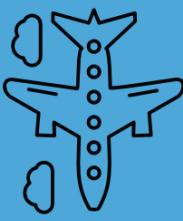
REQUEST A CAT II
OR CAT III APPROACH
FROM ATC, IF THIS
IS CONSIDERED TO
INCREASE THE
LIKELIHOOD OF A
SUCCESSFUL APPROACH

2



THOROUGHLY BRIEF THE
EXPECTED WEATHER
CONDITIONS AT THE
DECISION ALTITUDE &
THE ELEMENTS OF THE
APPROACH LIGHT SYSTEM
OR RUNWAY THAT ARE
REQUIRED TO CONTINUE
BELOW THE MINIMUM

5



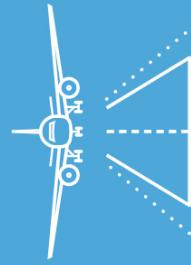
USE THE CAPABILITIES
OF THE AUTO FLIGHT
SYSTEM TO DECREASE
WORKLOAD,
FACILITATE MONITORING
AND ASSESSMENT
OF WEATHER
CONDITIONS AT
THE MINIMUM

6



CONSIDER KEEPING
THE AUTOPILOT
ENGAGED TO ASSIST
WITH THE GO-AROUND.
DO NOT CONTINUE
THE APPROACH
WITHOUT THE
REQUIRED VISUAL
CUES

3



ALWAYS REMEMBER
THAT IT IS
WITHIN THE
COMMANDER'S
AUTHORITY
TO REFUSE ANY
GIVEN APPROACH

7

