



# 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.

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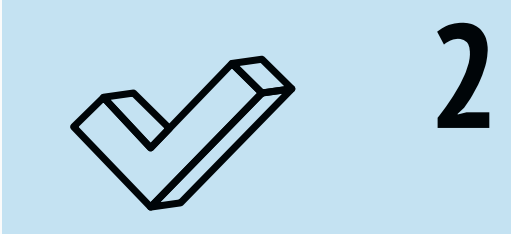
## MITIGATING MEASURES FOR CREWS

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1

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



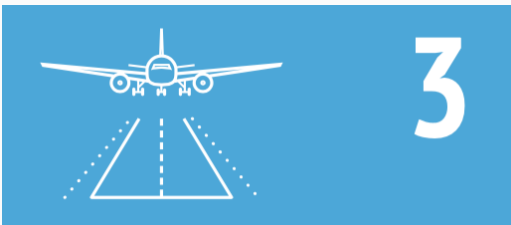
2

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

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### IF THIS IS NOT POSSIBLE:

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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.



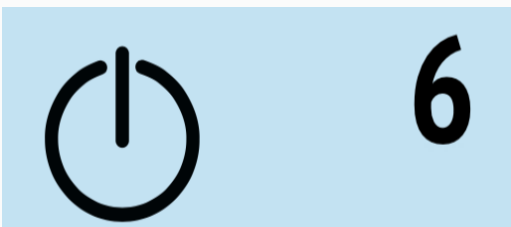
4

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.**



7

**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.**

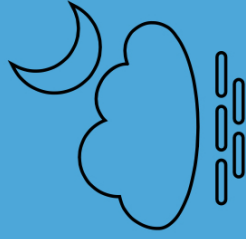
# PREPARING CREW FOR LOW VISIBILITY OPERATIONS



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**1**



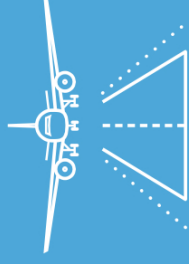
CONSIDER ANY  
CEILING OR VERTICAL  
VISIBILITY TO  
PROPERLY ASSESS  
THE PROBABILITY  
OF A SUCCESSFUL  
COMPLETION OF  
THE APPROACH

**2**



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

**3**



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

**4**



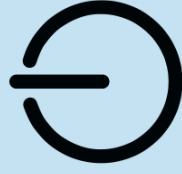
BRIEF THE POTENTIAL FOR  
A GO-AROUND IN ORDER  
TO REDUCE THE STARTLE  
EFFECT. THIS WILL ASSIST  
WITH THE PROPER EXECUTION  
OF THE PROCEDURE, AS  
WELL AS PREVENTING AN  
UNINTENDED UNDERSHOOT  
OF THE DECISION ALTITUDE

**5**



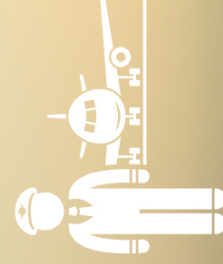
USE THE CAPABILITIES  
OF THE AUTO FLIGHT  
SYSTEM TO DECREASE  
WORKLOAD,  
FACILITATE MONITORING  
AND ASSESSMENT  
OF WEATHER  
CONDITIONS AT  
THE MINIMUM

**6**



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

**7**



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