



GRANDE PRAIRIE AIRPORT

Reduced Visibility Operations Plan

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Distribution List:

(Updates to the Reduced Visibility Operations Plan will be circulated to this list.)

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CEO	Grande Prairie Airport	1
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1. Introduction

Grande Prairie Airport management and staff are committed to providing a safe and efficient airside operation whether pertaining to vehicles or aircraft. The Grande Prairie Airport meets the standards of TP312 and/or the mitigation items listed in the Transport Canada Advisory Circular 302-001 for aircraft operations when ground visibility is less than 1/2 Statute Mile and greater than or equal to ¼ S.M, provided the aircraft operator has approval from Transport Canada for such operations.

This Reduced Visibility Operations Plan is part of management's commitment to providing a safe airside operating environment. The objective of the plan is to develop and implement a set of procedures that will minimize conflicts with regard to usage of vehicles and aircraft during those periods of time when reduced visibility occurs. The procedures identified will limit or restrict operations on the movement and manoeuvring area during periods of reduced visibility.

Aircraft operations are not authorized at visibilities below ¼ S.M.

2. Definitions

Reduced Visibility Operations – Means operations below 2600 ½ sm down to and including 1200 ¼ sm.

Reduced Visibility Operations Plan (RVOP) – is a plan that calls for specific vehicle procedures to be followed by the Airport Operator when notified by FSS that the ground visibility is below 2600 ½ sm down to and including 1200 ¼ sm. The RVOP will be activated or terminated when the ground visibility is stabilized at the targeted ground visibility. This is consistent with CAR602 in recognizing fluctuating or localized weather conditions.

During Published Hours of Operation

Critical Vehicles – will be those vehicles allowed onto the movement and manoeuvring areas when the airport is in Reduced Visibility Operations. Those vehicles are listed as follows:

- i) Emergency Response vehicles when responding to an emergency,
- ii) All snow removal vehicles when clearing snow from the movement and manoeuvring areas;
- iii) Nav Canada staff vehicles when arriving for work or departing from the tower.
- iv) Staff vehicles when performing airfield inspections and reports, when monitoring runway conditions, and wildlife patrols. During RVOP conditions wildlife patrols will only be done if wildlife or bird activity has been reported.

- v) Staff vehicles when inspecting, repairing or removing snow from around various airside lighting systems required for the safe operation of aircraft;
- vi) Nav Canada's vehicles when responding to the Instrument Landing System.
- vii) Re- Fueling vehicles that are performing re-fueling activities for departing aircraft.

Manoeuvring area. That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.

Movement area. That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).

Reduced Visibility Taxi Routes / Runways

See Appendix "A"

Runway – 12/30

Taxi Routes - Alpha, Bravo, Charlie, Runway 07/25

Guard Lights have been installed at Taxiway Alpha, Bravo, and Runway 07/25 at the Runway/Runway Intersection. Enhanced pavement markings have been installed on Taxiway Alpha, Bravo, Charlie and the main apron.

3. Procedures

With the cooperation of the FSS, the following procedures will be implemented by the Grande Prairie Airport:

Airport Operator/FSS

- The FSS will notify the on-duty firefighter when the ground visibility has dropped below 3000 (5/8 sm) ground visibility and is still dropping.
- The FSS will notify the on-duty firefighter when the ground visibility has dropped and stabilized below 2600 ½ sm down to and including 1200 ¼ sm.
- The on-duty firefighter will contact the Lead Hand to advise that reduced visibility conditions exist.
- The Lead Hand or his designate will conduct an airfield inspection including lighting inspection. In particular, to ensure the guard lights are operational.

- The Lead Hand will in turn notify the FSS that the Reduced Visibility Operations Plan (RVOP) will be put into effect. The FSS will then broadcast the following on the ground frequency (121.9);

“ATTENTION ALL VEHICLES, RESTRICTED VISIBILITY OPERATIONS PLAN NOW IN EFFECT, ALL NON-ESSENTIAL VEHICLES REPORT YOUR POSITION WHEN YOU ARE OFF THE MANOEUVRING AREA.”

- When the RVOP is put into effect only critical vehicles previously identified will be allowed access onto the movement or manoeuvring area providing the vehicle is equipped with an amber beacon.
- Maintenance activity will only be allowed to ensure that a safe operating surface for aircraft exists during Reduced Visibility Operations.
- Construction Activity on the movement or manoeuvring area will not be allowed during Reduced Visibility Operations.
- Termination of Reduced Visibility Operations will occur when FSS advises the on-duty firefighter that the ground visibility is at 2600 ½ sm and stabilized.
- The on-duty firefighter will advise the Lead Hand of the termination notice and the Lead Hand in turn will advise the appropriate personnel.
- It will be the responsibility of the Director Operations to review this plan annually and make any changes required.
- Initial training and refresher training will be provided on an annual basis for operating in reduced visibility conditions. The most appropriate time to provide the refresher training would be at the start of each winter operations season when the seasonal employees are receiving their orientation training.
- Any vehicle entering the manoeuvring area during reduced visibility operations shall state their intentions to FSS.
- All FSS staff vehicles must travel in the vehicle corridor with lights and beacon operating.

Aircraft Operator:

Aircraft wishing to depart from The Grande Prairie Airport when the RVOP is in effect must follow the procedures stated in this plan.

- Aircraft must contact FSS to advise of intentions for departure.
- FSS will advise aircraft that the Reduced Visibility Operations Plan is in effect.
- Only one aircraft on the maneuvering area at a time. (One in, one out).

Activation of Reduced Visibility Operations

Pilots - It will be the responsibility of the pilot to contact the FSS for updated weather conditions. When reported visibility is $\frac{1}{2}$ to $\frac{1}{4}$ sm the Reduced Visibility Plan will be in effect.

Vehicle operators on the Airside Movement or Manoeuvring Area – The FSS will notify vehicle operators that RVOP in effect.

Termination of Reduced Visibility Operations

When reported visibility is above 2600 $\frac{1}{2}$ sm, Reduced Visibility Operations are terminated.

Limitations during Reduced Visibility Operations

Aircraft - One aircraft on the manoeuvring area at a time. (One in, one out) Departing aircraft shall hold on the apron until critical vehicles have exited the active runway.

Emergency Operations - Emergency personnel shall advise FSS of their intentions before proceeding onto any manoeuvring area. They will only proceed with co-ordination and direction from the FSS or under escort from Airport Staff who are in contact with the FSS.

Information to be published in the CFS & Canada Air Pilot:

The Grande Prairie Airport will have published in the Canada Flight Supplement and the Canada Air Pilot the reduced Visibility requirements and a reference to the Reduced Visibility Plan which is available on the Grande Prairie Airport website, www.grandeprairieairport.com. A copy of the Grande Prairie Airport Reduced Visibility Operations Plan will be issued to all scheduled air carriers.

RWY 07, 25 and 12 Closed for takeoffs and landings.

RWY 30 Operations to visibility $\frac{1}{4}$ SM 1200 ground visibility. One in, one out.

RWY 07, 25 and 12 available for taxi purpose only.

Taxiway Delta not available for use during reduced visibility operations.

The Grande Prairie Airport will make amendments to the RVOP as required annually.

Appendix – A RVOP Map

