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Following supplement is issued for information, guidance and necessary action.

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[EFFECTIVE DATE: 14 MAY 2026]

LOW VISIBILITY PROCEDURES VIJAYAWADA AIRPORT, VIJAYAWADA (VOBZ)

1. INTRODUCTION:

Low Visibility Procedures (LVP) at Vijayawada Airport (VOBZ) are established to ensure the safe and efficient operation of aircraft during conditions of reduced visibility, in accordance with DGCA Civil Aviation Requirements, ICAO Annex 14, and the approved local Standard Operating Procedures.

Low Visibility Procedures at Vijayawada Airport (VOBZ) are applicable only to Category I (CAT I) operations and are established to facilitate take-off operations below the standard Category I take-off reference of 550 m RVR, as permitted under DGCA CAR Section 8, Series C, Part I. Due to the non-availability of runway centre line lights, take-off operations at this aerodrome are restricted to a minimum RVR of 400 m.

2. DEFINITIONS:

2.1 ILS Critical Area: An area of defined dimensions about the localizer and glide path antennas where aircraft and vehicles are excluded during all ILS operations. The critical area is protected because the presence of vehicles / or aircraft inside its boundaries will cause unacceptable disturbance to the ILS signal-in-space.

2.2 **ILS Sensitive Area:** An area extending beyond the ILS critical area where the parking and/or movement of vehicles, including aircraft, are controlled to prevent the possibility of unacceptable interference to the ILS signal during ILS operations. The sensitive area Airports is protected to provide protection against interferences caused by large moving objects outside the critical area but still normally within the airfield boundary.

2.3 **Low Visibility Procedures (LVP):** Specific procedures applied at an aerodrome for the purpose of ensuring safe operations during Categories II and III approaches and/or low visibility take-offs.

Note: as per para 5.3 of CAR on All Weather Operations, an operator shall not conduct Take-off with RVR/Visibility less than standard CAT-I conditions of 550m RVR/800m Visibility unless low visibility procedures are enforced.

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

2.5 **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).

2.6 **Runway Visual Range:** The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centreline.

2.7 **Safeguarding Procedures:** Safeguarding Procedures (SP) are instructions for relevant airport departments and airside operators to prepare ground services and facilities for low visibility operations, in order that when LVP are implemented all SP are complete and airport is configured for Low Visibility Procedures and Low Visibility Take-offs.

2.8 **Missed approach procedure:** - The procedure to be followed if the approach cannot be continued.

2.9 **Aerodrome Operating Minima-** The limits of usability of an aerodrome for:

a) take-off, expressed in terms of runway visual range and / or visibility and, if necessary, cloud conditions.

b) landing in 2 D instrument approach operations, expressed in terms of visibility and/or runway visual range; minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions; and

c) landing in 3D instrument approach operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) appropriate to the type and/or category of the operation.

2.10 **Touchdown Zone-** The portion of a runway, beyond the threshold, where it is intended landing aeroplanes first contact the runway.

2.11 **Visibility-** Visibility for aeronautical purposes is the greater of:

a) the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background.

b) The greatest distance at which lights in the vicinity of 1000 candelas can be seen and identified against an unlit background.

Note 1. The two distances have different values in air of a given extinction coefficient, and the latter b) varies with the background illumination. The former a) is represented by the meteorological optical range (MOR).

Note 2. The definition applies to the observations of visibility in local routine and special reports, to the observations of prevailing and minimum visibility reported in METAR and SPECI and to the observations of ground visibility.

3. ABBREVIATIONS:

ADC:	Aerodrome Control
ARFF:	Airport Rescue and Fire Fighting Services
ATC:	Air Traffic Control
ATM:	Air Traffic Management
CFT:	Crash Fire Tender
ATIS:	Automatic Terminal Information Service
DG:	Diesel Generating Set
LVP:	Low Visibility Procedures
MET:	Meteorology
OPS:	Operations
RWY:	Runway
RVR:	Runway Visual Range
SMC:	Surface Movement Control
SP:	Safeguarding Procedures
TDZ:	Touchdown Zone
TMO:	Tower Metrological Officer
TWY:	Taxiway

4. LOW VISIBILITY PROCEDURES:

4.1 Regulations: CIVIL AVIATION REQUIREMENT SECTION 8 - AIRCRAFT OPERATIONS SERIES 'C' PART I ISSUE II, DATED 28TH OCTOBER 2022:

An operator shall not conduct take-off with RVR/visibility less than standard Category I conditions of 550m RVR/800 m visibility unless low visibility procedures are enforced.

An operator shall not conduct low visibility take-offs in less than 400 m RVR unless approved by DGCA. Operators may be authorized LVTO minima of up to 75m. Foreign operators, who are authorized by their State Regulatory Authority for LVTO, shall submit requisite documents to DGCA for approval of LVTO at Indian aerodromes.

5. GENERAL:

5.1 Low visibility procedures have been developed for Vijayawada Airport, Vijayawada to accommodate/permit departures in visibility/RVR less than 800M/550M from RWY 26 beginning (runway served with touchdown zone RVR instruments).

5.2 The Low Visibility Procedure (LVP) incorporates safeguarding measures to mitigate runway incursions and defines operational restrictions to ensure safe Airside Operations taking into account the available Aerodrome facilities.

6. MINIMUM REQUIREMENTS:

6.1 The following Aeronautical Ground lights and RVR equipment shall be serviceable to the required standards to support Low Visibility Procedures:

a) Runway edge lights,

b) Runway end lights,

c) Runway Guard Lights (available on TWY 'A', 'B', 'D' and 'N')

d) Instrument RVR (Available for TDZ Runway 08/26).

e) Stand by Power supply to maintain switch over time of 1 Second for Runway Edge Lights and Runway End Lights. This requirement can be met with the help of DG Set and/or UPS.

6.2 Unserviceability of Aeronautical Ground Lights/ Equipment before Implementation of LVP.

6.2.1 Low Visibility Procedures will not be implemented when any of the light/equipment mentioned in para 6 above is un-serviceable or is not maintained as per the required standard.

Aeronautical Ground Lighting Facility	Un-serviceability	Restrictions
Runway Edge lights	More than 5% of all lights are unserviceable	LVP operations will be suspended.
	Any two consecutive lights or more are unserviceable	
Runway End lights	More than 15% of all lights are unserviceable	LVP operations will be suspended.
	Any two consecutive lights or more are unserviceable	
Standby Generators/UPS	Any of the generator/UPS is unserviceable	LVP operations will be suspended.

Note: When any of the light/equipment mentioned in para 6 above becomes un-serviceable or fails to meet the required standard during periods of LVP, Tower shall advise the aircraft accordingly and LVP shall be suspended and information to this effect shall be included in ATIS broadcast.

6.3 Runway 08/26 beginning (full length) only will be used for departures under LVP.

6.4 Only one aircraft movement at a time shall be permitted in the movement area when the RVR is less than 550 metres.

6.5 Due to the non-availability of Runway Centre Line lights, take-off operations are restricted to a minimum RVR of 400 m.

7. EQUIPMENT AND SERVICES

7.1 Equipment

a) DCWIS (Digital Current Weather Indication System) at Runway 08/26.

b) FSM (Forward Scatter Meter) at Runway 08/26.

c) RVR is reported in the following scales:

i) The maximum reportable value of RVR is 2000 m. When RVR is above 1500 m, it is reported as 2000 m.

ii) In the increments 100 m when greater than 800 m.

iii) In the increments 50 m when RVR greater than 400 m but less than 800 m.

iv) In the increments 25 m when less than 400 m.

d) In case of unserviceability of the above metrological equipment's, the LVP shall be suspended.

7.2 ILS

7.2.1 Runway 26 is equipped with CAT I ILS.

8. SAFEGUARDING PROCEDURES

8.1 Safeguarding Procedures (SP) are instructions for relevant airport, departments and airside operators to prepare ground services and facilities for low visibility operations in order that when LVP are implemented all Safeguarding procedures are complete.

8.2 Safeguarding Procedures shall be initiated when-

a) The Visibility/RVR is less than 1200m and visibility/RVR is forecast to deteriorate to 800m or less; and/or

b) The cloud ceiling is less than 400ft and forecast to fall to 200ft or less.

8.3 Safeguarding procedures include-

a) Positioning of CFTs as per Visibility Standby procedures.

b) Stopping of all maintenance works on the manoeuvring area, ILS sensitive and critical area as removal of all men and mobile equipment from the said area.

c) Ensuring availability of secondary power supply for change over time of maximum one second for Runway Edge and Runway End lights supported by UPS.

d) The appropriate Aeronautical ground lights must have been inspected during the hour preceding implementation of LVP, and thereafter once every two-hour period. These lighting inspections should be accorded priority and, if necessary, aircraft operations may be delayed.

e) The mandatory serviceability requirements of the Aerodrome Ground Lightings (AGLs) system shall be maintained as per CAR Section 4, Series B, Part I, Para 10.5.11, through inspection by Follow-Me with Electrical personal and reporting to ATCO prior to each departure when the RVR is less than 550 metres.

Note- *Runway Edge and Runway End lights may continue to operate on main power supply during safeguarding Procedures. Whenever, LVP is to be implemented as per para 9 below, the Runway Edge and Runway End lights shall be put on Standby Power Supply (DG set or UPS). This operation needs to be completed before LVP is implemented. In case of DG set, Main power supply shall act as stand by power. If UPS is capable of maintaining the required AGL system with one second of Switch Over time with Main Supply, the main supply can continue to be primary supply and the Generator Supply can be kept as Stand by Power supply.*

f) Operations department shall ensure that all runway access roads are closed.

8.4 Process of initiation of Safeguarding Procedures-

a) When meteorological conditions meet the criteria for initiation of SP as stipulated in Para 8.2, the Tower Supervisor/Duty Officer will initiate and co-coordinate with CCR, SSO (CNS), Duty Manager (Airside) and Fire Station for completion of safeguarding procedures before implementation of Low Visibility Procedures.

b) When all the CCR, SSO (CNS), Duty Manager (Airside) and Fire Station have completed their necessary actions, they shall report to Tower Supervisor/Duty Officer that their Safeguarding Procedure (SP) is completed, and the airport is safeguarded for LVP operations.

9. LOW VISIBILITY OPERATIONS

Low Visibility Procedures are the procedures to ensure the safe operation of aircraft during periods of reduced visibility or low cloud base. LVP shall only be implemented when Safeguarding Procedure (SP) has been completed, and the airport is configured for low visibility operations.

9.1 Implementation of Low Visibility Procedures-

a) Whenever Visibility/RVR reduces to 800 Meters or below and/ or cloud ceiling is at 200 ft or below the Tower Supervisor/Duty Officer shall coordinate with CCR, SSO (CNS), Duty Manager (Airside) and Fire Station to confirm whether the Safeguarding procedures have been completed or not.

b) Once, it is confirmed that Safeguarding Procedures are implemented and LVP is necessitated, the Tower Supervisor/Duty Officer will implement Low Visibility Procedures and shall inform CCR, SSO (CNS), Duty Manager (Airside) and Fire Station of the imposition of low visibility procedures.

9.2 Actions by Tower Controller

a) Whenever visibility/RVR is less than 800M/550M, Tower shall confirm from pilot that the reported RVR value is within minima before issuing take-off clearance.

b) Tower shall ensure that the towing of aircraft is done under escort of “Follow Me” vehicles. “Follow Me” shall inform ATC of any deviation from the route cleared by ATC.

c) Tower shall not permit any high-power ground run on the manoeuvring area except idle power run on the stands.

d) In case high power engine run-up is in progress, the same shall be stopped whenever RVR reduces below 550m and towed back to respective stand.

e) Tower shall ensure that "Follow Me" services are provided to pilots on request.

f) The number of vehicles on the manoeuvring area shall be restricted to bare minimum and records of all operating on the manoeuvring area shall be maintained by Tower.

g) Check ATIS broadcast and include the message that "Low Visibility Procedures in Force". If ATIS is not available inform aircrafts on VHF.

9.3 Actions by SSO

9.3.1 On receipt of "Initiating SP" from Tower Supervisor/Duty Officer, SSO will inform the Duty Officer, NAV AIDS and have the ILS equipment and its status indicators in ATC units checked up.

9.3.2 On receipt of "Initiating LVP" from Tower Supervisor/Duty Officer that LVP are to be made effective SSO will maintain continuous watch on the performance of ILS equipment.

9.3.3 He will inform Tower Supervisor/Duty Officer of any unserviceability in the equipment which is likely to affect Low Visibility operations.

9.4 Actions by Duty Manager (Airside)

9.4.1 On receipt of advice from Tower Supervisor/Duty Officer to implement Safeguarding procedure, the Terminal Duty Manager, will immediately inform the following:

i) CASO (State Office)

ii) All airlines/GHA.

iii) Civil In-charge

9.4.2 Duty Manager (Airside) shall ensure that-

9.4.2.1 No vehicle/person enters or is present in the sensitive/critical areas of localizer and glide path.

9.4.2.2 All civil/electrical works in progress are to be stopped in the manoeuvring area immediately and men/material/ equipment to be removed from the sensitive/critical areas of localizer and glide path.

9.4.3 Duty Manager (Airside) would advise Tower Supervisor/Duty Officer when all actions allocated to them are completed.

9.4.4 Subsequently, Duty Manager (Airside) shall remain available in apron and will maintain listening watch on Walkie-Talkie.

9.4.5 The vehicles which are not equipped with RT but has to enter the runway or taxiway for urgent operational requirement shall be escorted all the time.

9.4.6 Duty Manager (Airside) shall ensure that all the roads are closed during the Low Visibility Operations, except the Fire approach road and designated PDPs.

9.5 Actions by Shift In-Charge (Civil)

9.5.1 Shift In-Charge (Civil) to ensure that all civil works in progress in manoeuvring area, are stopped and that the work area is restored in complete serviceable condition and confirm to Tower Supervisor/Duty Officer accordingly.

9.5.2 Shift In-Charge (Civil) to ensure that during Low Visibility Operations, no equipment, manpower shall be present in sensitive areas of localizer and glide path.

9.5.3 Shift In-Charge (Civil) to ensure that none of the civil contract workers/vehicles shall enter the manoeuvring area during the Low Visibility operations.

9.6 Actions by Shift In-Charge (Electrical)

9.6.1 On receipt of advice to implement Low Visibility Procedures from Tower Supervisor/Duty Officer, will check that following visual aids are serviceable and can be operated at full intensity:

a) Approach lighting system
b) Runway edge lights
c) Runway threshold and end lights
d) Runway guard lights
e) Taxiway edge lights

(NOTE - No adjustment in light intensity shall be made without permission from ATC Tower during LVP)

9.6.2 Shift In-Charge (Electrical) shall ensure that no electrical maintenance works is carried out during LVP either in powerhouse or on any other electrical facilities used during Low visibility operations.

9.6.3 Shift In-Charge (Electrical) will ensure that Runway switch room is manned and position themselves at halls for ground lighting facilities.

9.6.4 Shift In-Charge (Electrical) will inform the un-serviceability or any change in status of any facility/systems to Tower Supervisor/Duty Officer immediately.

9.6.5 Shift In-Charge (Electrical) shall ensure the electrical personal is available in follow me vehicle for the AGL inspections before each departure during LVP implementation.

9.7 Actions by ARFF

9.7.1 Positioning CFTs as per visibility standby procedures.

9.7.2 ARFF/ CFTs must obtain clearances from Tower prior to entry to movement area.

9.8 Actions by Tower Met Officer (Meteorological Office)

9.8.1 Tower Met Officer would issue an 'Outlook for Low Visibility Procedures' to the Tower Supervisor/Duty Officer of air traffic services whenever he expects that the RVR and/or cloud ceiling will fall below 800 m and/or 200ft or less respectively.

9.8.2 Whenever Tower Met Officer visualizes that RVR is likely to fall below 800 m and/or cloud ceiling to 200ft or less within next 2 hours, he will inform to Tower Supervisor/Duty Officer to this effect.

9.8.3 When the RVR and/or cloud ceiling are 800m and/or 200ft respectively and the trend is towards improvement in these elements of weather conditions the Duty Met Officer may, when requested by Tower Supervisor/Duty Officer, advise him about such improving weather conditions for the purpose of termination of LVP.

9.8.4 The Tower Met Officer shall be present in Tower during periods of reduced visibility and ensure that the RVR displays in ATC units in the Tower and Approach Control are serviceable.

10. TERMINATION OF LOW VISIBILITY PROCEDURES

10.1 When Visibility/RVR improves to 800M or more and cloud ceiling is 200 feet or Higher and trend is for improvement, Tower Supervisor/Duty Officer Tower would terminate operations of LVP. He may obtain advice from Tower Met Officer regarding improvement in weather conditions before the termination of LVP.

10.2 On termination of LVP, following message shall be included in two subsequent ATIS broadcasts. “LOW VISIBILITY PROCEDURES TERMINATED”. If ATIS is not available inform aircrafts on VHF.

10.3 If SP are implemented and LVP are not subsequently implemented and the visibility/RVR improves and is more than 1200 m and/or the cloud ceiling is 400ft or higher and both are forecast to remain above the required SP criteria, Tower Supervisor/ Duty Officer Tower may cancel SP.

11. OTHER ACTIONS

11.1 Every year before commencement of monsoon/winter season, a meeting will be held by Airport Director, to inform all airlines and agencies operating at airport about their roles/responsibilities and create awareness to ensure co-operation for safe airport operations during periods of low visibility.

11.2 Before issuing the Airside driving permits, the OPS Incharge shall ensure that staff and drivers are suitably trained for Low Visibility operations.

11.3 All agencies operating in the operational area shall ensure that only those vehicles that are absolutely essential for aircraft operations operate in the operational area during periods of low visibility. The drivers of these vehicles should keep a look out for taxiing aircraft and other vehicles to prevent accidents.

11.4 All the vehicles must have their obstruction lights "ON" during Low Visibility Procedures operations.

11.5 A refresher program for ATCO's and personnel responsible for airside operations shall be conducted every year.

- **Insert** Low Visibility Procedures for Vijayawada Airport, Vijayawada as given above in VOBZ AD 2.20 of eAIP India.