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

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LOW VISIBILITY PROCEDURES
BARAPANI AIRPORT, BARAPANI (VEBI)

1. PURPOSE

The purpose of this AIP Supplement is to set out process and procedures to ensure added safety measures during bad weather/poor visibility conditions, to ensure smooth, safe and efficient conduct of aircraft operations by establishing:

- i) Conditions for implementation of LVP.
- ii) Safeguarding procedures (SP) for implementation of LVP.
- iii) Procedure for termination of LVP.

2. SCOPE

Shillong Airport is certified ILS CAT I aerodrome with a prescribed landing minima of 550 m RVR for RWY 22. The DGCA CAR on All Weather Operations mandates establishment of Low Visibility Procedures for continuing operations below RVR values of 550 m. Accordingly Low Visibility Procedures (Only for Take-off up to (not less than) 400 m RVR) have been established at Shillong Airport to enhance and ensure safety during Low visibility/bad weather conditions.

3. DEFINITIONS

- 3.1 **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.
- 3.2 **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 cause by large moving objects outside the critical area but still normally within the airfield boundary.
- 3.3 **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.
- 3.4 **Low Visibility Take-Off (LVTO):** A term used in relation to flight operations referring to a take-off on a runway where the RVR is less than 400m.
- 3.5 **Manoeuvring Area:** That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.
- 3.6 **Obstacle Free Zone:** The airspace above the inner approach surface, inner transitional surface and balked landing surface and that portion of the strip bounded by these surfaces, which is not penetrated by any fixed obstacle other than of low mass and frangible mounting, required for air navigation purposes.
- 3.7 **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 centre line.
- 3.8 **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.
- 3.9 **Missed approach procedure:** The procedure to be followed if the approach cannot be continued.

- 3.10 **Aerodrome Operating Minima:** The limits of usability of an aerodrome for:
- i) take-off, expressed in terms of runway visual range and / or visibility and, if necessary, cloud conditions;
 - ii) 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.
 - iii) 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.
- 3.11 **Touchdown Zone:** The portion of a runway, beyond the threshold, where it is intended landing aeroplanes first contact the runway.
- 3.12 **Visibility:** Visibility for aeronautical purposes is the greater of:
- i) 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;
 - ii) 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.

4. 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

5. LOW VISIBILITY PROCEDURES:

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

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.

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.

6. GENERAL:

6.1 Low Visibility Procedures (Only for Take-off up to (not less than) 400 m RVR) have been developed for Barapani Airport, Shillong to accommodate/permit departures in visibility/RVR less than 800M/550M (from RWY 04 beginning (runway served with RVR instrument)).

6.2 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.

7. MINIMUM REQUIREMENTS

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

- i) Runway edge lights,
- ii) Runway end lights,
- iii) Runway Guard Lights (available on TWY 'A', TWY 'B' & TWY 'F'.)
- iv) Instrument RVR (Available for TDZ runway 04).

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

Unserviceability of Aeronautical Ground Lights/ Equipment before Implementation of LVP Visibility Procedures will not be implemented when any of the light/equipment mentioned in para 7.1 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 15% 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 7.1 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.

8. EQUIPMENT AND SERVICES

8.1 RVR Equipments

- i) AWOS (Automated Weather Observing System) for Runway 04 side
- ii) RVR is reported in the following scales:
 - a) The maximum reportable value of RVR is 2000 m. When RVR is above 1500 m, it is reported as 2000 m.
 - b) In the increments 100 m when greater than 800 m.
 - c) In the increments 50 m when RVR greater than 400 m but less than 800 m.
 - d) In the increments 25 m when less than 400 m. (as per Annex 3, Appendix 3, 4.3.6.1)

- iii) In case of unserviceability of the above meteorological equipment, the LVP shall be suspended.

8.2 ILS

8.2.1 Runway is equipped with CAT 1 ILS.

9. SAFEGUARDING PROCEDURES

9.1 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.

9.2 Safeguarding Procedures shall be initiated when-

- i) The Visibility/RVR is less than 1200m and visibility/RVR is forecast to deteriorate to 800m or less; and/or
- ii) The cloud ceiling is less than 400ft and forecast to fall to 200ft or less.

9.3 Safeguarding procedures include-

- i) Positioning of 1 CFT and ambulance at the predetermined position (Fire approach road).
- ii) 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.
- iii) Ensuring availability of secondary power supply for change over time of maximum one second for Runway Edge and Runway End lights supported by UPS/ DG.
- iv) 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.

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 10 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 the Lights are running on 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.

- v) Ensure all access roads are closed.

9.4 Process of initiation of Safeguarding Procedures-

- i) When meteorological conditions meet the criteria for initiation of SP as stipulated in Para 7.2, the Tower Supervisor/Duty Officer will initiate and co-ordinate with Electrical team, CNS, Duty Terminal Manager and Fire Station for completion of safeguarding procedures before implementation of Low Visibility Procedures.
- ii) When all the CCR(Electrical), SSO (CNS), Duty Terminal Manager 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.

10. 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.

10.1 Implementation of Low Visibility Procedures-

- i) 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 (Electrical), SSO (CNS), Duty Terminal Manager and Fire Station to confirm whether the Safeguarding procedures have been completed or not.
- ii) 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(Electrical), SSO (CNS), Duty Terminal Manager and Fire Station of the imposition of low visibility procedures.

10.2 Actions by Tower Controller

- i) 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.

- ii) Tower shall ensure only one aircraft movement on the manoeuvring area at a time.
- iii) Tower shall not permit any high-power ground run on the manoeuvring area except idle power run on the stands.
- iv) The number of the 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.
- v) As ATIS is not available the duty officer (Tower) shall inform all aircrafts in contact “Low Visibility Procedures in Force” in contact regarding on VHF.

10.3 Actions by SSO (CNS)

10.3.1 On receipt of “Initiating SP” from Tower Supervisor/Duty Officer, SSO (CNS) will inform the Duty Officer, NAV AIDS and have the ILS equipment and its status indicators in ATC units checked up.

10.3.2 On receipt of “Initiating LVP” from Tower Supervisor/Duty Officer that LVP are to be made effective SSO(CNS) will maintain continuous watch on the performance of ILS equipment.

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

10.4 Actions by Duty Terminal Manager (Airside)

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

- i) Central Industrial Security Force (CISF) Control Room.
- ii) All airlines/GHA.
- iii) Civil In-charge.

10.4.2 Duty Terminal Manager (Airside) shall ensure that-

- i) No vehicle/person enters or is present in the sensitive/critical areas of localizer and glide path.
- ii) 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.

- 10.4.3 Duty Terminal Manager (Airside) would advise Tower Supervisor/Duty Officer when all actions allocated to them are completed.
- 10.4.4 Subsequently, Duty Terminal Manager shall remain available in apron and will maintain listening watch on Walkie-Talkie.
- 10.4.5 The vehicles which are not equipped with RT but has to enter the runway or taxiway for urgent operational requirement shall be escorted by follow me/vehicle equipped with RT at all times...
- 10.4.6 Duty Terminal Manager (Airside) shall ensure that all the roads are closed during the Low Visibility Operations, except the Fire approach road designated as PDPs.
- 10.5 Actions by Shift In-Charge (Civil)
- 10.5.1 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.
- 10.5.2 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.
- 10.5.3 Shift In-Charge (Civil) to ensure that none of the civil contract workers/vehicles shall enter the manoeuvring area during the Low Visibility operations.
- 10.6 Actions by Shift In-Charge (Electrical)
- 10.6.1 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:
- i) Approach lighting system.
 - ii) Runway edge lights.
 - iii) Runway threshold and end lights.
 - iv) Runway guard lights.
 - v) Taxiway edge lights.
- (NOTE - No adjustment in light intensity shall be made without permission from ATC Tower during LVP)
- 10.6.2 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.

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

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

10.7 Actions by ARFF/Fire Station

10.7.1 Positioning of 1 CFT and Ambulance at the predetermined positions (Fire approach road).

10.7.2 ARFF/ CFTs must obtain clearances from Tower prior to entry to any aircraft movement area.

10.8 Actions by Tower Met Officer (Meteorological Office)

10.8.1 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.

10.8.2 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.

10.8.3 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.

10.8.4 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.

11. Termination of Low Visibility Procedures

11.1 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.

11.2 As ATIS is not available, on termination of LVP, following message shall be broadcast by the duty officer (Tower) shall inform all aircrafts in contact “LOW VISIBILITY PROCEDURES TERMINATED” on VHF.

11.3 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.

12. Other Actions: -

- i) 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.
 - ii) Before issuing the Airside drive permits, the OPS In charge shall ensure that staff and drivers are suitably trained for Low Visibility operations.
 - iii) 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.
 - iv) All the vehicles must have their obstruction lights “ON” during Low Visibility Procedures operations.
 - v) A refresher program for ATCO’s and personnel responsible for airside operations shall be conducted every year.
- **Insert** the Low Visibility Procedures of this AIP Supplement in VEBI AD 2.20 (local Aerodrome Regulations) of eAIP India.
 - Insert availability of DCWIS for RWY 04 at S. No. 10 in VEBI AD 2.11 of eAIP India.