



## AIRSIDE INFORMATION NOTICE

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Reference	<b>AIN 2024/01</b>	Date Effective:	<b>02/01/2024</b>
Date Issued	<b>27/12/2023</b>	Issued By	<b>CHRIS DAVIS</b>
Issued By	<b>CHRIS DAVIS</b>	Position	<b>AIRSIDE OPERATIONS MANAGER</b>
Subject	<b>LOW VISIBILITY / LOW CLOUD CHANGES &amp; FREE RANGING</b>		

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An Airside Information Notice (AIN) will be issued to notify airfield users of pertinent operational or administrative information, such as a general or routine reminder of airfield procedures/instructions, the promotion of safety campaigns and changes to airfield infrastructure, signs or markings. It is the responsibility of all employers to ensure that relevant AINs are brought to the attention of their staff.

### 1. OBJECTIVE

To advise airside teams of a change to Airside Operations Procedures for Low Visibility and Low Cloud Operations.

### 2. SCOPE

Airside personnel tasked with aerodrome safeguarding and all airside driver (M/R) permit holders.

### 3. INFORMATION

The principle change to the procedures is the early implementation of aerodrome safeguarding to protect CAT II/III approaches during low cloud operations. The aerodrome will now be safeguarded when low cloud operations are initiated, however free ranging rights continue until such time that low visibility procedures are enforced. (Summary in Appendix A).

ATC will continue to broadcast to all stations when Low Visibility Operations are in progress, along with an Airport Community App and Panoptech message.

**M/R permit holders will be required to ensure they are aware of LVP status prior to accessing the airfield perimeter track. In the event a driver is unsure of LVP status cannot be confirmed, access to the track is prohibited unless directly requested to ATC via RT.**

To check the LVP status contact one of the following:

- Airside Operations Duty Team 07712792235
- Airport Control Centre 01275 47(3402)
- NATS Assistant 01275 47(3712)

BRS-P-AOPS-013 Low Visibility Operations (Version D) and BRS-P-AOPS-16 Low Cloud Operations (Version C) are available upon request. Associated Operational Safety Instructions have been updated to reflect the changes.

### 4. GENERAL ENQUIRIES

Any enquiries should be addressed to **OPS TEAM** at [opsteam@bristolairport.com](mailto:opsteam@bristolairport.com)

APPENDIX A

Visibility Condition	Visibility	Safeguarding Actions	Aircraft	Vehicles
Normal Operations	> 1500m RVR	Nil	Normal operations	Normal operations
Low Visibility Safeguarding	≤ 1500m RVR And/or ≤ 300ft Cloud ceiling	<ul style="list-style-type: none"> <li>AGL is selected 'ON' according to the specifications in CAP 1168 / MATS Part 2.</li> <li>The continuation of work in progress on the manoeuvring area will be subject to individual work permit restrictions.</li> <li>Cranes infringing the obstacle limitation surfaces must be lowered (on request from Airside Operations).</li> <li>Runway inspection completed, including a check of the airfield lighting serviceability, including stopbars and runway guard lights.</li> <li>Low visibility warning signs to be displayed at vehicle and pedestrian airfield access control points.</li> </ul>	Normal operations	Normal operations
Low Visibility Operations	≤ 1200m RVR	<ul style="list-style-type: none"> <li>Routine maintenance on visual and non-visual aids to be suspended and ILS sensitive areas to be cleared of traffic.</li> <li>All non-essential vehicles and personnel are to vacate the airfield manoeuvring area.</li> <li>All vehicle 'free-ranging' suspended.</li> <li>RFFS runway crossings restricted to essential tasks only, including emergency response and first aid.</li> <li>Perimeter track vehicle operations restricted.</li> <li>Manoeuvring area vehicle movements restricted to runway inspections, essential wildlife control and urgent safety inspections.</li> <li>Holding point HX not available for use.</li> </ul> <p><b>Further measures below 400m:</b></p> <ul style="list-style-type: none"> <li>RFFS on weather standby</li> <li>Follow-me service for inbound and outbound aircraft, as per Section 13 of this procedure.</li> </ul>	Aircraft ground movements controlled by 'cell system' as per MATS Part 2 (non-SMR operations only).  Aircraft arrival and departure flow controlled as per MATS Part 2.  Follow-me' service provided to arriving and departing aircraft as per section 13.	Free-ranging suspended