



# **Northwest Regional Airport**

## **Terrace-Kitimat**

**Date: February 17, 2009**

**Effective Start Date of RVOP: March 12, 2009**

### **Subject: Reduced Visibility Operations Plan**

The Northwest Regional 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.

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

### **Reduced Visibility Taxi Routes / Runways**

Day use only -Taxiway Alpha & Runway 15/33

Night use – No Landing / Taxi / Takeoff on any maneuvering area.

### **Activation of Reduced Visibility Operations**

The Northwest Regional 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 NWRA website, [www.yxt.ca](http://www.yxt.ca) . A copy of the NWRA Reduced Visibility Plan will be issued to all scheduled air carriers, emergency personnel and AVOP holders using this Airport.

Pilots - It will be the responsibility of the pilot to contact the FSS for updated weather conditions. When reported visibility is 3/8 or 1/4 S.M. the Reduced Visibility Plan will be in effect.

Vehicle operators on the Airside Maneuvering Area – The FSS will notify vehicle operators that the reported visibility is 3/8 or 1/4 S.M. when the vehicle operators are requesting access to the maneuvering area.

### **Termination of Reduced Visibility Operations**

When reported visibility is above 3/8 S.M, Reduced Visibility Operations are terminated.

## **Limitations during Reduced Visibility Operations**

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

Vehicles – No vehicles on any maneuvering areas when in use by an aircraft. When reported visibility is 3/8 or 1/4 S.M. all vehicles will proceed off of the maneuvering area to the CSB or APRON when requested to exit by the FSS operator.

Emergency Operations - Emergency personnel shall request access from the FSS before proceeding onto any maneuvering 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.

## **Training for Reduced Visibility Operations**

The following will receive a copy of the Reduced Visibility Plan

Airport Manager  
Maneuvering area AVOP holders  
Terrace & Thornhill Fire Departments  
Terrace RCMP  
Scheduled Air Carriers  
Nav Canada Flight Service Station

## **Information to be published in the CFS & Canada Air Pilot**

RWY 15/33 & Taxi A Operations to visibility 1/4SM. One in, one out. Day use only.  
RWY 03-21 & Taxi B not available for use during reduced visibility ops.

## **Definitions**

Maneuvering Area – That part of an aerodrome used for take-off, landing, and taxiing of aircraft excluding the apron.

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

AVOP – Airside Vehicle Operators Permit.

S.M. – Statute Mile.

CSB – Combined Services Building.

FSS – Flight Service Station