

Low Visibility Operations (LVO) - Arrival

In case of low visibility conditions, the controller has to adapt the procedures at the airport to ensure a safe continuation of flight operations.

However, controllers do not differentiate between CAT II and CAT III operations. The pilots must decide for themselves which approach they can fly based on the prevailing RVR and ceiling.

Low visibility operations become active when the **runway visual range** (RVR) is **equal or less than 600** m and/or when the **ceiling** (BKN / OVC) is **below 200** ft or when there is no vertical visibility.

The separation between two approaching aircraft or one approaching and one departing aircraft must be increased compared to standard operations so the ILS signals are not disturbed by approaching and departing traffic or by taxiing aircraft or vehicles on the ground.

Approaches must be given the prevailing RVR together with the approach clearance. Which ILS category is used is up to the pilot and is therefore not mentioned in the clearance.

“DLH123, turn left heading 220, cleared ILS runway 25L, RVR 300 metres.

Depending on the volume of traffic, it may be necessary to increase the spacing between approaches to avoid missed approaches.

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