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The following circular is issued for information, guidance and compliance.

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Director General of Civil Aviation

**GUIDELINES FOR AIRCRAFT OPERATIONS DURING LOW
VISIBILITY CONDITIONS AT IGI AIRPORT.**

- 1) The Low Visibility Procedures (LVP) for the operation of aircraft up to CAT IIIB visibility conditions at IGI Airport Delhi and notified through AIP Supplement and updated from time to time shall strictly be followed by all concerned agencies at the airport including the security agencies.
- 2) The revised criteria for the precision approach shall be as follows,
 - a) Precision approach runway, category II - An instrument runway served by ILS and/or MLS and visual aids intended for operations with a decision height lower than 60 m (200 ft) but not lower than 30 m (100 ft) and a runway visual range not less than 300 m.
 - b) Precision approach runway, category III. An instrument runway served by ILS and/or MLS to and along the surface of the runway and:
 - A — intended for operations with a decision height lower than 30 m (100 ft), or no decision height and a runway visual range not less than 175 m.
 - B — intended for operations with a decision height lower than 15 m (50 ft), or no decision height and a runway visual range less than 175m but not less than 50 m.
- 3) Risk of runway crossing in low visibility would be alleviated with introduction of SMGCS. The area not covered in the Surface Movement Radar, the assistance of 'Follow me' Jeep would be provided. In addition, Follow me vehicle would monitor the instructions being given by ATC to

arriving/ departing aircraft and raise alert to ATC, in case, abnormal situation is observed. It may also be ensured that all vehicles operating on the manoeuvring area are equipped with transponder (VEELO)

- 4) The runway crossing during simultaneous use of runways would normally be conducted by ATC with aircraft bunching i.e. after 2-3 arrival. However, ATC would have flexibility to change it in order to ensure safety and avoid delay to aircraft.
- 5) With the deteriorating trend of visibility detected, **Duty Officer MET, IGI airport, shall inform the WSO** as the RVR becomes less than 1200 meters and also when the visibility forecasted indicates deterioration of visibility to 800 meters or less. This information shall also be passed by **MET at IGI airport to the Airlines** and other agencies whenever enquiries about visibility conditions are received from Airlines to plan their flight scheduling.
- 6) **The Airlines on the basis of the above information shall plan their departures** and arrival at IGI airport and simultaneously commence necessary facilitation processes to avoid inconvenience to their passengers.
- 7) The Met Department should draw and contingency plan to include the continuous serviceability of Met equipments and positioning of senior officials.
- 8) The met department has introduced a system of providing the weather information through the website (www.imd.gov.in) and on line briefing system of Airport Met Office, which provide information on weather forecast for six hours, current weather and visibility of IGI airport and weather information of alternate airport. IMD will be providing MET forecast at 0600, 1200 and 1800 UTC for fog forecast on their website along with instantaneous RVR for runway 27, 11/29. RVR for runway 28 would continue to be provided with 30 minutes update on the website. The 1200 UTC forecast is most essential for the flight planning purposes for the next day. IMD shall notify the telephone numbers of the on line briefing system. These facilities should be utilized by the Airlines for flight planning purposes.
- 9) Duty Airport Terminal Managers of DIAL at all the 3 terminals shall monitor delays of arriving and departing aircraft and in coordination with airline operators take necessary steps to facilitate passengers as drawn up in Fog contingency plan.
- 10) The Low Visibility Procedures shall start from the moment the RVR value drops to 800 M and less. **The MET Department at the airport shall continuously monitor the trend of RVR which shall be broadcasted and updated from time to time. All airlines shall monitor this trend through telephone or the ATIS broadcast for their planning of flight departures and passenger facilitation. WSO on receipt of visibility reports shall at**

the appropriate time ensure broadcasting on ATIS, whenever CAT II and CAT III-A/B conditions are in vogue.

- 11) Once the LVP commences, **all the agencies at the IGI airport shall start taking respective action** contained in the Low Visibility Procedure.
- 12) Proper and strict RT discipline shall be maintained by **all the pilots, ATC and Follow-Me vehicles** during LVP operations.
- 13) **Airlines** shall ensure that only those pilots who are adequately trained and certificated for Low Take-off Minima are rostered for operating flights during low visibility conditions from/to Delhi to ensure aircraft operation during low visibility conditions especially during CAT II and CAT III-A/B conditions. All airlines shall plan the flight as per the schedule separately filed for the fog period i.e. 10th December '09 - 10th February '10. Otherwise during foggy conditions, the approved departure/ arrival slot of these aircraft prior to 1000 hrs shall be shifted beyond 1000 hrs in coordination with the concerned airport operator.
- 14) The following procedure shall be followed by the **Air Traffic Control and the pilots** of all airlines for operations during low visibility conditions.
 - The flight crew shall ask for the Delivery Clearance, as per the procedure.
 - **The pilots** while requesting for start up, in addition to the normal procedure of intimating POB, security check, parking stand number **shall also provide the following information to the clearance Delivery ;**
 - i. **“CREW, CAT IIIA/B CAT II (as applicable to individual case), QUALIFIED” and**
 - ii. **“ALL DOORS ARE CLOSED”.**
 - Thereafter START-UP clearance will be **approved by the ATC.**
 - The **sequencing of the aircraft** would be done by the clearance delivery **based on the request for start up** and not on the basis of Delivery clearance.
 - Clearance delivery shall change the aircraft to SMC as per sequence based on start up request.
- 15) On the basis of trend forecast indicating change in visibility conditions below 800m ATC will give priority to Cat-II/III compliant flights. During the improving trend in the visibility from Cat-III/Cat II, the flights certified for lower category of operation i.e. Cat III,II and I in the order, shall be given start-up on the actual reported visibility.

- 16) **The Apron Control**, who shall be keeping a listening watch on the ground frequency, shall monitor 'Door Closed' compliance with the request of the aircraft for start-up. In case of false information regarding door closed by any aircraft, his start up sequence shall be cancelled. Fresh start up shall be considered by ATC only after getting confirmation from the Apron Control/security jeep. Such cases shall be reported to DGCA by DIAL.
- 17) **"Follow Me" vehicles shall** maintain constant surveillance of persons, vehicles on movement area and ensure strict adherence to apron discipline guidelines as contained in the SOP on inspection of the Apron Area during LV- Operations. Any violation shall be strictly acted upon.
- 18) **The airlines** should endeavor to sequence the departure of their respective flights in accordance with the MET Minima approved for their pilots.
- 19) On improvement of RVR as reported by MET Office, **the ATC** shall ensure that proper traffic flow/ sequence is maintained. **The Flight Operations Officers** of the airlines shall also monitor the weather being passed by ATC to the aircraft and also the weather broadcast on ATIS (126.4 MHz) for briefing of their flight crew either in person or company channel.
- 20) It would be the **individual responsibility of the Airlines** for revising Estimated Off Block Time of their flights in line with the visibility given by the MET Office and the availability of the pilots for operating in such situation. Change of flight plan due to commercial, operations and any other reason shall be informed to the ATC. Revised STA/ STD may also be informed to AOCC.
- 21) Normally not more than 8 (eight) start-ups may be approved **by ATC during the first 30 minutes** immediately after the MET report on improvement of RVR to 550 meters is received. This number is flexible at the discretion depending on prevalent traffic situation.
- 22) **The ATC** shall sequence the departures based on the start-up request, runway in use vis-à-vis parking stand of the aircraft and also taking into consideration the routes to be flown in order to avoid congestion at taxi hold position.
- 23) **The ATC** shall sequence the departure of flights giving equal preference to each of the airlines who become ready for taxi out. Any queries in this regard from the airlines shall be through their flight operations office, who will be in contact with its flight crew on company channel and with ATC on landline to avoid congestion on RT.
- 24) At least 30 minutes before the departure, **the flight crew/ flight operations officer of the airlines** shall monitor the ground control frequencies for updates with regard to sequencing of departures.

- 25) **If any aircraft fails** to push back or taxi-out within 5 minutes of receiving such clearance **the ATC must be informed** by the flight crew or by their Airlines who shall then **re-sequence** the departure time for such flights. The aircraft which open the door after obtaining start up clearance, shall also be dealt in the same manner by the ATC.
- 26) **Domestic airlines** may plan not more than 5 (five) arrivals within the first 30 minutes of improvement of RVR to 550 meters and above. The same rate to be continued for the next one hour. This number is flexible at the discretion depending on prevalent traffic situation.
- 27) ATC, Delhi shall inform to outstations metro airports (BOM, CCU, HYD etc.) about the “estimated time of touchdown”, depending on the traffic situation, on an hourly basis applicable for two hours \pm 10 minutes to facilitate the airlines to plan their departure from above stations to Delhi. Present Practice of informing the pilots about alternate aerodromes and availability of parking space at alternate aerodromes shall be continued and would be made available to operations departments of domestic carriers through WSO on request.
- 28) The diverted flights to nearby stations around Delhi shall be accorded priority by Delhi ATC for return of these diverted flights to Delhi. A senior level officer from Airlines through their operational control and/ or through AOCC can request WSO, ATC, Delhi for according priority for their flights by indicating their name and designation and ‘Operational Reasons’ for the such priority, WSO shall take decision in respect of such request.
- 29) **The Arrival Sequence Planner** shall issue expected touch down time to the arrival aircraft based on 3 minute interval of the arrivals. **The pilots of these arrival aircraft** shall inform their respective flight operations about their ETA on their company frequency.
- 30) **In case of single runway operations** spacing of 8 to 10 NM between successive arrivals would be provided to accommodate departure. The spacing may be reduced to 6 NM when runway 28 and 29 are in use under segregated operations.
- 31) **Airline Pilots on incoming flights (jet aircraft)** shall maintain speed at 210 knots when given 20 NM check and shall further maintain the speed as per ATC instructions to ensure desired spacing from safety considerations.
- 32) **CISF, in coordination with Airport Terminal Managers** shall ensure that all Security Check Points inside the Terminal Building are manned and all associated security equipments including X-ray Baggage Inspection System, HHMDs etc. are serviceable.

- 33) All airlines should nominate senior level officer as NODAL OFFICER and positioned at the airport during the fog period to be available for taking on the spot decision for passenger facilitation and to co-ordinate with the control cells (CMC/ PRESS BRIEFING etc.) established by DIAL for the Fog contingency.
- 34) **Airlines** shall augment their ground staff and position them at the airport with proper briefing for handling various passenger facilitation processes in co-ordination with the other airport agencies.
- 35) Airlines shall inform their passengers of the delay/rescheduling/ cancellation of their flights in advance through mobile/SMS/other communication mean to avoid congestion at the airport.
- 36) Airlines shall periodically update flight information display system at the airport to apprise their passengers about the delay/ cancellation etc. In addition to the information displayed by Airlines about their flight status, airlines shall also provide updated information of their flight on hourly basis to AOCC of DIAL for display on Flight Information Display System as well as on CCTV.
- 37) Frequent announcement on the flight status shall be made through DIAL PA system in the passenger check-in area after obtaining updated information from Airlines. The airlines shall make similar announcement in the security hold area.
- 38) Airlines shall ensure progressive boarding of the passengers out of security hold area in order to avoid congestion in the security hold. Passenger after check-in shall be made to proceed for security by the airlines after ensuring that the flight is ready to depart / on ground. If delayed, after boarding, appropriate facilitation to the passengers be given by Airlines on board.
- 39) The Airlines, particularly LCC shall provide facilitation in terms of tea/water/snacks to the passenger of their delayed flights. The coupon scheme extended by DIAL may be availed by airlines for the passenger facilitation purpose.
- 40) All the security counters and custom/immigration counters, as applicable for International terminal, should be manned adequately to avoid congestion.
- 41) DIAL shall give periodic information thru the press release and regarding the status of aircraft movement that has taken place at IGI airport during fog conditions in consultation with Airlines.
- 42) AAI shall not undertake any construction work on alternate airports during the fog period that may affect aircraft operations.

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