



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
DIRECTORATE OF AIR TRAFFIC MANAGEMENT
RAJIV GANDHI BHAWAN, NEW DELHI-110003
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ATMC

AIR TRAFFIC MANAGEMENT CIRCULAR NO. 05 of 2017

Action by Air Traffic Control in respect of Aerodrome Operating Minima

1 Introduction:

Aerodrome Operating Minima (AOM) is established to ensure the desired level of safety in Aircraft Operations at an Aerodrome by limiting these operations in specified weather conditions. The Aerodrome Operating Minima is established by the aircraft operators based on the information promulgated by AAI as per the provisions of DGCA CAR Section 8, Series C, part I- All Weather Operations (AWO). Hence the procedure of publication of AOM by AAI is dispensed with. It is the sole responsibility of the Aircraft operator to determine and adhere to the AOM at all airports in India. The responsibility of ATC is limited to the passing of relevant information along with significant weather changes to the aircraft. However ATC may ask the AOM of an aircraft if that is required for the purpose of safe and efficient handling (for sequencing, holding and planning diversions) of Air Traffic.

2 Purpose:

Purpose of this ATMC is to provide information, guidance and instructions to the Air Traffic Controllers about the applicability of Aerodrome Operating Minima at Indian airports,

3 Scope:

This ATMC is applicable to all the ATM personnel of Airports Authority of India.

4 Procedure:

4.1 Aerodrome Operating Minima (AOM)

DGCA AWO CAR Section 8, Series C, and part I defines Aerodrome Operating Minima as the limits of usability of an aerodrome for:



a) take-off, expressed in terms of runway visual range and / or visibility and, if necessary, cloud conditions;

b) 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; and

c) 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.

4.1.1 As per the Provisions of the DGCA AWO CAR, Aerodrome operating minima for Airports shall be established by the Airline/Aircraft operators based on the OCA/OCH or DA/DH and ALS facility published by AAI.

4.1.2 The adherence to the minima is the responsibility of Pilot-in Command. However, ATC is responsible to pass the latest meteorological information and status of Aeronautical Ground lights and other related facilities at the airport to the pilot in command, including any significant changes.

4.2 Converted Meteorological Visibility (CMV): A value equivalent to an RVR which is derived from the reported meteorological visibility, as converted in accordance with the specified requirements in the CAR.

4.2.1 The privilege of CMV as stipulated in the DGCA AWO CAR can be availed by a Pilot in flight when:

- i RVR is not available
- ii Or RVR is not reported
- iii Reported visibility is 800M or above.
- iv Minimum length of Approach Lighting System is 420M or more.

4.3 Low Visibility Take-Off Operations (LVTO).

A term used in relation to flight operations referring to a take-off on a runway where the RVR is less than 400 m.

4.3.1 As per DGCA AWO CAR (Rev. 10), 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. This provision requires promulgation of Low Visibility Procedures by the Airport Operators for permitting departures in Visibility/RVR less than 800M /550M at such airports where there are No CAT II and CAT III operations.

4.3.2 Low Visibility Procedures

DGCA AWO CAR Section 8, Series C, and part I defines Low Visibility Procedures (LVP) as 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.



4.3.3 In view of the above it is imperative that before permitting take off with RVR/visibility less than standard Category I conditions of 550m RVR/800 m visibility, it shall be ensured that low visibility procedures are enforced.

4.3.4 For detailed information on the subject please refer to DGCA AWO CAR Section 8, Series C, part I- All Weather Operations (AWO).

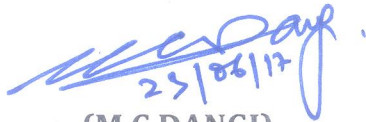
5. Queries:

5.1 Any queries or further guidance required on the contents of this ATMC should be addressed to:

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6 Validity:

This ATMC Supersedes ATMC 09 of 2015 and shall remain in force until further notice.



(M C DANGI)

EXECUTIVE DIRECTOR [ATM-ASM]
AIRPORTS AUTHORITY OF INDIA

Dated: 23-06-2017.