



# Advisory Circular

**Subject: Airport Taxi-in/Taxi-out Requirements in Reduced/Low Visibility**

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## TABLE OF CONTENTS

**1.0 INTRODUCTION..... 2**

1.1 Purpose ..... 2

1.2 Applicability ..... 2

1.3 Description of Changes..... 2

**2.0 REFERENCES AND REQUIREMENTS ..... 2**

2.1 Reference Documents ..... 2

2.2 Cancelled Documents ..... 3

2.3 Definitions and Abbreviations ..... 3

**3.0 BACKGROUND..... 3**

**4.0 UPDATE ..... 4**

**5.0 CONCLUSION ..... 4**

**6.0 CONTACT OFFICE ..... 5**

## 1.0 INTRODUCTION

This Advisory Circular (AC) is provided for information and guidance purposes. It may describe an example of an acceptable means, but not the only means of demonstrating compliance with regulations and standards. This AC on its own does not change, create, amend or permit deviations from regulatory requirements nor does it establish minimum standards.

### 1.1 Purpose

The purpose of this AC is to update air operators that operate under Subpart 703, Air Taxi Operations, Subpart 704, Commuter Operations and Subpart 705, Airline Operations of the *Canadian Aviation Regulations* (CARs) and private operators that operate under a Canadian Business Aviation Association (CBAA) Private Operator Certificate (POC) on what has transpired since the publication of Commercial and Business Aviation Advisory Circular (CBAAC) 0256, dated 2006-07-31 – *Low Visibility Airport Take-off Airport Requirements*. Note the name change from CBAAC 0256, which was intended to include any taxiing aircraft.

### 1.2 Applicability

This document is applicable to all Transport Canada Civil Aviation (TCCA) employees, to individuals and organizations when they are exercising privileges granted to them under an External Ministerial Delegation of Authority. This information is also available to the aviation industry for information purposes.

### 1.3 Description of Changes

This document has been reissued to correct errors in the French version. With the exception of minor editorial changes, the content is unaltered.

## 2.0 REFERENCES AND REQUIREMENTS

### 2.1 Reference Documents

It is intended that the following reference materials be used in conjunction with this document:

- (a) Part III Subpart 02 of the Canadian Aviation Regulations (CARs) – *Airports – Obligation of Operator*;
- (b) Subpart 604 of the CARs – *Private Operator Passenger Transportation*;
- (c) Subpart 703 of the CARs – *Air Taxi Operations*;
- (d) Subpart 704 of the CARs – *Commuter Operations*;
- (e) Subpart 705 of the CARs – *Airline Operations*;
- (f) Standard 624 of the CARs – *Private Operator Passenger Transportation, Standards*;
- (g) Standard 723 of the Commercial Air Service Standards (CASS) – *Air Taxi – Aeroplanes, Take-Off Minima*;
- (h) Standard 724 of the CASS – *Commuter Operations – Aeroplanes, Take-Off Minima*;
- (i) Standard 725 of the CASS – *Airline Operations – Aeroplanes, Take-Off Minima*;
- (j) Advisory Circular 302-001, dated 2008-03-07 – *Publication of the Level Of Service with Respect to Departure Below RVR 2600' (½ Statute Mile)*;
- (k) Commercial and Business Aviation Advisory Circular 0256, dated 2006-07-31 – *Low Visibility Take-Off Airport Requirements*;
- (l) Transport Canada Publication TP 312, 4<sup>th</sup> Edition – March 1993 – *Aerodrome Standards and Recommended Practices* (revised 03/2005);

- (m) TCCA Operations Specifications 006 – *Take-Off In IMC – Weather Below Landing Minima;*
- (n) TCCA Operations Specifications 007 – *Take-Off Minima Reported Visibility RVR 1,200' (¼ mile) – Aeroplanes with Certified Engine-Out Take-off and Climb Performance;*
- (o) TCCA Operations Specifications 008 – *Take-Off Minima Reported Visibility RVR 1,200' (¼ mile) – Aeroplanes Without Certified Engine-Out Take-Off and Climb Performance;*
- (p) TCCA Operations Specifications 021 – *Take-Off in IMC – Weather Below Landing Minima;*
- (q) TCCA Operations Specifications 022 – *Take-Off Minima Reported RVR 1,200' (¼ mile) Visibility-Aeroplanes With Certified Engine-Out Take-Off and Climb Performance;*
- (r) TCCA Operations Specifications 023 - *Take-Off Minima Reported RVR 1,200' (¼ mile) Visibility-Aeroplanes Without Certified Engine-Out Take-Off and Climb Performance;*
- (s) TCCA Operations Specifications 024 – *Take-Off Minima, Reported Visibility RVR 600';*
- (t) TCCA Operations Specifications 062 – *Take-Off Minima Reported Visibility RVR 1,200' (¼ mile);*
- (u) TCCA Operations Specifications 063 – *Take-Off Minima, Reported Visibility RVR 600';*
- (v) CBAAC Operations Specification 3 – *Take-Off In IMC – Weather Below Landing Minima;*
- (w) CBAAC Operations Specification 4 – *Take-Off Minima Reported Visibility RVR 1,200' (¼ mile);*
- (x) CBAAC Operations Specification 5 – *Take-Off Minima, Reported Visibility RVR 600';*
- (y) Canada Flight Supplement (CFS)  
<http://www.navcanada.ca/NavCanada.asp?Language=EN&Content=ContentDefinitionFiles%5CPublications%5CAeronauticalInfoProducts/PurchaseInfo%5CPriceList%5CSubscription.xml>

## **2.2 Cancelled Documents**

Not applicable.

## **2.3 Definitions and Abbreviations**

Not applicable.

## **3.0 BACKGROUND**

- (1) There are standards governing the airport equipment required for operation in reduced visibility conditions in order for air/private operators to operate in the reduced visibility, which for the purposes of CBAAC 0256, dated 2006-07-31 – *Low Visibility Take-Off Airport Requirements* was defined as operations below a RVR of 2,600' (½ statute mile (sm)). Air/private operators needed to be aware there are airports that do not meet the standards for lighting and markings as required in TP 312, 4<sup>th</sup> Edition – March 1993 – *Aerodrome Standards and Recommended Practices* for operations below RVR of 2,600'. TP 312 addresses in part, the electrical design, lighting and marking requirements for taxiways, runways and aprons in reduced visibility operations.

- (2) Subparts 604, 703, 704 and 705 of the CARs address only specific runway requirements with respect to aircrew visual references. As a result, air/private operators have the authority (through Subparts 604, 703, 704 and 705 of the CARs, and applicable operations specifications) to depart from a runway when the RVR is below the certified limits for operation of the airport as published in TP 312. In other words, while the pilot may be able to take-off as the runway may meet Subparts 604, 703, 704 and 705 of the CARs requirements, there are certification requirements of Subpart 302 of the CARs with respect to the equipment needed by the airport to support reduced visibility operations, and its interaction with other traffic at the site, such as aircraft and vehicles, that may restrict the use of the runways, taxiways, and aprons.

#### **4.0 UPDATE**

- (1) Until the various airport authorities upgrade their airports to meet the applicable TP 312 standards for either RVR 1,200' (¼ sm) or RVR 600' (⅙ sm) operations, as appropriate, various mitigations have been published in the Advisory Circular No. 302-001, dated 2008-03-07, *Publication of the Level Of Service with Respect to Departure Below RVR 2,600' (½ Statute Mile)*. The proposed mitigations continue to meet the intent of the standards contained within TP 312, 4<sup>th</sup> Edition – March 1993 – *Aerodromes Standards and Recommended Practices*. Operations below an RVR of 2,600' to 1,200' will be referred to as “reduced visibility operations” and will be defined formally in the update of TP 312. Operations at a RVR below 1,200' are referred to as “low visibility operations”. The operating limits to which airports are certified for each part of the movement area will first be published in NOTAMs as the information becomes available and subsequently in more appropriate aeronautical publications like the *Canada Flight Supplement (CFS)*. AC 302-001 contains an example of NOTAM format.
- (2) Scheduled air operators are required by the CARs to operate into certified airports or aerodromes with an authorization. For other operations into aerodromes, no taxi-in/taxi-out operations below RVR 2,600' should be condoned as none of the risk mitigations as described in the AC No. 302-001 necessary for operations down to RVR 1,200' or RVR 600' taxi-in/taxi-out operations are in place. Pilots should not taxi at such aerodromes in reduced or low visibility situations, i.e., below RVR 2,600'.
- (3) Airport authorities should continue to consider the impact of their operating limits on the air/private operators using their airport. An air/private operator should be aware of the certification status of the facility prior to moving an aircraft on an airport surface when the visibility is below the airport operating limits.

#### **5.0 CONCLUSION**

The need to improve the facilities at Canadian airports to support reduced and/or low visibility operations has been recognized. It is also recognized that this needs to be accomplished in an orderly and controlled manner that does not cause unnecessary disruptions to the airports affected or the air/private operators using these facilities. However, it has also been recognized that airport requirements with a reported RVR below 2,600' must be respected by both the airport authorities operating the airport and the air/private operators using the airport for the continued safety of everyone.

## 6.0 CONTACT OFFICE

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Suggestions for amendment to this document are invited and should be submitted via the Transport Canada Civil Aviation Issues Reporting System (CAIRS) at the following Internet address:

<http://www.tc.gc.ca/wcms-sgcw/civilaviation/cairs-755.htm>

or by e-mail at: [CAIRS\\_NCR@tc.gc.ca](mailto:CAIRS_NCR@tc.gc.ca)

*"original signed by"*

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