

## Annex B

### Runway visibility assessments by ground personnel – Proposed standards

## Runway visibility assessments by ground personnel – Proposed standards

### Application

The requirements of this proposal will apply to the conduct of runway visibility assessments by ground personnel at an aerodrome.

### Facilities

The aerodrome operator must:

- establish a system for using visibility markers or counting of runway lights (or both) for assessing runway visibility.
- If runway markers are to be used:
  - locate visibility markers as to be representative of the runway conditions;
  - locate visibility markers within 10 degrees of the runway centre line; and
  - provide visibility markers that:
    - consist of dark objects of suitable dimension or lights of moderate intensity; and
    - meet the standards of MOS Part 139 section 8.6.5 for structural strength and frangibility.
- Produce a visibility markers chart that includes:
  - the visibility markers used to assess runway visibility, showing their distances in metres, and bearings from the point of observation;
  - the identification of the day and night visibility markers in their proper positions by means of the designated symbols listed on the chart; and
  - the clear identification of the point of observation.
- If assessments are made by counting runway lights, produce a conversion chart based on the actual spacing of the runway lights.

### Person to be qualified to conduct runway visibility assessments

Except for a pilot, no person other than a person qualified in accordance with this Annex must assess runway visibility and report the assessment.

### Qualifications

A person who assesses runway visibility must:

- hold a certificate of proficiency in aeronautical radio telephony;
- be qualified to operate on the manoeuvring area of the aerodrome;
- be authorised by the aerodrome operator to report an assessment of runway visibility at the aerodrome; and

- have demonstrated competence in the following:
  - Identifying the location of each point of observation;
  - Identifying the visibility markers for each point of observation;
  - Identifying the relevant runway edge lights for making a runway visibility assessment;
  - Using the conversion table and the visibility markers chart; and
  - Reporting runway visibility.

### Conducting a runway visibility assessment

“point of observation” means a fixed location near the threshold or midpoint of the runway, such as the taxiway holding position for the taxiway adjoining the runway threshold, or at a point adjacent to the runway threshold, from which the distance to visibility markers is known.

The qualified person must stand at the point of observation and, without using any optical devices to enhance their normal distance vision:

- assess in the runway direction the farthest:
  - visible runway edge lights; or
  - visibility markers that can be seen and identified;
- from the assessment, determine the distance, in metres to the nearest 50-metre increment, using the conversion table or the visibility markers chart; and
- immediately report the distance assessed, to the ATS facility that serves the aerodrome, if available, or to the person who requested the report, as the runway visibility along the specified runway in the following format:

“RUNWAY VISIBILITY, RUNWAY [runway number], THRESHOLD [distance assessed] METRES, {if applicable: MIDPOINT [distance assessed] METRES}, ASSESSED AT [time] UTC”, to the nearest 50 metre increment.

**Note:** The term “optical devices” does not include spectacles or contact lenses that the qualified person usually wears for normal distance vision.

If the runway visibility varies during the assessment, the qualified person must report the lowest value observed.

The qualified person must not report any weather phenomena that are reducing the runway visibility unless the person is a accredited observer.

**Note:** It is preferable that observations not be made through a window, especially at night.

**Range of values to be reported**

The lowest limit of the reporting range of runway visibility is 350 metres.

Where the runway visibility is below 350 metres, it is reported that the runway visibility is less than 350 metres.

The upper limit of the reporting range of runway visibility is 2000 metres.

Where the runway visibility is above 2000 metres feet, it is reported that the runway visibility is greater than 2000 metres.