



REDUCED VISIBILITY OPERATIONS PLAN

YELLOWKNIFE AIRPORT

(CYZF)

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FOREWORD

This plan has been developed to allow the Yellowknife Airport (YZF) to support operations below a visibility value of runway visual range (RVR) 2600 ($\frac{1}{2}$ statute mile) down to RVR 1200 ($\frac{1}{4}$ statute mile) including taxiing to and from the runway.

Transport Canada's *Commercial and Business Aviation Advisory Circular (CBAAC) 0256* documented the minimum requirements for Part 703, 704 and 705 aircraft operators to depart under reduced and low visibility. The circular also associated many of the standards and recommendations that are published in Transport Canada's TP312, Aerodrome Standards and Recommended Practices, for airport operators.

As a result of the CBAAC 0256, Transport Canada published an Advisory Circular 302-001 which provides information and guidance to airport operators on the certification and minimum standards required to allow departures and aircraft manoeuvring below an RVR of 2600.

RECORD OF AMENDMENTS

No.	Date of Issue	Date Entered	Revision	Entered By
1	May 27, 2013	May 27, 2013		LS
2	May 20, 2015	May 20, 2015		LS
3	July 14, 2017	July 14, 2017		FC
4	July 19, 2019	July 19, 2019	Remove Note 1 page 7, insert Airfield Maintenance (2.7), insert Power Interruption (3.3), Appendix A changed to email contact, delete Appendix B & C	RS
5	August 26, 2020	August 26, 2020	Added tab 3.4 labelled Periodic Inspections. Added Appendix C with sign off page.	JC
6	Dec 12, 2021	Dec 12, 2021	Addition of Night-Time RVOP 3.2, Appendix A update email.	RS
7	June 09, 2022	June 09, 2022	Updates to Chapter 1 General, 2.1 Runways, 2.2 Limitations, 3.1 Activation of RVOP, 3.2 RVOP Night Operation, 3.5 Termination of RVOP, Appendix A&B	RS
8	July 26, 2022	July 26, 2022	Corrections to General	RS
9	Sept 30, 2023	Sept 30, 2023	Appendix A	RS
10	July 24, 2024	July 24, 2024	3.1, 3.5, Appendix A	RS
11	Aug 15, 2024	Aug 20, 2024	Formatting	SH
12	Nov 24, 2025	Nov 24, 2025	General, 3.1, 3.6, 4.1, Appendix A	RS

CORRIGENDA

No.	Date of Issue	Date Entered	Entered By
1	July 26, 2022	July 26, 2022	RS

1 GENERAL INFORMATION

1.1 Elements of Reduced Visibility Operation Plan

This document contains the required elements for Reduced Visibility Operations Plan (RVOP) as stated in TP312 5th Edition. Description of required elements is as follows:

- (a) identification of reduced visibility taxi routes, where provided;
- (b) limitations of vehicle operations on the maneuvering area, such as:
 - (i) non-operationally required maintenance activity,
 - (ii) construction;
- (c) the use and operation of visual aids;
- (d) an annual review of the reduced visibility operations plan;
- (e) standby power, including:
 - (i) type,
 - (ii) system facilities,
 - (iii) switchover time,
 - (iv) the ongoing operation;
- (f) ongoing operational procedures, including but not limited to:
 - (i) the periodic inspection of the maneuvering area surfaces,
 - (ii) the periodic inspection of visual aids; and
- (g) any other operational procedures unique to the site.

1.2 General

YZF take-off minima as published in the Canada Air Pilot (CAP) are currently limited to ½ statute mile (RVR 2600) visibility on runway 16/34.

Reduced visibility operations are operations that occur at an aerodrome when the visibility is below Runway Visual Range (RVR) 2600 (½ sm) down to and including RVR 1200 (¼ sm). Reported visibility of less than RVR 2600 (½ sm) will initiate the implementation of RVOP procedures for the entire aerodrome.

When RVOP is implemented, the entire airfield is considered to be in reduced visibility operations.

Traffic density during normal Instrument Metrological Conditions (IMC) operations would be no more than 15 movements per runway or 20 total movements per hour. This is defined as a traffic density of light.

YZF Duty Manager is responsible for activating/terminating/suspending RVOP upon applicable conditions, issuing/cancelling NOTAMs related to RVOP and monitoring the airport to ensure compliance with the procedures contained within this plan.

YZF does not support Low Visibility Operations – less than RVR 1200 (¼ sm).

1.3 Annual Review

This plan is to be reviewed annually and updated as required. YZF Airport Manager (APM) will be responsible for the plan, amendments and annual review.

2 RUNWAYS

2.1. Runway usage is as follows during RVOP:

- Runways available for take-off during RVOP are 16 and 34; and
- Runways 10 and 28 will not be used during RVOP (NOTAM will be issued closing runway for arrival/departures during RVO) - except runway 10 can be used for the taxiing of aircraft from/to the west side hangers from/to runway 16 or 34. Aircraft taxiing from west side are permitted to hold on runway 10 awaiting take-off on 16 or 34.
- Aircraft Access to Runway 16/34 will be via taxiway Alpha, Hotel, Golf (military only), and Runway 10 West Side

3 LIMITATIONS and/or RESTRICTIONS of VEHICLE OPERATIONS

3.1 Vehicles on Manoeuvring Areas/Uncontrolled Taxiways

Vehicle access to manoeuvring areas shall be restricted during reduced visibility conditions as follows:

Only essential vehicles will be authorized to enter manoeuvring areas, such as:

- Emergency vehicles;
- Airfield inspection vehicles;
- Snow removal equipment; and
- Other equipment as deemed necessary by the Airport Duty Manager.

ATC/FSS is responsible for controlling vehicles on the manoeuvring areas;

Vehicles accessing the manoeuvring area are equipped with and marked according to the GNWT Airside Vehicle Program

(i.e. rotating beacons and/or strobes, etc.);

Vehicle movement on the manoeuvring areas will be required to obtain clearances of specific routing on all runways and controlled taxiway and remain under ATC/FSS control;

Vehicles will only access runway 16/34 by the Combined Services Building Road (CSB Road), taxiways “A”, “G”, “H”, and runway 10 (westside only);

Vehicles are permitted to hold on the west side of Runway 10 while waiting for aircraft to take-off or land from Runway 16 or 34

Vehicles engaged in snow removal are permitted to operate on runway 10 (westside only), and Taxiway Juliet to support aircraft taxiing requirements.

Vehicles requiring to manoeuvre on uncontrolled taxiways (as depicted in Appendix ‘B’) will be at the discretion of the vehicle operator and not under ATC/FSS control

Note: *No uncontrolled taxiway intersects a runway except taxiway “G” to Forward Operating Location (FOL) threshold runway 34. Taxiway “G” has Runway Guard Lights;*

3.2 Vehicles on Main Apron

Vehicle access to the main apron area as depicted in Appendix ‘B’ shall be restricted during reduced visibility conditions as follows:

Only essential vehicles will be authorized to enter the apron area while in the execution of their duties, such as:

- Emergency vehicles;
- Snow removal vehicles;
- Airline ground serving vehicles;
- Fuel dispensing equipment;
- De-icing vehicles; and
- Any other equipment as deemed essential by the Airport Duty Manager.

Vehicle operators working on the manoeuvring areas must be aware of the elements in this RVOP; once air operators/companies are notified by the Airport Duty Manager they are responsible to notifying their personnel that RVOP is in effect.

Vehicles will operate in accordance with the GNWT Airside Vehicle Program; and

RVOP are to be included in the AVOP training requirements of all ‘D’ and ‘DA’ permit drivers.

3.3 Aircraft Towing

Aircraft requiring imminent departures are permitted to tow during RVOP but must obtain clearances from ATC/FSS and follow all applicable GNWT Airside Vehicle Program procedures.

3.4 Construction Areas

In reduced visibility conditions, activity within construction sites on or adjacent to the manoeuvring surfaces will be

suspended. Applicable construction sites will be inspected, secured and safeguarded as required by the Airport Duty Manager or designate.

3.5 Airport Emergency Services

Airport Emergency Services must comply with emergency response requirements as outlined within the Canadian Aviation Regulations (CARs), in all conditions including RVOP. ARFF vehicles responding to an emergency are not required to follow the reduced visibility routes and may take the most direct route possible or as directed by ATC or FSS, regardless of airfield lighting conditions at the time of the emergency.

If the ARFF vehicles are called out onto the airfield for any reason the RVOP should be suspended until such time the ARFF event is concluded and the ARFF vehicles are clear of the runway or manoeuvring areas.

3.6 Airfield Maintenance

In the event conditions dictate, Airfield Maintenance Vehicles will follow normal procedures to complete any necessary maintenance and/or inspections to ensure a safe operating environment. Activity will be restricted to operational manoeuvring areas and access points identified in plan. Non-operationally required maintenance activities will be suspended during RVOP conditions.

3.7 Pre-Positioning/Maintenance

Aircraft are permitted to pre-position for imminent departures during RVOP and must obtain clearance from ATC, advisory from FSS but not allowed to taxi for aircraft maintenance.

4 ACTIVATION / TERMINATION

4.1 Activation of RVOP Plan

The Aerodrome operating visibility is defined as follows;

When active Nav Canada Air Traffic Control (ATC) Tower:

(In accordance with published airport operational procedures)

For Arrivals and departures, the aerodrome operating visibility is in accordance with the following hierarchy:

1. Runway Visual Range (RVR) for the runway of intended use
2. Aerodrome visibility (METAR)
3. Pilot visibility

Outside ATC Tower Operating hours:

(Outside ATC operating hours, MF, Unicom, CARs, or advisory sites, etc...)

Arrival Operations, the aerodrome operating visibility is in accordance with the following hierarchy

1. Runway Visual Range (RVR) for the runway of intended use
2. Aerodrome visibility (METAR)
3. Pilot visibility

Departure Operations, the aerodrome operating visibilities is the lowest of the following visibilities

1. Aerodrome visibility (METAR)
2. Any reported RVR

3. Pilot visibility

NOTE: Tower observed visibility does not take precedence over reported ground visibility. Where ground visibility is reported, tower observed visibility is considered advisory only. However, where ground visibility is not reported, tower reported visibility replaces ground visibility and needs to be considered in the determination of the aerodrome operating visibility.

NAV CANADA ATC or FSS will advise the Airport Duty Manager when the RVR is less than RVR3500 (3/4sm) or RVR1200 (1/4sm).

NAV CANADA ATC or FSS will advise the Airport Duty Manager when the RVR is 2600 (1/2sm) or 1200 (1/4sm), or greater when below these values.

Note: Once the RVR value is less than 3500 (3/4sm), it will be monitored at the highest available light settings.

The Airport Duty Manager shall take the following steps when advised by ATC or FSS of RVOP conditions:

- Ensure all lighting including Runway Guard Lights, manoeuvring area surfaces and other visual aids have been inspected;
- Advise airport personnel via radio or phone of activation of RVOP;
- Recall any non-essential vehicles from manoeuvring areas;
- Suspend any constructions activities (as per section 2.5);
- Advise ATC or FSS that RVOP is activated;
- Advise all air operators/companies as listed in Appendix A via Aim World;
- Issue a voice NOTAM that “Reduced Visibility Operations is in effect” and that runway 10/28 is unavailable for arrival/departure.
- If RVOP conditions persist for extended periods of time, ensure additional inspections are completed.
 - Observed deficiencies will be reported to the Airport Duty Manager immediately.

Airport Duty Manager is responsible for monitoring RVOP activities on the airport.

Airport personnel will report any observed or noted deficiencies and or discrepancies from this plan to the Airport Duty Manager for follow up and/or investigation.

4.2 RVOP Night Activation

Nighttime RVOP operations are permitted and will follow the process described above. RVOP after published hours may result in cost recovery fees if a call out is required.

Definition of Night – A.I.M. GEN Glossary

The period of time during any day that starts at the end of evening civil twilight and ends at the start of morning civil twilight.

4.3 Standby Power

During a power interruption YZF is supported with standby power through the Field Electrical Centre (FEC). A John Deere generator producing 250kw is paired with a Cummins Power Command 1302 Switch which supports the essential operations of the airport in the event of a grid power failure. Airfield lighting, Tower, and Flight Services are all fully supported by standby power. The switch continually monitors grid power and switches to generator power during

unstable or complete power failures. Once activated, the standby system remains operational for 10 minutes after the resumption of stable grid power as monitored by the switch. Tests of the standby power system are completed monthly with recorded switch over times measured at 8-12 seconds.

4.4 Periodic Inspections

Periodic inspection of airfield lighting, manoeuvring area surfaces and other visual aids will be completed to confirm they remain operational during those times where RVOP conditions persist for an extended period.

4.5 Termination/Suspension of RVOP Plan

When advised by tower/FSS that visibility exceeds RVR 2600 (1/2sm) and is not fluctuating above/below (terminated) or the visibility decreases below RVR 1200 (1/4sm) (suspended), the Airport Duty Manager or designate person will take the following steps:

- Advise ATC/FSS, RVOP is terminated/suspended.
- Cancel voice NOTAM (if terminating)
- Advise airport personnel via radio or phone of termination/suspension of RVOP; and
- Advise all air operators/companies as listed in Appendix A via AIM World.

5 TRAINING and RECURRENT TRAINING

5.1 RVOP Training

Reduced visibility operations will become part of the Airside Vehicle Program for 'D' and 'DA' Airside Vehicle Operations Permit (AVOP) training.

Airport personnel are to review the RVOP manual annually and sign the training form located in Appendix C. The APM is responsible of documenting this training.

Air Operators/airport tenants are responsible to provide their personnel with yearly reviews/updates of RVOP procedures.

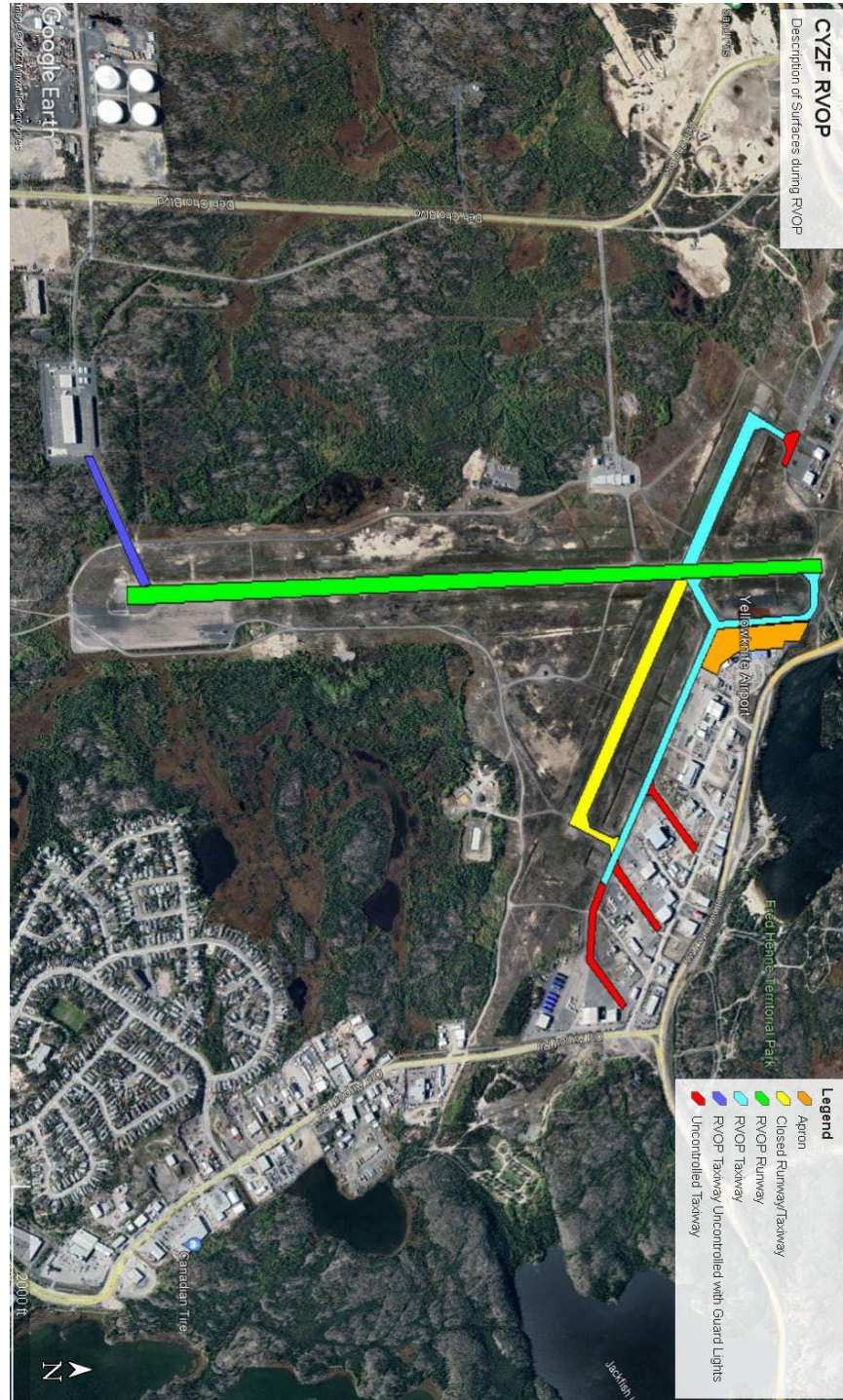
APPENDIX A

AIR OPERATOR / COMPANY	CONTACT EMAIL
ADLAIR AVIATION	yellowknife@adlair.ca
AIR CANADA JAZZ	YZF.ops@flyjazz.ca DLAirportsYZF@flyjazz.ca yzf.ops@flyjazz.ca james.sinfield@flyjazz.ca
AIR NORTH	focops@flynorth.com foc@flynorth.com
AIR TINDI	occ@airtindi.com jen.reynolds@airtindi.com sarah.green@airtindi.com mgray@airtindi.com
BUFFALO AIRWAYS	gatekeeper@buffaloairways.com
CANADIAN NORTH	aaguirre@canadiannorth.com yzfops@canadiannorth.com dutymanager7f@canadiannorth.com yzflead@canadiannorth.com rthomas@canadiannorth.com
ESSO - World Fuel Service	nver@midnightpetro.ca ykairport@midnightpetro.ca
GREAT SLAVE HELICOPTERS	dispatch@gsheli.com
NORTH WRIGHT AIRWAYS	ops@north-wrightairways.com kyle.newhook@north-wrightairways.com dispatch@north-wrightairways.com
NOLINOR	occ@nolinor.com dispatch@nolinor.com
SHELL (DetonCho)	mike.v@dcl360.com shell@dcl360.com brian@dcl360.com
STRATEGIC AVIATION / GAT	john.cooper@wearegat.net
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WEST JET Operations	yzfcommunicationcoordinator@westjet.com occencoredispatch@westjet.com crystal.conway@westjet.com
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YZF	randy_straker@gov.nt.ca lee_scarfe@gov.nt.ca jason_clarke@gov.nt.ca bobbie-jo_walsh@gov.nt.ca kayla_gould@gov.nt.ca scott_young@gov.nt.ca travis_drover@gov.nt.ca jason_carroll@gov.nt.ca

RCMP	Brian.mcshane@rcmp-grc.gc.ca
Bomber Base	morgan_johnson@gov.nt.ca

*** Airside operators / companies are to inform the airport manager with any contact changes. ***

APPENDIX B



APPENDIX C



ANNUAL AIRPORT RVOP REVIEW/TRAINING SIGN OFF SHEET

I declare that I have reviewed the Reduced Visibility Operations Plan (RVOP) dated _____, and understand my roles and responsibilities within it.

Name (First & Last): _____

Signature: _____

Date: _____

Name (First & Last): _____

Signature: _____

Date: _____

Name (First & Last): _____

Signature: _____

Date: _____

Note: Airport staff who review the RVOP and complete this sign off sheet are considered trained for particular role that they perform during reduced visibility operations.