Northwest Regional Airport
Terrace-Kitimat

TERRACE-KITIMAT AIRPORT SOCIETY
REDUCED VISIBILITY OPERATIONS PLAN (RVOP)

FOR REFERENCE ONLY

FOR REFERENCE ONLY

Table of Contents

List of Effective Pages 3
Manual Distribution and Amendment Procedures 5
Record of Amendments 5
Reduced Visibility Operations Plan Reviews 6
Record of Reviews 6
1.0 Reduced Visibility Operations Plan (RVOP) 7
1.1 Aircraft 7
1.2 Reduced Visibility Taxiways/Runways 7
1.3 Airfield Lighting 7
1.3.1 Standby Power 7
1.4 Visual Aids 8
1.5 Daily Inspections 8
1.6 Activation of Reduced Visibility Operations 8
1.6.1 Pilots 8
1.6.2 Vehicle Operators on Controlled Airside Maneuvering Areas 8
1.7 Termination of Reduced Visibility Operations 8
1.8 Limitations During Reduced Visibility Operations 8
1.8.1 Aircraft 8
1.8.2 Vehicles 9
1.8.3 Emergency Operations 9
1.9 Definitions 9
1.10 Training 9

FOR REFERENCE ONLY

Intentionally left blank

FOR REFERENCE ONLY

List of Effective Pages

Page 1	#01-2023	29-Sep-23
Page 2	#01-2018	27-Sep-18
Page 3	#01-2026	29-Sep-26
Page 4	#01-2018	27-Sep-18
Page 5	#01-2026	29-Sep-26
Page 6	#01-2026	29-Sep-26
Page 7	#01-2025	23-Sep-25
Page 8	#01-2024	18-Sep-24
Page 9	#01-2025	23-Sep-25
Page 10	#01-2019	15-Sep-19

FOR REFERENCE ONLY

Intentionally left blank

FOR REFERENCE ONLY

Manual Distribution and Amendment Procedures

RVOP amendments will be issued as required. The Manager of Operations will be responsible to maintain the program/manual, ensuring the contents is accurate, up to date and meets all regulatory requirements. Each amendment page shall record the appropriate amendment number and date in the footer. The Record of Amendments and List of Effective Pages (LEP) will be updated accordingly.

A controlled electronic copy will be updated in the Company Library. A copy of this plan will be distributed to applicable airport tenants, FSS, emergency personnel, all AVOP holders and made available to the Minister upon request. It is the responsibility of the individual manual holders to insert all amendments issued to them in a timely manner and ensure that all manual pages are consistent with the LEP. Any discrepancy between the LEP and the content of this manual must be brought to the attention of the Manager of Operations.

Record of Amendments

The below Record of Amendments log will be updated with all amendments. The log will include the amendment number and the date of amendment.

FOR REFERENCE ONLY

Amendment #	Date of Amendment	Date Entered into Manual	Entered in Manual By
11-Jan-13	11-Jan-13	Incorporated	
#01-2018	27-Sep-18	Incorporated	
#01-2019	15-Sep-19	Incorporated	
#01-2020	21-Sep-20	Incorporated	
#01-2021	27-Sep-21	Incorporated	
#01-2022	22-Sep-22	Incorporated	
#01-2023	29-Sep-23	Incorporated	
#01-2024	18-Sep-24	Incorporated	
#01-2025	23-Sep-25	Incorporated	
#01-2026	29-Sep-26	Incorporated	

Reduced Visibility Operations Plan Reviews

The Northwest Regional Airport Terrace-Kitimat (NWRA) will do a review of our RVOP annually. TP 312 5, 8.6.1.4(d)

Record of Reviews

The below Record of Reviews log will be updated with all reviews. The log will include the date of review, who performed the review and whether an amendment is recommended. It will also include the date the next review is required.

Date of Review	Reviewed By	Recommended Amendment	Next Review Due By
27-Sep-18	Carman Hendry, Dave Kumpolt, Sonya Gill	#01-2018	01-Oct-19
21-Sep-20	Sonya Gill	#01-2020	01-Oct-21
27-Sep-21	Sonya Gill	#01-2021	01-Oct-22
22-Sep-22	Sonya Gill	#01-2022	01-Oct-23
29-Sep-23	Sonya Gill	#01-2023	01-Oct-24
29-Sep-24	Sonya Gill	#01-2024	01-Oct-25
23-Sep-25	Sonya Gill, Ben Godden, William Fisher	#01-2025	01-Oct-26
29-Sep-26	Sonya Gill, Ben Godden, William Fisher	#01-2026	01-Oct-27

FOR REFERENCE ONLY

1.0 Reduced Visibility Operations Plan (RVOP)

Runway incursions have been recognized as a major worldwide aviation risk in all visibility conditions. The Northwest Regional Airport meets the standards of TP312 and/or the mitigation items listed in the Transport Canada Advisory Circular 302-001 to support operations below a visibility value of Runway Visual Range (RVR) 2600 (½ Statute Mile) down to and including RVR 1200 (¼ Statue Mile), including taxiing to and from the runway, provided the aircraft operator has approval from Transport Canada for such operations.

NWRA does not have a Low Visibility Operational Plan (LVOP) to operate in conditions less than RVR 1200 (¼ Statue Mile)

1.1 Aircraft

NWRA does not have a Low Visibility Operational Plan (LVOP) to operate in conditions less than RVR 1200 (¼ Statue Mile), therefore aircraft operations are not authorized at visibilities below ¼ SM.

1.2 Reduced Visibility Taxiways/Runways

During reduced visibility operations, which are operations below RVR 2600 (½ SM) down to and including RVR 1200 (¼ SM):

- Day use only - Taxiway A, Taxiway B & Runway 15/33
- Night - No Landing/Taxi/Take-off on any maneuvering area.

NOTE: RWY 03/21 is not available for use during reduced visibility ops.

1.3 Airfield Lighting

TP 312 5, 8.6.1.4(c)

The airport is equipped with high-intensity edge lights on Runway 15/33 and guard lights on Taxiway A at the holdline. Runway Edge Lights and Guard Lights are activated by Terrace FSS when requested during RVOP conditions.

On Approach 33, we have SSLAR lights, and on Approach 15, we have ODALs. PAPI 2 are on both Runway 15 and Runway 33.

1.3.1 Standby Power

TP 312 5, 8.6.1.4(c)

NWRA has a standby power system in place. The generator (230 KW) is driven by a Cummins diesel engine. It is housed in a field electrical center. Transfer time to the generator is less than 12 seconds. Transfer from the generator is less than 2 seconds.

FOR REFERENCE ONLY

1.4 Visual Aids

TP 312 5, 8.6.1.4(c)

Airfield visual aids such as lightings, markings, signs meet TP31 standards. Signs are illuminated to support RVOP operations.

1.5 Daily Inspections

TP 312 5, 8.6.1.4(f)(i)(ii)

NWRA personnel complete daily inspections and/or as required on all maneuvering areas surfaces and visual aids. Copies of these inspections are stored on the company server M:\Daily Inspection Reports.

1.6 Activation of Reduced Visibility Operations

The Northwest Regional Airport will have published in the Canada Flight Supplement the reduced visibility requirements and a reference to the Reduced Visibility Operations Plan which is available on the NWRA website at www.yxt.ca. As outlined above, a copy of the NWRA Reduced Visibility Operations Plan will be made available to all scheduled air carriers, FSS, emergency personnel and AVOP holders using this Airport.

1.6.1 Pilots

It will be the responsibility of the pilot to contact the FSS for updated weather conditions. When reported visibility is less than RVR 2600 (½ Statute Mile) and greater than or equal to RVR 1200 (¼ Statute Mile), the Reduced Visibility Operations Plan will be in effect.

1.6.2 Vehicle Operators on Controlled Airside Maneuvering Areas

The FSS will notify vehicle operators that the reported visibility is less than RVR 2600 (½ SM) and greater than or equal to RVR 1200 (¼ SM) when the vehicle operators are requesting access to the controlled maneuvering areas.

FOR REFERENCE ONLY

1.7 Termination of Reduced Visibility Operations

When reported visibility is equal to or above RVR 2600 (½ SM), Reduced Visibility Operations are terminated.

1.8 Limitations During Reduced Visibility Operations

1.8.1 Aircraft

One aircraft on the maneuvering area at a time. (one in, one out) Departing aircraft shall hold on the apron until vehicles have exited the maneuvering area.

1.8.2 Vehicles

No vehicles, including non-maintenance and construction vehicles, are to be on any controlled maneuvering areas when in use by an aircraft. When reported visibility is less than RVR 2600 (½ SM) and greater than or equal to RVR 1200 (¼ SM), all vehicles will proceed off of the controlled maneuvering areas to the CSB, Apron 1 or private aprons, when requested to exit by the FSS operator.

1.8.3 Emergency Operations

Emergency personnel shall request access from the FSS before proceeding onto any maneuvering area. They will only proceed with co-ordination and direction from FSS or under escort from Airport Staff who are in contact with the FSS.

1.9 Definitions

Maneuvering Area - That part of an aerodrome used for take-off, landing, and taxiing of aircraft excluding the apron.

Controlled Maneuvering Area - That part of an aerodrome used for take-off, landing, and taxiing of aircraft, excluding the apron, which is vehicle controlled by FSS.

Movement Area - That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the maneuvering area and the apron(s).

AVOP - Airside Vehicle Operators Permit

SM - Statute Mile

CSB - Combined Services Building

FSS - Flight Service Station

1.10 Training

NWRA staff receive annual training on our RVOP program during the Annual Winter Refresher Training.

FOR REFERENCE ONLY

Intentionally left blank

FOR REFERENCE ONLY