

LOW VISIBILITY OPERATIONS AT FAE – ROUTINELY DOABLE?

It appears the Faroese airport authority at Vágar (FAE), and the Faroese airline Atlantic Airways, are quite accustomed to operating in and out of their airport even when visibility is very low. See below.

Do they have any specific pieces of information or advisories they can offer which might be applicable to our Embraer ERJ-145 visit to FAE on eclipse morning 2015 March 20 Friday – which could help us be able to fly into there even if visibility is poor?

A RECENT EXAMPLE

Here's what FAE looked like in good weather on the morning of 2014 February 18 exactly at solar eclipse time, 0941, as seen from three webcams positioned in the airport tower:

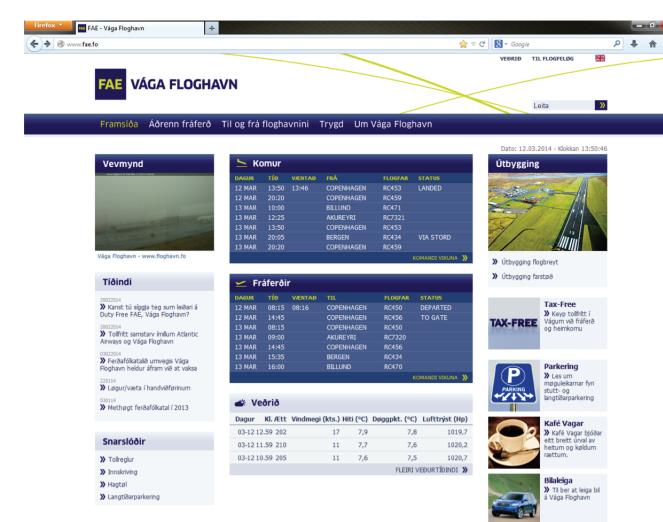


Whereas here's what it looked like on 2014 March 12 at 1319 1320 and 1322 in very poor visibility weather as seen from the same respective three webcams:



At the time these three low-visibility images were taken, Atlantic Airways' daily flight RC453 in an Airbus A319 was en route from Copenhagen (CPH) to Vágar, with arrival scheduled to be at 1350. Would he have to turn back because of difficult conditions for landing at FAE?

Well...he didn't have to turn back...he landed evidently normally! As seen in the two webcam images below at 1342 and 1345 showing passengers disembarking, and also the website Arrivals/Departures listing:



The screenshot shows the Vága Flughavn website with flight information and weather details. The flight table shows several flights from Copenhagen (København) to Vágar (Vága) with arrival and departure times. The weather table shows current conditions with visibility of 17 km and temperature of 7.7°C. The website also features sections for arrivals, departures, and various airport services.

At least one person seeing this (and another flight which had departed for CPH in similar weather earlier that morning, at 0816) online was quite impressed that it seemed to be a ho-hum ordinary day of comings and goings at FAE, despite the murk. And also encouraged that it seems to mean we'll have plenty of leeway for flying into FAE on eclipse morning if we have the same low-visibility-tolerant capabilities the Faroese are comfortable with.