

Weather & capacity

Bad weather reduces how many aircraft an airport can handle. This page explains which CDM tools help, and when.

First: check demand

Only use CDM measures when **demand is higher than the reduced capacity**. If traffic is light, bad weather alone is not a reason to regulate. Normal spacing, holding and coordination are enough.

Check the arrival and departure lists, or the CDM dashboard, for how many flights are expected per hour.

Departures: LVO rate

Each airport has a normal and a low-visibility (LVO) departure rate. See **Airport CDM data**.

- Use the LVO rate **only when low-visibility procedures are in force**.
- Strong wind, gusts or a low cloud base alone do not mean LVO. If departures need extra spacing in those conditions, agree it with the master.

Arrivals: arrival regulation

If more arrivals are expected than the airport can take, an **arrival regulation** can be set on the CDM dashboard by lowering the airport's arrival rate for a time period. The CDM server then gives CTOTs to inbound flights.

Arrival regulations only give CTOTs to flights departing from **airports using CDM**. Most long-haul traffic into BIKF (North America, much of Europe) departs from airports without CDM and will **not** be held on the ground.

For BIKF this means an arrival regulation helps a little, but you will still need:

- Holding
- Miles-in-trail or minutes-in-trail requested from the adjacent centre (Gander, Shanwick, Scottish, Bodø, etc.)
- Speed control on arrival

Example: BIKF in strong crosswind

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BIKF 14036G46KT 4000 DZRA BR OVC007 08/08 Q1005
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- Runway 10 is best for this wind (about 22 kt crosswind, gusting 28). Single runway operations.
- A 700 ft cloud base with 4 km visibility is **not** LVO. Keep the normal departure rate.
- Realistic arrival capacity is about 15–18 per hour instead of 26.
- If fewer than about 15 arrivals per hour are expected: no regulation needed.
- If arrivals start bunching above that: set an arrival regulation for BIKF of about 16 per hour on the dashboard for the affected period, and use holding or in-trail spacing for flights without CTOTs.

Who decides?

The CDM master, together with the APP/CTR controller, decides on LVO rates and arrival regulations. Inform the adjacent units when a regulation is in force.

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