

DCA23FA149

## **AIR TRAFFIC CONTROL**

Group Chair's Factual Report - Attachment 9  
AUS LOA/SMGCS Plan Letter of Agreement (LOA)

AUSTIN AIRPORT TRAFFIC CONTROL TOWER AND  
CITY OF AUSTIN DEPARTMENT OF AVIATION

**LETTER OF AGREEMENT**

EFFECTIVE: December 9, 2013

SUBJECT: LOW VISIBILITY OPERATIONS AND CONTROL OF AIRFIELD LIGHTING  
AT AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

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**1. PURPOSE.** This agreement between the Austin Airport Traffic Control Tower (ATCT) and the City of Austin Department of Aviation (DOA) establishes procedures and responsibilities for operations at Austin-Bergstrom International Airport during periods of low visibility when the runway visual range (RVR) is below 1,200 feet.

**2. CANCELLATION.** This agreement cancels Austin ATC Tower and City of Austin Letter of Agreement, Subject: Low Visibility Operations and Control of Airfield Lighting at Austin-Bergstrom International Airport, dated December 15, 2004.

**3. SCOPE.** The procedures prescribed herein are applicable to operations on Austin-Bergstrom International Airport during Category III (CAT III) operations on Runway 17L.

**4. DEFINITIONS.**

**a. "Follow-Me" Vehicle.** A vehicle provided by the airport owner or a tenant. The vehicle must be painted a highly visible color and equipped with a two-way radio and yellow flashing lights.

**b. Low Visibility Operations.** The movement of aircraft or vehicles on the airfield when the visibility is reported to be less than 1,200 feet RVR.

**c. Movement Area.** Refers to runways, taxiways, and other areas of the airport that are used for the taxiing, takeoff, and landing of aircraft, exclusive of ramps and aircraft parking area.

**d. Non-Movement Area.** Refers to airfield areas that are not under control of air traffic.

**e. Runway Visual Range (RVR).** An instrumentally derived value, based on standard calibrations, that represents the horizontal distance a pilot will see down the runway from the approach end. It is based on high intensity runway lights.

**f. Surface Movement Guidance and Control System (SMGCS) Plan.** An approved method to protect high-speed, low-visibility operations (RVR between 1200 and 500) on the runway while enhancing safe ground movement of aircraft and other vehicles on the airport surface.

**5. RESPONSIBILITIES.**

a. DOA is responsible for insuring that all persons that operate on the airport are trained in and comply with the procedures for low visibility operations.

b. ATCT is responsible for control of traffic on the Airport Movement Area during low visibility operations in accordance with appropriate Federal Aviation Administration (FAA) directives.

c. Both DOA and ATCT are responsible for implementing the jointly developed SMGCS Plan for Austin-Bergstrom International Airport in accordance with Federal Aviation Administration Advisory Circular 120-57, Surface Movement Guidance and Control System, current addition.

**6. PROCEDURES.**

a. ATCT must:

1) Notify Airport Operations when conditions indicate that visibility will decrease to and remain less than 1,200 feet RVR, and when conditions indicate that visibility will increase to and remain more than 1,200 feet RVR.

2) Notify Airport Operations when an alarm is indicated on the Airfield Lighting Operator Interface Terminal (OIT) in the Tower.

3) Notify DOA when the RVR is below 500 feet and when the RVR increases to 500 feet.


4) Not authorize taxiing, takeoffs or landings to/from runways whose RVR is below 500 feet.


b. DOA must:

1) Visually inspect the edge lights and centerline lights when notified of an alarm in the lighting system to determine what lights are out of service. This information will be passed to ATCT.

2) Notify the airport tenants and operators that low visibility operations are in effect.

3) If requested by an aircraft operator, provide "follow-me" service for any aircraft operating on the movement area.

  
SC Jim Smith  
Director of Aviation  
City of Austin Department of Aviation

  
Dean B. Krause  
Air Traffic Manager  
Austin ATC Tower

Low Visibility (LVO) / Surface  
Movement Guidance And  
Control System (SMGCS) Plan



Austin-Bergstrom  
International Airport

June 10, 2013



**Revision Table**

<b>Revision Number</b>	<b>Revision Date</b>	<b>Approval Date</b>	<b>Pages</b>
Original	6/10/2013		Entire document provided for approval.
1			
2			
3			
4			
5			
6			

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## 1.0 INTRODUCTION

- 1.1 This Surface Movement Guidance and Control System (SMGCS) plan describes enhancements, procedures and actions at Austin-Bergstrom International Airport (AUS) that are applicable to the operator, air traffic control (ATC), air carriers and other tenants of the Airport during low visibility conditions.

These enhancements, procedures and actions are in accordance with the guidance set forth in the Federal Aviation Administration (FAA) Advisory Circular 120-57, Surface Movement Guidance and Control System, current edition. Additional direction is provided via FAA Order 8000.94. A SMGCS Plan is necessary for airports where aircraft conduct takeoff or landing operations in visibility conditions of less than 1200 feet Runway Visual Range (RVR). Operations at ABIA are conducted below 1200 feet RVR.

- 1.2 The procedures contained in this Plan were developed by the SMGCS Working Group which consist of representatives from; airport staff, ARFF, FAA Air Traffic, FAA Tech Ops, FAA Flight Standards, appropriate air carrier tenants and other appropriate operators under Title 14, Code of Federal Regulations, Part 91.

This document does not supersede established policies, procedures, rules or guidelines for airports, aircraft or vehicle operators, or air traffic control. It does prescribe certain airfield lighting and marking improvements and operating procedures that have been designed to enhance safety and efficiency of aircraft and vehicle movements.

- 1.3 To enhance the safety of low visibility operations, Part 91 operators should follow the guidance in this Plan to the maximum extent possible.
- 1.4 This Plan addresses both current and future enhancements to support low visibility takeoff, landing and taxiing operations at AUS. The work of the SMGCS Working Group will continue after the FAA approves the initial Plan. The SMGCS Working Group should meet as necessary, but not less than once a year to modify the Plan as necessary.

## 2.0 DEFINITIONS

- 2.1 Airfield: That portion of the Airport intended to be used wholly or in part for the arrival, departure and movement of aircraft.
- 2.2 Airport Director: The individual responsible for the overall management of the Airport.
- 2.3 Airport Operations (AIROPS): Term refers to personnel assigned from the Airside Operations Division who are responsible for the overall management of the airfield, operations and safety, and other activities specified in Title 14 Code of Federal Regulations part 139.
- 2.4 Apron (Ramp): A defined area on the airfield intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking and maintenance. The apron area includes the following components:
  - 2.4.1 Aircraft Parking Positions: Intended for parking aircraft to enplane/ deplane passengers, load or unload cargo.
  - 2.4.2 Aircraft Service Areas: On or adjacent to an aircraft parking position. Intended for use by personnel/equipment or servicing aircraft and staging of equipment to facilitate loading or unloading of aircraft.
  - 2.4.3 Taxilane: Apron areas that provide taxiing aircraft access to and from parking positions.
  - 2.4.4 Vehicle Roadways: Identified rights of way on the Apron area designated for service and emergency response vehicles.
- 2.5 Clearance Bar: A clearance bar consists of three in-pavement steady-burning yellow lights.
- 2.6 Controlling Region: Refers to FAA Southwest Region.
- 2.7 Follow-Me Vehicle: A vehicle provided by the airport owner or tenant. The vehicle shall be painted a highly visible color and equipped with a two-way radio and yellow flashing lights. A SMGCS trained driver shall operate the "follow-me" vehicle.
- 2.8 Low Visibility Operations: The movement of aircraft or vehicles on the airfield when visibility is reported to be between 1200 – 500 RVR.

- 2.9 Movement Area: Refers to runways, taxiways and other areas of the airport that are used for taxiing, takeoff and landing of aircraft, exclusive of ramps and aircraft parking areas.
- 2.10 Non-Movement Area: Refers to airfield areas that are not under air traffic control.
- 2.11 Runway Guard Lights, Elevated: A pair of elevated flashing yellow lights installed on both sides of a taxiway at the runway hold position marking. Their function is to confirm the presence of an active runway and assist in preventing runway incursions.
- 2.12 Runway Guard Lights, In-pavement: A row of in-pavement flashing yellow lights installed across the entire taxiway, at the runway hold position marking. Their function is to confirm the presence of an active runway and assist in preventing runway incursions.
- 2.13 Runway Visual Range (RVR): An electronic measurement that represents visibility along the runway. RVR is normally expressed in feet.
- 2.14 Surface Movement Guidance and Control System (SMGCS): A SMGCS system consists of the provision of guidance to, and control or regulation of all aircraft and ground vehicles on the movement area of an airfield. Guidance relates to facilities, information and advice necessary to enable the pilots of aircraft, or the drivers of ground vehicles to find their way on the airfield and to keep the aircraft or vehicles on the surface or within the areas intended for their use. Control or regulation means the measures necessary to prevent collisions and to ensure that the traffic flows smoothly and freely.
- 2.15 Surface Painted Holding Position Sign: Pavement marking that is used to identify a specific runway. These markings are configured the same as the associated sign.
- 2.16 Surface Painted Direction Sign: Pavement markings that are configured the same as associated sign and provided when it is not possible to provide taxiway direction signs at intersections.
- 2.17 Surface Painted Location Sign: Pavement markings that are configured the same as the associated sign, and are used to supplement the signs located along side the taxiway and assist the pilot in confirming the designation of the taxiway on which the aircraft is located.
- 2.18 Taxi Route: A specific sequence of lighted taxiways used by aircraft during low visibility operations.

### 3.0 FACILITIES, SERVICES AND EQUIPMENT

3.1 Runways: The airport has two parallel runways; 17L/35R and 17R/35L. For this plan, only runway 17L will be served by SMGCS taxi routes. Runway 17L is the preferred calm wind runway during low visibility conditions and is equipped with; a Category IIIB ILS, ALSF-2 approach lighting system, High Intensity Runway Edge Lighting (HIRL), Centerline Lighting and Touch Down Zone (TDZ) Lighting. Runways 35R, 35L and 17R are only equipped with Category I ILS and will be unavailable during low visibility conditions.

3.2 Taxiway Lighting: Blue edge lights are installed on all taxiways. Green taxiway centerline lights or reflectors supplement the edge lights on taxiways designated as low visibility taxi routes to/from 17L/35R.

When visibility is less than 1200 feet RVR taxiway edge and centerline lighting will be illuminated on the SMGCS routes without regard to time of day. The following Taxiway Lights are automatically turned off during SMGCS Conditions; TWY A, TWY B North of TWY F, TWY B South of TWY M, TWY G East of TWY B, TWY J. The following will be turned off if the RVR for Runway 17R/35L drops below 1,600 feet; TWY C South of TWY H, TWY C West of TWY W, TWY G West of TWY C, TWY T, TWY S, TWY V.

Taxi routes and taxi procedures are described in Section 6.0, AIR TRAFFIC CONTROL PROCEDURES.

3.3 Runway Guard Lights, Elevated and In-Pavement: Elevated and in-pavement runway guard lights are installed at each end of runway 17L/35R at the Taxiway B, F, and M intersections.

3.4 Taxiway Clearance Bars: Taxiway Clearance Bars are located at various locations on the airfield. These Clearance Bars are installed where taxiway-to-taxiway intersections warrant additional caution. Aircraft are not required to hold at a taxiway Clearance Bar unless directed to do so by ATC.

3.5 Taxiway Guidance Signage and Markings Inspections: All taxiway guidance signage and markings are inspected in accordance with the airfield self inspection program under 14 CFR Part 139. Outages will be handled in accordance with the Airport Certification Manual. See *Section 8.1.4 for details.*



- 3.6 Non-Movement Area Control: These areas are not under direct ATC control, but during low visibility conditions it is strongly advised that anyone involved in moving aircraft advise ATC before moving any aircraft under low visibility conditions. This includes pilots, ground service or maintenance personnel. The tenants of those respective areas control other non-movement areas.
- 3.7 Surface Movement Surveillance: The Airport does not currently have Airport Surface Detection Equipment (ASDE). ATC utilizes position reporting when taxiing aircraft are not visible from the tower.
- 3.8 Follow-Me Service: Airport Operations staff can provide follow-me service during low visibility conditions upon request, subject to availability of equipment and the need to accomplish higher priority duties. Air Carrier ramp personnel have primary responsibility for providing an aircraft tow or follow me service on the Terminal Apron between the Gates and designated SMGCS taxi point if needed. *Note: From each Terminal Ramp Entry / Exit point, the Terminal building is approximately 600' away.*

To enhance safe operations in low visibility conditions, Part 91 operators should expect "follow-me" services from the Fixed Base Operators to and from designated SMGCS taxi routes.

The Airport Operations "follow-me" vehicle is identified by yellow flashing beacon lights. The pilot, ATC, or aircraft operator may initiate a "follow-me" request.

- 3.9 Aircraft Docking: The aircraft operator assumes control of the aircraft in the non-movement areas and provides aircraft docking by the use of wing walkers, "follow-me" vehicles, tugs or other appropriate means as set out in the carrier's operations manual.

#### 4.0 AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF)

- 4.1 ARFF Coverage: The ARFF station provides coverage on a 24/7 basis, including low visibility operations. ARFF does possess Forward Looking Infrared (FLIR) equipment. AFR 3, AFR 4, and AFR 6 are equipped with permanent mounted FLIR. Additionally, AFR 2 and AFR 4 are equipped with hand held devices.
- 4.2 ARFF Coordination: Coordination between ATC and ARFF shall be exercised annually to ensure effectiveness of ARFF services. This coordination is accomplished as part of the airport emergency plan review required by Part 139.

#### 5.0 VEHICLE CONTROL

- 5.1 Vehicle Access: Vehicle access to the airport is controlled by a system of perimeter fencing and gates. All airport and tenant vehicles operating within the airport operations area (AOA) shall be identified by an airport approved logo or a mandatory apron access permit issued by airport security. The permit will be displayed on the vehicle as directed. Airport Operations shall insure that all vehicles operating on the AOA are properly marked and lighted. Vendor and contractor vehicles are either identified by the apron permit system or they are to be escorted by authorized personnel.
- 5.2 Vehicle Service Roads: Except for the necessary movement in leased areas, vehicles must be operated within the clearly marked system of vehicle service roads. Solid white edge lines with a dashed white line used as centerline dividers identify these service roads.
- 5.3 Midfield Crossing Taxiways: Alternating dashed white lines, referred to as "zipper-stripes" delineate the east and west service roads as they cross Taxiways G and H. Standard STOP signs are installed in line with a surface painted stop line, and triangular (WATCH FOR AIRCRAFT) signs at the four points where the service roads cross Taxiways G and H. A Letter of Agreement with ATC allows crossing during normal conditions.

During low visibility conditions, Airside Operations configures four flip-open signs (LOW VISIBILITY - ESCORT REQUIRED TO CROSS) at the four points where the service roads cross Taxiways G and H. Authorized vehicles (AIROPS, APD, and ARFF) must obtain ATC clearance to cross.



- 5.4 Driving on the Apron Areas: Vehicles driven in the non-movement areas during low visibility conditions should be kept to a minimum. Drivers should pay particular attention to their position at all times when they are driving in the non-movement area in low visibility conditions so they do not inadvertently drive into a movement area. Vehicles must have a beacon light or headlights must be illuminated.
- 5.5 Movement Area Access Restrictions: Approximately 250 personnel (City of Austin, Contractors, and FAA) have training and granted access to the movement areas at AUS. All other vehicle access will be coordinated and approved by AIROPS. As visibility and ceilings drop, AIROPS procedures progressively restrict access to the movement area. During SMGCS conditions, vehicle access to movement areas will be further restricted to AIROPS conducting required inspections, AIROPS escorting maintenance vehicles and FAA Tech Ops vehicles needed to maintain SMGCS compliance, and necessary emergency vehicles responding to an emergency.
- 5.6 Driver's Training: All personnel authorized to drive on the movement areas will be trained and tested on SMGCS Procedures.

## 6.0 AIR TRAFFIC CONTROL PROCEDURES

- 6.1 Background and Operating Concept: The SMGCS plan provides guidance and control of aircraft between various apron locations and Runway 17L in a safe and efficient manner during low visibility conditions. The coordinated efforts of ATC and AIROPS are all focused on assuring safe movement and avoiding inadvertent or unauthorized entry into the movement area during low visibility conditions.

Due to airport location, airport geometry, weather conditions, and proximity to water, there are conditions where visibility for 17L/35R and 17R/35L can vary drastically. SMGCS Procedures and Taxi Routes will be established when RVR values drop below 1,200 RVR. Runway 17L will be utilized for both departures and arrivals. However, if visibility for 17R/35L can accommodate departures (1,600 RVR or better) while SMGCS is effect, aircraft may be allowed to taxi to that runway for departure.

- 6.2 Visibility Reporting: ATC will notify AIROPS when decreasing ceiling and visibility conditions indicate that visibility less than 1200 feet RVR is imminent and SMGCS procedures are going into effect. Additionally, ATC will add a message to the ATIS broadcast noting that the SMGCS Plan is in effect. AIROPS will then ensure airport staff, air carriers, air cargo operators, and other airport tenants are notified. This may be accomplished via the airport phone system, 800MHz radio or an electronic Emergency Notification System. Individual air carriers, as necessary, will notify service companies or vendors that the SMGCS Plan is in effect.

These procedures are terminated by ATC when no longer deemed necessary due to prevailing weather conditions. ATC will also advise AIROPS, who will in turn advise the airport tenants and other organizations that the SMGCS plan is no longer in effect. The air carriers will make appropriate notifications when SMGCS operations have concluded.

- 6.3 Departures: During low visibility operations, all departures will be directed to Runway 17L unless RVR values for 17R exceed 1,600 feet.

Each air carrier or aircraft operator is responsible for positioning aircraft near the movement area boundary. Aircraft on the Terminal Apron, parked at Gates 2-15 will utilize Taxiway G1, and those at Gates 16-25 will utilize Taxiway G3. When established near the movement area boundary, the aircraft will contact ATC ground control for taxi instructions.

The ATC will provide taxi instructions and traffic advisories appropriate to the taxi routes.

- 6.4 Departure Routings: Aircraft taxiway routings for departure will vary depending on the initial location of the aircraft. Aircraft must have ATC clearance prior to exiting any ramp area. The following are the taxi routes to Runway 17L. *See Figure 1*
- 6.4.1 From the Terminal Apron: Exit the terminal apron on Taxiway G1 or Taxiway G3 as noted in Section 6.3. Leaving the apron aircraft should turn East on Taxiway G, then North on Taxiway B, then East on Taxiway F and proceed up to the Runway 17L hold position marking.
- A Clearance Bar is located on Taxiway G, West of Taxiway G3. ATC clearance to proceed may be required at this point.
- 6.4.2 From Cargo Apron: Exit on Taxiway W, turn South on Taxiway C, turn East on Taxiway G, turn North on Taxiway B, turn East on Taxiway F and proceed up to the Runway 17L hold position marking.
- An intermediate hold position marking is located on Taxiway W, North of Taxiway C. Clearance bars are located West of Taxiway G1, and West of Taxiway G3. ATC clearance to proceed may be required at these points.
- 6.4.3 From General Aviation (GA) Apron Exit at Taxiway K or L depending upon point of origin, turn North on to Taxiway B, turn East on Taxiway F and proceed up to the Runway 17L hold position marking.
- A Clearance Bar is located on Taxiway B, South of Taxiway H. ATC clearance to proceed may be required at this point.
- 6.4.4 Texas Army National Guard (TANG): It is not anticipated that there will be any activity to/from the National Guard during SMGCS Conditions. If needed, follow-me service will be provided.
- 6.4.5 From TXDOT: Aircraft will proceed West on to Taxiway E and hold short of the Runway 17L ILS Critical Area boundary.

6.5 Arrival Routings: All landings during low visibility will be conducted on Runway 17L. Landing aircraft will have the option of exiting the runway at high-speed Taxiways K and L, or rolling to the end and exiting at Taxiway M. *See Figure 1.* Aircraft will then proceed North on Taxiway B to one of the following destinations.

6.5.1 Terminal Apron: Aircraft will turn North onto Taxiway B, then West onto Taxiway H. Aircraft shall proceed as follows,

A) Gates 1-12: Turn North on Taxiway G2 and proceed past the non-movement line. The flight crew will determine if the visibility is adequate to proceed to the gate without assistance. If visibility is not adequate the crew will request Company provide a follow-me or tow to the gate.

B) Gates 13-25: Turn North on Taxiway C, then East on Taxiway R and proceed past the non-movement line. The flight crew will determine if visibility is adequate to proceed to the gate without assistance. If visibility is not adequate the crew will request Company provide a follow-me or tow to the gate.

Clearance Bars are located on Taxiway B, South of Taxiway H, on Taxiways G and H, West of Taxiway G1, and West of Taxiway G3. ATC clearance to proceed may be required at these points.

6.5.2 Cargo Apron: Aircraft will turn North onto Taxiway B, turn West onto Taxiway H, turn North onto Taxiway C, Turn Northeast onto Taxiway W, and finally East onto the Cargo Apron. The flight crew will determine if visibility is adequate to proceed to the gate without assistance. If visibility is not adequate the crew will request Company provide a follow-me or tow to the gate.

Clearance Bars are located on Taxiway B, South of Taxiway H, West of Taxiway G1, and West of Taxiway G3. ATC clearance to proceed may be required at this point.

6.5.3 GA Aprons: Aircraft will turn North onto Taxiway B to the intersection of either Taxiway L for Signature or K for Atlantic. The aircraft will turn West at Taxiway K or L and cross the service road markings before stopping. The flight crew will determine if visibility is adequate to proceed to parking without assistance. If visibility is not adequate the crew will request the FBO provide a follow-me.

- 6.5.4 TXDOT Apron: TXDOT can only perform approaches down to Cat I conditions. If needed, follow-me service will be provided.

## 7.0 AIR CARRIER PROCEDURES DURING LOW VISIBILITY CONDITIONS

- 7.1 General: Pilots conducting low visibility operations at AUS are required to have a copy of the low visibility taxi route chart. Low visibility taxi routes are depicted on appropriate commercially available charts.
- 7.2 Departures: Departing aircraft will follow company procedures for pushback, engine start and initial taxi to the movement area boundary. If appropriate, the flight crew should request from their company ground handling personnel taxiing assistance such as signal man and wing walkers, follow-me service, or towing to the movement area boundary. In all cases, aircraft must have ATC clearance prior to entering the movement area.
- 7.3 Arrivals: Arriving aircraft will provide ATC with the gate assignment as soon as practical. Flight Crews will follow company procedures for taxi to the gate or to other parking areas as appropriate. The air carrier assumes control of the aircraft in the non-movement area and provides aircraft docking by the use of signal man and wing walkers, follow-me service, towing or other appropriate means as set out in the air carrier's operating instructions.

## 8.0 RESPONSIBILITIES

- 8.1 Airport Operations Division Shall:
- 8.1.1 Serve as the point of contact for the SMGCS plan, hold meetings of the SMGCS Working Group and maintain documentation of proceedings.
- 8.1.2 Coordinate a review of the SMGCS plan and airfield activities on at least an annual basis and amend, publish and distribute the initial and revised SMGCS Plan.
- 8.1.3 Monitor adherence to the sections of the SMGCS Plan that are under the Airport's control and take action to correct deficiencies.



8.1.4 Conduct inspections, report failures and ensure maintenance of lighting aids associated with the SMGCS Plan.

A) Prior to commencing SMGCS Operations and at least every two to four hours during SMGCS Conditions, AIROPS shall inspect the runway guard lights, clearance bar lights, taxiway edge and centerline lights, and signs installed on low visibility routes or taxiways that intersect with 17L/35R to ensure they are serviceable.

B) Serviceable Means

- Runway Guard Lights: No more than three lights out per location nor two adjacent lights for in pavement lights, or no more than one light out in each elevated fixture;
- Clearance Bar Light: No more than one light out;
- Taxiway Centerline Lights: No two adjacent lights out;
- Taxiway Edge Lights: No two adjacent lights out;
- Signs: Repaired Promptly.

8.1.5 Provide Training to authorized drivers on low visibility and SMGCS Operations.

8.1.6 Enforce SMGCS driving procedures.

A) AIROPS will prohibit all vehicle operations in the movement area that are not in direct support of this SMGCS Plan when the RVR is less than 1,200 feet or while ATC has initiated SMGCS Procedures.

B) AIROPS will provide Escorts for vehicles needing to cross the midfield taxiways at the East and West Service Roads.

C) AIROPS will provide follow-me services upon request and as available.

8.2 Air Traffic Control Tower (ATCT) Shall:

- 8.2.1 Coordinate with the AIROPS prior to implementing the SMGCS.
- 8.2.2 Initiate and terminate the SMGCS procedures specified in Section 6, AIR TRAFFIC CONTROL PROCEDURES.
- 8.2.3 Set the airfield lighting by pressing the "600-1200 RVR" Preset on the Airfield Lighting Control Panel. This turns on the airfield lighting generator and sets the SMGCS routes to the appropriate settings. Runways / Taxiways not in use will be turned off.
- 8.2.4 Provide directional assistance to ARFF and other emergency equipment responding during an emergency in low visibility conditions consistent with the Airport Emergency Plan.
- 8.2.5 Monitor and control aircraft and vehicles in the movement areas.
- 8.2.6 Develop and coordinate the Low Visibility Taxi Route(s) Chart(s) with the regional Air Traffic Division and FAA Headquarters, Air Traffic Rules and Procedures Service, Terminal Procedures Branch, ATO-120.

8.3 Airport Tenants Shall:

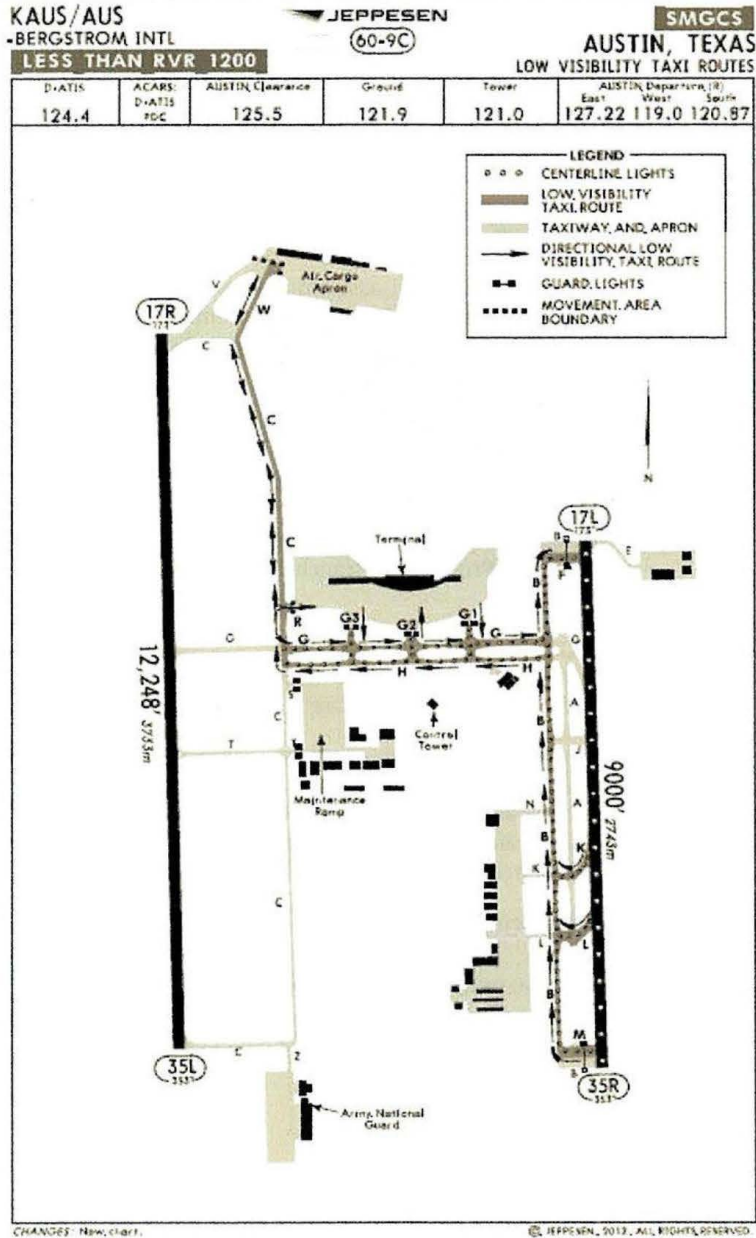
- 8.3.1 Participate in the SMGCS Working Group and disseminate low visibility procedures to company employees.
- 8.3.2 Train personnel in low visibility procedures.
- 8.3.3 Assure adherence to the sections of the SMGCS Plan that are under airport tenant control and take action to correct deficiencies.

**9.0 PLANS and MILESTONES**

- 9.1 Build out of Taxiway A full length – FY 2014
  - Will require No Taxi Islands be installed between TWYs B and F
  - Will require No Taxi Islands be installed between TWYs B and M  
(Per AC 150/5300-13A)



10.0 Figure 1 - SMGCS Routing



ATTACHMENT 1

LVO/SMGCS Plan and LVO/SMGCS Operations Final Approval

"FAA Approved LVO/SMGCS Plan"

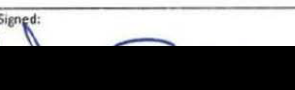
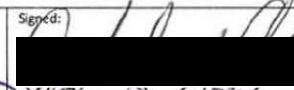
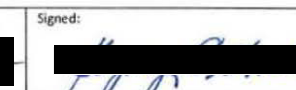
1. On June 5, 2013, ASW-220 completed the Austin-Bergstrom International Airport LVO/SMGCS approval inspection successfully.
2. All provisions for approval are acceptable.
3. The LOA between ATCT and the Airport Authority is acceptable.
4. The LVO/SMGCS plan was approved and was signed by the following persons:

Signed: 	Signed: 	Signed: 
<u>Wayne C. Radicke</u> (Manager, Flight Standards Division Southwest Region NextGen Branch, ASW-220)	<u>Joe Washington</u> (Manager, Airports Division, Southwest Region Safety and Standards Branch, ASW-620.)	<u>Rob Lowe</u> (Director (Acting) Central Service Area Terminal Operations, AJT-C)
Approval date: <u>06.27.2013</u>	Approval date: <u>6-27-2013</u>	Approval date: <u>07/31/13</u>

"FAA Approved LVO/SMGCS Operation"

5. LVO/SMGCS taxi charts have been reviewed and accepted by the Regional LVO/SMGCS Team.
6. For Landing: Runways 17L lowest authorized down to **500 RVR**,  
 For Takeoff: Runways 17L lowest authorized down to **500 RVR**,  
 For Ground Operations: taxi operations lowest authorized down to **500 RVR**.

Austin-Bergstrom International Airport is designated an "FAA Approved LVO/SMGCS Operation".

Signed: 	Signed: 	Signed: 
<u>Wayne C. Radicke</u> (Manager, Southwest Region Flight Standards Division, NextGen Branch, ASW-220)	<u>Joe Washington</u> (Manager, Southwest Region Airports Division, Safety and Standards Branch, ASW-620.)	<u>Gregory C. Mott</u> (Manager, Central Terminal Service Area Texana District)
Approval date: <u>06.27.2013</u>	Approval date: <u>6-27-2013</u>	Approval date: <u>8/9/13</u>