

**SURFACE MOVEMENT GUIDANCE
AND CONTROL SYSTEM PLAN**

LOS ANGELES INTERNATIONAL AIRPORT

FEBRUARY 06, 2007

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1.0 INTRODUCTION

1.1 This Surface Movement Guidance and Control System (SMGCS) Plan describes enhancements, procedures and actions at Los Angeles International Airport (LAX) that are applicable to the airport operator, air traffic control (ATC), and other tenants of the Airport during low visibility conditions.

1.2 These enhancements, procedures, and actions are in accordance with the guidance set out in Federal Aviation Administration (FAA) Advisory Circular 120-57A, Surface Movement Guidance and Control System, current edition. A SMGCS Plan is necessary for airports where scheduled air carriers conduct takeoff or landing operations in visibility conditions of less than 1,200 feet runway visual range (RVR).

1.3 The procedures contained in this plan were developed by the SMGCS Working Group (WG) which consisted of representatives from airport staff involved with LAX Airfield Operations, LAX Construction & Maintenance Electrical Shop, Los Angeles Fire Department, Los Angeles Airport Police, FAA Western- Pacific Airports Regional Office, FAA Western-Pacific Flight Standards, FAA Airways Facilities office, LAX Air Traffic Control Tower, appropriate scheduled airlines, Air Line Pilots Association, cargo/package operators, and other appropriate tenants and aircraft operators.

1.4 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 the safety and efficiency of aircraft and vehicle movements.

1.5 To enhance the safety of low visibility operations, FAR Part 91 operators should follow the guidance in this plan to the maximum extent possible and expect follow-me assistance to and from the runway environment.

1.6 This plan addresses current procedures to support low visibility takeoff, landing and taxiing operations at the airport. The work of the SMGCS WG will continue after the FAA approves the initial plan. The SMGCS WG will meet as necessary, but not less than once per year to assess low visibility operations, and to modify the plan with future enhancements 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 Operations. The term "Airport Operations" refers to personnel assigned from the Airport Operations Section who are responsible for the overall management of the airfield.

2.3 Apron (Ramp). A defined area on the airport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking and maintenance. The apron area includes the following components:

- (1) Aircraft Parking Positions. Intended for parking aircraft to enplane/deplane passengers, load or unload cargo.
- (2) Aircraft Service Areas. On or adjacent to an aircraft parking position. Intended for use by personnel/equipment for servicing aircraft and staging of equipment to facilitate loading and unloading of aircraft.
- (3) Taxilanes. Apron area which provide taxiing aircraft access to and from parking positions.
- (4) Vehicle Roadways. Identified rights of way on the apron area designated for service and ARFF vehicles.

2.4 Controlling Region. Refers to the FAA Western-Pacific Region in which the airport is located.

2.5 Low Visibility Operations. The movement of aircraft or vehicles on the airport paved surfaces when visibility conditions are reported to be less than 1,200 feet RVR.

2.6 Movement Area. Refers to the runways, taxiways, and other areas of an airport that are used for taxiing or hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and aircraft parking areas. This document does not change the definition or description of the area as contained in the Airport Certification Manual and Letter of Agreement between Los Angeles Airport Operations and LAX ATC.

2.7 Non-movement Area. Refers to taxiways and apron areas that are not under air traffic control.

2.8 Runway Guard Lights - (Elevated). Fixtures consisting of 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.

2.9 Runway Guard Lights - (In-Pavement). Fixtures consisting of 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.

2.10 Stop Bar. Stop bar lights consist of elevated red fixtures that are installed at the runway holding position. Controlled stop bars are not currently installed at LAX.

2.11 Surface Movement Guidance and Control System (SMGCS). A SMGCS system consists of the provision of guidance to and control or regulation of all aircraft, ground vehicles and personnel on the movement area of an aerodrome. 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 aerodrome, and to keep the aircraft or vehicles on the surfaces 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 smooth and freely.

2.12 Surface Painted Holding Position Sign. Pavement marking which is used to identify a specific runway. These markings are configured the same as the associated sign.

2.13 Surface Painted Direction Sign. Pavement markings that are configured the same as the associated sign and provided when it is not possible to provide taxiway direction signs at intersections.

2.14 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. (ref AC 150/5340.1J)

2.15 Taxi Route. A specific sequence of lighted taxiways used by aircraft during low visibility operations.

3.0 FACILITIES, SERVICES AND EQUIPMENT

3.1 Runways. LAX has four east-west parallel runways that are used, individually or in combination, for both takeoffs and landings in a primarily westerly flow direction for this plan. Runways 24R and 25L are useable for takeoffs and landings down to 600 feet RVR. These runways are served by Category IIIB Instrument Landing Systems (ILS) which include; touchdown, midpoint and rollout RVR equipment; runway instrument markings, ALSF-2 approach lighting with sequence flashers; touchdown zone and centerline lighting and high intensity edge lighting.

Runway 07L/25R is served by a Category ILS, high intensity edge, centerline, and touchdown lighting, with touchdown, midpoint and rollout RVR equipment, MALSR approach lighting systems and runway instrument markings. This runway is available for landings when RVR is 1800 feet or greater.

Runway 06R/24L is served by a Category I ILS, high intensity edge, centerline and touchdown lighting, with touchdown, midpoint and rollout RVR equipment, MALSR approach lighting systems and runway instrument markings. This runway is available for landings when RVR is 1800 feet or greater.

Low visibility takeoffs are approved on all runways when RVR is at or above 1200 feet. All runways are equipped with runway centerline lighting and are available for takeoffs when RVR is below 1200 feet.

3.2 Taxiway lighting. For both south and north runway complexes, continuous taxiway centerline lights extend from all highspeed exits and entrances of Runways 25L and 24R. Taxiway centerline lights are installed on Taxiway B east of Taxiway C-5 and west of Taxiway C-10 and on Taxiway E east of intersection Taxiway Y.

Primary SMGCS runway exits for landing aircraft are:

Runway 25L: Highspeed Taxiway M north toward the passenger terminal area, crossing Runway 25R to Taxiway B; and Taxiway A-7 to the south into Taxiway A for facilities located on the southside of the airport.

Runway 24R: Highspeed Taxiway AA south, crossing Runway 24L and east on Taxiway E toward the north complex passenger terminal area. For traffic bound to the south complex passenger terminal area, Taxiway AA south to Taxiway U and/or east on Taxiway B.

Taxi routes and taxi procedures are described in paragraph 6, AIR TRAFFIC CONTROL PROCEDURES.

3.3 Runway Guard Lights. In-pavement and elevated yellow runway guard lights are at all runway access points and may be illuminated at all times to prevent runway incursions.

3.4 Non-Controlled Stop Bars. Two flashing elevated fixtures located north of Runway 25R/07L at Taxiway M.

3.5 Taxiway Clearance Bars. Not installed.

3.6 Taxiway Guidance Signing and Marking Inspections. Taxiway guidance signing and marking are inspected routinely as part of the Airport Operations airfield inspection program. This monitoring alerts ATC whenever part of the SMGCS related lighting system is inoperative. Corrective actions will be taken for the prompt repairs with minimal disruption of service.

3.7 Non-movement Area Control. The Airport delegates control of all non-movement area between and around the concourses by Airport/Tenant/FAA Letters of Agreement. All other non-movement areas are controlled by tenants for their respective exclusive areas. Movement and non-movement areas are not delineated at LAX.

3.8 Surface Movement Surveillance. Airport Surface Detection Equipment (ASDE III) radar is installed on both north and south runway complexes and monitored by Air Traffic Control personnel. ASDE is exclusive to ATC use and not integrated with the LAX SMGCS plan.

3.9 Follow-Me Service. LAX Airport Operations will provide “follow-me” service for aircraft at any time on the movement area. The pilot or ATC may initiate a follow-me request. In accordance with Section 6.8 of this plan, aircraft on Taxiway C between Taxiway C-10 and Taxiway C-6 and on Taxiway D between Taxiway D-10 and Taxiway D-7 will require a follow-me vehicle escort. To enhance safe operations, in low visibility conditions, Part 91 operators can expect follow-me services to and from the runway environment. The Airport Operations follow-me vehicle is identified by amber flashing emergency lights.

3.10 Aircraft docking. The airline assumes control of the aircraft in the vicinity of the gate and provides aircraft docking by the use of wing walkers, follow-me vehicles, tugs or other appropriate means as set in the respective airline procedures.

4.0 AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF)

4.1 ARFF Coverage. The LAX ARFF facility is located between the north and south runway complexes and west of Taxiway S. Response time is in compliance with Federal Aviation Regulation (FAR) Part 139, Index E requirements. During low visibility operations, equipment and personnel will remain on alert status at the station. LAX Airport Operations is responsible for notifying LAFD ARFF that current weather conditions have required activation of the SMGCS Plan when airport meteorological conditions are reported by the ATC personnel as below 1200' RVR.

4.2 Emergency ARFF response in SMGCS conditions; when RVR is below 1200 feet

- a. ARFF Captain (LAFD Station 80) to place personnel on stand-by alert status when notified of SMGCS Plan activation.
- b. ARFF personnel must receive clearances from ATCT personnel prior to entry to any aircraft movement area other than the designated service roads.
- c. Familiarize ARFF personnel with low visibility taxi routes using Drawing #1 & #2, SMGCS Taxi Route Map/Airport Diagram.

4.3 ARFF Coordination. Aircraft movement area intersection identification and familiarization training is conducted to ensure effectiveness of LAFD ARFF services. Coordination between ATC and ARFF is accomplished as part of annual airport emergency plan review as required by FAR Part 139.

5.0 VEHICLE CONTROL

5.1 Vehicle Access. Vehicle access to the airport is controlled by a system of perimeter fencing, gates and restricted area access control through an individual self-identification badging system. All airport and tenant vehicles entering the LAX Air Operations Area (AOA) are identified by mandatory markings placed on vehicles. Vendor and contractor vehicles are escorted by tenant or the airport. Airport Police and Airport Operations personnel patrol all airside areas and are instructed to have unauthorized vehicles removed from the secure area of the airport.

5.2 Vehicle Service Roads. Except for the necessary movement in exclusive lease areas, vehicles on the airfield operate within a clearly marked system of vehicle service roads. Vehicles operating on designated service roads that cross movement areas do not require two-way radios or an ATC clearance.

5.3 Driver Training. All LAX AOA vehicle drivers are provided training by their individual employer, tenant or contracting tenant. Employees of Los Angeles Airport are provided AOA driver training by their respective supervisor. Tenants of the LAX Airport are responsible for certifying driver training as monitored by Airport Police Badging Section. The study guide for the LAX Restricted Area Driver Test includes specific low-visibility operating procedures. A standard written AOA driver's test, developed by the Airport, is administered to all AOA vehicle drivers and the applicant must receive a passing grade before the driver is allowed to operate a vehicle on the AOA. Tenant driver training programs are reviewed periodically by the Airport to ensure the training programs are applicable to current airport rules and regulations and consider low-visibility operations.

5.4 Access Restrictions. Only vehicles operated by Airport Operations, Airport Maintenance, Airport Police, Airport ARFF and FAA Facility Maintenance personnel are allowed on aircraft movement areas. All other vehicles that require access to an aircraft movement area shall be escorted by Airport Operations personnel and are limited by function. In low visibility conditions, no vehicles are permitted in the movement areas that are not in the direct support of the SMGCS plan. Direct support includes Airport Operations conducting inspection or escort activities and ARFF or Police vehicles responding to emergencies. The access of vehicular traffic on the service roads will be monitored by Airport Operations, including the closure of service roads in aircraft movement areas.

5.5 Construction. Prior to implementation of the SMGCS Plan (1200' RVR or less), Airport Operations will analyze all construction activity and/or other specialized activity on the airport and determine the limitations to be imposed. Limitations range from restrictions to elimination of the activity.

6.0 AIR TRAFFIC CONTROL PROCEDURES

This section outlines procedures that shall be used by LAX ATC personnel.

6.1 Background and Operating Concept. The SMGCS plan provides guidance and control of aircraft between various apron locations and the runways in a safe and efficient manner during low visibility conditions. The coordinated efforts of ATC and Airport Operations are focused on assuring the safe movement of aircraft and avoiding inadvertent or unauthorized entry onto the movement area during low visibility conditions. When one portion of the Airport is in a low visibility condition, the entire Airport is considered to be in low visibility conditions and SMGCS procedures and restrictions will be in effect.

6.2 Visibility Reporting. ATC Supervisor and Airport Operations Duty Superintendent will monitor RVR values and coordinate the implementation of Low Visibility Procedures when decreasing RVR values indicate visibility less than 1,200 feet RVR is imminent. LAX Airport Operations will notify the air carriers, ARFF and Airport Police by telephone that the SMGCS plan is in effect. ATC will notify Airport Operations when the SMGCS plan is no longer required due to prevailing weather conditions. Airport Operations will advise air carriers, ARFF and Airport Police by telephone that the SMGCS plan is no longer deemed necessary.

6.3 When RVR is 4000 feet or less. Request Airport Operations conduct Category II/IIIb lighting inspections on all runways, as prescribed by FAA Order 6750.2. Category II/III lighting inspections are to be performed every two hours while visibility conditions remain below 4000 feet RVR.

6.4 When RVR is 1800 feet to 1200 feet

- a. Category II landing aircraft use Runways; 24R and 25L
- b. Departing aircraft may use all available runways.

6.5 Activate SMGCS Plan when RVR is below 1200 feet to 600 feet

- a. ATC notifies Airport Operations SMGCS is in effect.
- b. LAX Airport Operations will notify air carriers, ARFF and Airport Police by phone.
- c. Preferred departure runways are Runways 25R and 24L. Taxiway routes, are identified in Drawings #1 & #2 - SMGCS Taxi Route Map/Airport Diagram.
- d. When requested by pilot, advise Airport Operations to provide follow-me service to aircraft needing access to the movement areas where taxiway centerline lighting is not yet available.
- e. Broadcast SMGCS activation on Automated Terminal Information Service (ATIS).

6.6 When RVR is below 600 feet. Aircraft operations with RVR below 600 feet are not authorized by LAWA-LAX.

6.7 Departures Each airline or aircraft operator is responsible for positioning aircraft by taxi or tow after receiving a clearance from either the appropriate ramp tower or ATC.

6.8 DEPARTURE/ARRIVAL TAXI ROUTES. Aircraft routing will vary depending on aircraft location. All aircraft require ATC clearance prior to entering any aircraft movement area.

NOTE: Unless directed otherwise, all aircraft shall hold at all runway/taxiway intersections. All aircraft should also expect to hold at other points along taxi routes as directed by ATC.

NOTE: To the maximum extent possible, ATC will utilize Taxiways B or E to minimize aircraft and vehicles crossings.

NOTE: Aircraft escorts with follow-me vehicle required on Taxiway C BETWEEN Taxiways C-10 and C-6 and on Taxiway D BETWEEN Taxiways D-10 and D-7.

a. Departures - RUNWAY 25R:

FROM NORTH COMPLEX TERMINAL GATES: TAXI VIA TAXIWAYS D or E WEST TO TAXIWAY S, SOUTH TO TAXIWAY B, EAST TO TAXIWAY B1, HOLDING SHORT OF RUNWAY 25R.

FROM ALL WEST GATES: TAXI EAST VIA TAXIWAY E TO TAXIWAY AA, SOUTH TO TAXIWAY B, EAST TO TAXIWAY B1, HOLDING SHORT RUNWAY 25R.

FROM SOUTH COMPLEX TERMINAL GATES: TAXI EAST ON TAXIWAYS B OR C TO TAXIWAY B1, HOLDING SHORT OF RUNWAY 25R.

FROM SOUTH CARGO PARKING POSITONS: TAXI VIA TAXIWAY A EAST OR WEST TO TAXIWAY G, HOLD-SHORT RUNWAY 25L FOR ATC RUNWAY CROSSING CLEARANCE TO TAXIWAY B EASTBOUND TO TAXIWAY B1, HOLDING SHORT OF RUNWAY 25R.

b. Departures - RUNWAY 24L

FROM NORTH COMPLEX TERMINALGATES AND WEST GATES: TAXI VIA TAXIWAYS D OR E EAST TO TAXIWAY V, HOLDING SHORT OF RUNWAY 24L.

FROM SOUTH COMPLEX TERMINAL GATES TAXI WEST ON TAXIWAY B OR C TO TAXIWAY Q, NORTH TO TAXIWAY E, EAST TO TAXIWAY V, HOLDING SHORT OF RUNWAY 24L.

c. Departures – RUNWAY 25L:

FROM TAXIWAY A-1 CARGO PARKING POSITIONS: TAXI VIA TAXIWAY A WEST TO TAXIWAY F.

FROM SOUTH CARGO PARKING POSITONS: TAXI TAXIWAY A EAST TO TAXIWAY F

d. Departures - RUNWAY 07L

FROM NORTH COMPLEX TERMINAL GATES: TAXI VIA TAXIWAYS D OR E WEST TO TAXIWAY S, SOUTH TO TAXIWAY B, WEST TO TAXIWAY U, HOLDING SHORT OF RUNWAY 07L.

FROM ALL WEST GATES: TAXI VIA TAXIWAY E-15 AND E-17 EAST TO TAXIWAY AA, SOUTH TO TAXIWAY B, EAST TO TAXIWAY U, HOLDING SHORT RUNWAY 07L.

FROM SOUTH COMPLEX TERMINAL GATES: TAXI WEST ON TAXIWAY B TO TAXIWAY U, HOLDING SHORT OF RUNWAY 25R.

e. Departures – RUNWAY 07R

FROM SOUTH CARGO PARKING POSITONS: TAXI VIA TAXIWAY A WEST TO TAXIWAY U, HOLD-SHORT RUNWAY 07R.

f. Arrivals - RUNWAY 24R

AIRCRAFT GOING TO NORTH COMPLEX TERMINALS: EXIT ON TAXIWAY Z OR AA TO TAXIWAY E EASTBOUND, TO THE GATE.

AIRCRAFT GOING TO SOUTH COMPLEX TERMINALS: EXIT ON TAXIWAY AA SOUTH TO TAXIWAY B, EASTBOUND TO THE GATE OR EXIT TAXIWAY Z, EAST ON TAXIWAY E TO TAXIWAY S, THEN TAXIWAY B EASTBOUND TO THE GATE.

AIRCRAFT GOING TO THE SOUTH CARGO PARKING POSITIONS: EXIT ON TAXIWAY AA, TAXI SOUTH TO TAXIWAY B, EAST TO TAXIWAY U, HOLDING SHORT OF RUNWAY 25R/07L FOR ATC RUNWAY CROSSING CLEARANCE TO TAXIWAY A EASTBOUND TO DESIGNATED PARKING.

AIRCRAFT GOING TO ALL WEST GATES: EXIT ON TAXIWAY AA, TAXI WESTBOUND ON TAXIWAY E TO THE GATE.

g. Arrivals - RUNWAY 25L

AIRCRAFT GOING TO NORTH COMPLEX TERMINALS: EXITING ON TAXIWAY M OR TAXIWAY T TO TAXIWAY B OR C TO TAXIWAY Q, NORTH, TO TAXIWAY D OR E TO GATE.

AIRCRAFT GOING TO SOUTH COMPLEX TERMINALS: EXIT ON TAXIWAY M OR TAXIWAY T TO TAXIWAY B OR C TO THE GATE.

AIRCRAFT GOING TO THE SOUTH CARGO RAMP: EXIT ON TAXIWAYS A-7, N OR P TO TAXIWAY A, TO DESIGNATED PARKING.

AIRCRAFT GOING TO ALL WEST GATES: EXIT ON TAXIWAY M OR TAXIWAY T TO TAXIWAY B OR C TO TAXIWAY AA, NORTH, TO TAXIWAY E-17 TO THE GATE.

7.0 AIRCRAFT OPERATOR PROCEDURES

This section contains procedures that shall be adhered to by all aircraft operators at Los Angeles International Airport (LAX).

7.1 In all weather conditions, an ATC or ramp tower clearance is required prior to pushback from an aircraft gate or parking position or to power out from specific gates. Pilots conducting low visibility operations at LAX are required to have a copy of the low visibility taxi route chart.

7.2 At any time, in any weather condition, pilots may request "follow me" service from ATC and Airport Operations. Note: Airport Operations personnel will verbally terminate all aircraft escorts on the appropriate ATC frequency when complete.

7.3 When visibility is 1200 to 600 Feet RVR - SMGCS Plan in effect

- a. Airport Operations is available to any aircraft requesting an escort.
- b. Preferred departure runways are 25R and 24L. Low visibility taxi routes are identified in Drawings #1 & #2, SMGCS Taxi Route Map/Airport Diagram.

7.4 When visibility is less than 600 Feet RVR.

- a. Aircraft operations are not authorized when RVR is below 600 feet.

8.0 AIRPORT OPERATIONS PROCEDURES

This section outlines procedures to be adhered by all Airport Operations personnel at Los Angeles International Airport (LAX).

8.1 When weather conditions are less than reported ceiling of 800 feet and visibility is less than 2 miles

- a. Inspect all aircraft movement area lighting and signage.
- b. Protect ILS runway critical areas, reference FAR Part 139, Subsection 139.333.

8.2 When visibility is at or below 4000 feet RVR

- a. Perform ILS Runway 25L and 24R Category II/IIIb lighting inspections and report operational status to ATC personnel per FAA Order 6750.2. Perform Category II/IIIb lighting inspections every two hours while visibility remains below 4000 feet RVR.
- b. Stop all aircraft movement area construction activity and secure construction sites that may impact low visibility operations.
- c. Continuously monitor ground control frequencies.

8.3 When visibility is 1800 to 1200 feet RVR.

- a. Confirm with ATC personnel use of Runways 25L and 24R for landing aircraft.

8.4 When visibility is below 1200 feet to 600 feet RVR

- a. Notify LAFD ARFF Captain when ATC personnel activate or discontinue SMGCS Plan. ARFF personnel to be on alert status while SMGCS Plan is in effect.
- b. Notification to air carriers and fixed base operators regarding SMGCS conditions on activation or discontinuance.
- c. Notification to Airport Police regarding SMGCS conditions. on activation or discontinuance.
- d. Provide "follow me" service to all aircraft, to and from movement areas, upon request. Note: Airport Operations personnel will notify ATC on the appropriate ATC frequency when the escort is terminated. Escort will be terminated when the aircraft has reached the movement area, or when an appropriate aircraft ground handler assumes responsibility for providing guidance to the pilot. If the pilot fails to follow the escort vehicle, the escort will be considered terminated and notification made to ATC.
- e. Refer to the SMGCS Plan Taxi Route Map, Drawing #1 & #2. Adhere to aircraft movement area reporting points along taxiway routes, as specified in ATC clearances, i.e.; apron taxiway/taxiway, taxiway/taxiway, or runway/taxiway intersections.
- f. Access to all movement areas will be approved via ATC clearance, prior to entry.

8.5 When the RVR values are below 600 feet

a. Airport Operations will advise ATC personnel that aircraft operations are not authorized when RVR values are below 600 feet. Prior to resuming operations, runway checks and CAT II/IIIb lighting status shall be conducted and status reported to ATC.

9.0 SMGCS PLAN RESPONSIBILITIES

9.1 Airport Operator

- a. Coordinate the SMGCS Plan as specified in Section 8 of this manual; monitor adherence to those sections of the plan under the Airport's control.
- b. Conduct regularly scheduled meetings of the SMGCS WG at least annually.
- c. Maintain documentation of WG proceedings.
- d. Coordinate, amend, publish, and distribute the SMGCS Plan.
- e. Make notifications to all air carriers prior to implementation of the SMGCS plan procedures.

9.2 Air Traffic Control Tower

- a. Activate or discontinue SMGCS Plan as specified in Section 6 of this plan.
- b. Participate in SMGCS WG. Provide Airport Operations with updates to low visibility taxiway routes.
- c. Use "Reporting Points" in low visibility conditions to provide progressive taxi/ground instructions to aircraft, escort vehicles and/or emergency responders.
- d. Issue conflict-free taxi/ground movement instructions for all aircraft movement areas.

9.3 Airport Tenants

- a. Participate in the SMGCS WG.
- b. Disseminate SMGCS procedures to employees and vendors.
- c. Provide training to all personnel that may operate vehicles on aircraft movement areas or service roads in low visibility conditions.
- d. Provide Airport Diagram, DrawingS #1 & #2, to all ground vehicle operators, depicting low visibility taxi routes and appropriate ATC frequencies.
- e. Provide control of personnel assigned in non-movement aircraft gate/parking, and exclusive leasehold areas.
- f. Pilots conducting low visibility operations are required to have a copy of the low visibility taxi route chart.
- g. FAR Part 91 operators should be familiar with SMGCS procedures. These procedures may be located in the Airman's Information Manual or AIRPORT/FACILITY DIRECTORY.

10.0 PLAN MILESTONES

LAX-SMGCS

10.1 Near Term SMGCS Plan. Continue periodic meeting of the SMGCS WG. Make changes to the SMGCS Plan when necessary.

10.2 Long Term SMGCS Plan. Continue to upgrade all airfield lighting and signage to meet SMGCS requirement.

DISTRIBUTION LIST

<u>Name</u>	<u>Address</u>	<u>Organization</u>	<u>Ph/Fax</u>
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