# Ted Stevens Anchorage International Airport

# LVO/SMGCS Plan

**June 1, 2026**

**Revision XV**

# Ted Stevens Anchorage International Airport
# LVO/SMGCS Plan

## Revision/Amendment Log

| Revision Number | Revision Date | Chapter/ Paragraph | Revision Inserted By (sign) | Date inserted |
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## Revision Control Log

| Page | Revision | Date |
|---|---|---|
| 1 | XV | 06-01-2026 |
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| 18 | VII | 09-03-2013 |

# Ted Stevens Anchorage International Airport
# LVO/SMGCS Plan

### Summary of Changes, Revision XIV

| PARAGRAPH | CHANGES MADE |
|---|---|
| 1.1 | Updated AC 120-57A to AC 120-57C and Order 8000.94 to 8000.94B |
| 1.2 | Updated AC 120-57A to AC 120-57C and Order 8000.94 to 8000.94B |
| 6.4(3) | Updated new Taxiway R and E configuration |
| 6.5 | Removed Taxiway Foxtrot, added Taxiway Romeo to SAP access |
| 7.4 | Added Taxiway Romeo to SAP access |
| 8.1(5) | Updated AC 120-57A to AC 120-57c and Order 8000.94 to 8000.94B |
| 9.2 | Changed Taxiway Foxtrot to Echo, Removed Echo Project after its completetion |
| Appendix | Updated SMGCS chart with Taxiway Romeo and Taxiway Echo routes |
| 3.1 | Removed ODALs from Runway 15 approach, Inserted MALSF into Runway 15 Approach |
| 5.3 | Changed Airport Operations to Airport Badging Office personnel |
| 6.3 | Paragraph 2 deleted all references to J Stop bar |
| 2.10 | Removed all references to J Stop bar |
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# Ted Stevens Anchorage International Airport
# LVO/SMGCS Plan

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## 1. INTRODUCTION

**1.1** This Low Visibility Operations/Surface Movement Guidance and Control System (LVO/SMGCS) Plan describes airport enhancements made to the Ted Stevens Anchorage International Airport (ANC), and it contains procedures and actions applicable to the airport operator, air traffic control, air carriers, and other tenants of the airport. These enhancements, procedures, and actions are in accordance with the guidance in the Federal Aviation Administration (FAA) Advisory Circular 120-57C, Surface Movement Guidance and Control System and FAA Order 8000.94B and are necessary for FAA approval of takeoff and landing operations by air carriers in visibility conditions below 1,200 feet runway visual range (RVR). When visibility conditions are less than 1,800 feet RVR, down to and including 1,200 feet RVR, operations are conducted on a routine Category II basis. When visibility conditions are less than 1,200 feet RVR, down to and including 500 RVR, operations are conducted on a routine Category III basis. The established LVO/SMGCS Plan limit visibility is 500 feet RVR.

**1.2** The procedures contained in this LVO/SMGCS Plan were developed by the SMGCS Working Group. This group was comprised of representatives from ANC (Airfield Maintenance, Safety, and Operations Departments), Flight Procedure and Airspace Group (AFS-420W), FAA Air Traffic Control, FAA Airports Division, FAA Airway Facilities, ATA, ALPA, AOPA, Alaska Air National Guard, Alaska Airlines, Delta Airlines, Federal Express, Japan Airlines, Alaska Aviation Safety Foundation, and other interested parties.

FAA advisory circular 120-57C and FAA Order 8000.94B were used as a guide for the development of these procedures. Requirements as specified in the advisory circular for "Low Visibility Operations Control Plan" were followed as applicable.

**1.3** This plan addresses current enhancements of the airport regarding low visibility takeoff, landing, and taxiing operations. The work of the SMGCS Working Group will continue after the initial approval by the FAA. It will meet at least annually to assess current low visibility operations and will develop enhancements and modify procedures as experience is gained and the number of low visibility operations increases.

**1.4** To enhance the safety of low visibility operations, 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.

## 2. DEFINITIONS

**2.1** **Apron (Ramp)** A defined area on an airport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or 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)** **Taxi lanes** Apron areas which provide taxiing aircraft access to and from parking positions.

**(4)** **Vehicle Roadway Markings** Identified rights-of-way on the apron designated for aircraft ground service vehicles and fire equipment

**2.2** **Controlling Region** Refers to the FAA geographic region in which an airport is located.

**2.3** **Hold Point** The term "hold point" refers to a location where the air traffic controller could be expected to hold a taxiing aircraft.

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

**2.5** **Movement Area** Refers to the runways, taxiways, and other areas of an airport which are used for taxiing or hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and aircraft parking areas.

**2.6** **Non-movement Area** Refers to taxiways and apron areas that are not under the control of air traffic control (ATC).

**2.7** **Runway Guard Lights – (Elevated)** Fixture consists 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.

**2.8** **Runway Guard Lights – (In pavement)** Fixture consists 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.

**2.9** **Runway Visual Range (RVR)** An instrumentally derived value based upon standard calibrations that represents the horizontal distance a pilot will see down the runway from the approach end.

**2.10** **Surface Movement Guidance and Control System** 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.

**2.11** **Taxi Route** In this document, a specific sequence of lighted taxiways used by aircraft during low visibility operations.

**ACRONYM LIST**

| | |
|---|---|
| **AC** | Advisory Circular |
| **ALPA** | Airline Pilots Association |
| **ALSAF-2** | Approach Lighting System and Sequencing Flashers |
| **ANC** | Ted Stevens Anchorage International Airport |
| **AOA** | Aircraft Operations Area |
| **AOPA** | Airplane Owners and Pilots Association |
| **ARFF** | Aircraft Rescue and Fire Fighting |
| **ASDE-3** | Airport Surface Detection Equipment |
| **ATA** | Air Transport Association |
| **ATC** | Air Traffic Control |
| **ATCT** | Air Traffic Control Tower |
| **ATIS** | Automated Terminal Information Service |
| **FAA** | Federal Aviation Administration |
| **HIRL** | High Intensity Runway Lighting |
| **ILS** | Instrument Landing System |
| **LVO** | Low Visibility Operations |
| **NOTAMS** | Notices to Airmen |
| **RVR** | Runway Visual Range |
| **SMGCS** | Surface Movement Guidance Control System |

**3. FACILITIES AND EQUIPMENT** - The following supports the low visibility operations:

**3.1** **Runways** Runway 7R is the primary runway used for landing operations when the reported visibility is below 1,200 feet RVR. Runway 7R is served by a Category III instrument landing system (ILS); touchdown, midpoint, and roll out RVR equipment modified for readout to 300 feet RVR; approach lighting system and sequence flashers (ALSF -2); touchdown zone lighting; centerline lighting; high intensity edge lighting; and it is appropriately marked for instrument operations.
Runway 7L will be available for aircraft arrivals and departures only when all RVR values for Runway 7L indicate 1,200 feet or greater. Runway 7L is served by a Category II instrument landing system (ILS); touchdown and midpoint RVR equipment modified for readout to 300 RVR; medium intensity approach lighting system with runway alignment indicator lights (MALSR); touchdown zone lighting; centerline lighting; high intensity edge lighting; and it is appropriately marked for instrument operations.
Runway 15 will be available for aircraft arrivals only when all RVR values for Runway 15 indicate 4,000 feet or greater. Runway 15 is served by an instrument landing system (ILS); touchdown, midpoint, and roll out RVR equipment modified for readout to 300 RVR; omnidirectional approach lighting system with sequenced flashers (ODALS); centerline lighting; high intensity edge lighting; and it is appropriately marked for instrument operations.
Runway 7R, Runway 33, or Runway 15 may be utilized for takeoff operations when the reported visibility is below 1,200 feet RVR. Runway 33 is the primary runway for takeoff in LVO/SMGCS conditions. All Runway 7R departures will be conducted from Taxiway Juliet; no back-taxi will be permitted to the threshold of Runway 7R. Runway 33 is equipped with High Intensity Runway Lighting (HIRL) including centerline and edge lighting, along with touchdown, midpoint, and roll out RVR sensors.

**3.2** **Taxiway Centerline Lights** see Low Vis diagram for all locations.
These lights will be illuminated when any runway RVR reading is below 1,200 feet.

**3.3** **Runway Guard Lights-Elevated and In Pavement** see Low Vis diagram for all locations.
These lights will be illuminated when any runway RVR reading is below 1,200 feet.

**3.4** **Surface Movement Surveillance** An airport surface detection equipment (ASDE-3) surface movement radar is installed and should be operational to provide surface surveillance. It is used by ATC to augment visual observations of aircraft and vehicles on runways and taxiways. ATC procedures provide geographic positioning of aircraft and vehicles when the ASDE-3 is unavailable.

**3.5** **Follow-Me Service** Airport Operations will provide or arrange “follow-me” service for air carrier aircraft upon request, subject to availability of equipment and the need to accomplish higher priority duties. To enhance safe operations in low visibility conditions, Part 91 operators should expect follow-me services to and from the runway environment. The Airport Operations follow-me vehicle will be identified with a yellow and blue flashing light. Pilots or the ATCT may initiate a follow-me request to Airport Operations.

**3.6** **Taxiway Guidance Signing and Marking** Taxiway guidance signing and marking are legible and unobscured. The illumination of all lighted signs along the taxi routes is functional.

**3.7** **Communications** Telephone and radio communications are functional between all organizations involved in the execution of the plan (e.g., telephone and radio communications between aircraft rescue and firefighting (ARFF), Airport Operations and the ATCT).

## 4. AIRCRAFT RESCUE AND FIRE FIGHTING

**4.1** The primary ARFF facility during low visibility operations will be Fire Station #1 located east of Taxiway Romeo and approximately 5,000 feet north of Runway 7R. The response time is in compliance with FAR Part 139.

**4.2** Coordination between ATC and ARFF is accomplished annually to ensure effectiveness of the ARFF response. The coordination is accomplished as part of the annual airport emergency plan review required by FAR Part 139.

## 5. VEHICLE CONTROL

**5.1** Vehicle access to the airport is controlled by a system of perimeter fencing and gates. All airport and tenant vehicles entering the airport are identified by mandatory markings on the side of the vehicle. Vendors and contractor vehicles are identified through a ramp permit system controlled by Airport Operations personnel. Airport Safety and Operations personnel check both the vehicle and driver for proper identification. Airport Operations and Safety personnel patrol all airside areas and are instructed to have unauthorized vehicles removed from the airport.

**5.2** Except for the necessary movement in tenant leased areas, vehicles on the airfield must be operated within a clearly marked system of vehicle roadways. The vehicle roadways are identified by zippered white lines with a broken white line used as a center divider.

**5.3** All Aircraft Operations Area (AOA) vehicle drivers are provided training by Airport Operations personnel. Certain airport tenants provide their own driver training, but the driver training provided by the tenant is monitored by Airport Operations to ensure that the quality is equivalent to that provided by the Airport. A standard written driver's test is administered to all vehicle drivers and must be passed before the driver is allowed to operate a vehicle on the AOA. The driver training course will be reviewed annually by Airport Operations to ensure the training program is applicable to current low visibility operations.

**5.4** Only vehicles operated by Airport Operations, Airfield Maintenance, Airport Safety, Airport Engineering, and FAA Facility Maintenance personnel are allowed unescorted on the airport movement area. In order to gain entry to the movement area, specific approval must be obtained from the Air Traffic Control Tower (ATCT) by radio. Any other vehicle must be escorted by an Airport Operations vehicle.

**5.5** Prior to implementation of this plan, Airport Operations will analyze all construction activity and/or other specialized activity on the airport and determine the limitations to be imposed. These range from restrictions to temporary postponement of the activity.

## 6. AIR TRAFFIC CONTROL PROCEDURES

**6.1 Background and Operating Concept** Ted Stevens Anchorage International Airport LVO/SMGCS Plan provides for safe and efficient guidance and control of aircraft between various apron locations and the runways. It also provides for control of ground vehicles and equipment on the apron areas and authorized vehicle entry onto airport movement areas. Everyone involved in this plan is focused on assuring safety and preventing inadvertent or unauthorized entry onto the movement area during low visibility operations. When one portion of the airport is in low visibility conditions, and the ATCT declares that the SMGCS Plan is in effect, the entire airport is considered to be in low visibility conditions and SMGCS procedures and restrictions are implemented.

The essential concept for accomplishing these objectives centers on runway use during low visibility operations. Runway 7R will be the primary runway used for aircraft arrivals. Runway 7L will be available for aircraft arrivals only when all RVR values for Runway 7L indicate 1,200 feet or greater. Runway 15 will be available for aircraft arrivals only when all RVR values for Runway 15 indicate 4,000 feet or greater. Runway 7R, Runway 33, and Runway 15 may be used for departures. Runway 7L will be available for departure from Taxiway Hotel only when all RVR values for Runway 7L indicate 1,200 feet or greater. Runway 33 is the primary runway for takeoff in LVO/SMGCS conditions. In the event that Runway 7R is used for takeoff, Taxiway Juliet will be used as the departure entry point for Runway 7R. No back-taxi to the threshold of Runway 7R will be permitted for departures. Additionally, "Line Up and Wait" procedures will not be permitted on Runway 7R during LVO/SMGCS operations. Taxiway Kilo will be used as the primary route to travel to Taxiway Juliet. Taxiway Kilo will be the primary departure entry point for Runway 33. Taxiway Quebec will be the primary entry point for Runway 15. Other taxiways will be used to accommodate the flow to Kilo/Juliet/Runway 33 and Runway 7R as described in other sections of this plan.

**6.2 Visibility Reporting** ATC will coordinate with Airport Operations when lowering visibility conditions or an RVR reading of 1800 indicate the need to implement a LVO/SMGCS lighting check. ATC will notify Airport Operations via phone or radio that LVO/SMGCS procedures are in effect once visibility drops below RVR 1200 and SMGCS procedures are implemented. Airport Operations will advise the airline operators, air cargo operators, ARFF, and the Kenai FSS when the plan is in effect by telephone or facsimile. Additionally, ATC will broadcast the status of the LVO/SMGCS Plan on the Automatic Terminal Information Service (ATIS). Airlines will be responsible for notifying their service providers on the status of the LVO/SMGCS Plan.

*Note: Two major goals of a SMGCS plan are to prevent RWY incursions and provide maximum segregation of aircraft and vehicles during periods of low visibility. If either of these two goals is better met with a declaration of SMGCS, even with isolated RVR obscuration, then the airfield should be operated with SMGCS procedures.*

If any RVR sensor indicates a visibility below 1200 RVR or the Plan limit of 500 RVR, the ATCT Supervisor/CIC (Controller in Charge) will determine the need to commence SMGCS operations or to cease all aircraft movement on the airfield accordingly. The CIC shall consider the extent of RVR obscuration, weather trends, isolated ground fog, location of the low visibility, and the overall safety of the airfield when making this determination.

The LVO/SMGCS Plan procedures will be terminated by ATC when no longer deemed necessary due to prevailing weather conditions. ATC will notify Airport Operations via telephone or radio when the LVO/SMGCS Plan is no longer required. Airport Operations will then advise the

airline operators, air cargo operators, ARFF, and the Kenai FSS when the plan is no longer in effect via telephone or facsimile.

**6.3 Departures** Each airline or aircraft operator is responsible for positioning aircraft at the movement area boundary. Aircraft requesting taxi instructions during low visibility operations may be given RVR readings by ATCT before the aircraft is granted clearance to proceed from the apron to the movement area. Aircraft and the airline operators will be responsible for positioning the aircraft so that the aircraft can safely access the movement area. Aircraft will be deiced before entering the movement area.

When visibility is less than 1800 RVR runway/taxiway lighting will be illuminated on open runways/taxiways to include runway specific LVO/SMGCS elevated runway guard lights and taxiway centerline lights as described in Section 3 of this plan. During runway/taxiway closures snow removal crews may request the illumination of lights in order to accomplish their objective. Taxiway edge lights, without centerline lighting, may be illuminated at various times for snow removal or other operational reasons. The ATCT ground controller may use ASDE-3 or pilot position reports (in the event ASDE-3 is inoperative) to monitor the aircraft geographic position prior to its entry into the movement area. The controller will then provide taxi instructions and traffic advisories appropriate to the route of travel.

When the LVO/SMGCS limit visibility drops below the lowest approved level for taxi (500 RVR), no aircraft will begin taxi for takeoff. Aircraft that have commenced taxi for takeoff may proceed to the specified runway and take off, provided the RVR is at or above the requirement for that operator on that runway. The ATCT Supervisor/CIC (Controller in Charge) will determine the need to cease all aircraft movement on the airfield as described in Paragraph 6.2 of the Plan.

**6.4 Departure Routings** Aircraft routings for departure will vary depending on the initial location of the aircraft requesting taxi. Aircraft must have ATCT clearance before entering the movement area. Departing aircraft will be provided a clear route of access via one or more of the following taxiways: Kilo, Echo, Echo 1, Mike, Lima, Golf, Yankee, Sierra, Tango, Uniform, or Romeo, to Runway 33 at Kilo, to Runway 7R at Juliet, to Runway 15 at Quebec, or to Runway 7L at Hotel. No departures from Runway 7L will be permitted unless all RVR values for Runway 7L indicate 1,200 feet or greater. No back-taxi will be permitted to the threshold of Runway 7R from Taxiway Juliet for departures from Runway 7R. Additionally, "Line Up and Wait" procedures will not be permitted on Runway 7R during LVO/SMGCS operations. ATCT controllers will provide specific taxi instructions to the requesting aircraft in accordance with the following general guidance (subject to modification as deemed necessary by the ATCT controller):

**(1)** Aircraft requesting taxi from gates directly adjacent to Taxiway Kilo to and including the Alpha gates and East Park ramps will enter Taxiway Kilo adjacent to the gate and travel Kilo to Runway 33, Hotel to Runway 7L, Quebec to Runway 15, or Juliet for a Runway 7R departure (holding short of Runway 33 for clearance to cross).

**(2)** Aircraft requesting taxi from the North Ramp/International Terminal/gates B8 to the Charlie gates will use some combination of, Echo, Mike, Lima**,** Golf, Romeo, or Kilo to Runway 33, Hotel to Runway 7L, Quebec to Runway 15, or Juliet for a Runway 7R departure (holding short of Runway 33 for clearance to cross).

**(3)** Aircraft requesting taxi from the South Airpark will taxi Echo or Romeo (North) holding short of Runway 7R, for clearance to cross Runways 7R and 7L to Kilo, to Runway 33 or continue west to Hotel for Runway 7L, Quebec to Runway 15, or Juliet for a Runway 7R departure (holding short of Runway 33 for clearance to cross).

**(4)** Aircraft requesting taxi from the North Airpark (including the FedEx and UPS ramps) will taxi Romeo or Yankee, Sierra, Tango, Uniform, Kilo, to Runway 33 or west

to Hotel for Runway 7L, Quebec to Runway 15, or Juliet for a Runway 7R departure (holding short of Runway 33 for clearance to cross).
**(5)** Aircraft requesting taxi from the Kulis ramp will taxi Charlie (North) holding short of Runway 7R, for clearance to cross Runways 7R and 7L to Kilo, to Runway 33 or continue west to Hotel for Runway 7L, Romeo and Quebec to Runway 15, or Juliet for a Runway 7R departure (holding short of Runway 33 for clearance to cross).
**(6)** Taxiway Lima may be utilized under the following conditions: Traffic traveling North/South on Echo may turn West on Lima. Traffic traveling North/South on Romeo may turn East on Lima. Golf 1 and Lima do not connect on Low-Visibility taxi routes.

**6.5** **Arrivals** Aircraft arriving and landing on Runway 7R will be directed to exit Runway 7R at Taxiway Golf, Delta, Echo, Romeo or Charlie. The primary runway exit taxiway will be Taxiway Golf. After clearing Runway 7R, aircraft will be given specific instructions to taxi via Taxiways Golf, Romeo, Delta, Echo, or Charlie, to Taxiways Echo, Mike, Kilo, and/or Romeo Yankee, Sierra, Tango, and Uniform in order to access their respective ramp areas.
Aircraft arriving and landing on Runway 7L will be directed to exit Runway 7L at Taxiway Golf, Echo, Delta, Charlie, Bravo, or Alpha. The primary runway exit taxiway will be Taxiway Charlie. After clearing Runway 7L, aircraft will be given specific instructions to taxi via Taxiways Kilo, Echo, Mike, Golf 1, and/or Romeo, Yankee, Sierra, Tango, and Uniform, in order to access their respective ramp areas. Landing on Runway 7L will only be approved when all RVR values for Runway 7L indicate a visibility of 1200 feet RVR or greater.
Aircraft arriving and landing on Runway 15 will be directed to exit Runway 15 at Taxiway Mike, Whiskey, Lima, or Kilo. The primary runway exit taxiway will be Taxiway Mike. After clearing Runway 15, aircraft will be given specific instructions to taxi via Taxiways Romeo, Yankee, Sierra, Tango, Uniform, Mike, Echo, Lima, Golf 1 and/or Kilo in order to access their respective ramp areas. Aircraft exiting Runway 15 at Lima to the East must continue Eastbound to Echo and turn either North or South on Echo. Golf 1 and Lima do not connect on Low-Visibility taxi routes. Landing on Runway 15 will only be approved when all RVR values for Runway 15 indicate a visibility of 4000 feet RVR or greater. ATCT controllers may monitor aircraft movement with either ASDE-3 and/or aircraft pilot position reports until the aircraft enters a non-movement area.

Aircraft on final approach, when the visibility is below the LVO/SMGCS authorized limit, may continue the approach, and if the pilot sees the required environment, may land. Upon arrival, the aircraft may taxi to parking if the pilot has sufficient visibility to proceed. Reasonable efforts, such as a follow-me vehicle, will be used to recover the aircraft to parking if the pilot has insufficient visual reference to continue taxi.

## 7. AIRLINE PROCEDURES DURING LOW VISIBILITY CONDITIONS

**7.1** **General** Pilots conducting low visibility operations at Ted Stevens Anchorage International Airport are expected to have a copy of the low visibility taxi route chart. Low visibility taxi routes are depicted on the appropriate Jeppesen charts.

ATC will monitor and control all operations in movement areas. Aircraft operators are responsible for ensuring the safe operation of their aircraft and ground equipment operating in the non-movement area. Airport Operations will monitor ground movements within the non-movement area and coordinate necessary actions with aircraft operators, tenants, and ATC as necessary.

**7.2** **Departures** Departing aircraft will follow company procedures, airport rules, and ATC directions for pushback, engine start, and initial taxi to the movement area boundary. If appropriate the pilot should request assistance to movement area boundary. In all cases, aircraft must have ATC clearance prior to entering the movement area.

**7.3** **Arrivals** Arriving aircraft will follow company procedures for taxi to the gate or to other parking areas as appropriate after having crossed the movement area boundary. The airline or aircraft operator assumes control of the aircraft in the vicinity of the gate or parking spot and will provide appropriate docking assistance as set out in their operating instructions.

**7.4** **Taxi Routing** The principal taxi flow direction will be from east to west on Taxiway Kilo for both arriving and departing aircraft. Arriving aircraft will access Taxiway Kilo from Taxiways Golf, Echo, Delta, Charlie, Bravo, or Alpha and will travel east or west until either reaching a point abeam their gate or until turning north on Taxiways Echo, Romeo, or Yankee, or south on Taxiway Echo or Taxiway Romeo for transit to the South Airpark. Departing aircraft will also travel on Taxiway Kilo in accordance with paragraph. 6.4 of this plan.

**7.5** **Maintenance Runs** Aircraft maintenance runs in the movement area during LVO/SMGCS conditions will not be permitted without approval and escort from Airport Operations. Airport Operations escort for maintenance runs will be provided only as workload permits.

**7.6** **Aircraft Towing** Aircraft will not be towed in the movement area during LVO/SMGCS conditions without approval and escort from Airport Operations. Airport Operations escort for aircraft under tow will be provided only as workload permits.

## 8. RESPONSIBILITIES

### 8.1 Airport Operator

**(1)** Serve as the point of contact for the LVO/SMGCS Plan, hold meetings of the SMGCS Working Group and maintain written documentation of the proceedings.

**(2)** Coordinate a review of the LVO/SMGCS Plan, including the Low Visibility Taxi Chart, and airfield activities on at least an annual basis. Amend, publish, and distribute the initial and revised LVO/SMGCS Plans.

**(3)** Monitor adherence to the sections of the LVO/SMGCS Plan that are under the airport's control and take appropriate action to correct deficiencies.

**(4)** Conduct daily inspections, report failures, and provide maintenance of lighting aids under the control of ANC and associated with the LVO/SMGCS Plan.

**(5)** Conduct an initial visual inspection and every 2 hours inspect the lighting system(s) as required by AC 120-57C, Section 8, Visual Aid Requirements, Item f. Monitoring and Visual Inspection of Lighting Aids, Sub-item (1) For operations below 1200 RVR, when the LVO/SMGCS Plan is in effect. Airport Operations will notify ATC via phone or radio after a LVO/SMGCS lighting check has been completed.

**(6)** Advise ATC of airfield conditions or irregularities which may impact air traffic control operations.

**(7)** Assure timely issuance and cancellation of appropriate notice to airmen (NOTAMS) regarding outages of airport facilities and equipment which support low visibility operations.

**(8)** Assure that initial and recurrent training on LVO/SMGCS procedures is accomplished and documented for ARFF personnel, airport vehicle operators, and tenant vehicle operators.
**(9)** Notify other organizations having responsibilities under the LVO/SMGCS Plan of deficiencies observed or brought to their attention which require their correction.
(**10**) Workload permitting, FOLLOW ME services will be made available.
**(11)** Notify airlines, vendors and other airport agencies of the implementation, or termination of LVO/SMGCS procedures via telephone or facsimile.

### 8.2 Air Traffic Control Tower

**(1)** Initiate and terminate the LVO/SMGCS procedures specified in paragraph 6, Air Traffic Control Procedures.
**(2)** Coordinate with the Airport Operations Department via phone (907) 266-2600 or radio prior to implementing the LVO/SMGCS Plan.
**(3)** Provide directional assistance to ARFF units and other emergency equipment responding during an emergency in low visibility conditions.
**(4)** Control or monitor aircraft and vehicles in the movement area.
**(5)** Develop and coordinate the Low Visibility Taxi Route chart with FAA Headquarters, Air Traffic Rules and Procedures Service, Terminal Procedures Branch, ATP-120, and the Airport Operator.

### 8.3 Airport Tenants

**(1)** Participate in the SMGCS Working Group and disseminate low visibility procedures to company employees.
**(2)** Train company personnel in low visibility procedures.
**(3)** Enforce LVO/SMGCS Plan driving procedures.
**(4)** Provide airport charts to all vehicle operators depicting low visibility taxi routes, movement areas, and non-movement areas.
**(5)** Assure adherence to the sections of this plan that are under airport tenant control and take action to correct deficiencies.
**(6)** Request FOLLOW ME service from Airport Operations as necessary when the LVO/SMGCS Plan has been implemented.

## 9. PLANS/MILESTONES

### 9.1 Near Term.

**(1)** Airport Operations will periodically solicit feedback regarding the LVO/SMGCS Plan via email from the SMGCS working group and airport users throughout the year in order to continually evaluate and maintain the LVO/SMGCS Plan.

## 9.2 Long Term.

**(1)** Install elevated and in-pavement runway guard lights on all runway/taxiway intersections. Phased in during the normal reconstruction and rehabilitation of each of those surfaces. Completed except Taxiway C

**(2)** Install taxiway centerline lighting on the following taxiways in accordance with AC 150/5340-28, Low Visibility Taxiway Lighting Systems: Taxiway Charlie exit south to Kulis from Runway 7R. This will be phased in during the normal reconstruction and rehabilitation of these surfaces.

**(3)** Review the need to conduct operations below 500 RVR. Upon the determination of the need for operations below 500 RVR evaluate the following:

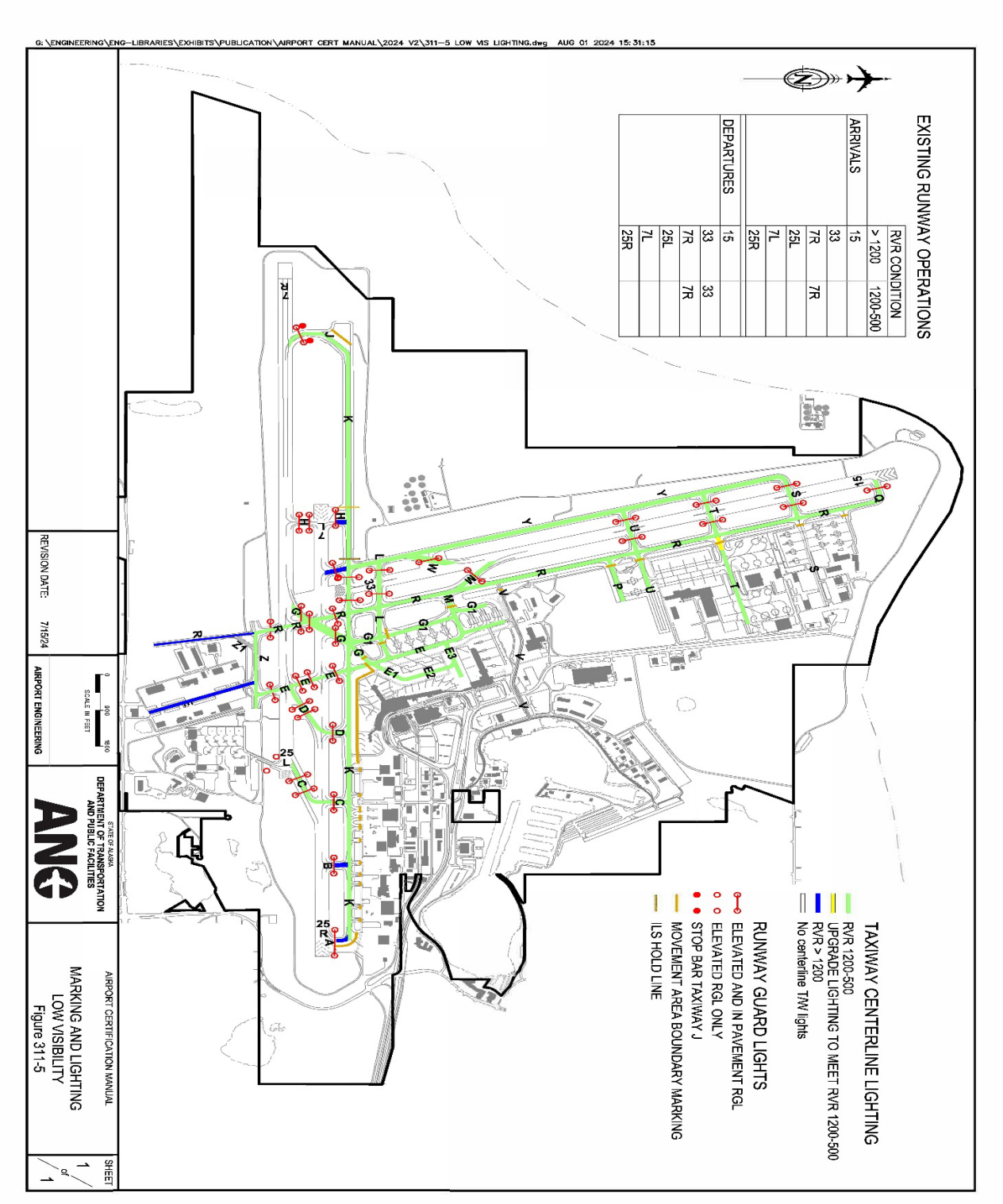
**(a)** Requirements for lighting, equipment, and documentation

**(c)** Updated LVO/SMGCS Plan.

**(d)** Training plan

**(4)** Review the necessary equipment and lighting systems required to permit aircraft departures from Runway 7L at Taxiway Hotel below 1200 feet RVR.

# Appendix
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**Reserved for Jeppesen Published Chart**

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