DALLAS/FORT WORTH INTERNATIONAL AIRPORT

LOW VISIBILITY OPERATIONS (LVO)/
SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (SMGCS)

LVO/SMGCS PLAN

FOR

ARRIVAL RUNWAYS 17L-35R, 17C-35C, AND 18R

DEPARTURE RUNWAYS 17R-35L, 18L-36R AND

36L

Published: May 22, 2021

Date	Revision Number	Pages Revised	Initials
3/13/2021	11	Definitions, Change Airport Operations Center (AOC) to Integrated Operations Center (IOC)	JS
3/13/2021	11	Page 10, Change language regarding Vehicle Permits to Tenants and Unmarked Airport Board Vehicles	JS
3/13/2021	11	Page 11, Added language for supporting of escorts during deicing operations while under LVO/SMGCS conditions	JS
3/13/2021	11	Page 11, Added language in regard to verifying Non-Movement Area driving endorsements for vehicles entering AOA during LVO/SMGCS conditions	JS
3/13/2021	11	Pages 15, 16 & 17, Added Taxiway Q10 as its previous designation has changed. Removed Taxiway WL from Arrival Routings for aircraft bound for the West Cargo Aprons as it has been eliminated west of Taxiway E	JS
3/13/2021	11	Pages 23 & 24, Updated Charts depicting LVO/SMGCS Routes for North and South Flow	JS
9/16/2019	10	Page 10, Change the ARFF Equipment 800 MHz DFW Airport digital trunk radio to “Fire 1”.	BW
9/16/2019	10	Page 21, Plans and Milestones: Construction. Driving Endorsement.	BW
9/16/2019	10	Page 25, Include SM/SMGCS designation on Badge with SMGCS Card.	BW
8/30/2018	9	Page 21, Milestones, added language for further coordination for NE End Around Taxiway and two west Airfield End Around Taxiways. Future update forthcoming for new SMGCS driving certificate.	BW
5/20/2017	8	Page 21, Milestones, added language for further coordination when runway 17C/35C is closed next year for reconstruction.	ST
2/2/2016	7	Page 21, Milestones, added planning for next Perimeter Taxiway System	ST
1/28/2016	7	All applicable pages were changed to reflect the	ST

		plans revision date.	
1/28/2016	7	Page 25, Updated Figure 4, SMGCS Card	ST
1/28/2016	7	Page 21, Section 9, Plans and Milestones, deleted North Flow Arrival Scenario. Deleted reference to start of Airbus A380 operations	ST
8/4/2014	6	Added Figure 3, aircraft deice site locations.	ST
7/25/2014	6	Added location of fire stations on Figures 2 and 3.	ST
6/20/2014	6	All reference to “SMGCS Plan” changed to reflect LVO/SMGCS Plan throughout document for consistency with FAA Order 8000.94	ST
6/20/2014	6	All references to Advisory Circular 120-57A changed to reference to FAA Order 8000.94 throughout the document.	ST
6/20/2014	6	References to departure minimums throughout the	ST
		document changed to reflect the lower visibility	
		limit for LVO/SMGCS conditions from 600 to 500.	
		References to landing minimums left at 600.	
3/4/2014	6	Dates changed throughout the plan to reflect 2014	ST
		instead of 2011 or 2013.	
3/4/2014	6	Page 9, Table of Contents, change SMGCS	ST
		sticker to SMGCS Card	
3/4/2014	6	Page 10, 5.3, replaces SMGCS decal with	ST
		SMGCS Card.	
3/4/2014	6	Page 10, 5.4, title change to Energy,	ST
		Transportation, and Asset Management.	
3/4/2014	6	Page 10, 5.4, deleted FAA NAVAIDs maintenance	ST
		personnel.	
3/4/2014	6	Pages 16, 17, 17L, 35R, 17C, 35C Arrivals; added	ST
		taxi route for Taxiway WF between UPS Ramp	
		and Taxiway F.	
3/4/2014	6	Page 21, title change for point of contact;	ST
		Assistant Vice President Airfield Operations.	

3/4/2014	6	Page 22, 23, Figures; updated SMGCS taxi route, North and South Flow, with Taxiway WF between UPS Ramp and runway 18R/36L	ST
3/4/2014	6	Page 24, Figure 3, replaced SMGCS decal with SMGCS Card	ST
9/30/2011	5	Page 15, under Departure Routings; first and second paragraphs, added 1E Corporate Aviation ramp to taxi route.	ST
8/9/2011	5	Page 16, under Arrival Routings; added 1E Corporate Aviation ramp to first, third, fifth and seventh paragraphs.	ST
8/9/2011	5	All applicable pages were changed to reflect the plans revision date for 9/30/2011.	ST
8/9/2011	5	Page 3 added definition of AOA. Page 12, section 6.4; deleted General Aviation.	ST
8/9/2011	5	Pages 14, 15, 17, and 18; changed General Aviation to former General Aviation Ramp; added Corporate Aviation. Page 22, changed title from Assistant Vice President of Operations to Manager, Airfield Operations.	ST
8/9/2011	5	All applicable pages were changed to reflect the plan's revision date of 8/31/10	ST
8/31/2010	4	Table of Contents, Figures; added Figure 3, SMGCS decal	ST
8/16/2010	4	Page 1, section 1.2, added: "and shall use this service if not familiar with DFW Airport SMGCS Routes."	ST
8/31/2010	4	Page 3, added definition of ATCT.	ST
8/16/2010	4	Page 3, added definition of EOC.	ST
8/16/2010	4	Page 6, section 3.2, Taxiway Lighting; eliminate reference to taxiway edge reflectors.	ST
8/16/2010	4	Page 6, section 3.1, Departure Runways, added (500-foot RVR if approved by Operations Specifications).	ST

8/31/2010	4	Page 7, section 3.6, revised to reflect ASDE-X instead of ASDE 3.	ST
8/16/2010	4	Page 10, section 5.3, added “Authorized and trained personnel will have a DFW SMGCS decal placed on their SIDA badge. See Figure 3.”	ST
8/16/2010	4	Page 12; Section 6.3 is now 6.2, 6.2 is now 6.3. Section 6.2, changed notification to reflect ATCT notifying Airfield Operations Officer or his designee when SMGCS procedures are going into effect.	ST
8/16/2010	4	Added the AOC will notify General Aviation/Corporate Aviation and the FAA SOC.	ST
8/16/2010	4	Page 12, Section 6.4, changed notification to reflect ATCT notifying Airfield Operations Officer or his designee when SMGCS procedures are terminated. Added the AOC will notify General Aviation/Corporate Aviation and the FAA SOC. Page 14, 6.6, Departure Routings; added 1E ramp to Terminals A, C, E.	ST
8/16/2010	4	Page 14, 6.6, *Runway 17R;* deleted “or north on Taxiway L and then east on Taxiway EH.”	ST
8/16/2010	4	Page 16, under *Runway 17C to Central Terminal Area and West Cargo Aprons:* added taxiway HA for routing to General Aviation. Last sentence of Paragraph, deleted Taxiway Z, added Taxiway B.	ST
8/16/2010	4	Page 17, under *Runway 18R to West Cargo Aprons:* added “west” to Taxiway C, deleted “Taxiways A, B or WR”, deleted “and north”, added “then to the west”.	ST
8/16/2010	4	Page 19, deleted reference to taxiway edge reflectors as supplemental devices	ST

8/16/2010	4	Page 20, 8.2 Air Traffic Control Tower; (2), changed notification from Air Traffic Control Tower notifies the AOC to Air Traffic Control Tower notifies the Airfield Operations Officer or his designee.	ST
8/31/2010	4	Page 21, Plans and Milestones, deleted North East Perimeter Taxiway, added north flow arrival case scenario for the Southeast Quadrant perimeter taxiway	ST
8/16/2010	4	Page 24, added Figure 3, SMGCS decal on Airport Board SIDA badge.	ST
7/13/09	3	All applicable pages were changed to reflect the plan's revision date of 7/20/09.	ST
7/13/09	3	Page 4; added definition of RVR.	ST
7/13/09	3	Page 8, section 3.8; added information regarding Safegate Docking Guidance System. Page 11, bullet point #1, added exception for DPS emergency vehicles response accessing the movement area.	ST
7/13/09	3	Page 11, bullet point #3, updated DPS Security Service Officers verification of vehicle entering the AOA via manned AOA gates to reflect; "DPS Security Services Officers will verify the intended destination of vehicles entering DPS-staffed gates when they are notified that SMGCS conditions are being observed. Under SMGCS conditions access will be denied for vehicles destined for the movement area with the exception of DPS, Operations, Asset Management and the FAA. The operators of all vehicles entering the AOA through DPS-staffed gates will be notified that SMGCS conditions exist.	ST
7/13/09	3	Page 15; arrival routing from runway 17L via	ST

		perimeter taxiways.	
7/13/09	3	Page 15; arrival routing from runway 17C to the	ST
		Central Terminal Area and West Cargo Aprons.	
8/10/09	3	Page 17, Section 7.2, Departures, added at or	ST
		above to 600 and 500 RVR values; “During	
		SMGCS conditions if the RVR value is at or above	
		600, aircraft can push back from their gates and	
		taxi for departure. If, after pushing back from the	
		gate, the RVR drops below 600 but is at or above	
		500, the aircraft can continue taxi for takeoff	
		provided the air carrier is approved for operations	
		below 600 RVR, and the aircraft and flight crew	
		are qualified to do so under those conditions.”	
7/13/09	3	Page 20, Plans and Milestones; added information	ST
		on the design for the Northeast Quadrant	
		Perimeter Taxiway.	
7/13/09	3	Page 21, Exhibits; updated South Flow taxi chart	ST
		to include perimeter taxiway system.	
6/23/08	3	All applicable pages were changed to reflect the	ST
		plan’s revision date of 6/30/08.	
6/23/08	3	Page 1, changed FAA Airways Facility Sector Office to FAA DFW TRACON D10 District.	ST
6/23/08	2	Page 3, changed Controlling Region to Central	ST
		Service Area.	
6/23/08	2	Page 1, changed FAA Airways Facility Sector	ST
		Office to FAA DFW TRACON D10 District.	
6/23/08	2	Page 3, changed Controlling Region to Central	ST
		Service Area.	
6/23/08	2	Page 6, section 3.5, added “with the exception of	ST
		approved AA Goldhofer aircraft towing	
		operations.”	
6/23/08	2	Page 17, section 7.2, added “During SMGCS	ST

		conditions if the RVR value is above 600, aircraft	
		can push back from their gates and taxi for	
		departure. If, after pushing back from the gate, the	
		RVR drops below 600 but is above 500, the	
		aircraft can continue taxi for takeoff provided the	
		air carrier is approved for operations below 600	
		RVR, and the aircraft and flight crew are qualified	
		to do so under those conditions."	
6/23/08	2	Page 20, Plans and Milestones; deleted	ST
		information regarding ILS capability for runway	
		36L.	
3/13/07	1	All applicable pages were changed to reflect the	ST
		plan's revision date of 6/29/07.	
3/13/07	1	All applicable pages were changed to add the	ST
		word Plan to the top of each page to now reflect	
		DFW SMGCS PLAN.	
3/13/07	1	Page 4; add the word control after ATC in Non-	ST
		Movement Area.	
3/13/07	1	Standardize the use of ATCT (Air Traffic Control	ST
		Tower) throughout the plan where ATC was	
		previously used.	
3/13/07	1	Page 5, 3.2, Taxiway Lighting; the use of	ST
		alternating green/yellow colored taxiway centerline	
		light fixtures include lead on as well as lead off	
		taxiways. Advisory Circular 150/5340-30B	
		DESIGN AND INSTALLATION DETAILS FOR	
		AIRPORT VISUAL AIDS has been revised and	
		now includes the information on lead on taxiway	
		centerline lighting.	
3/13/07	1	Page 6, change phone number for the Airport	ST
		Operations Center (AOC) to 972-973-3112.	
3/13/07	1	Page 9, 4.1; change FAR Part 139 to CFR Part	ST

		139 (change all FAR Part 139 to CFR Part 139	
		throughout the document).	
3/13/07	1	Page 10, 5.1, Vehicle Access, add, Access	ST
		Control Office after Department of Public Safety.	
3/13/07	1	Page 10, 5.4, Access Restrictions, delete the word	ST
		Energy from Airport's Energy and Asset	
		Management: department's name is Asset	
		Management.	
3/13/07	1	Page 10, 5.4, Access Restrictions, added the	ST
		following;	
		"DPS Gate Guards are required to ascertain all	
		vehicles attempting access at all AOA gates the	
		vehicle operators' purpose on entering the AOA	
		and is the driver trained and familiar with the route	
		to the destination, in addition is the purpose an"	
		operational need". If not an "operational need"	
		then access approval will be denied until the	
		airport is not observing SMGCS conditions.	
3/13/07	1	The towing of aircraft by DFW tenants in the	ST
		movement area will be suspended until the airport	
		is not observing SMGCS conditions. On a case by	
		case basis Airfield Operations will provide escorts	
		for the towing of aircraft."	
3/13/07	1	Page 12, 6.2, standardized the phrase "activating	ST
		the SMGCS plan" instead of stating "initiating the	
		SMGCS Plan"	
3/13/07	1	Page 12, 6.3, Visibility Reporting, changed	ST
		notification from "ATC will notify Airfield	
		Operations who will advise the tenant airlines…."	
		to, ATCT will notify the Airport Operations Center	
		(AOC) who will advise the tenant…"	
3/13/07	1	Page 19, 8.2, Air Traffic Control Tower, (2);	ST
		change from "Notifies Airfield Operations before	
		implementing SMGCS procedures" to "Notifies the	

		AOC before implementing SMGCS procedures".	
3/13/07	1	Page 20, 9. **PLANS AND MILESTONES**; deleted	ST
		sentence concerning future west runway; added	
		sentence concerning future SMGCS plans to	
		incorporate use of the Southeast Quadrant	
		Perimeter Taxiway.	
5/28/07	1	Page 15, *Runway 35C to Central Terminal Area*	ST
		and West Cargo Aprons; added taxiways EF and	
		L to arrival route.	
5/28/07	1	Page 21, revised the Low Visibility Taxi Route	ST
		Map – North Flow, to show addition of taxiways	
		EF and L.	
5/28/07	1	Page 3, added "lead on and lead off" to ILS	ST
		Critical Area Boundary Taxiway Centerline	
		Lighting.	
5/28/07	1	Page 3, under Holding Position Signs: made	ST
		bullet points for ILS critical areas and	
		runway/taxiway intersections, no change to	
		content.	
5/28/07	1	Page 2, added definition of Airport Operations	ST
		Center (AOC).	

Low Visibility Operations / Surface Movement Guidance and Control
DFW Airport LVO / SMGCS Plan

Table of Contents

Exhibits

Low Visibility Operations / Surface Movement Guidance and Control
DFW Airport LVO / SMGCS Plan

1. INTRODUCTION

1.1. This Low Visibility Operations/Surface Movement Guidance and Control System (LVO/SMGCS) Plan describes enhancements, procedures, and actions at Dallas/Fort Worth International Airport (DFW) that are applicable to the airport operator, air traffic control (ATC), airlines, and other tenants of the Airport in low visibility operations.

These enhancements, procedures, and actions are in accordance with the guidance of Federal Aviation Administration (FAA) FAA Order 8000.94. This DFW LVO/SMGCS Plan is necessary for FAA authorization of landing and takeoff operations by scheduled Air Carriers in visibility conditions less than 1,200 feet runway visual range (RVR.) The DFW SMGCS Plan proposes landing minimums of 600 RVR and takeoff minimums of 500 RVR.

1.2. The procedures contained in this plan were developed by the DFW LVO/SMGCS Working Group. The LVO/SMGCS Working Group includes:

1.4 Airport Board departments (Operations Department, Department of Public Safety, and Energy, Transportation and Asset Management Department)
2.4 FAA ATC
3.4 FAA Airports District office (ADO)
4.4 FAA Flight Standards
5.4 FAA DFW TRACON D10 District
6.4 Scheduled DFW tenant airlines
7.4 Air Transport Association (ATA)
8.4 Airline Pilots Association (APA)
9.4 DFW Cargo operators

1.3. This document does not supersede established policies, procedures, rules or guidelines for airports, operators, or air traffic. It does prescribe certain airfield improvements in lighting, marking, and procedures that have been installed at the Airport, so as to enhance aircraft movement and safety. Airfield Operations personnel will provide “Follow Me” service during low-visibility conditions upon request by FAA ATCT, pilot, or airline representative. All Part 91 operators shall use this service if not familiar with the airport’s SMGCS routes.

1.4. This plan addresses current enhancements of the Airport in regard to low visibility takeoff, landing, and taxiing operations. The efforts of the LVO/SMGCS Working Group will continue after initial plan approval by the FAA.

The group will meet as necessary and not less than annually to assess low visibility operations and to develop enhancements and modify procedures as operational experience is gained at DFW, and as the number of low visibility operations increases.

2. DEFINITIONS

Airfield. That portion of the Airport intended to be used wholly or in part for the arrival, departure, and movement of aircraft.

Airport Apron Controller. The term “airport apron controller” refers to personnel from American Airlines and Envoy Air providing control of the concourse non-movement area as may be applicable.

Integrated Operations Center (IOC). The term Integrated Operations Center or IOC, for the purpose of this plan, refers to personnel assigned to the IOC who are responsible for the receiving and dissemination of information related to SMGCS conditions.

Airfield Operations. The term "Airfield Operations" refers to personnel assigned from the Operations Department who are responsible for the overall management of the airfield.

Apron. The term "apron" is used in this plan in place of ramp and corresponds to the same term used by the International Civil Aviation Organization (ICAO), since many of the lighting standards and procedures used at DFW correspond to those in practice at other airports throughout the world. The apron consists of areas used for aircraft parking and maneuvering between taxiways and aircraft parking areas.

Apron Entry Point (AEP). A circular yellow surface painted sign that is used to assist pilots in locating their position along the edges of a large, continuous apron serving the terminal gates. To facilitate shorter, less confusing verbal communication and to enhance the movement of ground traffic, the surface painted apron entrance point sign is often referred to as a “spot” at DFW.

Aircraft Parking Position. Used for parking of aircraft to enplane or deplane passengers at the Central Terminal Area gates; to load or unload cargo, to service or provision aircraft, or to temporarily park aircraft waiting for maintenance or scheduled service at the cargo or maintenance aprons.

Apron Holding Position (Non-Movement Area Boundary). A painted apron marking consisting of a solid yellow stripe and a dashed yellow stripe which locates the non-movement area and designates the point where an aircraft leaves or enters the movement area.

Air Operations Area (AOA). The area of DFW Airport bounded by a fence or to which access is otherwise restricted and which is primarily used or intended to be used for landing, takeoff, or surface maneuvering of aircraft, and related

activities.

Air Traffic Control Tower (ATCT). ATCT is used to identify the FAA control towers at DFW Airport.

Taxilanes. Apron areas that provide taxiing aircraft access to and from parking positions within non-movement areas.

Central Terminal Area (CTA). The area containing all passenger terminals bounded by Taxiway Z on the north, but including the 1E Apron, Taxiway K on the east, Taxiway B on the south and Taxiway G on the west.

Central Service Area. Refers to the Southwest Region of the FAA in which DFW is located.

Clearance Bar. A row of three in-pavement steady-burning yellow lights used to indicate to pilots and vehicle drivers they are approaching an intersecting taxiway.

Emergency Operations Center (EOC). The Emergency Operations Center (EOC) is a centralized location used to coordinate disaster/emergency response and communication.

High Speed (Acute Angled) Exit Lead-Off Lights. Alternating green and yellow taxiway centerline lights leading from a runway to an adjoining taxiway and that are used to signify the limits of a runway's safety area.

Holding Position Signs:

- For Taxiway/Runway Intersections. A white-on-red sign inscribed with the runway numbers separated by a dash with their arrangement indicating the direction to the corresponding runway threshold, used in combination with a painted holding position marking and illuminated runway guard lights.

- For ILS Critical Areas. A white-on-red sign inscribed with "ILS" used in combination with a painted ILS holding position marking and illuminated clearance bar.

ILS Critical Area Boundary Taxiway Centerline Lighting. Alternating yellow and green lead on and lead off taxiway centerline lights that are visible within ILS Critical areas.

Low Visibility Conditions. When visibility conditions are determined as "between 1200-500 RVR", this means reported RVR values of less than 1200 RVR down to and including 500 RVR.

Low Visibility Operations. For purposes of this plan, low visibility operations are considered to mean the movement of aircraft and vehicles on the airport whenever the visibility conditions are reported to be between 1200 - 500 RVR. Low visibility on the east and west sides of the Airport can be declared independently to be low visibility conditions. The DFW LVO/SMGCS Plan landing minimums are 600 RVR with takeoff minimums of 500 RVR.

Movement Area. The term "movement area" refers to the runways, taxiways, and NAVAID Critical Areas of the Airport which are used for taxiing, hover taxiing takeoff, and landing of aircraft, exclusive of loading ramps and aircraft parking areas.

Non-Movement Area. The term "non-movement area" refers to taxilanes and apron taxilanes and aircraft parking positions not under ATC control.

Runway Guard Lights - Elevated. Fixtures should consist of a pair of elevated yellow flashing lights located on both sides of a taxiway at the runway holding position marking. Their function is to confirm the presence of an active runway and assist in preventing runway incursions.

Runway Guard Lights – In-pavement. Fixtures should consist of a row of in-pavement flashing yellow lights located across the entire taxiway at the runway holding position marking. Their function is to confirm the presence of an active runway and assist in preventing runway incursions.

Runway Holding Position Marking. For runways, these markings indicate where aircraft MUST STOP when approaching a runway. They consist of four yellow lines, two solid and two dashed, spaced six or twelve inches apart, and extending across the width of the taxiway or runway. The solid lines are always on the side where the aircraft must hold. Runway holding position markings are used in combination with runway guard lights and an illuminated runway holding position sign(s).

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. RVR is normally expressed in feet.

Threshold Deicing Areas. When in use these deicing areas that are located on the departure hold pads for runways 17R, 35L, and 36R, are designated non-movement areas. Refer to the airport's Deicing Plan for more information.

LVO/SMGCS Taxi Route. A specific sequence of lighted taxiways used by aircraft during low visibility operations. LVO/SMGCS taxi routes have 12-inch wide centerline markings.

Surface Movement Guidance and Control System (SMGCS). A LVO/SMGCS system consists of the provisions for 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.

Vehicle Service Roads. Identified rights-of-way on the airfield designated for the movement of fire equipment and other emergency vehicles or for ground service vehicles and other necessary vehicles.

3. FACILITIES, SERVICES, AND EQUIPMENT

3.1. Runways.

Arrival Runways:

During LVO/SMGCS procedures, runways 17L, 35R, 17C, 35C, and 18R may be used for arrival operations down to 600 feet RVR for appropriately equipped aircraft and trained crews. A Category III Instrument Landing System (ILS) serves runways 17L, 35R, 17C, 35C, and 18R. Each runway is equipped with touchdown, midpoint, and rollout Runway Visual Range (RVR) readings down to 100 feet and is equipped with Approach Lighting Systems with sequenced flashers (ALSF-2). Runway lighting aids consist of high-intensity touchdown zone, centerline, and runway edge lights. Each runway has precision instrument reflective markings.

Departure Runways:

During LVO/SMGCS procedures runways 36L, 18L, 36R, 17R, and 35L, may be used for departure operations when reported visibility is RVR 500 or greater. Each runway is equipped with centerline and high intensity edge lights; and has precision instrument reflective markings. They are also served by touchdown, midpoint and rollout RVR equipment capable of readouts down to 100 feet RVR.

3.2. Taxiway Lighting. Continuous green taxiway centerline lights and blue taxiway intersection edge lights are installed on taxiways leading to and from all runways. Lead on and lead off taxiway centerline lighting within the runway safety area and ILS critical area environments are alternating green and yellow as prescribed by Advisory Circular 150/5340-30 DESIGN AND INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS (current edition).

When visibility is less than 600 feet RVR, landings are not available. When visibility is less than 500 RVR, takeoffs will not be available. Use and routing of each of the LVO/SMGCS taxi-routes for landing and takeoff operations are described in paragraph 6, AIR TRAFFIC CONTROL PROCEDURES.

3.3. Runway Guard Lights. Runway guard lights are located at all LVO/SMGCS runway/taxiway access points, except Runways 13L/31R and 13R/31L. In-pavement runway guard lights are installed at all LVO/SMGCS taxi routes where the taxiway centerline light system is visible and/or where the width of a taxiway/runway intersection exceeds 150 feet. Elevated runway guard lights are installed on taxiways prior to runway access points where the taxiway centerline light system is not visible due to a meteorological condition or circuit outage or other electrical condition.

3.4. Airfield Lighting, Signage and Marking Inspections. Airfield lighting and markings are inspected in accordance with the airfield inspection program under CFR Part 139. Prior to commencement of LVO/SMGCS procedures and at least every two to four hours, Airfield Operations personnel shall perform a special LVO/SMGCS inspection of runway guard lights, clearance bar lights, taxiway centerline lights, taxiway edge lights, and sign lights that are installed on low visibility taxi routes or along taxiways that intersect with low visibility runways to ensure they are serviceable as described in FAA Order 8000.94 current edition.

3.5. Non-Movement Area Control. Control of access to and traffic on, non-movement area aprons is the responsibility of the primary tenant airlines. A painted non-movement area boundary marking designates the division between all non-movement and movement areas. Airport tenants, with the exception of approved American Airlines, Envoy Air, and Spirit Airlines super tug aircraft towing operations, are prohibited from entering any movement area without escort from an authorized Airport Board or FAA representative.

3.6. Surface Movement Surveillance. The FAA has airport surface detection equipment (ASDE-X) that is used to establish the geographical position of all aircraft and vehicles during low visibility and other conditions. Telephone and radio communications are functional between all organizations involved in the execution of this Plan in event of an ASDE-X failure.

3.7. Follow-Me Service. Airfield Operations personnel will provide “Follow Me” service during low-visibility conditions upon request by FAA ATCT, pilot, or airline representative. All follow-me vehicles are identified by yellow flashing lights on a yellow or white painted vehicle and will be in contact with the ATCT. Contact the Integrated Operations Center (IOC) at 972-973-3112 to request this service. All Part 91 operators shall use this service if not familiar with the airport’s SMGCS routes.

3.8. Aircraft Docking. The responsibility of aircraft docking activities within non-movement areas during low visibility conditions rests with the airline. Aircraft are directed to the appropriate Apron Entry Point (AEP) by ATCT. The airline assumes control between the AEP and the terminal gate (inside the non – movement area) for aircraft docking purposes.

Several terminals at DFW have the SafeGate Docking Guidance System that is an advanced visual docking guidance system that automatically guides an aircraft during its approach to the terminal gate in a safe and time saving manner. For those terminal gates without the Docking Guidance System, wing walkers, follow-me vehicles, tugs or other appropriate means as set out in the tenant airline operations manual may accomplish this.

4. AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF)

4.1. ARFF Standby Positions. ARFF Stations are manned continuously to support emergency response to all active runways in accordance with CFR Part 139.

4.2. ARFF Coverage: East Side. Public Safety Stations 1 and 3 provide ARFF coverage for the East Airfield Complex, which consist of Runways 17L-35R, 17C-35C, and17R-35L.

4.3. ARFF Coverage: West Side. Public Safety Stations 2 and 4 provide coverage for the West Airfield Complex, which consist of Runways 18R-36L, and 18L-36R.

4.4. ARFF Coordination. Communication between ATCT and ARFF equipment is accomplished via the appropriate two-way VHF radio frequency whenever responding to an on-field emergency. Non-emergency ARFF traffic will use the emergency roadways system and avoid crossing runways whenever possible.

5. VEHICLE CONTROL

5.1. Vehicle Access. Vehicle access to the Airport is controlled by a system of perimeter fencing and gates. All Tenant vehicles entering the Air Operations Area (AOA) are identified by a mandatory AOA access permit displayed on the front and back of the vehicles, which is obtained from the Department of Public Safety, Access Control Office. Vendors and contractor vehicles are also identified through the AOA access permit system or are escorted by authorized personnel.

5.2. Vehicle Service Roads. Except for the necessary movement, vehicles operate within the clearly marked vehicle drive lanes. The drive lanes are identified by solid white lines with a dashed white line used as a centerline divider. Where a roadway crosses a taxilane, a solid white line marks the stopping point that assures adequate clearance to taxiing aircraft. When a roadway falls within a taxilane Object Free Area (OFA), the roadway surface is stenciled with the words, “YIELD TO ACFT.” In any case, vehicles must always yield right-of-way to aircraft.

5.3. Driver Training. All personnel authorized to operate on the movement area during LVO/SMGCS procedures are trained in low-visibility operations. Authorized and trained personnel will have a DFW SMGCS card. See Figure 3. Tenant airlines are responsible for providing driver training to their employees who drive within the non-movement areas. The driver-training program for operations on the Aircraft Movement Area is reviewed annually to ensure sufficiency.

5.4. Access Restrictions. Only vehicles operated by the Board's Energy, Transportation and Asset Management, Operations, DPS, and FAA Tech Ops are authorized to operate on the movement area during LVO/SMGCS procedures. All Board vehicles that operate in the movement area during low visibility conditions are equipped with a red or amber 360-degree flashing beacon and an 800 MHz DFW Airport digital trunk radio tuned to “OPS PRI” (or “Fire 1” in the case of ARFF equipment). All vehicles will have a VHF radio set to the appropriate ATCT frequency. All access by others shall be coordinated and approved by Airfield Operations. In low visibility conditions the following shall apply.

5.4.1 No vehicle will be permitted in the movement area that is not in direct support of LVO/SMGCS procedures. Exception: when DPS units are responding to an actual emergency and must enter the movement area via the ARFF roads to the emergency, DPS will contact the appropriate ATCT on ground control to advise of their response through the movement area. This is advisory only in nature for ATCT personnel and

does not supersede or replace our established procedures for operating in the movement area or crossing runways.

5.4.2 Airfield Operations will suspend all escort services in the movement area except for “Follow Me” services and those vehicles needed in direct support of this LVO/SMGCS Plan. Escorts in support of deicing operations during LVO/SMGCS conditions will still be supported by Airfield Operations. Escorts for fueling of live outbound flights will still be supported by Airfield Operations. Escorts for fueling in support of maintenance aircraft repositions will not be supported.

5.4.3 DPS Security Services Officers will verify the intended destination of vehicles entering DPS-staffed gates as well as whether the driver has a Non-Movement Area driving endorsement when they are notified that LVO/SMGCS conditions are being observed. Under LVO/SMGCS conditions access will be denied for vehicles destined for the movement area with the exception of DPS, Operations, Energy, Transportation, and Asset Management. The operators of all vehicles entering the AOA through DPS-staffed gates will be notified that LVO/SMGCS conditions exist.

5.4.4 The towing of aircraft by DFW tenants in the movement area will be suspended until the airport is not observing LVO/SMGCS conditions. On a case by case basis Airfield Operations will provide escorts for the towing of aircraft.

6. AIR TRAFFIC CONTROL PROCEDURES

6.1. Background and Operating Concept. The Plan provides guidance and control of aircraft between various apron locations and the runways in a safe and efficient manner during low visibility operating conditions. The coordinated efforts of FAA ATC, Airfield Operations, and applicable tenant apron controllers are all focused on assuring safe movement and avoiding inadvertent or unauthorized entry onto the Aircraft Movement Areas during low visibility conditions.

6.2. Visibility Reporting. When lowering ceiling and visibility conditions indicate that visibility less than 1200 RVR is imminent and LVO/SMGCS procedures are going into effect, FAA ATCT will notify the Airfield Operations Officer, or his/her designee, who in turn will notify the Integrated Operations Center (IOC). The IOC will notify DPS Tactical Communications that the airport is observing LVO/SMGCS condition on (west or east side) and request they simulcast the information by radio to Airport Board vehicle operators. The IOC will also notify tenant airlines, air cargo operators, Corporate Aviation and the FAA SOC via electronic means (e-mail) or telephone. Tenant Airlines will notify the in-flight catering and other services required to operate on non-movement areas that the LVO/SMGCS Plan is in effect.

6.3. When notified by the FAA ATCT that visibility is below 1,200 feet RVR for Runways 17L-35R, 17C-35C, or 17R-35L, Airfield Operations will activate the LVO/SMGCS Plan for the East Airfield Complex. When notified by the ATCT that visibility is below 1,200 feet RVR for Runway 18R-36L, or 18L-36R, Airfield Operations will activate the LVO/SMGCS Plan for the West Airfield Complex.

6.4. LVO/SMGCS procedures are terminated by the ATCT when no longer deemed necessary due to prevailing weather conditions. ATCT will notify the Airfield Operations Officer, or his designee, who in turn will notify the IOC. The IOC will notify DPS Tactical Communications that the airport has cancelled observing LVO/SMGCS conditions on (east or west side) and request they simulcast the information by radio to Airport Board vehicle operators. The IOC will also notify tenant airlines, air cargo operators, Corporate Aviation and the FAA SOC that LVO/SMGCS procedures are no longer in effect. Airlines will notify the in-flight catering and other services routinely driving on the Airport that the LVO/SMGCS Plan has been terminated.

6.5. Departures. During low-visibility operations, east-side departures typically use Runways 17R and 35L, and west-side departures typically use Runways 18L and 36R. Depending on the number of scheduled departures, aircraft originating on the east side with a westerly departure heading will be sent by ATCT to Runway 18L or 36R while departures originating on the west side with an easterly heading will be sent to Runway 17R or 35L.

6.6. Departure Routings. The following departure routings will be used in accordance with LVO/SMGCS procedures. Other routes may be used by ATCT when necessary.

Runway 17R:
From Terminals A, C, E, and the Corporate Aviation 1E ramp aircraft will turn north on Taxiway K and then east on Taxiway EG or north on Taxiway L and then east on Taxiway EH. Some aircraft on Taxiway K and the 1E Corporate Aviation ramp may be directed to Taxiway J north of Taxiway Y and then east on Taxiway EF.

From Terminals B, D, and the former General Aviation ramp, aircraft will turn north on Taxiway G, east on Taxiway Y, and north on Taxiway J and then east on Taxiway EF or north on Taxiway K and then east on Taxiway EG.

From the East Cargo Apron, aircraft will turn south on Taxiway P, west on Taxiway Z, north on Taxiway L and then east on Taxiway EH or north on Taxiway K and then east on Taxiway EG or north on Taxiway L. Some aircraft on Taxiway K may be directed to Taxiway J north of Taxiway Y and then east on Taxiway EF.

From the West Cargo Aprons, aircraft will proceed via Taxiway C to Taxiway Y, turn east on Taxiway Y, and north on Taxiway J and then east on Taxiway EF or north on Taxiway K and then east on Taxiway EG or north on Taxiway L and then east on Taxiway EH.

Runway 35L:
From Terminals A, C, E and the Corporate Aviation 1E ramp aircraft will turn south on Taxiway K and then east on Taxiway EQ or south on Taxiway L and then east on Taxiway EP. Some aircraft on Taxiway K may be directed to Taxiway JS south of Taxiway A and then east on Taxiway ER.

From Terminals B, D and the former General Aviation ramp, aircraft will turn south on Taxiway G, east on Taxiway A, and south on Taxiway JS and then east on Taxiway ER or south on Taxiway K and then east on Taxiway EQ or south on Taxiway L and then east on Taxiway EP.

From East Cargo Apron, aircraft will turn south on Taxiway P, west on Taxiways EL or B to Taxiways L or K, south on Taxiway K and then east on Taxiway EQ or south on Taxiway L and then east on Taxiway EP. Some aircraft on Taxiway K may be directed to Taxiway JS south of Taxiway A and then east on Taxiway ER.

From the West Cargo Aprons, aircraft will turn south on Taxiway C, east on Taxiway A, south on Taxiway JS and then east on Taxiway ER or south on Taxiway K and then east on Taxiway EQ or south on Taxiway L and then east on Taxiway EP. Alternatively, they may proceed east on Taxiway Y, south on

Taxiway K and east on Taxiway EQ or south on Taxiway L and east on Taxiway EP, or south on Taxiway JS and east on Taxiway ER.

Runway 18L:
From Terminals B, D and the former General Aviation ramp, aircraft will turn north on Taxiway G and then west on Taxiway WG, or north on Taxiway F and then west on Taxiway WH. Some aircraft on Taxiway G may be directed to Taxiway H north of Taxiway Y and then west on Taxiway WF.

From Terminals A, C and E, aircraft will turn north on Taxiway K and then west on Taxiway Z, north on Taxiways HY and Taxiway H and then west on Taxiway WF or north on Taxiway G and then west on Taxiway WG or north on Taxiway F and then west on Taxiway WH.

From the 1E Corporate Aviation ramp aircraft will turn south on taxiway K then west on taxiway Z and will then follow the same route of taxi as aircraft coming from Terminals A, C and E to runway 18L.

From East Cargo Apron, aircraft will turn south on Taxiway P, west on Taxiway Z, and north on Taxiways HY and H and then west on Taxiway WF or north on Taxiway G and then west on Taxiway WG or north on Taxiway F and then west on Taxiway WH.

From the West Cargo Aprons, aircraft will proceed via Taxiway C to Taxiway Y, turn east on Taxiway Y, and north on Taxiway F and then west on Taxiway WH or north on Taxiway G and then west on Taxiway WG or north on Taxiway H and then west on Taxiway WF.

Runway 36R:
From Terminals B, D and the former General Aviation ramp, aircraft will turn south on Taxiway G and then west on Taxiway WQ or south on Taxiway F and then west on Taxiway WP. Some aircraft on Taxiway G may be directed to Taxiway HS south of Taxiway A and then west on Taxiway WR.

From Terminals A, C, E and the 1E Corporate Aviation Ramp, aircraft will turn south on Taxiway K, west on Taxiway B, and south on Taxiways HA and HS and then west on Taxiway WR or south on Taxiway G and then west on Taxiway WQ or south on Taxiway F and then west on Taxiway WP.

From East Cargo Apron, aircraft will turn south on Taxiway P, west on Taxiway EL or B, west on Taxiway B, and south on Taxiways HA and HS and then west on Taxiway WR or south on Taxiway G and then west on Taxiway WQ or south on Taxiway F and then west on Taxiway WP.

From West Cargo Aprons, aircraft will turn south on Taxiway C, east on Taxiway

A (alternatively east on Taxiway WM), and south on Taxiway F or G to Taxiway A), and south on Taxiway HS and then west on Taxiway WR or south on Taxiway G and then west on Taxiway WQ or south on Taxiway F and then west on Taxiway WP.

Runway 36L:
From West Cargo Aprons, aircraft will turn south on Taxiway C and east on Taxiway WR. From elsewhere on the airport, aircraft will proceed via routings for Runway 36R crossing Runway 18L-36R on Taxiway WR.

6.7. Arrival Routings. Aircraft crews will report clear of runways 17L, 35R, 17C, 35C and 18R safety areas and ILS critical areas after exiting the runways and advise the ATCT of their intended parking apron destination and/or terminal gate assignment. The ATCT may assign the following combination of taxi routes:

Runway 17L to East Cargo Apron: Exit on Taxiways Q6, Q7, Q8, Q9, or Taxiway Q10 then via Taxiway Q to Taxiway Z; west on Taxiway Z to Taxiway P to the East Cargo Apron.

Runway 17L to Central Terminal Area (CTA) and West Cargo Aprons: Exit on Taxiways Q6, Q7, Q8, Q9, or Q10; west on Taxiway ER to Taxiway P, south on Taxiway P to Taxiway ES to north on Taxiway JS to the CTA and 1E Corporate Aviation ramp; or EL, north on Taxiway P (or north on Taxiway Q, west on Taxiway EJ), west on Taxiways EJ or Z to the CTA or 1E Corporate Aviation ramp.

Aircraft routing for the west CTA aprons and the former General Aviation ramp should be via south on Taxiway P to Taxiway ES to north on Taxiway JS or via west on Taxiway ER and north on Taxiway JS, west bound on Taxiway B to the Taxilane HA entrance or north on Taxiway G to Apron Entry Point 150.

Aircraft further destined for the West Cargo Aprons will proceed via Taxiway Z to Taxiway C to the West Cargo Aprons. Aircraft destined to the UPS Ramp can use Taxiway Z to Taxiway F, then north on Taxiway F and west on Taxiway WF to the UPS Ramp.

Runway 35R to East Cargo Apron: Exit on Taxiways Q5, Q4, Q3, Q2, or Q1 to Taxiway Q then via Taxiway Q to Taxiway Z, then west to Taxiway P to the East Cargo Apron.

Runway 35R to Central Terminal Area (CTA) and West Cargo Aprons: Exit on Taxiways Q5, Q4, Q3, Q2, or Q1 to Taxiway Q. Taxiway EL or B should be used to cross Runways 35C and 35L to Taxiway K or L and the CTA aprons and the 1E Corporate Aviation ramp.

Aircraft routing to the west CTA Aprons and the former General Aviation ramp from west of Runway 35R should be via Taxiways Z and G. Aircraft further

destined for the West Cargo Aprons will then proceed via Taxiways Z, WK, WM or B to Taxiway C and via Taxiway C to the West Cargo Aprons. Aircraft destined to the UPS Ramp can use Taxiway Z to Taxiway F, then north on Taxiway F and west on Taxiway WF to the UPS Ramp.

Runway 17C to East Cargo Apron: Exit on Taxiways A, B or ER to Taxiway P, north to East Cargo Apron.

Runway 17C to Central Terminal Area and West Cargo Aprons: Exit high speed Taxiways M3, M4, M6, M7 or P2; or Taxiways A, B, or ER. Aircraft exiting runway 17C on Taxiway P2 should taxi south on Taxiway P to Taxiway ES to Taxiway JS. Taxiways K8, EL, EM, A, B or ER should be used to cross Runway 17R-35L to Taxiway K or L and to the CTA aprons and the 1E Corporate Aviation ramp. Alternately, aircraft should taxi southbound on Taxiway M to Taxiway ES to Taxiway JS.

Aircraft routing for the west CTA aprons and the former General Aviation ramp should be via Taxiway B, HA and Taxiway G. Aircraft further destined for the West Cargo Aprons will then proceed via Taxiways B or WK to Taxiway C and via Taxiway C to the West Cargo Aprons. Aircraft destined to the UPS Ramp can use Taxiway F to Taxiway WF to the UPS Ramp.

Runway 35C to East Cargo Apron: Exit on Taxiways EL, EJ, Z or Y to Taxiway P, and via Taxiway P to the East Cargo Apron, or exit east on Taxiway EF to Taxiway S and then north on Taxiway S to the East Cargo Apron.

Runway 35C to Central Terminal Area and West Cargo Aprons: Exit high speed Taxiways M1, M2, or M5; or Taxiways EJ, Y, Z or EF. Taxiways EL, K8, EJ, Y, Z or EF should be used to cross Runway 17R-35L to Taxiway K or L and to the CTA aprons and the 1E Corporate Aviation ramp or taxi north on Taxiway M to Taxiway EE to Taxiway K.

Aircraft routing to the west CTA and the former General Aviation ramp should be via Taxiway B, HA or Z and Taxiway G. Aircraft further destined for the West Cargo Aprons will then proceed via Taxiways Z, WK, WM or B to Taxiway C and via Taxiway C to the West Cargo Aprons. Aircraft destined to the UPS Ramp can use Taxiway Z to Taxiway F, then north on Taxiway F and west on Taxiway WF to the UPS Ramp.

Runway 18R to West Cargo Aprons: Exit west to Taxiway C, then to the West Cargo Aprons.

Runway 18R to Central Terminal Area and East Cargo Apron: Exit high speed

Taxiways E3, E4, E6 or E7; or Taxiways A, B or WR. Taxiways G8, WL, WM, A, B or WR should be used to cross Runway 18L-36R to Taxiway G or F to the west CTA aprons and the former General Aviation ramp.

Aircraft routings for eastside CTA aprons will use Taxiway A. Aircraft further destined for the East Cargo Apron will then proceed via Taxiway K to Taxiway EJ or Y, east on Taxiway EJ or Y, and north on Taxiway P to the East Cargo Apron.

6.8. Following ATCT instructions, the flight crew will determine if visibility is adequate to continue to the gate without assistance and if it is, continue to the gate under power when cleared by the ATCT. If visibility is not adequate to continue to the gate, a request for an Airfield Operations "Follow-Me" vehicle should be made.

7. AIRLINE PROCEDURES DURING LOW VISIBILITY CONDITIONS

7.1. General. Pilots conducting low visibility operations at DFW are required to have a copy of the low visibility taxi route chart. Low visibility taxi routes are depicted on the appropriate Jeppesen charts.

7.2. Departures. All pilots are required to obtain ATCT clearance prior to entering the movement area.

7.3. Arrivals. Pilots will advise ATCT of their assigned terminal and arrival gate. ATCT will give the pilot taxi instructions to that area provided the gate or other apron parking area is available. If parking space on the apron is not available, ATCT will direct the aircraft to the Northeast Hold Pad or Northwest Hold Pad (for north flow operations), or the Southeast Hold Pad or Southwest Hold Pad (for south flow operations) for off-gate holding.

7.4. Taxi Routing. Established ATC LVO/SMGCS Taxi Procedures will generally be followed for departures from the Central Terminal Area.

8. RESPONSIBILITIES

8.1. Airfield Operations.

(1) Serves as the central point of contact for this Plan, conducts meetings of the LVO/SMGCS Working Group and maintain documentation of proceedings.

(2) Coordinates a review of the Plan and airfield activities on at least an annual basis, and amends, publishes, and distributes the initial and revised SMGCS Plan.

(3) Monitors adherence to the sections of the Plan that are under the Airport's control and takes actions to correct deficiencies.

(4) Conducts special inspections, reports unserviceable lighting components and provides access for maintenance of lighting aids associated with this LVO/SMGCS Plan.

(a) Prior to commencing LVO/SMGCS operations and at least every two to four hours during LVO/SMGCS conditions, Airfield Operations shall inspect the runway guard lights, clearance bar lights, taxiway centerline lights, taxiway edge lights, and signs installed on low visibility routes or taxiways that intersect with low visibility runways to ensure they are serviceable.

(b) Serviceable means:

1. Runways Guard Lights - no more than three (3) lights out per location nor two adjacent lights for in-pavement lights, or no more than one light out in each fixture.

2. Clearance Bar Lights - no more than one light out.

3. Taxiway Centerline Lights - no two adjacent lights out.

4. Taxiway Edge Lights - no two adjacent lights out.

5. Signs - repaired promptly or alternative taxi-routes used.

(5) Provides training to authorized drivers on low-visibility and LVO/SMGCS operations.

(6) Enforces LVO/SMGCS driving procedures.

(a) Airfield Operations will prohibit all vehicle operations in the movement area that are not in direct support of this Plan when the RVR is less than 1200 feet or when the ATCT initiates LVO/SMGCS procedures. Airfield Operations will provide "Follow Me" services upon request for aircraft or vehicles in the movement area.

8.2. Air Traffic Control Tower.

(1) Initiates and terminates the LVO/SMGCS procedures specified in Chapter 6, AIR TRAFFIC CONTROL PROCEDURES.

(2) Notifies the Airfield Operations Officer or his designee before implementing LVO/SMGCS procedures.

(3) Provides progressive taxi instruction assistance as needed.

(4) Monitors and controls aircraft and vehicles in the movement area.

8.3. Tenant Airlines.

(1) Participates in the LVO/SMGCS Working Group and disseminates low visibility procedures to company employees and others who are expected to operate within their lease area(s).

(2) Trains airline personnel in low visibility procedures.

(3) Enforces restricted access to non-movement ramps.

(4) Assures adherence to the sections of this Plan that are under tenant airline control and takes actions to correct deficiencies.

(5) Requests Airfield Operations escort when ground support equipment requires access to the movement area in support of aircraft operations.

9. PLANS AND MILESTONES

The Northeast Perimeter Taxiway Systems (End Around Taxiway) is partially completed. Taxiway EE connects the northern extensions of Taxiways K and M which allows aircraft to taxi around Runway 17R/35L. Additional construction is underway for the remainder of the Northeast Perimeter Taxiway Systems (End Around Taxiway). Additional coordination will be required for all stakeholders on how to integrate this taxiway system into the airport's SMGCS Plan before construction has been completed.

Planning, coordination, and collaboration by the airport will be needed for the final design, layout, and construction of the Southwest Perimeter Taxiway Systems (End Around Taxiway). Planning and coordination is ongoing with construction planned to begin in FY23. Once construction is complete additional coordination will be required for all stakeholders on how to integrate this taxiway system into the airport's SMGCS Plan.

Planned Construction for an ALSF-2 Approach Lighting System (ALS) for Runway 36L is projected to begin in FY22.

The airport modified the SMGCS driver certification. Figure 4 of the plan has been updated to reflect the Driver Certification Card and the SM (SMGCS) Endorsement on the SIDA Badge. During this two-year transition, un-expired cards and the endorsement are both authorized during SMGCS operations.

Questions regarding this LVO/SMGCS Plan should be directed to:
Airfield Operations Manager
DFW Operations Department
PO Box 619428
DFW Airport, TX / 75261-9428.

Figure 1. Low Visibility Taxi Routes – North Flow

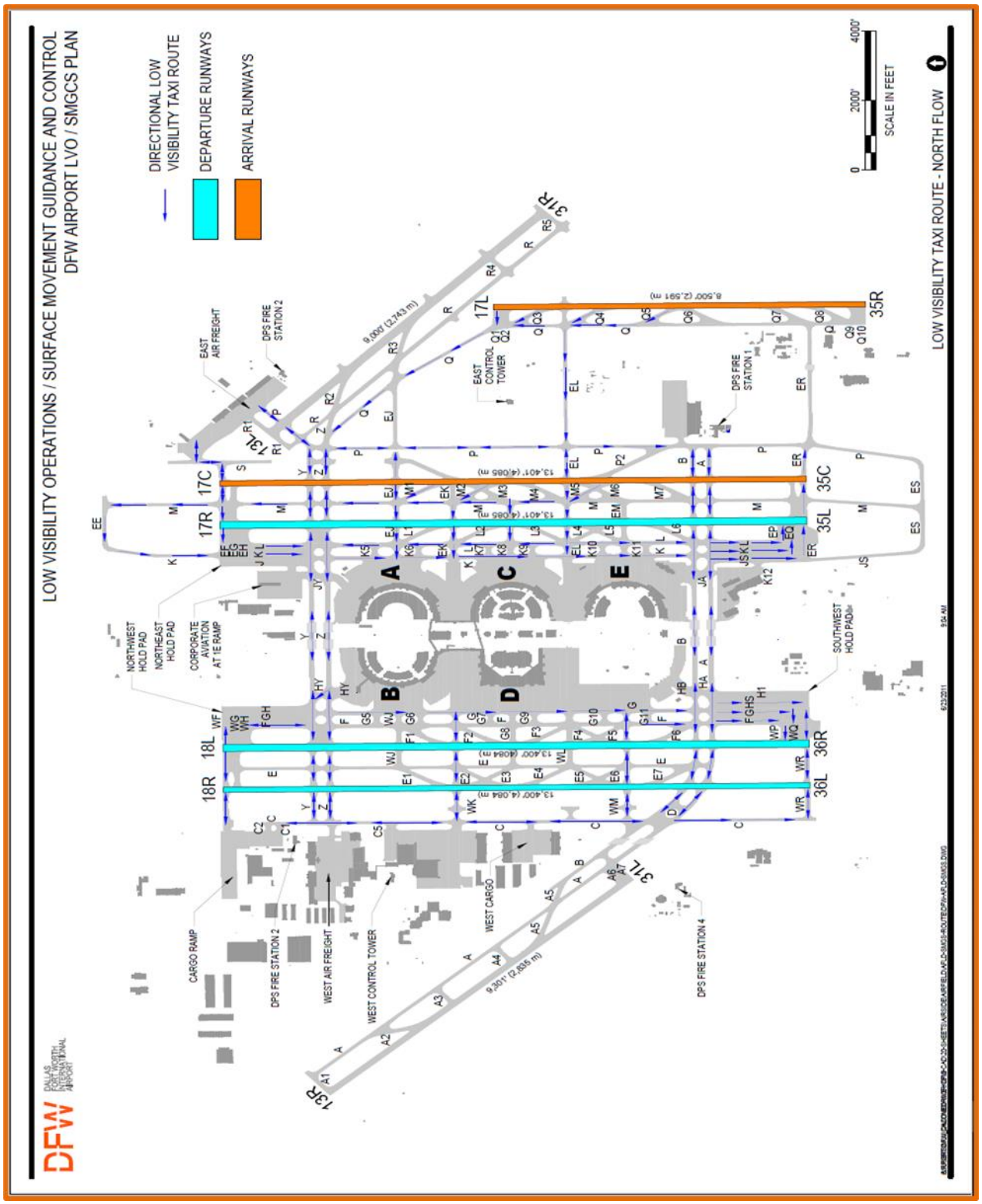


Figure 2. Low Visibility Taxi Route – South Flow

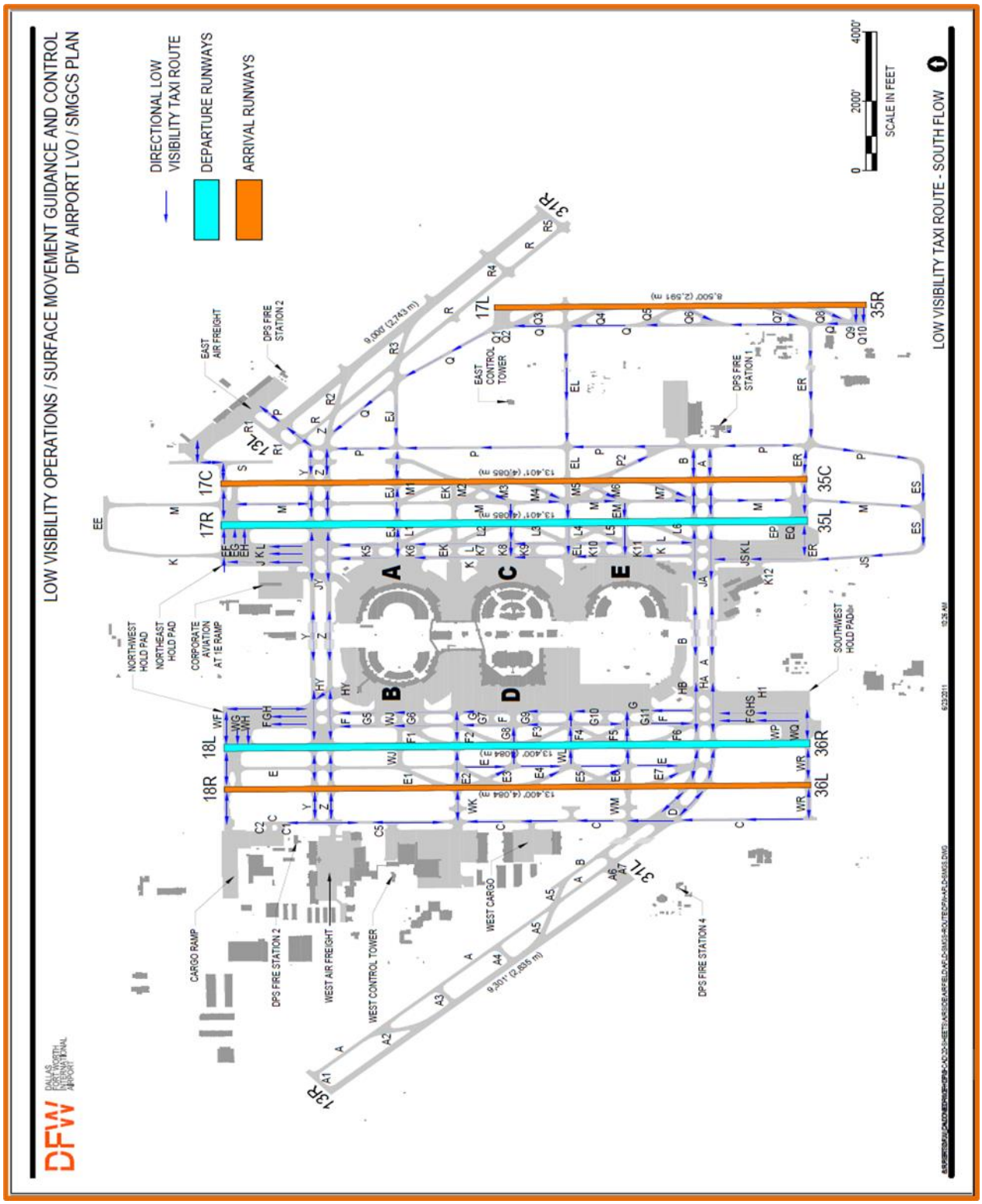
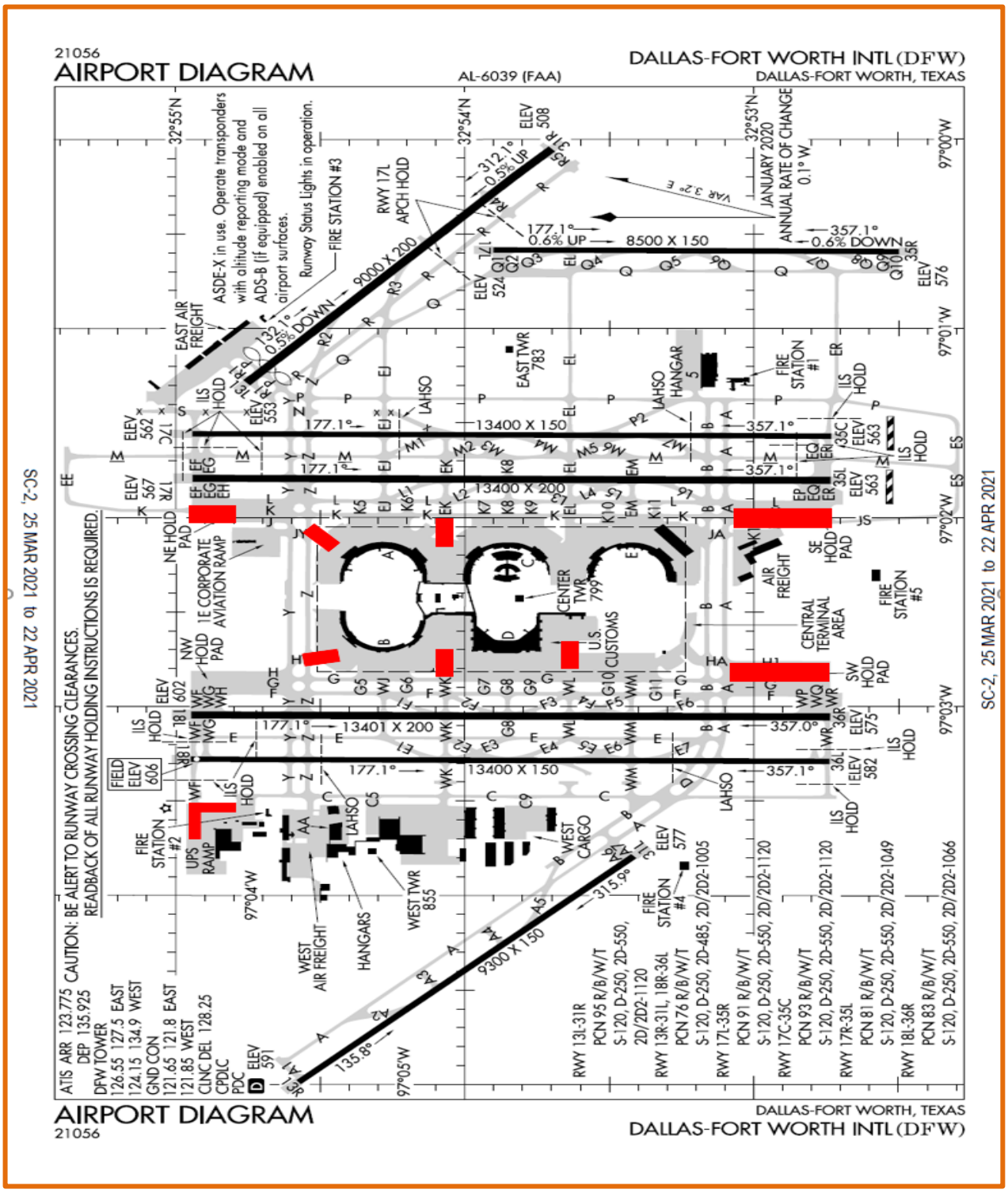


Figure 3. Aircraft Deice Site Locations.



Note: please see the DFW Airport Deice Operations Plan, current edition, for more information on aircraft deicing operations.

Figure 4. SMGCS Driver Privileges

SMGCS Endorsement on Badge