



**Tampa
International
Airport**

**Hillsborough County Aviation
Authority**

**Surface Movement Guidance and
Control System Plan**

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RECORD OF CHANGES

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1	12/19/01	4, 5, 7 – 12, 15, 16
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3	4/22/04	Appendix II
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5	5/10/04	Appendix IV
6	11/30/11	All
7	3/22/12	10
8	1/13	All
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10	1/14/15	All
11	2/3/15	i, ii, iii, 9, 10, 20 - 23
12	10/21/16	All
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21 A	10/1/21	i, 7, 17, Appendix A, Appendix, B
21 B	8/5/2022	i, 4, 5, 13, 16
21 C	10/10/2022	i, 4, 5

RECORD OF DISTRIBUTION

The Tampa International Airport (TPA) Surface Movement Guidance and Control System Plan (SMGCS Plan), including all revisions and amendments, is available online at:
www.tampaairport.com/airport-operations

Authority Departments, the Federal Aviation Administration (FAA), principal airport tenants (including scheduled air carriers, air carrier service providers, and other aviation tenants), the Tampa Fire Rescue Aircraft Rescue and Fire Fighting (ARFF) division, and other TPA stakeholders with responsibilities under this plan shall be notified of revisions and amendments to the plan.

The official FAA approved copy of this plan is maintained in the Authority's Airport Operations Office and is available for inspection upon request.

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1.0 INTRODUCTION

The Surface Movement Guidance and Control System (SMGCS) Plan describes enhancements, procedures, and actions at TPA that are applicable to the airport operator, air traffic control (ATC), air carriers, and other tenants of TPA during low visibility conditions.

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

The procedures contained in this plan were developed by and in coordination with the SMGCS Working Group, which consists of representatives from the following organizations: TPA staff involved with airfield operations, airfield lighting, Aircraft Rescue and Firefighting (ARFF), and security/traffic control; Airport consultants; FAA ATC (local and/or regional); FAA Airports District or Regional office; FAA Flight Standards (local and/or regional); FAA Tech Ops district office; Appropriate scheduled air carriers; Air Transport Association (ATA); Air Line Pilots Association (ALPA); Operators under Title 14 Code of Federal Regulations part 91; and service corporations (Including general aviation and corporate operators).

This document does not supersede established policies, procedures, rules or guidelines for airports, aircraft or vehicle operators, or ATC. The plan prescribes certain airfield lighting and marking improvements and operating procedures that have been designed to enhance the safety and efficiency of aircraft and vehicle movements.

To enhance the safety of low visibility operations, Federal Aviation Regulation (FAR) Part 91 operators are encouraged to utilize this plan to the maximum extent possible. Operators may request follow-me assistance to and from the runway environment for the purpose of enhancing safe operations during low visibility conditions.

This plan addresses both current and future enhancements to support low visibility takeoff, landing, and taxiing operations at the airport. The work of the SMGCS Working Group has continued after the initial plan was approved by the FAA. The SMGCS Working Group will meet as necessary, but not less than once a year to assess low visibility operations, and to modify this plan as necessary.



2.0 DEFINITIONS

Airfield: That portion of the Airport inside the Air Operations Area (AOA) intended to be used wholly or in part for the arrival, departure, and movement of aircraft.

Airport Apron Controller: Personnel from the air carriers providing control of the concourse Non-Movement Area.

Airfield Operations: Personnel in the TPA Airport Operations Department of Hillsborough County Aviation Authority (Authority) who are responsible for the overall management of the airfield.

Airport Operations Center (AOC): The central communication facility for TPA that operates 24 hours per day.

Apron (Ramp): A defined area on an 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:

- **Aircraft Parking Positions**: Intended for parking aircraft to enplane/deplane passengers, load or unload cargo.
- **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.
- **Taxilanes**: Apron areas which provide taxiing aircraft access to and from parking positions.
- **Vehicles Roadways**: Identified areas on the apron designated for service and ARFF vehicles.

Controlling Region: Refers to the FAA geographic Region in which an airport is located.

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.

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.

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

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.

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.

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.

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 airport. 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

airport, 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.

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

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

Surface Painted Location Sign: Pavement markings that are configured the same as the associated sign, and are used to supplement the signs located alongside the taxiway, and assist the pilot in confirming the designation of the taxiway on which the aircraft is located.

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

3.0 FACILITIES, SERVICES, AND EQUIPMENT

3.1 RUNWAY

During operations in visibility less than 1,200 RVR, down to and including 600 RVR, Runway 1L is utilized for all arrivals and departures. Runway 1L is 11,002 feet long and is served by a Category III instrument landing system; touchdown, midpoint, and rollout RVR equipment; runway instrument markings; high intensity Approach Lighting System with Sequenced Flashing Lights (ALSF-2); and touchdown zone, centerline, and high intensity runway edge lighting. If Runway 1L RVR is below 600 feet, 1L will not be utilized. However, other runways may be available based on weather conditions and at the discretion of ATC.

If Runway 1L RVR is between 1,200 and 600 feet, and Runway 1R RVR is 1,200 feet or greater, then the preferred procedure will be to land on Runway 1L and depart on Runway 1R. This allows the greatest separation between arriving and departing traffic. If Runway 1R RVR is below 1,200 feet, Runway 1R will not be utilized. The ILS Category II on Runway 19L will allow arrivals in less than 1,800 RVR down to and including 1,200 RVR, but will not affect SMGCS operations.

3.2 TAXIWAY LIGHTING

Blue taxiway edge lights are installed on taxiways leading to and from Runway 1L-19R. Taxiways W5 and W6 serve as high-speed turnoffs for 1L arrivals and are equipped with taxiway centerline lead-off lights. Blue taxiway edge reflectors are installed on small sections of Taxiway A, C, and E. Follow-me services through these areas during the implementation of SMGCS procedures are available upon request. Operators should contact ATC to request this service. Taxi routes and procedures are described in Section 6.0, ATC Procedures.

Blue Taxiway Edge Reflector Locations:

- 1) 760ft Section - North side of Taxiway A, abeam Taxiway B1.
- 2) 505ft Section - West side of Taxiway C, between Taxiway G3 and G4.
- 3) 175ft Section - West side of Taxiway E, between the United MRO and Ground Run-up Enclosure.

3.3 RUNWAY GUARD LIGHTS

Runway guard lights are installed at all intersections of 1L-19R. Elevated runway guard lights are located at Taxiway W2. In-pavement runway guard lights are installed at Taxiway W1, Taxiway W3, Taxiway W4, Taxiway W5, Taxiway W6, Taxiway W7, and Taxiway W8. Elevated runway guard lights have been installed for 1R – 19L at the following intersections, Taxiway J, Taxiway N, Taxiway S, Taxiway C2, Taxiway C3 and Taxiway D3. Elevated runway guard lights have been installed for Runway 10 – 28 at the following intersections, Taxiway C, Taxiway D and Taxiway E.

3.4 FOLLOW-ME SERVICE

During implementation of SMGCS, Airfield Operations will provide "follow-me" services to any air carrier or FAR Part 91 operator upon request. The Airfield Operations follow-me vehicle is marked as such, is equipped with two-way radio communication, and has flashing yellow lights atop of each vehicle. The pilot or ATC may initiate a follow-me request. Operators should contact ATC to request this service.

3.5 AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS)

Once the SMGCS Plan is implemented, ATC will add a message to the ATIS stating, "low visibility procedures in effect".

3.6 TAXIWAY GUIDANCE SIGNING AND MARKING INSPECTIONS

Lighted taxiway guidance signs and surface painted pavement markings are provided along the low visibility taxi routes and are inspected routinely as required by the TPA Airport Certification Manual (ACM) and this plan.

3.7 NON-MOVEMENT AREA CONTROL

Air carriers and/or Airfield Operations administer control of the Non-Movement Area between and around the airside. Aircraft operators operate at their discretion in these areas and are requested to contact the ATC prior to push back. Other Non-Movement Areas are controlled by the tenants of those respective areas. Appropriate airfield markings are installed at the boundary between the Movement and Non-Movement Area. Refer to Appendix A for a graphical representation of the Non-Movement/Movement Areas.

3.8 AIRCRAFT DOCKING

The air carrier 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 in accordance with air carriers' procedures.

3.9 TAXIWAY BRIDGES

In the event of aircraft restrictions to Taxiway Bridges, Airfield Operations will provide "follow-me" service to any aircraft operator upon request. ATC Tower will notify Airfield Operations of such request.

3.10 ALTERNATE PROCEDURES

If any section of the designated SMGCS route is closed and requires aircraft to taxi outside of the designated SMGCS route, follow-me services will be made available by Airfield Operations for such scenarios.

4.0 AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF)

4.1 ARFF COVERAGE

The ARFF Station is located west of Taxiway L and north of Taxiway J. The ARFF station shall continue to provide primary service coverage during low visibility operations. Equipment and personnel remain prepared to respond to any emergency situation that may arise.

4.2 LOW VISIBILITY TAXI ROUTE CHART

All ARFF units will have available in their vehicle a current copy of the Low Visibility Taxi Route chart (Appendix B).

4.3 ARFF COORDINATION

Coordination between ATC and ARFF is accomplished annually to ensure effectiveness of ARFF services. This coordination is accomplished as part of the annual Airport Emergency Plan (AEP) review required by Title 14 CFR Part 139.

5.0 VEHICLE CONTROL

5.1 VEHICLE ACCESS

Vehicle access to TPA is controlled by a system of perimeter fencing, access control gates, and staffed security checkpoints. All Authority and tenant vehicles entering the Airport Operations Area (AOA) are required to be identified by company logo, which is displayed on each side of the vehicle, or an AOA hang tag that may be obtained from the Airport Operations Badging Office. The hang tag is typically attached to the rearview mirror.

Vendors and contractor vehicles are escorted by authorized personnel. Airfield Operations personnel and Airport Police patrol all airside areas and are instructed to have unauthorized vehicles removed from the airport.

5.2 VEHICLE SERVICE ROADS

Except for necessary movement in leased areas, vehicles must be operated within the clearly marked system of vehicle service roads.

5.3 DRIVER TRAINING

Vehicles driven on the Movement Area during low visibility conditions will only be operated by drivers that have completed Movement Area Training, as defined in the TPA ACM and approved in accordance with Title 14 CFR Part 139 and have a low visibility taxi route chart in their possession. All personnel authorized to drive on the airfield in Movement Areas are provided driver training by the Airport Operations Department. All airport and tenant driver training courses use training aids which include SMGCS lighting, signing, marking, and procedures that include written tests. Drivers are instructed to pay particular attention to striped and dashed yellow lines used in combination with one another (i.e., a single stripe and single dash or two stripes and two dashes). These markings denote the Non-Movement/Movement Area boundary or runway holding positions and must not be crossed without authorization from ATC. The driver training programs are reviewed annually by Airfield Operations to ensure currency.

5.4 ACCESS RESTRICTIONS

In low visibility conditions, vehicles are not permitted in the Movement Area that are not in direct support of the SMGCS Plan or emergency operations. Airfield Operations will analyze all construction activity and other specialized activity on the airport to determine if limitations or restrictions should be imposed on such activity, to include adjustments or stoppage of activity, or Airfield Operations providing follow-me service around affected areas.

6.0 AIR TRAFFIC CONTROL PROCEDURES

6.1 BACKGROUND, OPERATING CONCEPT, AND RESPONSIBILITIES

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 Airfield Operations are focused on assuring safe movement and avoiding inadvertent or unauthorized entry onto the Movement Area during low visibility conditions. If airport visibility conditions limit approach operations to ILS CAT III aircraft, the SMGCS procedures and restrictions are placed in effect. The concept for accomplishing these objectives is to depart Runway 1R (while 1R RVR is 1,200 feet or greater) and allow ILS CAT III arrivals to utilize Runway 1L. At pilot request, Runway 1L would be available for departure; however, delays may be incurred due to increased runway separation requirements. The procedures used to implement the plan are outlined in Section 10.

6.2 VISIBILITY REPORTING

ATC will notify Airfield Operations via the AOC when visibility becomes less than 1,800 feet RVR (CAT II) and again when visibility becomes less than 1,200 feet RVR (CAT III). The SMGCS Plan goes into effect once visibility becomes less than 1,200 feet RVR. Airfield Operations will in turn, via the AOC, make Everbridge notifications advising ARFF, Air Carriers, tenants, and other stakeholders that SMGCS procedures are in effect. Individual air carriers will notify service companies or vendors which are not notified by Airfield Operations that the plan is in effect. These procedures are terminated by ATC when no longer deemed necessary due to prevailing weather conditions. ATC will also advise Airfield Operations, via the AOC, when the SMGCS plan is no longer required, and Airfield Operations will advise ARFF and other organizations noted above that the SMGCS plan is no longer in effect. The air carriers will make appropriate notifications when the plan has been terminated.

6.3 DEPARTURES

Each air carrier or aircraft operator is responsible for positioning aircraft at boundary of the Non-Movement/Movement Area. This may be accomplished with a tug, signaling person, or other appropriate means, including unassisted taxi, if visibility on the apron permits. Prior to push back, air carriers are requested to receive ATC clearance. When established at the Movement Area boundary, the aircraft will contact ATC ground control for taxi instructions. ATC may provide RVR readings to pilots prior to taxiing in the Movement Area.

The FAA ATC Ground controller may use pilot position reports to monitor the aircraft position prior to its entry into the Movement Area. The controller will then provide taxi instructions and traffic advisories appropriate to the route. When visibility is less than 1,200 feet RVR, down to and including 600 feet RVR, all taxiway lighting shall be illuminated. Further, all runway guard lights shall be illuminated.

6.4 DEPARTURE ROUTING

Aircraft routings for departure will vary depending on the initial location of the aircraft. Aircraft must have ATC clearance prior to entering the Movement Area.

(1) Runway 1L Low Visibility Departure Procedures

a. Departure from Airside A

Aircraft departing from Airside A may expect to be assigned the following low visibility taxi route: L to J to W to 1L. Aircraft may be instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.

b. Departure from Airside C

Aircraft departing from Airside C may expect to be assigned the following low visibility taxi route: G to either C or L to J to W to 1L. Aircraft may be instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.

c. Departure from Airside D Hardstand

Aircraft departing from Airside D Hardstand will be assigned the following low visibility taxi route: V to V2 to W to 1L. Aircraft may be instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.

d. Departure from Airside E

Aircraft departing from Airside E may expect to be assigned the following low visibility taxi route: V to V2 to W to 1L. Aircraft may be instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.

e. Departure from Airside F

Aircraft departing from Airside F may expect to be assigned the following low visibility taxi route: V2 to W to 1L or V to V2 to W to 1L. Aircraft may be instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.

f. Departure from the General Aviation Apron

Aircraft departing from the general aviation apron may expect to be assigned the following low visibility taxi route: S to E to N to L to J to W to 1L. Aircraft may be instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.

g. Departure from Corporate Hangars

Aircraft departing from any of the corporate hangars north of Taxiway N may expect to be assigned the following low visibility taxi route: N to N1 to the Runway 28 Approach End to S1 to S to E to N to L to J to W to 1L. Aircraft may be instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.

- h. Departure from Air Cargo Apron
Aircraft departing from the Air Cargo Apron may expect to be assigned the following low visibility taxi route: K to N to L to J to W to 1L. Aircraft may be instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.
- i. Departure from North/South and United MRO (Maintenance, Repair, and Operations) Hangars
Aircraft departing from the North/South MRO Hangars may expect to be assigned the following low visibility taxi route: E to N to L to J to W to 1L. Aircraft may be instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.

6.5 ARRIVAL ROUTING

Aircraft arrival routings vary depending on the destination of the aircraft on the airport. When visibility is less than 1,200 feet RVR, down to and including 600 feet RVR, all taxiway lighting shall be illuminated. At various times, ATC may ask arriving aircraft to report "clear" of the runway.

(1) Runway 1L Low Visibility Arrival Procedures

- a. Arrival to Airside A
Aircraft arriving to Airside A may expect to be assigned the following low visibility taxi route: W to B to C to G to Airside A. Aircraft may be instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.
- b. Arrival to Airside C
Aircraft arriving to Airside C may expect to be assigned the following low visibility taxi route: W to B to B1 to G to Airside C. Aircraft may be instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.
- c. Arrival to Airside D Hardstand
Aircraft arriving to Airside D Hardstand may expect to be assigned the following low visibility taxi route: W to B to B2 to U to Airside D Hardstand. Aircraft may be instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.
- d. Arrival to Airside E
Aircraft arriving to Airside E may expect to be assigned the following low visibility taxi route: W to V5 to V to Airside E. Aircraft may be instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.
- e. Arrival to Airside F
Aircraft arriving to Airside F may expect to be assigned the following low visibility taxi route: W to B to V to Airside F. Aircraft may be instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.

- f. Arrival to the General Aviation Apron
Aircraft arriving to the General Aviation Apron may expect to be assigned the following low visibility taxi route: W to B to C to C3 to D3 to D to F1 to F. Aircraft maybe instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.
- g. Arrival to Corporate Hangars
Aircraft arriving to any of the corporate hangars north of Taxiway N may expect to be assigned the following low visibility taxi route: W to B to C to J to K to N to any of the corporate hangars. Aircraft may be instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.
- h. Arrival to the Air Cargo Apron
Aircraft arriving to the Air Cargo Apron may expect to be assigned the following low visibility taxi route: W to B to C to J to K to the Air Cargo Apron. Aircraft may be instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.
- i. Arrival to the North/South and United MRO Hangars
Aircraft arriving to the North/South and United MRO Hangars may expect to be assigned the following low visibility taxi route: W to B to C to C7 to E to the hangars. Aircraft may be instructed to hold at any Non-movement Area Boundary Marking or Holding Position Marking along the route at the discretion of ATC.

6.6 AIRCRAFT/VEHICLE REPOSITIONING DURING LOW VISIBILITY CONDITIONS

Aircraft/Vehicles may be repositioned during low visibility operations, with certain restrictions. Only authorized personnel (e.g. Pilot; Authority staff; etc.) in direct support of the SMGCS Plan will be permitted access to the Non-Movement/Movement Area for the purpose of repositioning an aircraft or vehicle to a desired location.

The re-positioning of aircraft under tow during low visibility conditions must be coordinated with Airfield Operations prior to any movement of the aircraft on the Non-Movement/Movement Areas. Airfield Operations will provide follow-me service in such cases, as the availability of resources permit.

Once authorization is granted after requesting clearance to push back from ATC, the operator must state the aircraft's current location, planned new location, and desired route of taxi. Only taxi certified operators/pilot, with authorized clearance, will conduct such operations.

The instructions of ATC will be followed. After initiating taxi, if the crew becomes unsure of its location or route of taxi, the crew will stop the aircraft and communicate with ATC to verify their location and route of taxi. The aircraft will not resume taxi/movement without ATC clearance. If communications fail, movement will be ceased clear of runway surfaces and the operator will contact Airfield Operations for assistance. Airfield Operations may be contacted at (813) 870-8770.

7.0 AIR CARRIER PROCEDURES DURING LOW VISIBILITY CONDITIONS

7.1 GENERAL

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

7.2 DEPARTURES

Departing aircraft will contact ATC ground control for permission prior to push back from the gate, engine start, and initial taxi to the Movement Area boundary at the apron taxiway holding position. If appropriate, the pilot should request from the ground handling crew taxiing assistance such as signal persons and wing-walkers, follow-me service, or towing to the apron taxiway holding position. 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 on the apron or to other parking areas as appropriate. The air carrier assumes control of the aircraft in the vicinity of the gate and provides aircraft docking by the use of signal persons and wing-walkers, towing, or other appropriate means as set out in the air carrier's operating instructions.

8.0 RESPONSIBILITIES

8.1 AIRPORT OPERATOR

- (1) Serve as the point of contact for the SMGCS plan, hold meetings of the SMGCS Working Group, and maintain documentation of proceedings.
- (2) Coordinate a review of the plan on at least an annual basis, and amend, publish, and distribute the initial and revised plan.
- (3) Monitor adherence to the sections of the plan that are under the Airport's control and take action to correct deficiencies.
- (4) Conduct inspections, report failures, and provide maintenance of lighting aids associated with the plan.
- (5) Provide follow-me services as necessary.

8.2 AIR TRAFFIC CONTROL TOWER

- (1) Initiate and terminate the SMGCS procedures specified in Section 10.0, Low Visibility Plan Implementation.
- (2) Coordinate with the Airfield Operations Department prior to officially implementing the plan.
- (3) Provide directional assistance to ARFF units and other emergency equipment responding during an emergency in low visibility conditions.
- (4) Monitor and control aircraft and vehicles in the Movement Areas.

8.3 AIRPORT TENANTS

- (1) Participate in the SMGCS Working Group and disseminate low visibility procedures to company employees.
- (2) Train personnel in low visibility procedures.
- (3) Enforce SMGCS plan driving procedures and if authorized, conduct driver training
- (4) Assure adherence to the sections of the plan that are under airport tenant control and take action to correct deficiencies.

8.4 MILITARY OPERATIONS

- (1) Request follow-me service from Airfield Operations during low visibility operations and when the SMGCS Plan has been implemented by contacting ATC, who will contact Airfield Operations. Airfield Operations may also be contacted at (813) 870-8770.
- (2) Due to the size of aircraft and the nature of the military operation, additional guidance may be necessary to ensure conformance with the SMGCS plan and the appropriate parking and operation of aircraft.
- (3) The Authority requests advance notice of any military operations that will operate at Tampa International Airport.

9.0 PLANS AND MILESTONES

9.1 LONG TERM

- (1) Consider the implications of a CAT III ILS upgrade to 19L. The installation of appropriate SMGCS lighting (runway guard lights) was completed.

10.0 LOW VISIBILITY PLAN IMPLEMENTATION

10.1 FAA CONTROL TOWER

The FAA Operational Supervisor/Controller in Charge has the responsibility to implement and terminate the low visibility SMGCS Plan operations at TPA when RVR values drop below 1,200 RVR and a visual check of the lighting system is satisfactory.

SMGCS Plan Advisory

When CAT II operations commence and/or when the meteorological trend of weather phenomenon indicates that RVR visibility below 1,200 feet will likely occur in the time it would normally take to implement the SMGCS Plan, then the FAA Operational Supervisor/Controller in Charge will:

- (1) Activate the Airfield Emergency Generators.
- (2) Advise Airfield Operations via the AOC to prepare for the likely implementation of low visibility operations, in accordance with the SMGCS Plan.
- (3) Configure airfield lighting as necessary.

SMGCS Plan Implementation

When RVR values drop below 1,200 feet (CAT III operations), the FAA Operational Supervisor/Controller in Charge will:

- (1) Implement low visibility operations.
- (2) Verify runway guard lights for Runway 1L is illuminated, if possible. Since the runway edge lights are on a 5-step intensity circuit and the runway guard lights are on a 3 step intensity circuit, the following practice should be employed when turning on the airfield lighting:
 - For runway edge light intensities 1 or 2, turn runway guard lights on Step 1.
 - For runway edge light intensities 3 or 4, turn runway guard lights on Step 2.
 - For runway edge light intensity 5, turn the runway guard lights on Step 3.
- (5) Advise the AOC that low visibility operations have been officially implemented.
- (6) Record an ATIS message indicating that low visibility operations procedures are in effect for TPA.
- (7) Provide progressive advisories as necessary to ARFF and other pertinent responders during an emergency.
- (8) Maintain ground separation between aircraft and ground vehicles on the Movement Areas.
- (9) Notify the AOC of any known airfield lighting deficiencies.

SMGCS Plan Termination

When RVR values exceed and will likely remain above 1,200 feet, the FAA Operational Supervisor/Controller in Charge will:

- (1) Terminate the low visibility operations.
- (2) Advise the AOC that low visibility operations have been officially terminated.
- (3) Delete the low visibility operations advisory from the ATIS message.
- (4) Reconfigure airfield lighting as necessary.

10.2 AUTHORITY OPERATIONS

SMGCS Plan Advisory

When notified by the FAA Operational Supervisor/Controller in Charge via the Airfield Operations Center (AOC) to prepare for the likely implementation of low visibility operations, Airfield Operations will:

- (1) Conduct an inspection of all required airfield visual aids or verify that one has been conducted within the last four hours to ensure compliance with low visibility operations requirements.
- (2) Advise the ATC if lighting abnormalities beyond tolerances are observed.
- (3) Instruct the AOC to notify (via the Everbridge Automated Emergency Notification System) ARFF, all air carriers, and Airport Police to prepare for the likely implementation of low visibility operations.
- (4) Analyze construction or special activity on the airfield to identify those which may be necessary to suspend if low visibility operations are implemented by ATC.
- (5) Notify ATC when the airport is prepared for low visibility operations.

SMGCS Plan Implementation

When notified by the FAA Operational Supervisor/Controller in Charge via the AOC that low visibility operations have been officially implemented, the AOM will:

- (1) Instruct the AOC to make Everbridge notifications to ARFF, all air carriers, Airport Police, Airport Maintenance staff, FBO Operators, and other stakeholders that low visibility operations have been officially implemented.
- (2) Conduct airfield visual aid inspections every four hours while low visibility operations remain in effect and monitor the condition of the airfield, as appropriate.
- (3) Notify ATC if lighting abnormalities beyond tolerances are observed, and act upon any visual aid abnormalities by restricting operations from the affected portion of the airfield until abnormalities are corrected.
- (4) Reduce or suspend construction or special activity on the airfield as deemed necessary to enhance airfield safety.
- (5) Provide follow-me services as necessary.

SMGCS Plan Termination

When notified by the FAA Operational Supervisor/Controller in Charge that low visibility operations are terminated, the AOM will:

- (1) Instruct the AOC to notify (via the Everbridge Automated Emergency Notification System) ARFF (AOC should notify ARFF via phone), all air carriers, and Airport Police that the low visibility operations have been officially terminated.
- (2) Approve construction or special activity to resume on the airfield.

10.3 AIR CARRIERS

Participating pilots and vehicle operators are required to have a copy of the TPA Low Visibility Taxi Routes Chart in their possession during low visibility operations. Further, air carriers will appropriately train affected personnel in low visibility procedures.

SMGCS Plan Advisory

When notified by the AOC that low visibility operations are probable:

- (1) Air carriers will advise ramp and maintenance personnel.
- (2) Restrict all non-essential vehicle movements not directly related to servicing arriving or departing aircraft.

SMGCS Plan Implementation

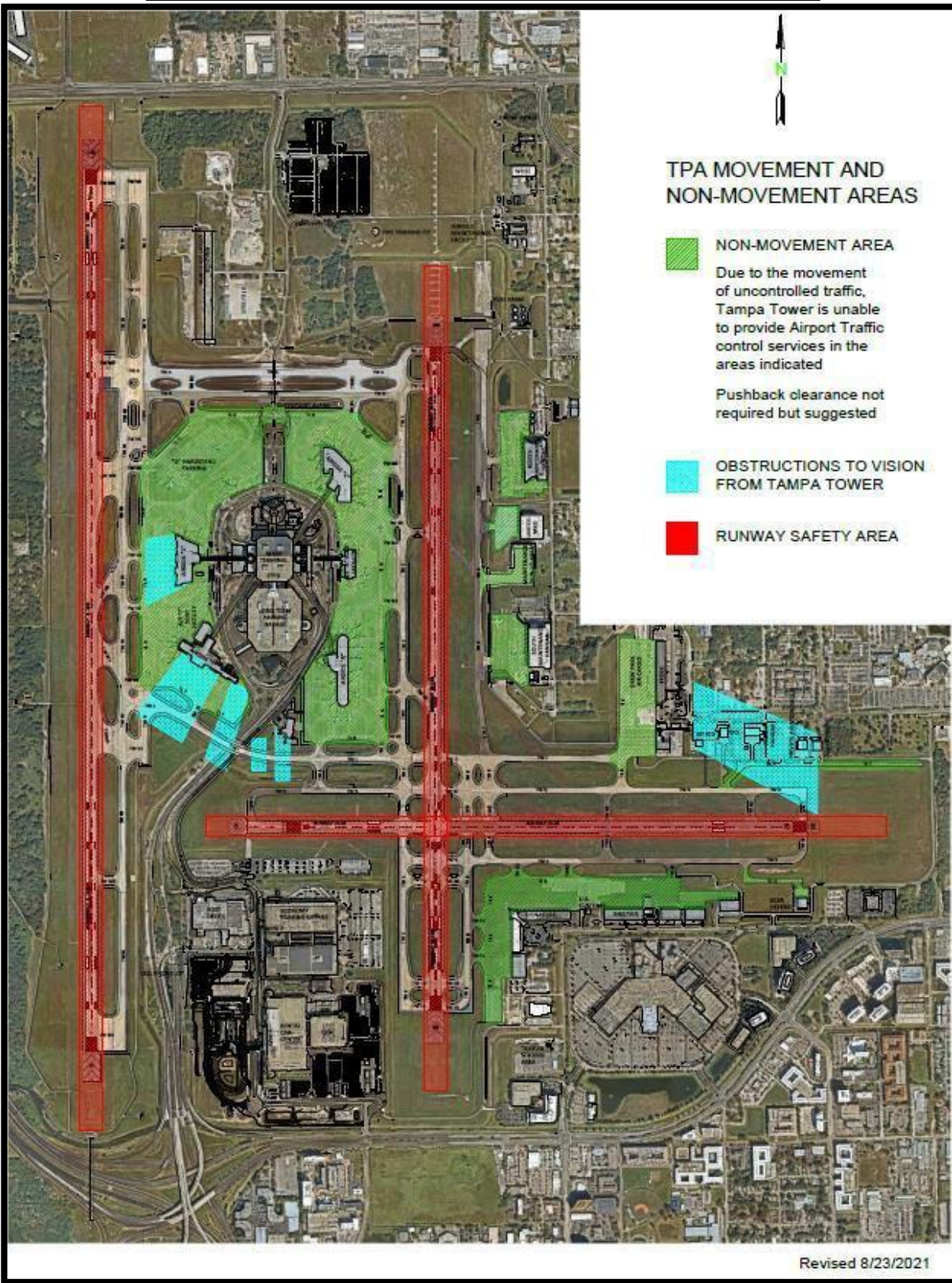
Once notified by the AOC that low visibility operations have been officially implemented, air carriers will, in addition to the above requirements, ensure the following:

- (1) Trained personnel equipped with tug, tow bar, and the necessary equipment are available for tow-in/tow-out service.
- (2) Flight crews will:
 - Follow ATC instructions utilizing the TPA Low Visibility Taxi Routes Chart.
 - Report clear of Runway 1L after landing.
 - Advise air carrier operations that they are on the ground and confirm gate assignment.
 - Determine if the visibility is adequate to continue taxi to the gate without assistance, or determine if visibility is adequate to taxi from the gate to the takeoff runway without assistance.

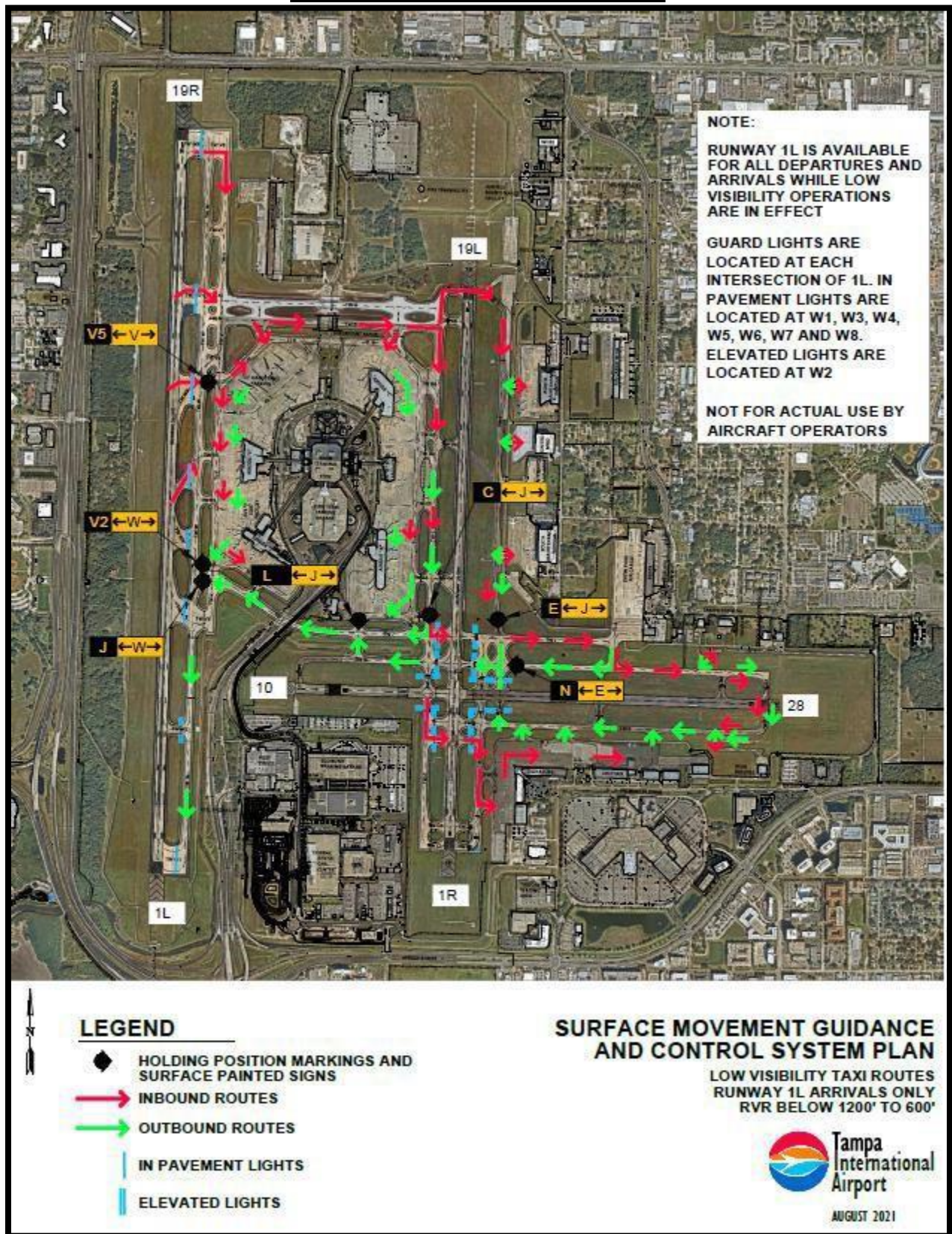
SMGCS Plan Termination

- (1) When notified by the AOC that low visibility operations are terminated, air carriers will advise all affected personnel.

APPENDIX A: TPA MOVEMENT AND NON-MOVEMENT AREAS



APPENDIX B: SMGCS TAXI ROUTES



APPENDIX C: SMGCS LETTER OF AGREEMENT

**TAMPA AIR TRAFFIC CONTROL TOWER
AND
HILLSBOROUGH COUNTY AVIATION AUTHORITY
LETTER OF AGREEMENT**

Effective: March 1,2020

SUBJECT: SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM OPERATIONS

PURPOSE: This Letter of Agreement between Tampa Air Traffic Control Tower (ATCT) and the Hillsborough County Aviation Authority (HCAA) establishes the FAA’s responsibility for compliance with the FAA Approved Surface Movement Guidance and Control System (SMGCS) plan at Tampa International Airport.

CANCELLATION: N/A

SCOPE: This Letter of Agreement is established in accordance with FAA Order JO 8000.94, which establishes an FAA inter-service agreement that provides for consistent low-visibility operations (less than RVR 1200); establishes requirements for uniform low-visibility airport equipment and enhancements; and implements uniform air traffic control and airport operator practices and expectations.

PROCEDURES:

- A. HCAA Responsibilities – To provide and maintain the SMGCS plan in accordance with 14 Code of Federal Regulation, Part 139, and FAA Advisory Circular 120-57 (Surface Movement Guidance and Control System).
- B. ATCT Responsibilities: Comply with the guidelines and direction set forth in the HCAA SMGCS Plan for the implementation, operation, and termination of low visibility operations at Tampa International Airport.

MICHAEL W YUSKA
Digitally signed by MICHAEL W YUSKA
Date: 2020.01.29 09:35:22 -05'00

Michael Yuska
Air Traffic Manager
Tampa Air Traffic Control Tower

John Tiliacos
Executive Vice President of Operations and
Customer Service
Hillsborough County Aviation Authority