

Surface Movement Guidance Control

- PART 139 Airports
- FAA LVO-SMGCS Team
- Airport SMS Program
- Level 1 – Less than RVR1200-500
- Level 2 – Less than RVR 500-300

Level 1 – Less than 1,200 – 500 RVR

- Taxiway edge lights or taxiway centerline lights with raised reflectors or edge lights on curves and turns.
- 12 inch highlighted taxiway centerlines.
- Runway Guard Lights.
- Hold points with intermediate taxiway hold marking.
- Taxi Guidance Signs at all Intersections and hold points
- Surface painted signs where needed.

Level 2 – Less than 500 – 300 RVR – Additional Marking and Lighting

- Taxiway centerline lights with edge lights on curves and turns
- Hold points with clearance bars, GPM and Pattern C taxiway hold marking.
- Stop bars
- ASDE
- Non movement area TCLs OR (follow me or aircraft towing or ground marshaling)
Required

Ability of EFVS to see markings



Ability of EFVS to see markings



Ability of EFVS to see markings



Ability of EFVS to see markings



Ability of EFVS to see lighting

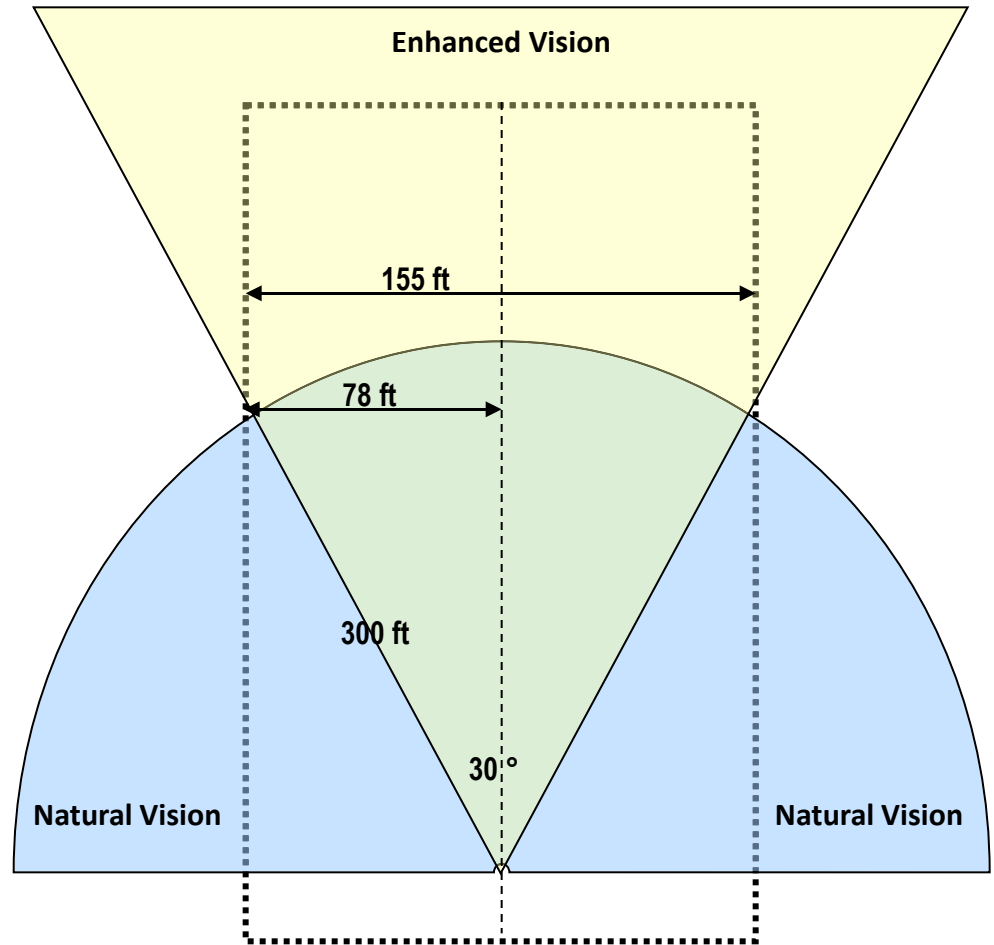


Ability of EFVS to see lighting



Minimum Standards for SMGS Operations

- Taxi at normal speed with natural visibility of 300' RVR or greater
- Forward scene augmented per FAR Part 91.175 definition to meet the required visibility with EVS
- Use currently approved EVS for SMGCS operations
- EFVS sensor for SMGCS might be used head up or head down if can be shown effective and safe
- Risk Mitigation
 - Adequate visibility out the side windows to the wings of the aircraft



The above figure shows the edge transition point at 300 ft RVR. This would allow you to never lose sight of anything on a 155 ft wide taxiway.