

# SMGCS PLAN

SURFACE MOVEMENT AND GUIDANCE CONTROL SYSTEM



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TOC	TOC sections 1-2	10/24/03	10/01/12
TOC	TOC sections 3-8	10/24/03	03/15/22
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LEP	LEP sections 1-4 (List of Effective Pages)	06/04/10	06/21/18
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1.3	Development of SMGCS Plan	10/24/03	01/01/21
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1.6	All Operators	10/24/03	10/01/12
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**\*Actual original date is unknown for these sections**

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3.8	Aircraft Diversion Parking Consideration	01/01/21	01/01/21
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# 1.0 INTRODUCTION

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## 1.1 SMGCS PLAN

This Surface Movement Guidance and Control System (SMGCS) Plan describes enhancements, procedures and actions at Fairbanks International Airport (FAI) that are applicable to the airport operator, air traffic control (ATC), pilots/airmen, airlines, vehicle operators and other users of the Airport during low visibility operations.

## 1.2 BACKGROUND AND OPERATING CONCEPT

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

## 1.3 DEVELOPMENT OF SMGCS PLAN

The procedures contained in this plan were developed by the FAI SMGCS Working Group, which consists of representatives from: FAI Operations, Maintenance, Airlines and applicable tenants, ATCT, FAA's Regional Airport Division and FAA'S Flight Standards Division.

## 1.4 ENHANCMENTS, PROCEDURES

This plan addresses both current and future enhancements of the Airport in regard to low visibility takeoff, landing, and taxiing operations. The work of the SMGCS Working Group will continue after the FAA approves the initial plan. It will meet as necessary, and not less than annually, to assess low visibility operations, develop enhancements and modify procedures as operational experience is gained, as the number of low visibility operations changes and as airfield configuration changes.

## 1.5 ESTABLISHED PROCEDURES

This document does not supersede established policies, procedures, rules or guidelines for airports, operators, or air traffic. It does describe certain airfield improvements in lighting, marking, and procedures, which have been installed at the airport so as to enhance aircraft, movement and safety. These improvements have the concurrence of the FAA's Alaska Regional Office, who is overseeing the FAA funded portions of the Airport sponsors construction and development activities.

## 1.6 ALL OPERATORS

To enhance the safety of low visibility operations, all operators should follow the guidance of this plan to the maximum extent possible.

1.7 SMGCS CATEGORY AND RVR

Fairbanks runway 02L is equipped with a category IIIb instrument landing system. Approved landing and takeoff minimums are down to and including 600 feet RVR. FAI runway 02L/20R has three RVR transmissometers located at the touchdown, mid field and rollout zones. The tower shall initiate SMGCS readiness in accordance with the current LOA.

1.8 SMGCS LOA

Current letter of agreement (LOA) between FAI ATCT and the airport operator detailing certain SMGCS responsibilities is located in exhibit 12.3



## 2.0 DEFINITIONS

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### 2.1 AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF)

ARFF personnel provide public safety, security, and protection of property and the environment through emergency response. FAI has a single ARFF station located adjacent to and just south of the west ramp and maintains equipment and personnel consistent with an Index C airport. This office is commonly referred to as Airport Police and Fire.

### 2.2 AIRFIELD

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

### 2.3 AIRPORT COMMUNICATION CENTER (ACC)

Telephone and radio call center, which serves as a facilitator for communications between ATCT, ARFF, Airport Operations, and airport tenants. Staffed 24 hours per day, 7 days per week and located within the ARFF building, the ACC can be contacted by telephone at 907-474-2530.

### 2.4 AIRPORT OPERATIONS

Personnel assigned from the Airport Operations Section who are responsible for the overall management of the airfield, aircraft and vehicle operations areas. This includes operational safety, technical services, and activities specified in FAR Part 139, Emergency Operations Plan for Fairbanks International Airport. Airport Operations makes the final decision in disputed matters affecting the non-movement areas. Airport Operations personnel are known as Operations Officers.

### 2.5 AIR OPERATIONS AREA (AOA)

The AOA consists of all restricted ground areas of the airport, including taxiways, runways, loading ramps, and parking areas. The AOA is usually divided into two distinct areas: the movement area and the non-movement area.

### 2.6 AIR TRAFFIC CONTROL TOWER (ATCT)

The terminal facility at Fairbanks International Airport, which through the use of air/ground communications, visual signaling, and other devices, provides air traffic services to aircraft operating on, and in the vicinity of, the airport area.

## 2.7 APRON (RAMP)

A defined area on an airport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, maintenance or other servicing operations. The apron area includes the following components:

- a. Aircraft Parking Positions: Intended for parking aircraft to enplane/deplane passengers, and load or unload cargo.
- b. Aircraft Service Areas: On or adjacent to an aircraft parking position, intended for use by airline personnel/equipment for servicing aircraft and staging of equipment to facilitate loading and unloading of aircraft.
- c. Lead in Lines: Pavement markings intended for taxi guidance to and from aircraft parking positions on the apron.
- d. Vehicle Lanes: Pavement markings designating vehicle drive lanes on the apron for use of vehicular traffic.
- e. West Ramp: Defined as the non-movement area between the north radius of intersection H and the north radius of intersection M, west of taxiway Alpha

## 2.8 CONTROLLING REGION

The term “controlling region” refers to the particular region of the FAA in which the airport is located. Alaska Region is the FAA controlling region with responsibility for Fairbanks International Airport.

## 2.9 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 less than 1200 RVR.

## 2.10 INDEX C

Fairbanks International Airport is classified as, and maintains equipment and personnel consistent with, an Index C airport. Index C airports are certified for five or more daily departures of air carrier aircraft between 126-159 feet in length.

## 2.11 MOVEMENT AREAS

The runways, taxiways, and other areas of an airport which are utilized for taxiing/hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. At Fairbanks International Airport, specific approval for entry onto the movement area must be obtained from ATC.

## 2.12 NON-MOVEMENT AREAS

Taxiways and apron (ramp) areas not under the control of air traffic. (i.e. the west ramp).

## 2.13 RUNWAY GUARD LIGHTS – IN PAVEMENT

Fixture consists of a row of in-pavement flashing yellow lights installed across the entire taxiway, at the runway hold position marking. Their function is to confirm the presence of an active runway and to assist in preventing runway incursions.

## 2.14 RUNWAY GUARD LIGHTS – ELEVATED (WIG WAGS)

Fixture consists of a pair of elevated flashing yellow lights installed on both sides of a taxiway, at the runway hold position marking. Their function is to confirm the presence of an active runway and assist in preventing runway incursions.

## 2.15 RUNWAY VISUAL RANGE (RVR)

An instrumentally derived value that represents the horizontal distance a pilot will see down the runway from the approach end and is reported in hundreds of feet.

## 2.16 SERVICEABLE

Prepared for service, usable.

## 2.17 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (SMGCS)

This system consists of the provision of guidance to, and control or regulation of, all aircraft, ground vehicles, and personnel on the airport movement and non-movement areas. Guidance relates to facilities, information, and advice necessary to enable 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 smoothly and freely.

## 2.18 SURFACE PAINTED HOLD POSITION SIGNS

A painted sign on a taxiway surface that provides supplemental visual cues to alert pilots and vehicle drivers of an upcoming holding position location and the associated runway designator(s). All taxiways that intersect runway 02L/20R have this surface painted sign.

## 2.19 TAXI ROUTE

A specific sequence of taxiways or taxiway segments used by aircraft during low visibility operations when taxiing between the runway and the aircraft parking position.

## 2.20 VEHICLE SERVICE ROUTES

Identified rights-of-ways on the apron and in other portions of the airfield designated for the movement of fire equipment and other emergency vehicles, or for aircraft ground service vehicles and other necessary ground vehicles.

## 2.21 WATCH COMMANDER

ARFF personnel designated as the on duty Officer-In-Command for any given shift rotation. The Watch Commander is usually delegated as the Incident Commander in an emergency response.

## 3.0 FACILITIES, SERVICES & EQUIPMENT

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### 3.1 RUNWAYS

Fairbanks International Airport has one north-south runway that is used, for both takeoffs and landings during SMGCS. Runway 02L is the primary takeoff runway during SMGCS down to and including 600 ft RVR. Runway 20R is useable for takeoffs in coordination with ATC and depending on surrounding traffic.

02L is usable for landing down to and including 600 ft RVR. Runway 02L is 11,800 feet long, it has a displaced landing threshold of 750 ft, and is served by a Category IIIb instrument landing system with; touchdown, midpoint, and rollout RVR equipment; runway instrument markings; ALSF-2 approach lighting systems with sequence flashers; and, touchdown zone and centerline lighting, with high intensity runway lighting (HIRL).

### 3.2 TAXIWAY LIGHTING

Blue taxiway edge lights are installed on all taxiways. Green taxiway centerline lights are installed on taxiway Alpha between intersections Mike and Hotel.

### 3.3 RUNWAY GUARD LIGHTS

Elevated runway guard lights (wigwags) are located at the Bravo Intersection on the west and east sides of runway 02L-20R. In-pavement runway guard lights are located at the north and south ends of taxiway Alpha and at Bravo intersection on the west side of runway 02L/-20R. Runway guard lights at Bravo are illuminated at all times as a primary runway incursion prevention device, regardless of the visibility condition.

### 3.4 TAXIWAY GUIDANCE SIGNING & MARKING INSPECTIONS

Taxiway guidance signage and marking are inspected routinely as part of the Airport Operations airfield inspection program. Upon notification of CAT II/III and/or SMGCS operations in effect (see section 6.0), Airport Operations personnel will conduct a visual inspection of airfield lighting including signage. These inspections shall continue a minimum of every two hours while CAT II/III and/or SMGCS operations are in effect. Maintenance shall be notified of any lighting outages on SMGCS route immediately. Also, when any SMGCS required sign is determined to be not illuminated, unserviceable or missing, appropriate NOTAMS will be issued and ATCT notified.

### 3.5 NON-MOVEMENT AREA CONTROL

Control of the non-movement areas between and around the west ramp is administered by Airport Operations. Other non-movement areas are controlled by the tenant of those respective areas, principally maintenance bases where aircraft movement should be restricted during low visibility conditions. During SMGCS, any vehicle requiring movement across the west

ramp or to/from the de-icing pads shall contact Airport Operations through the Airport Communication Center before movement. Vehicle escort may be required.

3.6 *FOLLOW-ME SERVICE*

Airport Operations shall be standing by on ground control frequency during SMGCS operations and provide follow-me service as requested. Yellow and blue flashing emergency lights will identify the Airport Operations follow-me vehicle.

3.7 *AIRCRAFT TERMINAL DOCKING AND DEPARTURES*

The responsibility for aircraft arrivals and departures from the aircraft parking position on the apron area during low visibility conditions rests with the airline. Aircraft are directed to/from the appropriate gate. When the aircraft is established on the ramp and clear of the movement area, contact is established with the airline ground personnel who assume control for movement instructions on the ramp. The airline assumes control of the aircraft in the vicinity of the gate and provides aircraft docking by the use of wing walkers, follow-me vehicles, tugs or other appropriate means as set out in the airline's operations manual.

3.8 *AIRCRAFT DIVERSION PARKING CONSIDERATION*

If alerted that multiple aircraft are diverting to FAI and low visibility or weather conditions are expected in the next 12-24 hours, do not park aircraft on Taxiway Alpha.

## 4.0 AIRCRAFT RESCUE AND FIREFIGHTING

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### 4.1 ARFF COVERAGE

Fairbanks International Airport has a single ARFF station located adjacent to and just south of the west ramp. FAI ARFF maintains a three-minute alert response capability to the center of the airfield at all times, per class C index requirements. This requirement is unaffected by environmental conditions.

### 4.2 ARFF COORDINATION

Coordination between ATCT and ARFF is accomplished annually to ensure effectiveness of ARFF services. This coordination is accomplished as part of the disaster exercise drill required by FAR Part 139.

## 5.0 VEHICLE CONTROL

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### 5.1 VEHICLE ACCESS

Vehicle access to the Airport is controlled by a system of perimeter fencing and gates. All Airport and tenant vehicles entering the airport operations area (AOA) are identified by a mandatory ramp access permit displayed on the windshield of the vehicles, which is obtained and enforced through FAI. Vendors and contractor vehicles are also identified through the ramp permit system or are escorted by authorized personnel. FAI shall ensure that all vehicles operating on the AOA are properly marked and lighted before granting a vehicle permit.

During SMGCS operations vehicles requiring access from outside the restricted security area must have headlights and taillights in proper working order, have proper identification, have an operational need to be in the area and follow directions on SMGCS ramp access signs. All non-essential traffic will be prohibited.

### 5.2 VEHICLE SERVICE ROADS

Except for the necessary movement in leased areas, vehicles must be operated within clearly marked vehicle drive lanes, or other alternate routing, as allowed by Airport Operations. Solid white lines with dashed white lines used as centerline dividers identify the drive lanes. During SMGCS conditions, unescorted access shall be limited to those vehicles listed in section 5.4 below. All other vehicles are required to contact Airport Operations before movement across the west ramp.

### 5.3 DRIVER TRAINING

Unescorted vehicles driven on the AOA during SMGCS operations may only be operated by drivers listed in section 5.4. Initial and annual recurrent SMGCS driver training is covered under FAI's movement area driver training IET module. Training records available through Airport Operations.

Non movement area drivers receive initial training through FAI's movement area driver training IET module and annual recurrent training available on the Airports website. Records should be made available upon request from Airport Operations

### 5.4 ACCESS RESTRICTIONS

Only vehicles operated by Airport Operations, Field Maintenance, or ARFF, or by the FAA Tech Ops personnel that are in direct support of the SMGCS plan are allowed on the Airport movement area during SMGCS operations. All other access to the movement area will be coordinated and approved by Airport Operations.



## 6.0 AIR TRAFFIC CONTROL PROCEDURES

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### 6.1 VISIBILITY REPORTING

ATCT will coordinate with the Airport Communications Center when lowering visibility conditions indicate a need to implement the SMGCS Plan procedures. ATCT will again notify the Airport Communications Center when SMGCS procedures are no longer needed.

### 6.2 ATIS ADVISEMENT

During SMGCS operations, ATCT will broadcast on the ATIS, “Due to limited visibility, Fairbanks Surface Movement Guidance and Control System Procedures and low visibility taxi routes are in effect.”

### 6.3 DEPARTURES

If follow me is requested, notify Airport Operations. Operations shall provide a follow me from parking to the departure point on the taxiway. Refer to section 3.7 for aircraft terminal docking and departure information. Runway 20R is available for departure only as allowed by ATC and current traffic flow.

### 6.4 ARRIVALS

If follow me is requested, ATCT will advise pilots where to hold following roll-out. Airport Operations shall provide follow-me for the arriving aircraft to parking. Refer to section 3.7 for aircraft terminal docking and departure information.

### 6.5 TAXI ROUTING

Utilize the FAI low visibility taxi route chart, exhibit 12.1, for all taxiing aircraft. During SMGCS operations, runway 02L intersections Foxtrot, Golf, Hotel, November, and Papa are NOTAM closed.

## 7.0 AIRCRAFT PROCEDURES

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### 7.1 GENERAL

Pilots conducting low visibility operations at FAI are expected to have a current low visibility taxi route chart. Airport Operations will resolve aircraft and vehicle movement conflicts in the non-movement area. ATCT will monitor and control aircraft on the movement area.

### 7.2 DEPARTURES

If follow me is requested, Airport Operations shall provide a follow me from parking to the departure point on the taxiway. Refer to section 3.7 for aircraft terminal docking and departure information.

### 7.3 ARRIVALS

If follow me is requested, FAI ATCT will advise pilots where to hold following roll-out. Airport Operations shall provide follow-me for the arriving aircraft to parking. Refer to section 3.7 for aircraft terminal docking and departure information.

### 7.4 TAXI ROUTING

During SMGCS operations, taxiways Foxtrot, Golf, Hotel, November and Papa will be NOTAM closed, as depicted on the low visibility taxi route chart.

## 8.0 FAI TENANT PROCEDURES DURING SMGCS OPERATIONS

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### 8.1 NOTIFICATIONS

Notify air crew, ramp personnel and support service providers (contractors) that SMGCS operations are in effect.

### 8.2 MOVEMENT CONTROL

Limit all ramp movement and operations to that which is directly necessary to support flight operations; this includes terminal marshaling and docking of aircraft. Advise all personnel on duty of the requirement to contact Airport Operations before movement across the west ramp to/from de-ice pads. Specific situations critical to airfield operations will be addressed based on priority and necessity to keep the airfield open or allow aircraft movements. In general construction activities will be halted until out of SMGCS. Essential vehicles which need to enter or cross the west ramp area must comply with section 5.1. These vehicles shall utilize the alternate routing provided by Airport Operations or shall hold at one of three entry points.

1. Convergence of the drive lane and west ramp at the Airport Response Center.
2. West edge of ramp inside Gate 15 (Mail Trail).
3. Convergence of drive lane and west ramp at the north edge of taxiway Mike.

Vehicles already in the vicinity of the terminal, which require movement, must contact Airport Operations prior to movement. Airport Operations may be reached by contacting the Airport Communications Center at 907-474-2530.

## 9.0 AIRPORT OPERATOR PROCEDURES DURING SMGCS

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### 9.1 AIRPORT COMMUNICATION CENTER PROCEDURES

1. Record the notification
2. Advise the following personnel that SMGCS procedures are in effect:
  - a. ARFF Watch Commander
  - b. Notify on duty Operations Officer (if they are not who notified dispatch)
  - c. Send Everbridge notification that includes:
    - Field Maintenance Foreman
    - Airport Personnel requesting notification
    - Notification and Users list from exhibit 12.4
3. Notify all parties (as above) upon termination of SMGCS. Send update via FAI Everbridge Communicator.

### 9.2 AIRPORT MAINTENANCE PROCEDURES

1. Notify all personnel on duty of SMGCS status.
2. Limit activities to those actions absolutely necessary to immediately maintain airport infrastructure and security.
3. Assist Airport Operations in placement/removal of SMGCS signage when requested.

### 9.3 AIRPORT OPERATIONS PROCEDURES

1. Establish radio communication with ATCT.
2. Retrieve SMGCS ramp access signs from Ops Vehicle Bays, inspect for flashing light operation and place at the following locations:
  - a. Convergence of the drive lane and west ramp at the Airport Response Center
  - b. West edge of ramp at Gate 15 (Mail Trail)
  - c. Convergence of drive lane and west ramp at north edge of twy M
3. An initial visual inspection of runway guard lights, taxiway centerline lights, and taxiway edge lights installed on the low visibility route should be conducted prior to the implementation of SMGCS procedures.
4. Resolve aircraft and vehicle conflicts in the non-movement areas of the apron.
5. Disseminate information on alternate ground vehicle routing, if available.
6. Issue NOTAM closing taxiways which are not in SMGCS plan routing and other NOTAM's as necessary.
7. Provide follow-me service as requested.
8. Conduct inspections at intervals no greater than every two hours, report failures, and ensure maintenance is performed on airport lighting and signage required for SMGCS.
9. Monitor adherence to the sections of the SMGCS plan that are under the Airport's control and take action to correct deficiencies.
10. Limit activities to those actions absolutely necessary to immediately maintain airport infrastructure and security.

11. Upon notification of SMGCS termination, remove and put away SMGCS signs.

#### 9.4 AIRPORT POLICE AND FIRE (ARFF)

1. Notify all personnel on duty of SMGCS status
2. If requested, assist Airport Operations in implementation and termination of SMGCS plan.
3. Limit activities to those actions absolutely necessary to immediately maintain airport infrastructure and security.

## 10.0 RESPONSIBILITIES

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### 10.1 AIRPORT OPERATOR

1. Serve as the point of contact for the SMGCS plan, hold meeting of the SMGCS Working Group and maintain documentation of proceedings.
2. Coordinate a review of the SMGCS plan and airfield activities on at least an annual basis, and amend, publish, and distribute the initial and revised SMGCS plan.
3. Ensure training is conducted in accordance with section 5.3 of this plan.
4. Maintain the SMGCS notification and distribution list. A list of tenants and carriers to be notified shall be updated as needed by the Airport Communications Center and Airport Operations.
5. Provide current low visibility taxi route chart and information for publication and to air carriers.
6. Provide SMGCS reminders to users at the fall snow meeting each year.

### 10.2 AIR TRAFFIC CONTROL TOWER

1. Notify the Airport Communication Center when weather conditions fall below an RVR of 1400. SMGCS procedures must be in effect when the RVR is less than 1200 feet.
2. Configure airfield lighting to meet operational requirements.
3. During LVO/SMGCS, broadcast on the ATIS “Due to limited visibility, Fairbanks Surface Movement Guidance and Control System Procedures and low visibility taxi routes are in effect.”
4. Utilize the low visibility taxi route chart shown in attachment 1, for all taxiing aircraft. During LVO/SMGCS operations, runway 02L/20R intersections Foxtrot, Golf, Hotel, November and Papa are NOTAM closed.
5. Determine which aircraft may be present on taxiway Alpha when an IFR aircraft on approach is within 2 nautical miles of the runway 02L threshold.
6. Notify Airport Operations of aircraft that request “Follow Me” services.
7. Provide information to ARFF and other pertinent responders during an emergency.
8. Participate in the SMGCS Working Group.

### 10.3 AIRPORT TENANTS

1. Participate in the SMGCS Working Group and disseminate FAI SMGCS procedures to company employees who operate at FAI.
2. Ensure drivers have received IET driver training at the airport badge office which includes procedures for operating vehicles airside during SMGCS.
3. Ensure drivers receive annual SMGCS training in accordance with section 5.3. Record and maintain training documentation. Records should be made available upon request from Airport Operations.

## 11.0 PLANS AND MILESTONES

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### 11.1 NEAR TERM

1. Confirm distribution/receipt of updated SMGCS training with tenants and users.
2. Continue to review and research enhancements to prevent deviations and incursions at taxiway Bravo.

### 11.2 LONG TERM

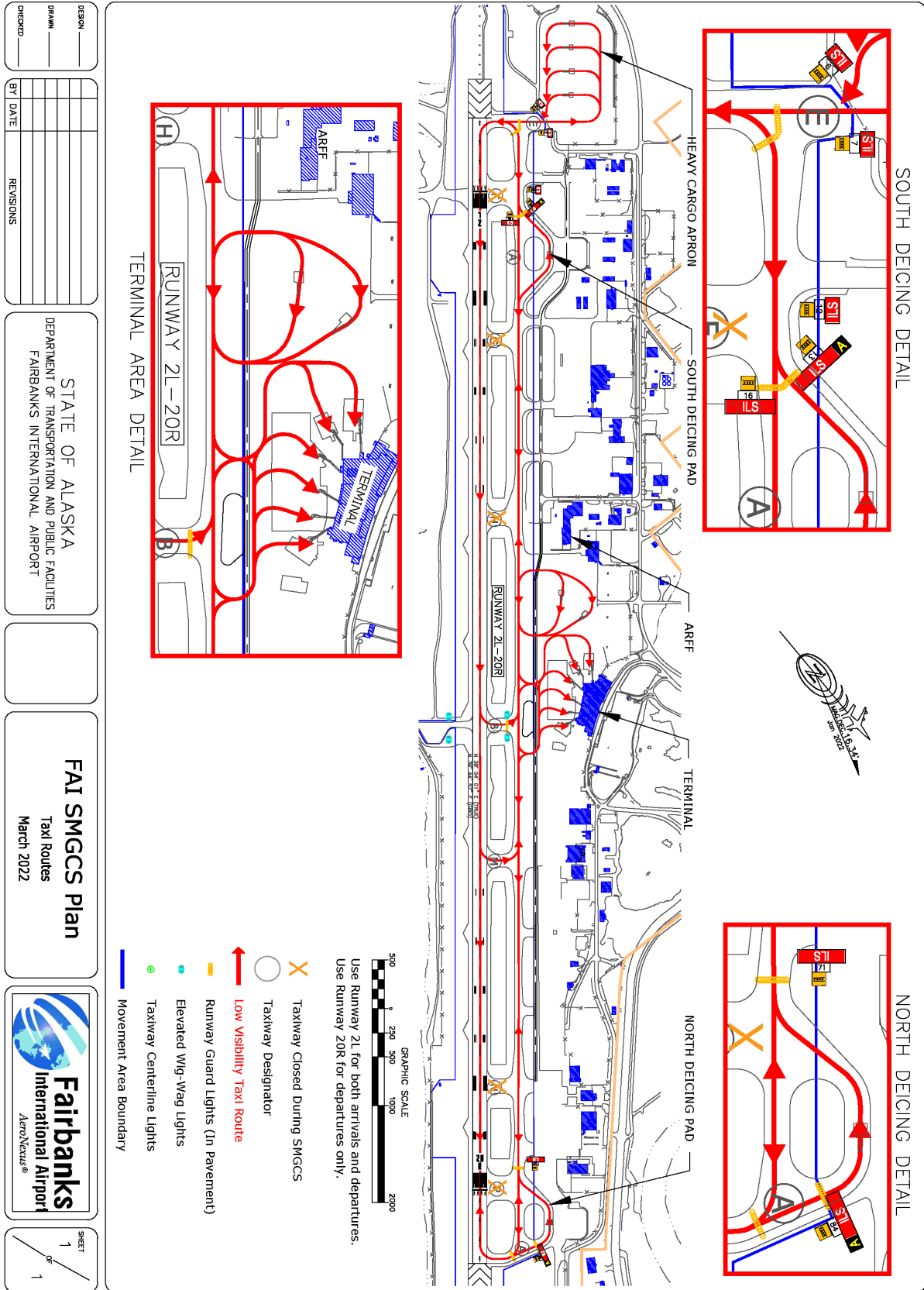
Continue to review the application of new technology used in low visibility conditions.

Consider installation of runway guard lights (elevated and/or in-pavement) at Taxiway Mike.

Consider use of taxiway lead-in lights and vehicle drive lane lighting, subject to FAA funding.

# EXHIBIT 12.1 SMGCS LOW VISIBILITY TAXI ROUTES

R:\ENGINEERING\drawings\FAI OPERATION\Map Book\2020-smgcs Tue, Mar/15/22 08:35am



DESIGN	BY	DATE	REVISIONS
DRAWN			
CHECKED			

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
FAIRBANKS INTERNATIONAL AIRPORT

**FAI SMGCS Plan**  
Taxi Routes  
March 2022



SHEET 1 OF 1



EXHIBIT 12.2 *GROUND VEHICLE DEICE ROUTES*

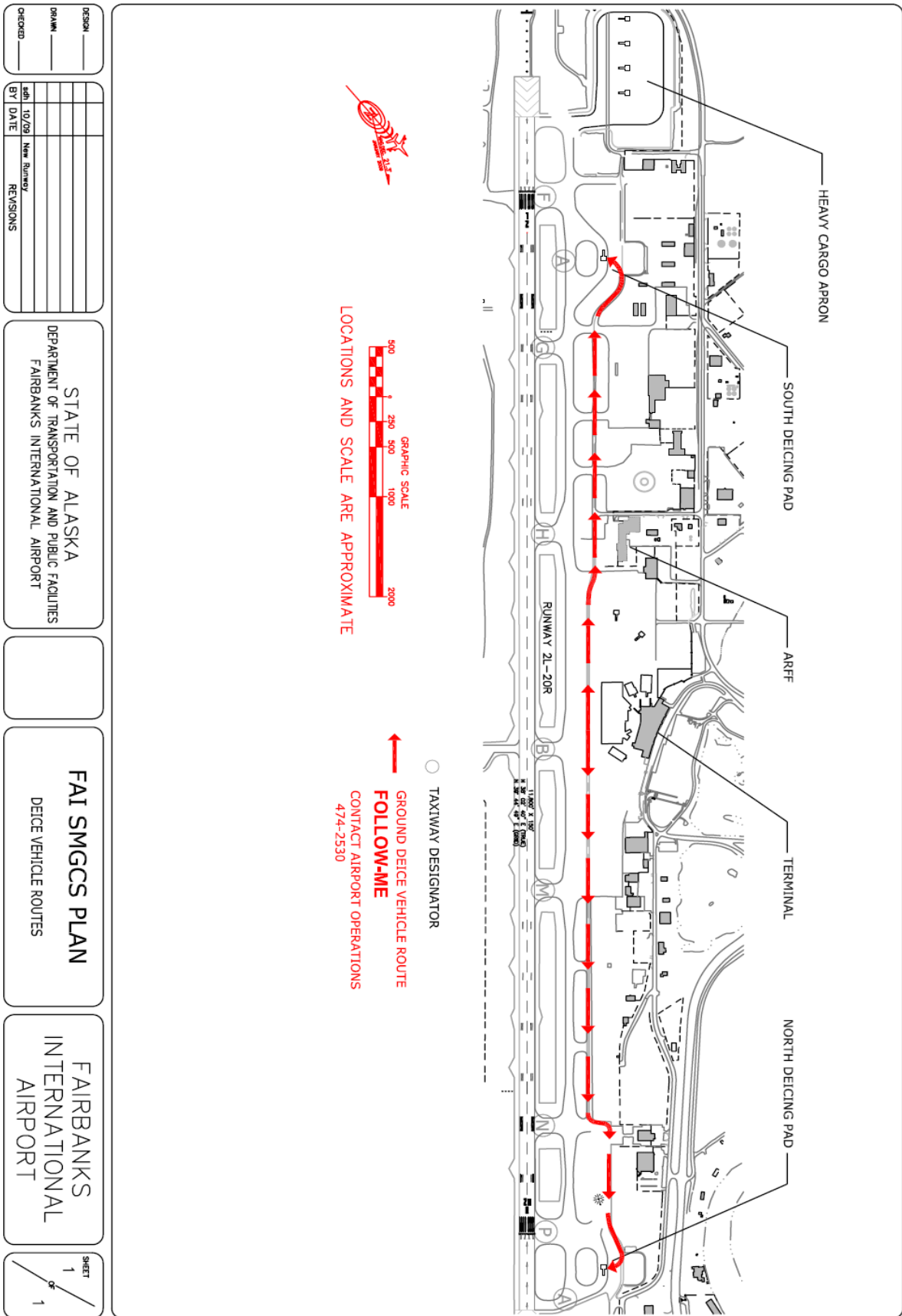


EXHIBIT 12.3 LETTER OF AGREEMENT (FAI-ATCT)

Fairbanks International Airport and Fairbanks Airport Traffic Control Tower

**LETTER OF AGREEMENT**

EFFECTIVE: 7/1/2022

SUBJECT: Low Visibility Operations Surface Movement Guidance and Control System (LVO/SMGCS) Plan.

**1. PURPOSE:** This Letter of Agreement (LOA) establishes procedures and responsibilities to be implemented by Fairbanks Airport Traffic Control Tower (FAI ATCT) and Fairbanks International Airport (FAI) during periods of low visibility operations.

**2. CANCELLATION:** Fairbanks International Airport Surface Movement Guidance Control System (SMGCS) Plan LOA dated January 1, 2021).

**3. RESPONSIBILITIES:**

a. Air Traffic Control Tower Responsibilities.

(1) Participate in the LVO/SMGCS Working Group.

(2) Monitor and control aircraft and vehicles in the movement areas.

(3) Provide directional assistance to ARFF and other emergency equipment responding to an emergency during low visibility operations.

b. Airport Operator Responsibilities.

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

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

(3) Provide training materials to all vehicle operators that perform LVO/SMGCS procedures or operate during LVO/SMGCS operations.

(4) Maintain the LVO/SMGCS notification and distribution list.

(5) Disseminate the LVO/SMGCS procedure guide to users on the notification list.

(6) Provide current low visibility taxi route chart and information for flight planning publication.

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

**4. PROCEDURES:**

a. Air Traffic Control Tower Procedures.

(1) Notify the Airport Communication Center when weather conditions fall below RVR of 1400 feet. SMGCS procedures must be in effect when the RVR is less than 1200 feet.

(2) Configure airfield lighting to meet operational requirements.

(3) During LVO/SMGCS, broadcast on the ATIS “*Due to limited visibility, Fairbanks Surface Movement Guidance and Control System Procedures and low visibility taxi routes are in effect.*”

(4) Utilize the low visibility taxi route chart shown in Attachment 1 for all taxiing aircraft. During LVO/SMGCS operations, runway 02L/20R intersections Foxtrot, Golf, Hotel, November, and Papa are NOTAM closed.

(5) Refer to Attachment 2 to determine which aircraft may be present on taxiway Alpha when an IFR aircraft on approach is within 2 nautical miles of the runway 02L threshold.

(6) Relay pilot requests for follow-me service to Airport Operations.

b. Airport Operations Procedures:

(1) Coordinate with FAI ATCT to implement or terminate the plan.

(2) Advise the Airport Communication Center of plan implementation/termination and to begin notifications procedures.

(3) Initiate/continue airfield lighting checks in accordance with established CAT II/III procedures.

(4) Issue NOTAMs closing taxiways which are not in the LVO/SMGCS Plan routing.

(5) Control vehicle access to the airport operations area, monitor movement areas for unauthorized vehicles, and resolve aircraft and vehicle conflicts in the non-movement areas of the West Ramp.

(6) Provide follow-me service as requested.

**5. ATTACHMENTS:**

a. Attachment 1 - Low Visibility Taxi Route Chart

b. Attachment 2 - Taxiway Alpha Restrictions

**6. SIGNATURES**

TIMOTHY R LONG Digitally signed by  
TIMOTHY R LONG  
Date: 2022.06.22  
10:29:15 -08'00'

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Timothy Long  
Air Traffic Manager  
FAI Airport Traffic Control Tower

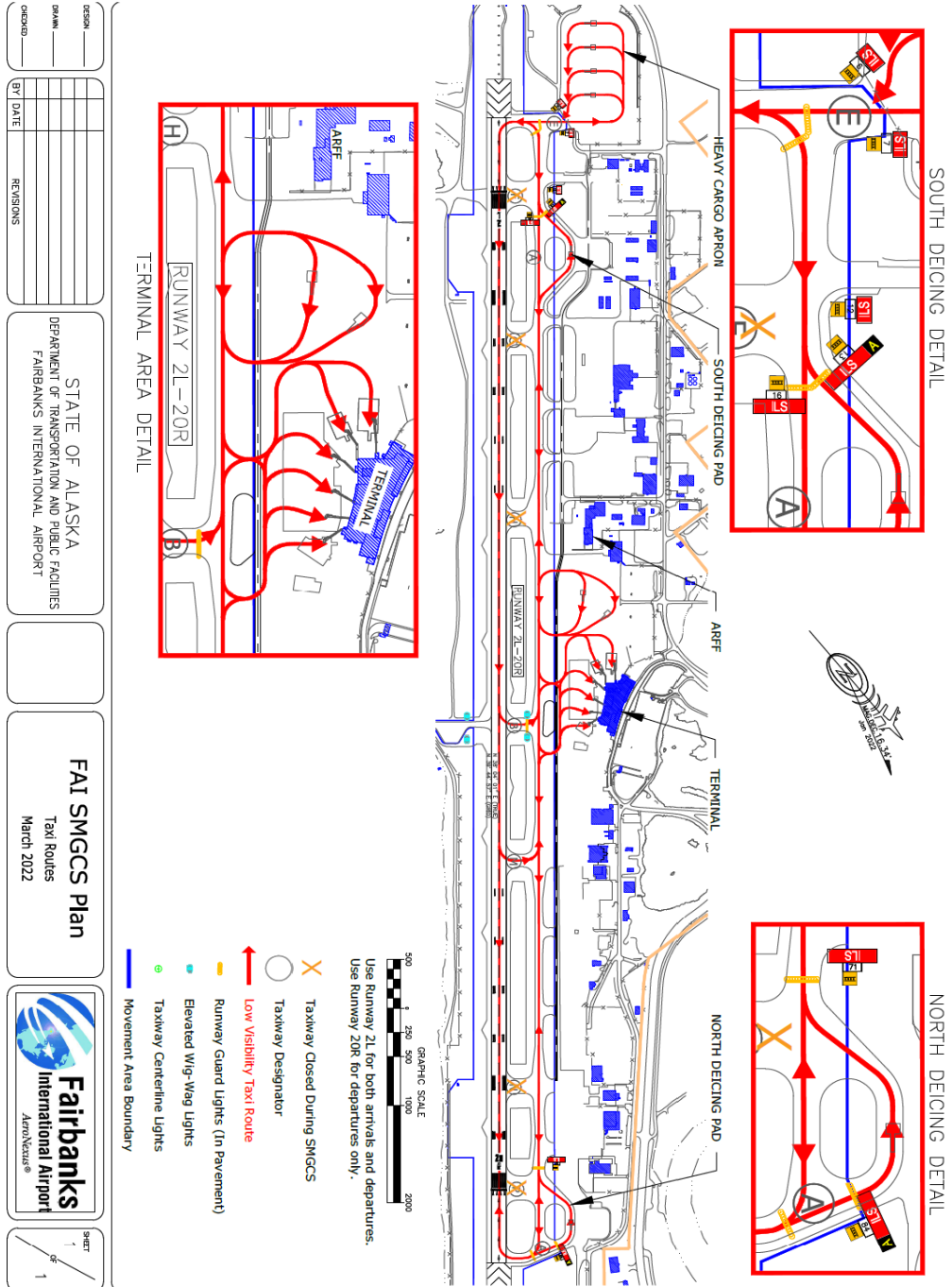


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Angie Spear  
Airport Manager  
Fairbanks International Airport

Attachment 1

Low Visibility Taxi Route Chart



DESIGN	BY DATE	REVISIONS	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES FAIRBANKS INTERNATIONAL AIRPORT	FAI SMGCS Plan Taxi Routes March 2022		SHEET 1 OF 1
DRAWN	BY DATE	REVISIONS				
CHECKED	BY DATE	REVISIONS				

**Attachment 2**

Taxiway Alpha Restrictions

When an aircraft is on a CAT II/III approach and is within two nautical miles of the 02L runway threshold, then taxiway Alpha is restricted to those aircraft of design group IV and smaller who must also remain outside of the approach hold lines. Design group V and larger aircraft must remain West of taxiway Alpha.

FAA design group I-IV: Wingspan less than 171 ft and tail height less than 60 ft  
FAA design group V-VI: Wingspan 171 ft or greater and tail height 60 ft or greater.

**Design group IV and smaller aircraft that commonly operate at FAI**

De Havilland DHC 6, 7, 8  
ATR 42, 72  
B737, 757, 767  
E-3 Sentry (AWACS)  
KC-135, C-17, F-15, F-16, F-22, F35, C-130  
DC-6, DC-4, DC-10, KC-10, C46  
Airbus 300, 310, 318, 319, 320  
Raytheon Aircraft (all Hawker models)  
Learjet, all models  
Beechcraft, all models  
Pilatus PC XII  
Gulfstream, all models  
Embraer, all models  
Saab 340  
All FAI East Ramp based aircraft

**Design Group V and Larger aircraft that commonly operate at FAI**

B747, 777, 787  
Antonov 124  
Airbus 340, 380  
MD11

## EXHIBIT 12.4 NOTIFICATION AND DISTRIBUTION LIST

Maintained by the Airport Communication Center with cooperation of Airport Operations.

- Alaska Ops
- Unify/Delta Air Lines
- Omni Logistics
- NMS (caterers)
- Alaska Aerofuel
- Everts
- Guardian Flight
- Naniq
- US Customs
- 40 Mile Air
- Warbelow's/Wright's
- Life Med
- Aero Air
- Airport Equipment Rentals
- Alaska Petroleum
- Alaska Air fuel
- Arctic Sands
- Crowley Petroleum
- DNR FORESTRY
- Elite Line Services
- Bettles Lodge Terminal
- FAI AMO/AP&F/OPS
- FAA FSDO
- FED EX
- LOOMIS
- NATIONAL WX SERVICE
- SIEMENS
- SOA DOT &PF
- TSA
- UPS