

SMGCS PLAN

SURFACE MOVEMENT AND GUIDANCE CONTROL SYSTEM



Fairbanks
International Airport
“A World AeroNexus”

EFFECTIVE 10/01/2012

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REVISION/INVENTORY LOG

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1.0 INTRODUCTION

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 120-57A, Surface Movement Guidance and Control System, current edition. A SMGCS Plan is necessary for FAA approval of takeoff and landing operations by air carriers in visibility conditions 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, FAI Field Maintenance, Alaska Airlines, ATCT, FAA's Regional Airport Division and FAA'S Regional Flight Standards Division. A number of individuals are invited to attend the Working Group sessions that may include: Operations Sections, FAA's Alaska Regional Office, Air Traffic Control Tower, Flight Standards District Office, Air Transport Association, Airline Pilots Association, Alaska Airlines, and ERA Aviation.

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 and as the number of low visibility operations 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 minimum is 600 feet RVR and takeoff minimum is 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

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 by ARFF personnel 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

3.1 RUNWAYS

Fairbanks International Airport has one north-south runway that is used, for both takeoffs and landings during SMGCS. Runway 02L is useable for takeoffs to 600 ft RVR and landings down to 600 ft RVR. Runway 02L is 11,800 feet long, it has a displaced landing threshold, 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 immediately if 50% of allowable lights become inoperative. 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.

4.0 AIRCRAFT RESCUE AND FIREFIGHTING

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

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 ARFF. Vendors and contractor vehicles are also identified through the ramp permit system or are escorted by authorized personnel. ARFF 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 will be accomplished by the department supervisor with training materials provided by Airport Operations. The driver-training program is reviewed biannually by Airport Operations to ensure its sufficiency. All SMGCS driver training courses utilize visual-training aids that consider specific low visibility lighting and operating procedures. Each department supervisor is responsible for training and documentation.

5.4 ACCESS RESTRICTIONS

Only vehicles operated by Airport Operations, Field Maintenance, or ARFF, or by the FAA's facility maintenance 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

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.

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, appendix 12.1, for all taxiing aircraft. During SMGCS operations, runway 02L/20R intersections Foxtrot, Golf, Hotel, November, and Papa are NOTAM closed.

7.0 AIRCRAFT PROCEDURES

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

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. 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 fire station.
2. West edge of ramp inside mail trail gate.
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 474-2530.

9.0 AIRPORT OPERATOR PROCEDURES DURING SMGCS

9.1 AIRPORT COMMUNICATION CENTER PROCEDURES

1. Notify Operations. If Operations is not on the field, notify the Watch Commander and initiate Operations call-in procedures.
2. Advise the following personnel that SMGCS procedures are in effect:
 - a) Airport managers/department heads on SMGCS notification list.
 - b) ARFF station & on-duty officers
 - c) Field maintenance foreman
3. Notify TSA, airlines and other agencies on SMGCS notification list.
4. Notify Operations when notifications are complete.
5. Notify all parties (as above) upon termination of SMGCS.

9.2 FIELD MAINTENANCE PROCEDURES

1. Notify all personnel on duty of SMGCS status.
2. Limit activities to those actions absolutely necessary to immediately maintain airport infrastructure.
3. Retrieve SMGCS ramp access signs from the hydrant building, inspect for flashing light operation and place at the following locations:
 - a) Convergence of the drive lane and west ramp at the fire station
 - b) West edge of ramp inside mail trail gate
 - c) Convergence of drive lane and west ramp at north edge of twy M
4. Notify Operations when signage is in place
5. Upon notification of SMGCS termination, remove and put away SMGCS signs.

9.3 AIRPORT OPERATIONS PROCEDURES

1. Establish radio communication with ATCT.
2. Resolve aircraft and vehicle conflicts in the non-movement areas of the apron. Disseminate information on alternate ground vehicle routing, if available.
3. Issue NOTAM closing taxiways which are not in SMGCS plan routing.
4. Provide follow-me service as requested.
5. Inspect all Airport lighting and signage for proper placement and operations. 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.
6. Issue appropriate NOTAM's as necessary.
7. Monitor adherence to the sections of the SMGCS plan that are under the Airport's control and take action to correct deficiencies.

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.

10.0 RESPONSIBILITIES

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. Provide training for state vehicle operators essential to SMGCS operations as defined in sec 5.4. Provide training materials to local FAA Facilities Maintenance, to train FAA vehicle operators essential to SMGCS operations.
4. Maintain the SMGCS notification and distribution list. A list of tenants and carriers to be notified shall be updated quarterly by the Communications Center and Airport Operations.
5. Disseminate the SMGCS procedure guide to users on the notification and distribution list.
6. Provide current low visibility taxi route chart and information for publication to FAA/AIM.

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 1200 or less.
2. When RVR is 1200 feet or less, broadcast on the Fairbanks ATIS “Due to low visibility, Fairbanks Surface Movement Guidance and Control System Procedures and low visibility taxi routes are in effect”.
3. Route taxiing aircraft utilizing the current FAI low visibility taxi route chart, unless directed otherwise.
4. Notify Airport Operations of aircraft that request “Follow Me” services.
5. Provide information to ARFF and other pertinent responders during an emergency.
6. 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. Maintain documentation of procedures familiarization in training records for employees who operate at FAI.

11.0 PLANS AND MILESTONES

11.1 NEAR TERM

1. Confirm distribution/receipt of updated SMGCS procedures 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 use of taxiway lead-in lights and vehicle drive lane lighting, subject to FAA funding.

EXHIBIT 12.1 SMGCS LOW VISIBILITY TAXI ROUTES

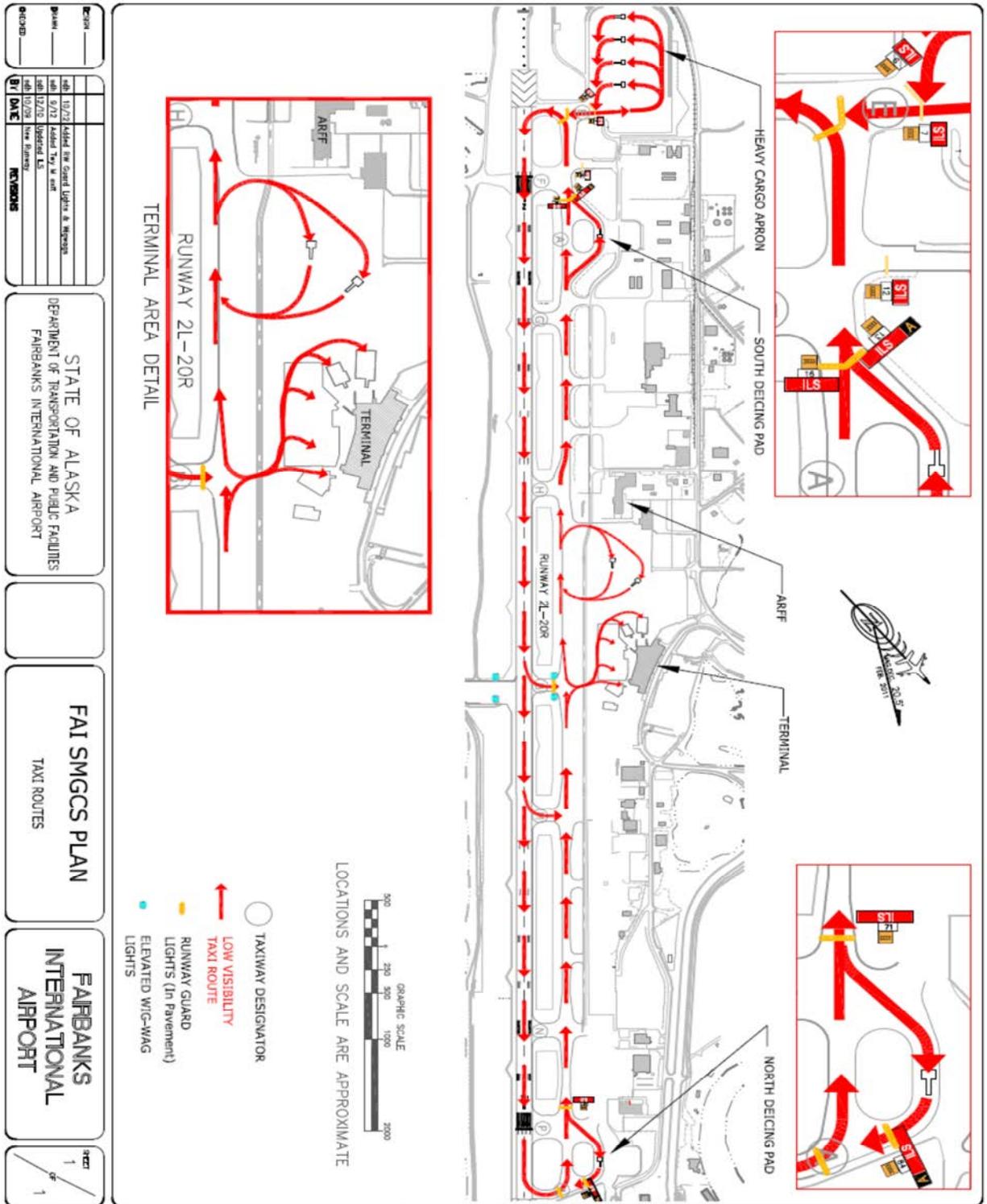


EXHIBIT 12.3 LETTER OF AGREEMENT (FAI-ATCT)

Fairbanks Airport Traffic Control Tower (FAI ATCT), Fairbanks International Airport

LETTER OF AGREEMENT

EFFECTIVE DATE: June 15, 2010

SUBJECT: FAIRBANKS INTERNATIONAL AIRPORT SURFACE MOVEMENT GUIDANCE CONTROL SYSTEM (SMGCS) PLAN

1. PURPOSE: This agreement established procedures to be utilized by Fairbanks ATCT and Fairbanks International Airport during low visibility conditions when the Surface Guidance Control System (SMGCS) Plan for Fairbanks International Airport is in effect.

2. CANCELLATION: Fairbanks International Airport Surface Movement Guidance Control System (SMGCS) Plan LOA dated November 9, 2009.

3. SCOPE: This Agreement supplements the formal published Surface Movement Guidance Control System (SMGCS) Plan for Fairbanks International Airport. Procedures outlined herein are for use in conducting SMGCS operations at Fairbanks International Airport and are applicable to airport management and the airport air traffic control tower. This change addresses the requirement that design group V and larger aircraft remain west of taxiway A when another aircraft is on a cat II/III approach and is within 2 NM of the 02L runway threshold.

4. RESPONSIBILITIES: The Fairbanks International Airport Air Traffic Control Tower (ATCT) will initiate implementation of the SMGCS plan when the meteorological trend of Runway Visual Range (RVR) values and weather conditions indicate that visibility of less than 1,200 feet RVR will likely occur. Fairbanks International Airport Management is responsible to notify Airport Rescue and Firefighting Equipment (ARFF), Operations, affected tenants and complete field lighting checks prior to SMGCS implementation.

6. PROCEDURES:

A. FAI ATCT must:

- 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 1200 or less.
- 2) When RVR is 1200 feet or less, broadcast on the Fairbanks Automatic Terminal Information Service "Surface Movement Guidance and Control System Procedures and low visibility taxi routes are in effect".
- 3) Route participating aircraft via taxi routes depicted on the current SMGCS plan Low Visibility Taxi Route chart, unless directed otherwise.
- 4) Notify Airport Operations of Aircraft that request 'Follow Me' services.
- 5) Provide information to ARFF and other pertinent responders during an emergency. Note: Alert areas may not be visible from tower.

- 6) Notify the Airport Communications Center when SMGCS is no longer in effect. Refer to appendix 1 to determine which aircraft may be present on taxiway A when an IFR aircraft is on approach within 2 nautical miles of the 02L threshold.

B. Fairbanks International Airport must:

- 1) Ensure all applicable field lighting is operating in accordance with SMGCS requirements.
- 2) Inspect and maintain all lighted runway/taxiway signage along the low visibility routes, ensuring their operation and non-obscuration.
- 3) Ensure control of vehicle access to the SMGCS operating areas during SMGCS implementation.
- 4) Provide 'Follow Me' services to those aircraft that request it.
- 5) Advise all users and tenants of SMGCS implementation/termination.

C. GENERAL

- 1) SMGCS Operations are limited to Runway 02L
- 2) SMGCS aircraft operations are not authorized when the RVR is below 600.
- 3) Appendix 1 must be reviewed and revised by both parties as necessary but not less than once annually at the SMGCS working group meeting.


Donald L. Schrader
Air Traffic Manager, FAI ATCT


Michael J. VanderZanden
Manager
Fairbanks International Airport

Appendix 1 (rev 04/12/10)

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 (common)

De Havilland DHC 6,7,8
ATR 42, 72
Boeing 737,757,767, business jet
Boeing E-3 Sentry (AWACS),KC-135, C-17, F-15, F-22
Lockheed Martin F-16 F-22
Lockheed C-130, C-5
McDonnell Douglas DC-9, MD-80 & 81,DC-10,KC-10, F-15
Douglas DC-6, DC-4
Curtiss-Wright C-46 Commando
Airbus 300,310,318,319, 320
Raytheon Aircraft (all Hawker models)
Learjet, all models
Beechcraft, all models
Cessna, 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 (common)

Boeing 747, 777,787
Antonov 124, 225
Airbus 340,380
McDonnell Douglas MD-11

For questions and/or immediate assistance in sorting aircraft by design group, contact Airport Operations via radio or telephone.

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EXHIBIT 12.4 NOTIFICATION AND DISTRIBUTION LIST

Airport Communication Center Action List:

- Record initials of caller
- Notify on duty (or on-call) Operations Officer
- Notify ARFF watch commander via radio
- Notify field maintenance foreman
- Notify users (list below)
- Notify airport 'top three'
- Notify all when out of SMGCS

SMGCS User Notification List:

- Alaska Ops – 474-0095
- ASIG-474-0601
- Omni Logistics - 474-9494 (**covers Air North, Delta, JAL, Condor**)
- Frontier/Era – 474-1739, ext 252
- NMS (caterers)-479-7407 or 378-0916
- Alaska Aerofuel – 474-0061, 0062
- Everts / Tatonduk & Air Cargo Express 450-2355 or 450-2356 (backup)
- Guardian Flight-457-1711
- Northern Air Cargo – 474-9606
- TSA – 452-9607
- US Customs—474-0307
- Brooks Fuel – 479-8330
- Bettles Air-479-7018
- 40 Mile Air – 474-0018
- Arctic Circle Air – 474-0112
- Warbelow's – 474-0518
- Wright's – 474-0502