



FRESNO YOSEMITE
International Airport

**SURFACE MOVEMENT GUIDANCE
AND CONTROL SYSTEM PLAN**

(SMGCS)

REVISED: May 18, 2017

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CHANGE LOG

The following log has been created for the purpose of documenting future changes to the Surface Movement Guidance and Control System Plan.

| Change # | Date | Section | Description of Change |
|-----------------|-------------|---|--|
| 1 | 08/15/08 | VI – Pg 11 Air Traffic Control Procedures | Added new language to: A. Background and Operating Concept, and to: 2. and 3. |
| 2 | 12/12/08 | III – Pg 6 Facilities, Services and Equipment | Aircraft Follow-Me Service |
| 3 | 05/29/09 | VI – Pg 13 E. Reposi- tioning of Aircraft | Changed SMGCS Directional Routing |
| 4 | 06/24/13 | II – Pg 2, 3, 4 Definitions | Changed definitions of: “Airport Operations”, “ILS Critical Area Sign and Holding Position Marking”, “Movement Area”, “Runway Visual Range” |
| 6 | 06/24/13 | V – Pg 9 Vehicle Control | Changed: B. Drivers Training |
| 7 | 06/24/13 | VI - Pg 11, 12, 13 Air Traffic Control Procedures | Changed: B Visibility Reporting Changed: C. Runway 29R Departures Added: F. Multiple Aircraft Escorts Changed: H. Follow-Me/Escort Vehicle (EV) Common Phraseology |
| 8 | 06/24/13 | XI – Pg 20 Distribution List | Added/Removed Recipients |
| 9 | 03/12/14 | III – Pg 6 Facilities, Services and Equipment | Changed: D. Taxiway Guidance Signs, Markings and Inspections |
| 10 | 03/12/14 | VIII – Pg 16 Responsibilities | Changed: A.5: Airport Operator Responsibilities |

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|----|----------|--|---|
| 11 | 03/12/14 | X – Pg 19 Low Visibility Taxi Route Chart | Replaced |
| 12 | 10/17/16 | III Pg 6 | A: Added Runway 11R/29L Lighting Requirements |
| 13 | 10/17/16 | III Pg 6 | B: Added Taxiway Lighting Requirements |
| 14 | 05/18/17 | VI - Pg 13 Air Traffic Control Procedures | H.2: Added gate assignment to communication script |
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SECTION I – INTRODUCTION

This Fresno Yosemite International Airport Surface Movement Guidance and Control System (FYI–SMGCS) Plan describes enhancements, procedures and actions that are applicable to the airport operator, Airport Traffic Control (ATC), airlines, and other tenants of the Fresno Yosemite International Airport (FYI [KFAT]) during low visibility operations. 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, which 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).

The procedures and actions contained in this plan were developed by the FYI–SMGCS Working Group consisting of representatives from the: 1) City of Fresno–Airports; 2) FAA Flight Standards District Office (Fresno FSDO–17); 3) FAA Airport Traffic Control Tower/Terminal Radar Approach Control (Fresno ATCT/TRACON); 4) FAA Airway Facilities Systems Support Center (Fresno SSC); 5) FAA Flight Standards, Air Traffic and Airports Divisions of the Western-Pacific Regional Office; 6) FAA San Francisco Airports District Office (SFO–ADO); 7) Airline operators; 8) Air Transport Association (ATA); 9) Air Line Pilots Association (ALPA); 10) Fixed-base operators (FBOs); 11) Cargo operators; and, 12) California Air National Guard and Army National Guard units. This document does not supersede established policies, procedures, rules or guidelines for airports, operators, or air traffic control.

To enhance safety, "follow-me" services are required to facilitate taxi-to-takeoff or arrival-to-parking movements in low visibility conditions for all aircraft.

This plan addresses both current and future enhancements of the airport in regard to low visibility takeoff and taxiing operations. The work of the FYI–SMGCS Working Group will continue after the initial plan is approved by the FAA. It will meet as necessary, and not less than annually, to assess low visibility operations, to develop enhancements, and modify procedures as operational experience is gained and as the number of low visibility operations increases.

SECTION II – DEFINITIONS

A. Airfield

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

B. Air Operations Area (AOA)

An area designated for aircraft maneuvering, or any airfield area restricted to the general public (in practice, most areas inside the airport perimeter fence).

C. Airport Operations

The term "Airport Operations" refers to the airport operations function of the Airports Department (comprised of Airport Operations and Airport Public Safety divisions), which is responsible for the overall management of aircraft and vehicle operations on the airfield under ATC control. This includes airport operations, safety and security, technical services, air carrier and air cargo ramp control, and other activities specified in the Fresno Yosemite International Airport Certification Manual (FAT - ACM).

D. Airport Rescue and Firefighting (ARFF)

ARFF vehicles are operated by the Airport Public Safety Division, and respond to both civil and military emergencies by mutual aid agreement with the California Air National Guard Crash-Fire-Rescue (CFR) unit. The ARFF Station is located midfield, east of the control tower and south of Taxiway "B".

E. 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:

1. Aircraft Parking Position

A specific ramp location where aircraft enplane and deplane passengers, or, load and unload cargo.

2. Airline Equipment Storage Area

On or adjacent to an aircraft parking position. Intended for use by airline personnel for servicing aircraft and staging of equipment to facilitate loading and unloading aircraft passengers and cargo.

3. Taxilane
Pavement markings intended for taxi guidance to and from aircraft parking positions on an apron.
4. Vehicle Service/Fire Lane
Identified rights-of-way designating drive lanes on the apron for vehicle/emergency equipment use.

F. Crash-Fire-Rescue (CFR)

CFR vehicles are operated by the California Air National Guard (CANG) 144th Fighter Wing and respond to both military and civil emergencies by mutual aid agreement with the Airport Public Safety Division ARFF unit. The CFR Station is located west of the Air National Guard ramp, near the Runway 29L threshold and south of Taxiway "B".

G. Hold Point

A designated location where ATC could be expected to hold a taxiing aircraft. Examples of hold points are runway holding position markings/signs and ILS critical area holding position markings/signs.

H. Holding Position Sign

A white-on-red sign at runway/taxiway intersections inscribed with the runway numbers separated by a dash with their arrangement indicating the direction to the corresponding runway threshold. Used in combination with a yellow pavement runway holding position marking.

I. ILS Critical Area Sign and Holding Position Marking

A white-on-red sign inscribed with "29R – CAT II/III" with adjacent pavement marking (two solid yellow lines separated by perpendicular lines), identifying a hold point when visibility less than 2 miles or ceiling less than 800 feet. ILS Critical Area Signs and holding position markings are located on Taxiway "C", northwest of the Runway 29R threshold.

J. Low Visibility Conditions

Visibility conditions described as "between 1,200'-600' RVR" mean reported Runway Visual Range (RVR) values of less than 1,200' RVR down to and including 600' RVR. Visibility conditions described as "below 600' RVR" mean reported RVR values of less than 600' RVR.

K. 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 1,200' RVR.

L. Movement Area

Refers to the runways, taxiways, and other areas of the airport/helistop which are used for taxiing or hover-taxiing, air-taxiing, takeoff and landing of aircraft, exclusive of apron and aircraft parking areas. As the FYI airport/helistop is served by a 24-hour Airport Traffic Control Tower (ATCT), specific approval for aircraft or vehicle entry onto the movement area must be obtained from ATC.

M. Non-Movement Area

Refers to any taxiways, taxilanes, apron areas or other areas that are not under the control of ATC.

N. Repositioning of Aircraft

The movement of an aircraft from a maintenance area to an aircraft parking position, or vice versa.

O. Push Back Request

The term Push Back Request refers to an aircraft parked on the ramp or boarding gate to be moved into the movement area. As the FYI is served by a 24-hour Airport Traffic Control Tower (ATCT), specific approval for aircraft, wing walkers, and vehicles (tugs), must be obtained prior to commencing movement.

P. Runway Holding Position Marking

A pavement marking (two rows of dashed and two rows of solid yellow lines) located on the taxiway where it either intersects a runway or crosses through a runway approach area. Used in combination with a runway holding position sign at runway entrances.

Q. Runway Visual Range (RVR)

An instrumentally derived value that represents the horizontal distance a pilot will see down the runway from the approach end. RVR transmissometer equipment along Runway 11L-29R provides continuous readouts to the ATCT of touchdown, midfield, and roll-out RVR. RVR readings approximately equate to the following statute mile visibilities: 5,000' RVR (1 mile); 4,000' RVR ($\frac{3}{4}$ mile); 2,400' RVR ($\frac{1}{2}$ mile); 1,600' RVR ($\frac{1}{4}$ mile); and 600' RVR ($\frac{1}{8}$ mile).

R. Surface Movement Guidance and Control System (SMGCS)

SMGCS consists of the provisions for guidance to, and control or regulation of, movement of all aircraft, ground vehicles and personnel during low visibility operations. Guidance in the FAT – SMGCS Plan relates to facilities and information necessary for pilots and ground vehicle operators to maneuver on the airport during low visibility operations and to keep the aircraft or vehicles within the areas intended for their use. Control or regulation means the measures necessary to prevent collisions and to ensure smooth and efficient traffic flow.

S. Taxi Route

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

T. Vehicle Service/Fire Road

Identified right-of-ways on aprons and the perimeter of the runway/taxiway complex for movement of ARFF and CFR vehicles, other Airport Operations vehicles, aircraft ground service equipment and vehicles, and other necessary ground vehicles.

SECTION III – FACILITIES, SERVICES AND EQUIPMENT

A. Runways

The airport has two parallel runways that are used, individually or in combination, for both takeoffs and landings. Runway 29R has a Category-III Instrument Landing System (ILS Cat-IIIb) with 600' RVR landing capability, High Intensity Runway Edge Lights (HIRL), Centerline Lighting (CL), Runway 29R Touchdown Zone Lighting (TDZ), Runway 29R Approach Lighting System with Sequenced Flashing Lights (ALSF-2), touchdown, midfield and roll-out Runway Visual Range (RVR) transmissometers, and precision instrument runway markings. Runway 29R will be the primary surface used for takeoff and landing operations when the reported visibility is reduced below 1,200' RVR. During these operations, lights on the secondary Runway 11R/29L, will be turned off and will remain off until visibility conditions improve above 1,200' RVR and the SMGCS Plan procedures have been terminated.

B. Taxiway Lighting

Medium Intensity Taxiway Edge Lights (MITL) are installed on all taxiways utilized as taxi routes for Runway 29R arrivals/departures and repositioning of aircraft. Runway Guard Lights are not in place on these taxi routes and aircraft will be escorted (follow-me) during low visibility operations. When the SMGCS Plan procedures are in effect, all taxiway lights will be turned off except for taxiways designated as low visibility taxi routes as shown on the Low Visibility Taxi Chart in Section X of this plan and will remain so until the SMGCS Plan procedures have been terminated.

C. Incursion Prevention Measures

Runway incursion prevention measures are afforded by the following conditions during low visibility operations: 1) Restrictive aircraft movement on the runway/taxiway complex between 1200' and 600' RVR; 2) the Taxiway B routing for Runway 29R takeoffs circumnavigates Runway 11R-29L; all other taxiways require crossing Runway 11R-29L for access to Runway 11L-29R from the south; and, 3) no authorized air carrier aircraft movement below 600' RVR.

D. Taxiway Guidance Signs, Markings and Inspections

Taxiway guidance signs and pavement markings meet current Advisory Circular standards and are inspected daily by Airport Operations. Upon the initiation of SMGCS procedures, Runway 29R and the SMGCS taxi routes will be inspected every two hours to monitor status of lights. When discrepancies are noted, Airport Operations will immediately notify ATC, initiate a Notice to Airmen (NOTAM), and take appropriate corrective actions.

E. Aircraft Follow-Me Service

Airport Operations shall provide follow-me service during low visibility operations. The Airport Operations follow-me vehicles are identified either by amber flashing/rotating light bars with directional arrows, or alternate flashing LED/rotating red/blue light bars on Law Enforcement Officer patrol vehicles. Vehicles providing these services shall be designated by the call sign "Escort 1, Escort 2," etc. Airport Public Safety vehicles required to provide escort services will use their Airport call sign: "ARFF 1, Airport 21," etc. Escorts are required during low visibility operations for all aircraft.

Temporary delays for escort vehicles may be experienced due to the availability of escort equipment or the need to accomplish higher priority duties.

F. Non-Movement Area Control

Control of the non-movement areas of the air carrier and air cargo ramps is jointly administered by Airport Operations, airline operators and air cargo operators. Other non-movement areas are controlled by the tenants of those respective areas, principally maintenance bases and FBOs where aircraft movement should be restricted during low visibility conditions.

G. Air Carrier and Air Cargo Ramp Operations

The responsibility for marshaling aircraft to and from aircraft parking positions rests with the airline or air cargo operator. Aircraft are directed to the appropriate ramp access taxiway by ATC. During low visibility conditions, the airline or air cargo operator will ensure the safe movement of the aircraft on the ramp by use of wing walkers, escort vehicles, tugs or other appropriate means as established by the airline or air cargo operator's operations manual.

H. Communications

Telephone and radio communications are tested daily and are operational between all organizations involved and responsible in the execution of this plan.

SECTION IV – AIRPORT RESCUE AND FIREFIGHTING (ARFF)

A. ARFF and CFR Coverage

The ARFF and CFR stations provide primary coverage during low visibility operations. The ARFF station is operated by Airport Public Safety and is located midfield, east of the control tower and south of Taxiway “B”. The CFR station is operated by the based CANG 144th Fighter Wing and is located west of the Air National Guard ramp, near the Runway 29L threshold and south of Taxiway “B”. ARFF and CFR vehicles respond to both civil and military emergencies by mutual aid agreement. The ARFF station provides Index B coverage with response times in compliance with Federal Aviation Regulation (FAR) Part 139.

B. ARFF Coordination

Coordination between ATC, ARFF, and CFR is accomplished daily as a part of the Airport communications standard operating procedure, on a random real-time basis throughout the year, and annually during table-top exercises. Additional coordination is accomplished during the FAR 139 triennial disaster exercise. During low visibility conditions, ARFF and CFR personnel will be notified by ATC or Airport Operations of the FAT – SMGCS Plan initiation and termination.

SECTION V – VEHICLE CONTROL

A. Access

Vehicle access to the air operations area (AOA) is controlled by a system of perimeter fencing and gates. All vehicles authorized to enter and operate in movement areas or safety areas must be identified by mandatory marking as delineated in the Fresno Yosemite International Airport Certification Manual (FAT – ACM). Airport Operations personnel shall ensure that all vehicles and drivers operating on the AOA are properly marked, lighted and identified respectively.

B. Drivers and Training

Airport Public Safety Division shall provide driver training to all personnel authorized to drive in the Air Operations Area (AOA) including airport staff, tenants, construction crews and temporary access personnel. Drivers requiring access to the movement area must attend annual training session which includes vehicle operations during low visibility conditions. Such training is provided by Airport Operations Manager or his designee and is concluded by successful testing of compliance requirements. Drivers are instructed to pay particular attention to a variety of pavement markings on non-movement and movement areas, with an emphasis on the requirement of ATC authorization for entering taxiways and crossing runway holding positions. The driver training program is reviewed annually by Airport Operations to ensure its currency and sufficiency.

Airport Operations Manager or his designee will provide additional training to the individuals providing escort services in the movement area when SMGCS plan is in effect. Training shall be conducted in actual SMGCS conditions. Only Airport Operations and Public Safety personnel are authorized to drive in the movement area during SMGCS.

C. Vehicle Service Roads

Except for the necessary movement in leased areas and aircraft parking position areas, vehicles must be operated within the clearly marked system of vehicle service roads. The vehicle service roads are identified by solid white edge lines with a dashed white centerline. Where a roadway intersects a taxiway, a solid white stop line is provided across the vehicle lane at a point that assures adequate clearance to taxiing aircraft. Frangible-mounted stop and yield signs are installed in-line with the stop line at taxiway intersections.

D. Vehicle Access Restrictions

Only vehicles having prior authorization from Airport Operations are permitted on the AOA. In addition, no vehicle will be authorized to enter or operate in the movement areas or safety areas without being equipped with a radio capable of two-way voice communications with ATC on its ground control frequency, unless said vehicle is

escorted by another vehicle so equipped. During low visibility conditions, no vehicles are permitted in the AOA, movement area, and safety areas that are not in direct support of the SMGCS plan.

E. Follow-Me/Escort Vehicle (EV) Operations

The EV shall not enter any runway or taxiway without permission of ATC. Follow-me vehicles will be dispatched by ATC or at the request of aircraft operators during low visibility operations.

F. Implementation

Prior to implementation of this plan, Airport Operations will analyze all construction activity, and/or specialized activity on the airport, and determine the limitations which may be imposed upon such activity. These limitations could range from restrictions to elimination of the activity.

G. ARFF Vehicle Emergency Staging

Following an ATC initiated response to an aircraft Alert, all ARFF and CFR vehicle operators will report their staging position to the Incident Commander via the internal airports communication net. Upon final positioning of emergency vehicles, the Incident Commander shall notify ATC of the staging locations.

SECTION VI – AIR TRAFFIC CONTROL PROCEDURES

A. Background and Operating Concept

This SMGCS Plan provides guidance and control for the movement of aircraft between various ramp locations and Runway 29R in a safe and efficient manner during low visibility operating conditions. The coordinated efforts of ATC and Airport Operations are focused on goals assuring safe movement and avoiding inadvertent or unauthorized entry onto the air operations areas during these limited visibility conditions. When one portion of the airport is in a low visibility condition, the entire airport is considered to be in low visibility conditions and the SMGCS Plan procedures and restrictions are placed in effect. To accomplish these goals, the following objectives apply when the reporting visibility drops below 600' RVR:

1. ATC may hold aircraft at any intersection or apron to provide separation from other taxiing aircraft.
2. An EV will be available to all aircraft for directional assistance. Aircraft already taxiing behind a "Follow-Me" vehicle, will be allowed to either (a) continue to their destination, (b) return to their point of origin, or (c) return to the passenger terminal building. The EV shall monitor ATC ground control frequencies at all times.
3. Aircraft holding for take-off will be allowed to return to the passenger terminal building, or their point of origin, under "Follow-Me" vehicle escort.

B. Visibility Reporting

ATC will coordinate with Airport Operations when lowering visibility conditions indicate a need to implement the SMGCS Plan procedures. ATC will broadcast the status of the SMGCS Plan on the Automatic Terminal Information Service (ATIS).

The SMGCS Plan procedures will be terminated by ATC when not necessary due to prevailing weather conditions and will notify Airport Operations when the SMGCS Plan is no longer required.

Airport Operations will advise Airport Tenants of the SMGCS Plan status.

C. Runway 29R Departures

The aircraft owner/operator will be responsible for the safe marshaling of aircraft from aircraft parking positions and ensuring clear passage on the ramp. ATC services are unavailable during aircraft power-out, power-back, tow or taxiing operations on non-movement areas. Taxi-to-takeoff routing shall be as follows:

1. Aircraft taxiing to Runway 29R from the air carrier ramp via Taxiway B3, B5, or B6 shall proceed eastbound on Taxiway B and hold short of the runway as directed by ATC.
2. Aircraft taxiing from the FBO ramps or transient parking ramp via Taxiways B7, B8, B10, or B11 shall proceed eastbound on Taxiway B to the hold-short apron as directed by ATC.
3. Aircraft taxiing from the California Air National Guard ramp shall exit from their east or west access taxiway and proceed on Taxiway B to the hold-short apron, or "last chance" pre-takeoff area (Runway 29R south holding apron) as directed by ATC.
4. Aircraft taxiing via associated access taxiways from ramps north of Runway 11L-29R shall proceed eastbound on Taxiway C to the ILS Critical Area Sign and holding position marking, or, north holding apron as directed by ATC.

D. Runway 29R Arrivals

Landings will be made exclusively on Runway 29R.

1. Aircraft exiting Runway 29R to the air carrier ramp or south air cargo ramp shall proceed eastbound on Taxiway B to their respective ramp via Taxiway B3, B5, or B6 as directed by ATC.
2. Aircraft exiting Runway 29R to the FBO ramps or transient parking ramp, shall proceed on Taxiway B to the requested FBO via Taxiways B7, B8, B10, or B11 as directed by ATC.
3. Aircraft exiting Runway 29R to the California Air National Guard ramp shall proceed eastbound on Taxiway B to the CANG ramp via their east or west access taxiway as directed by ATC.
4. Aircraft exiting Runway 29R to the ramps north of Runway 11L-29R shall proceed eastbound on Taxiway C and then to their respective ramp as directed by ATC.

E. Repositioning of Aircraft

The following taxi or tow routing shall apply:

1. As directed by ATC, aircraft repositioning from airline aircraft maintenance hangars and ramps north of Runway 11L-29R to the air carrier ramp, shall proceed westbound on Taxiway C to Taxiway C10. Upon receipt of an ATC clearance, the aircraft shall cross Runways 11L-29R and 11R-29L on Taxiway C10/B10, then proceed eastbound on Taxiway B to the air carrier ramp via Taxiway B3, B5, or B6.

2. As directed by ATC, aircraft repositioning from the air carrier ramp to airline aircraft maintenance hangars and ramps north of Runway 11L-29R shall proceed eastbound on Taxiway B via Taxiway B3, B5, or B6, to the hold short line of Runway 29R. Upon receipt of an ATC clearance, the aircraft shall cross Runway 29R than proceed westbound on Taxiway C to the appropriate ramp access taxilane.

F. Multiple Aircraft Escorts

Escort Vehicle (EV) shall be permitted to provide escort services to a maximum of two (2) aircraft at a time.

G. Engine Maintenance Run-Ups

Engine maintenance run-ups will not be permitted during periods of low visibility to decrease the movement of non-essential equipment on the airfield.

H. Follow-Me/Escort Vehicle (EV) Common Phraseology

1. General rules-of-thumb for escort operations:

- a. ATC and the EV must maintain positive communications at all times.
- b. Communications will be on Ground control frequency (121.7) unless otherwise directed by ATC.
- c. EV will communicate to ATC when visual contact with the aircraft is made; conversely, if at any time visual contact with the aircraft is lost, the EV will immediately terminate the escort and report to ATC that visual contact has been lost.
- d. EV must always report when entering or departing the movement area per ATC instructions.

2. Communications example:

Terminal to Runway 29R:

ATC: Escort 1, Fresno Ground

EV1: Escort 1

ATC: Escort 1 proceed to the terminal escort of SkyWest 7663, N 2554SW at Gate 15. Report when you have aircraft in sight and are ready to escort aircraft to Runway 29R

EV1: Escort 1, roger

EV1: Fresno Ground, Escort 1 has SkyWest 7663 in sight.

SW7663: (If pushback is required) SkyWest 7663, request pushback.

ATC: SkyWest 7663, pushback approved

- EV1:** Fresno Ground, Escort 1 pushback complete and is ready to escort aircraft to Runway 29R
- ATC:** Escort 1, roger. SkyWest 7663 follow the escort vehicle, taxi to Runway 29R

SW 7663 will acknowledge the clearance to taxi. EV1 will monitor the transmission and upon the positive confirmation by the pilot of the aircraft, EV1 will report to ATC the escort is proceeding.

- EV1:** Fresno Ground, Escort 1 has begun escort of SW 7663 to 29R via BRAVO taxiway

Unless asked by ATC, there is no need for progress reports of the escort, i.e., to report crossing taxiways. The next mandatory report is when the escort has reached the 29R hold short area.

- EV1:** Fresno Ground, Escort 1 is at the hold short apron of 29R. I am terminating the escort and will return to operations via the perimeter road
- ATC:** Escort 1, Fresno Ground approved as requested. Report clear of the movement area
- EV1:** Fresno Ground, Escort 1, wilco
- EV1:** (When clear of the movement area) Fresno Ground, Escort 1 is clear of the movement area on the perimeter road
- ATC:** Escort 1, Fresno Ground, roger

Escorts from maintenance hangars to/from the terminal apron, or, escorts to/from FBOs will adhere to the same communications guidelines and adapt phraseology from the above example for the specific operation.

SECTION VII – AIRLINE PROCEDURES DURING LOW VISIBILITY CONDITIONS

A. General

Pilots conducting low visibility operations at the Fresno Yosemite International Airport are required to have a copy of a current low visibility taxi route chart, published by Jeppesen. Airline operators will resolve aircraft and vehicle movement conflicts in the non-movement area. This will be accomplished through the use of two-way radio communication, ground movement control procedures, EVs, and ground marshaling. ATC will monitor and control aircraft in the movement area.

B. Aircraft Operations on Movement and Non-Movement Areas

Pilots and mechanics will follow company procedures during aircraft power-out, power-back, tow or taxiing operations on the air carrier ramp. The airline operator is responsible for marshaling aircraft to and from aircraft parking positions, and for ensuring the safe movement of aircraft on the ramp by use of wing walkers, follow-me vehicles, tugs or other appropriate means as established by the airline operator's operations manual. Pilots and mechanics will verify the issuance of an ATC clearance prior to entering a movement area, and will carefully follow ATC clearance instructions to Runway 29R for takeoff, the respective aircraft ramps or terminal following arrivals, or the runway crossing routing for repositioning of aircraft.

C. Helicopters

Rotary wing aircraft not requiring taxiing are exempt from the requirements of this Plan. Operations shall be conducted in accordance with applicable Federal Aviation Regulations provided positive communications are established with ATC.

SECTION VIII – RESPONSIBILITIES

A. 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 SMGCS Plan and airfield activities on at least an annual basis, and amend, publish, and distribute the initial and revised SMGCS Plan.
3. Monitor adherence to the sections of the SMGCS Plan that are under the Airport's control and take action to correct deficiencies.
4. Resolve aircraft and vehicle conflicts in non-movement areas.
5. Conduct inspections of critical lighting systems, markings and signs prior to implementation of the SMGCS Plan, and inspect taxi routes every two hours upon the initiation of SMGCS procedures to monitor status of the lights.
6. Provide "escort" service upon request, subject to the availability of equipment and the need to accomplish higher priority duties.
7. Conduct initial and annual recurrent operational training to all involved agencies.
8. Publish Notice-to-Airmen (NOTAM) as needed in support of the Plan.

B. Airport Traffic Control (ATC)

1. Participate in the SMGCS Working Group.
2. Initiate and terminate the SMGCS Plan procedures specified in Section VI.
3. Coordinate with Airport Operations prior to implementing or terminating the SMGCS Plan and broadcast the status of the SMGCS Plan on the ATIS.
4. Provide directional assistance to the ARFF and CFR units and other emergency responders during low visibility conditions.
5. Monitor and control aircraft and vehicles in the movement areas.

C. Civil and Military Aviation Tenants

1. Participate in the SMGCS Working Group.
2. Disseminate low visibility procedures to company employees or unit personnel.
3. Provide for and assure all personnel are appropriately trained in low visibility procedures.
4. Enforce the SMGCS Plan driving procedures for company employees or unit personnel, authorized vendors and contractors.
5. Assure adherence to the sections of the SMGCS Plan that are under civil or military aviation tenant control and take action to correct deficiencies.

SECTION IX – PLANS AND MILESTONES

A. Near Term

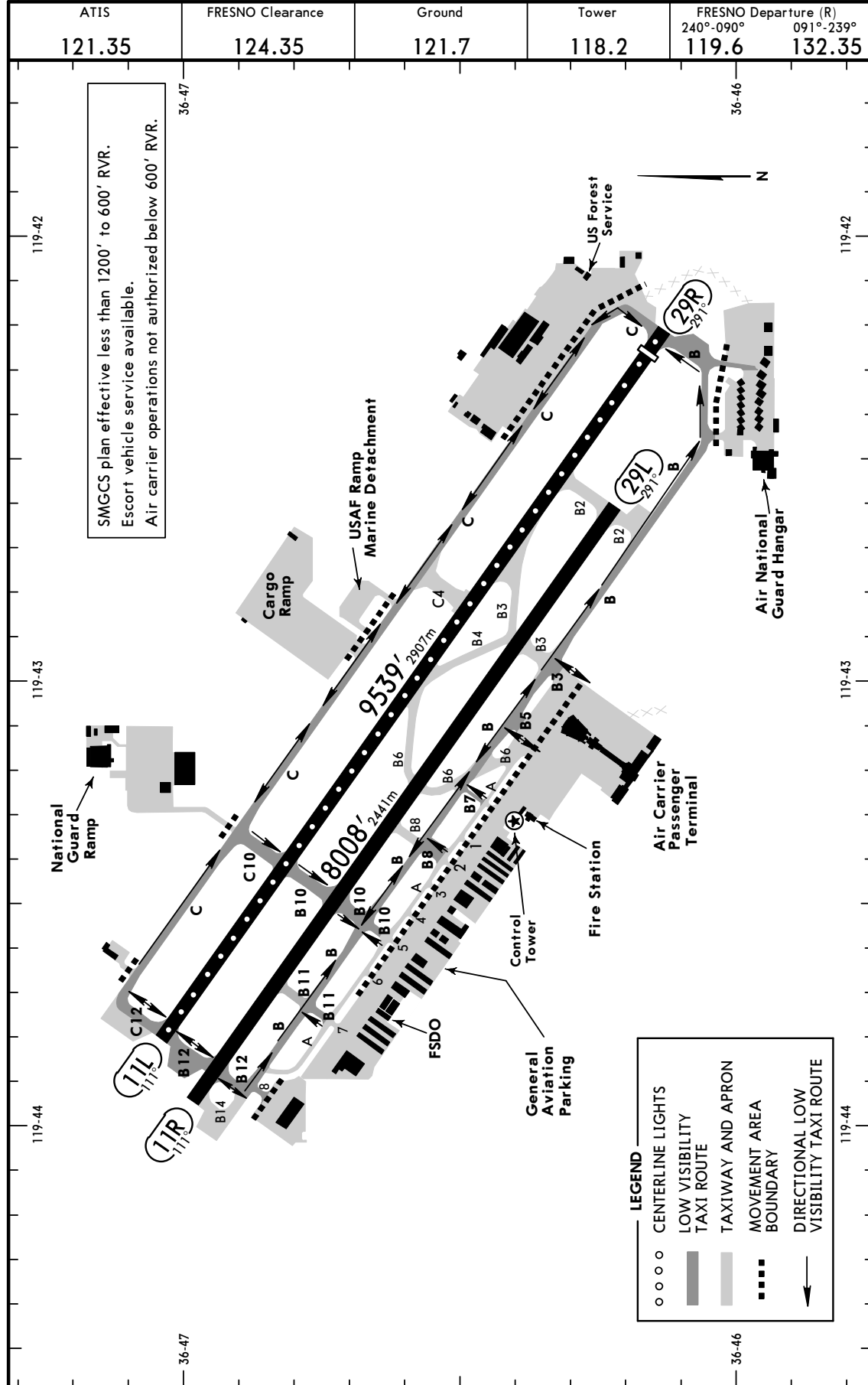
1. Install airport lighting remote control system.
2. Install runway guard and controllable stop bars.

B. Long Term

1. Consider the application of new ARFF technology to operate in low visibility conditions.
2. Design and install centerline lights in the primary SMGCS taxiways.
3. Install a Surface Movement Surveillance System.

LOW VISIBILITY TAXI ROUTES

Apt Elev 336'



SECTION XI – DISTRIBUTION LIST

List A

Director of Aviation
Assistant Director of Aviation
Airport Operations Manager
Airport Airside Superintendent
Airport Public Safety Manager
Airport Public Safety Office
Airport Operations Officers
Airport Operations Specialists
California Air National Guard
FAT ATC (Manager, Plans and Procedures, and Tower)
FAT Airways Facilities Office
FAA (Certification and ADO)
Fresno Flight Standards District Office
TSA
Fresno Police Department
Fresno Fire Department
Fresno City Emergency Operations Coordinator
Fresno County Emergency Services Coordinator

List B

Airline Station Managers
Air Cargo Station Managers
Signature Flight Support
Corporate Aircraft
California Army National Guard
California Highway Patrol
CDF/USFS
Rogers Helicopters
Airport Operations Distribution A