APPENDIX 1

Low-Visibility Operations (LVO) / Surface Movement Guidance and Control System (SMGCS) Plan

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1.0 INTRODUCTION:

1.1 This Low-Visibility/Surface Movement Guidance and Control System (LVO/SMGCS) Plan describes enhancements, procedures and actions at Ontario International Airport (ONT) is applicable to the airport operator, air traffic control (ATC), and other users and tenants of the Airport during low visibility conditions.

1.2 These enhancements, procedures, and actions are in accordance with the guidance set forth in Federal Aviation Administration (FAA) Advisory Circular 120-57A, Surface Movement Guidance and Control System, current edition and FAA Order 8000.94 Procedures for Establishing Airport Low-Visibility Operations/Surface Movement Guidance and Control System. A LVO/SMGCS Plan is necessary for airports where scheduled air carriers conduct takeoff or landing operations in visibility conditions where Runway Visual Range (RVR) values are 1,200 feet and below.

1.3 The procedures contained in this plan were developed by LVO/SMGCS Working Group which consisted of representatives from Airside Operations, City of Ontario Fire Department (OFD) Station 10 Aircraft Rescue and Firefighting (ARFF), ONT Airport Traffic Control Tower (ATCT), FAA Airports Regional Office, FAA Flight Standards, scheduled airlines, cargo carriers, and other tenants and aircraft operators.

1.4 This document supersedes policies, procedures, rules or guidelines for airports, aircraft or vehicles operators, or air traffic control, as established on January 20, 2021. It does prescribe certain airfield lighting and marking improvements and operating procedures that have been designed to enhance the safety and efficiency of aircraft and vehicle movements.

1.5 To enhance the safety of low visibility operations, 14 CFR Part 91 operators should follow the guidance in this plan to the maximum extent possible and expect follow-me assistance to and from the Runway environment.

1.6 This plan addresses current and future enhancements to support low visibility takeoff, landing, and taxiing operations at ONT. The LVO/ SMGCS Working Group will meet not less than once per year to assess low visibility operations and modify the plan as necessary.

2.0 DEFINITIONS:

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

2.2 Airport; Is the Ontario International Airport (ONT) owned and operated by the Ontario International Airport Authority (OIAA).

2.3 Airside Operations; The term "Airside Operations" refers to personnel assigned from the Airside Operations Department who are responsible for the overall management of the airfield.

2.4 Air Carrier; Includes airlines and person(s) who undertake direct public air transportation, by aircraft, or other transportation arrangements. Air carriers do not include General Aviation (GA) aircraft operated for private purposes.

2.5 Air Traffic Control (ATC); All aspects of air traffic operations as regulated by Federal Aviation Administration (FAA) employees, Air Traffic Controllers, and other staff, at Federal facilities including: Air Traffic Control Tower (ATCT), Terminal Radar Approach Control (TRACON), and Air Route Traffic Control Center (ARTCC) within the National Airspace System (NAS).

2.6 Airport Apron Controller; Personnel from airline and/or airport operations providing joint control of non-movement areas. Not in use at ONT.

2.7 Aircraft Apron; A defined area on the airport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking and maintenance. Apron areas include the following components:

a. Aircraft Parking Positions, Passenger Terminal Gates and Cargo Ramps; Intended for aircraft parking where passengers enplane or deplane, and cargo is loaded or unloaded.

b. Aircraft Service Areas; adjacent to an aircraft parking position, or passenger terminal gate, aircraft service areas are where personnel stage Ground Service Equipment (GSE) used to load and unload aircraft.

c. Taxilanes; an area providing aircraft under taxi, or tow, access to and from aircraft parking positions, passenger terminal gates, and cargo ramps.

d. Vehicle Roadways and Access Lanes; Identified rights of way on an aircraft apron area designated for ground service, Ontario Fire Department (OFD) Station 10 ARFF apparatus, and other emergency vehicles.

2.8 Aircraft Movement Area (AMA); Runways, Taxiways, and other areas on the AOA are used for taxi, hover, air taxi, takeoff, and landing of aircraft; exclusive of aircraft aprons, cargo ramps and aircraft parking positions.

2.9 Aircraft Non-Movement Area; ONT Non-Movement Areas include Taxilanes, Aircraft Aprons, Cargo Ramps, ATCT Non-Visibility Areas, and aircraft parking positions which, by definition, are not under FAA Air Traffic Control.

2.10 Controlling Region; Refers to the FAA geographic region in which the airport is located. ONT is located in the FAA Western-Pacific Region.

2.11 Emergency Access Roadways; Rights of way on aircraft movement areas designated for OFD Station 10 ARFF and other emergency vehicle operations.

2.12 Mandatory Runway Holding Position Signs, Markings and Guard Lights; A system of signs, markings and lights designed to protect the active Runway environment; installed on all Taxiways which intersect ONT Runways; they include the following:

a. Surface Painted Holding Position Markings; Installed at all Runway intersections, Surface Painted Holding Position Markings identify runway entrance/ exit locations. Surface Painted Holding Position Markings delineate the appropriate holding point for pilots and Airport users to remain clear of aircraft operating on the adjacent Runway.

b. Mandatory Runway Holding Position Signs; Installed at all Runway intersections, a Mandatory Runway Holding Position Sign is elevated with white numbers/letters on red background and collocated to the surface painted hold position marking.

c. Runway Guard Lights - Elevated; installed at all runway intersections, Elevated Runway Guard Lights are a pair of alternating flash (wig-wag) yellow lights, installed on both sides of a Taxiway, co-located with Runway hold position markings to alert pilots and users to the presence of a Runway, assisting in the prevention of Runway incursions.

d. Runway Guard Lights - In-pavement; Installed at all Runway intersections, except the intersection of Taxiway P south of Runway 26R/08L, in-pavement Runway Guard Lights are an array of alternately flashing yellow lights installed across the entire Taxiway, co-located with a Runway holding position marking. In-pavement Runway Guard Lights alert pilots and Airport users to the presence of a Runway, assisting in prevention of Runway incursions.

e. Enhanced Taxiway Centerline Markings; Installed at all Runway intersections, Enhanced Taxiway Centerline Markings are surface painted markings which have dashed yellow lines on each side of a solid yellow Taxiway centerline installed at all Taxiways preceding all Runway holding markings, signs and guard lights, which alert pilots and Airport users that they are approaching a Runway entrance.

f. Holding Position Sign and Markings for ILS Critical Area/POFZ Boundary; Installed on the west end of Taxiway N to indicate the aircraft holding positions for Runway 08L ILS critical area. The elevated lighted signs are white letters on a red background and collocated to the surface painted ILS boundary markings.

2.13 Controlling Region; Refers to the FAA geographic region in which the airport is located. ONT is located in the FAA Western-Pacific Region.

2.14 Geographic Position Markings; Not installed at ONT, Geographic Position Markings are pavement markings used to identify the location of aircraft or vehicles during low visibility conditions.

2.15 Instrument Landing System (ILS); A system of FAA installed maintained and monitored Radio Navigational Aids used by ATC and aircraft to assist pilots on approach to the Airport in low visibility and instrument metrological conditions. ONT is approved to accept ILS Category IIIb instrument approaches by appropriately equipped aircraft, operated by properly trained pilots, as regulated by the FAA.

2.16 Low Visibility Operations; The movement of aircraft or vehicles on airfield dedicated paved surfaces when Runway Visual Range (RVR) values and visibility conditions are reported to be 1,200 feet or below.

2.17 Runway Status Lights; Not installed at ONT, Runway Status Lights consist of in-pavement red light fixtures located at Runway holding position markings, and ILS critical area holding position markings. Runway status lights may be automated or controllable by ATC and integrated for use with in-pavement (green) Taxiway centerline lead-on line lights at locations where aircraft will enter or cross a Runway.

2.18 Runway Visual Range (RVR); a value, in feet, of horizontal visibility measured parallel a Runway centerline. RVR values are measured at three (3) locations along the length of a Runway: Touchdown, Midfield, and Rollout. ONT RVR measuring equipment is installed, maintained and monitored by the FAA.

2.19 Low-Visibility Operations/Surface Movement Guidance and Control System (LVO/SMGCS) Plan; An LVO/SMGCS plan consists of and provides for guidance and control or regulation of all aircraft, ground vehicles, and personnel on the movement area of an aerodrome. Guidance relates to facilities, information and advice necessary to enable pilots of aircraft, and drivers of ground vehicles, to find their way on the aerodrome in low visibility conditions; to keep aircraft and/or vehicles on surfaces or areas intended for their specific use. Control or regulation means the measures necessary to prevent collision and to ensure the safe and efficient flow of aircraft and ground vehicle movement.

2.20 Surface Painted Direction Marking; Not installed at ONT, Surface Painted Direction Markings are usually installed where Taxiway direction signs cannot be installed, or where Taxiway direction information is needed to enhance Taxiway intersections.

2.21 Surface Painted Location Marking; Not installed at ONT, Surface Painted Location Markings are usually installed where Taxiway location signs cannot be installed, or where Taxiway location information is needed to enhance a Taxiway location.

2.22 Taxiway Centerline Lights; Taxiway centerline lights are a series of in-pavement green lights which lead aircraft to/from active runway environments in low-visibility operations. All major parallel Taxiways, and most connector Taxiways, at ONT are equipped with in-pavement Taxiway centerline lighting systems.

2.23 Taxi Route; A specific sequence of lighted Taxiways used by aircraft during low visibility operations.

3.0 FACILITIES, SERVICES AND EQUIPMENT:

3.1 **Runways**; ONT has two (2) east-west parallel Runways used individually, or in combination, for takeoff and landing of aircraft.

All Runways are useable for takeoffs down to 500 feet RVR equipped with Runway Visual Range (RVR), High Intensity Runway Edge Lighting (HIRL), and Runway Centerline Lighting (CL).

a. Runway 26L is available for landings down to 600 feet RVR; marked as a Precision Instrument Runway (PIR) with 10,200 feet Takeoff Runway Distance Available (TODA) and Landing Distance Available (LDA), Runway 26L is approved to accept Category-IIIb Instrument Landing System (ILS) approaches, and is equipped with RVR, ALSF-2 Approach Lighting System (ALS) with Sequenced Flasher (SF), and Precision Approach Path Indicator (PAPI) lights. Runway 26L lighting includes: HIRL, CL, Touchdown Zone Lights (TDZL), and rapid exit Taxiway centerline lighting.

b. Runway 26R is available for landings down to 2400 feet RVR; marked as a PIR with 12,200 feet TODA and LDA, Runway 26R is approved to accept ILS Category-I approaches, and is equipped with RVR, Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALS-R), and PAPI. Runway 26R lighting includes: HIRL, CL and rapid exit Taxiway centerline lights.

c. Runway 08L is available for landings down to 1800 feet RVR; is marked as PIR with 12,200 feet TODA and 11,203 feet LDA (displaced threshold of 997 feet), is approved to accept ILS Category-I approaches; and, is equipped with RVR and MALS-R and PAPI. Runway 08L lighting includes: HIRL, TDZL, CL and rapid exit Taxiway centerline lights.

d. Runway 08R is a visual approach Runway available for landing down to 5000 RVR, marked as a PIR with 10,200 feet TODA and LDA. Equipped with RVR and a PAPI, Runway 08R lighting includes: HIRL, CL and rapid exit Taxiway centerline lights.

3.2 **Taxiway Lighting**; Continuous green Taxiway centerline lights extend from all Runway rapid exit Taxiways and Runway end entrances. Continuous green Taxiway centerline lights and blue Taxiway edge lights also extend the full length of parallel Taxiways S and N and on Taxiways W and Y and, at all Taxiways which intersect Runways. Taxiway G and Taxiway N-1, do not meet FAA Advisory Circular AC120-57A lighting requirements for use as low visibility taxi routes; during low visibility conditions aircraft taxiing on these Taxiways require escort by Airside Operations.

3.3 **Runway Guard Lights**; Elevated and in-pavement Runway Guard Lights are located at Runway access points and are illuminated at all times to prevent Runway incursions. (Please note there are no in-pavement Runway Guard Lights installed on Taxiway P south of Runway 26R/08L)

3.4 **Runway Status Lights**; Not installed at ONT, see Section 2.17.

3.5 **Taxiway Guidance Signing and Marking Inspections**; Taxiway guidance signage and marking are inspected routinely as part of the Airside Operations airport self-inspection program. Electronic monitoring is provided for all signs and lights associated with low visibility taxi routes. This monitoring alerts FAA ONT ATCT whenever the lighting system is inoperative.

3.6 **Non-movement Area Control**; The Airport administers control of the AOA non-movement areas on all aircraft aprons, cargo ramps, aircraft parking positions and passenger terminal gates. Airport tenants control some AOA non-movement areas, Fixed Base Operators (FBO), as designated by airport leaseholds or private property. Appropriate movement and non-movement boundary area markings are installed at all aircraft apron boundaries.

3.7 **Surface Movement Surveillance**; Airport Surface Detection Equipment Radar Equipment (ASDE-X) is not installed at ONT.

3.8 **Aircraft Escort (Follow-me) Service**; Upon PIC or ATCT request, ONT Airside Operations will provide aircraft escort “follow-me” service to any requesting pilot/flight crew. However, aircraft escorts are subject to Airside Operations availability based on operational priorities.

3.9 **<u>Aircraft Parking and Passenger Boarding Bridge (PBB) Docking</u>**; The air carrier (airline), Pilot in Command (PIC), and/or airline service company, are responsible for aircraft within their control; when maneuvering on ONT aircraft parking positions and passenger terminal gates. Operation and docking of ONT PBB(s) to aircraft is the responsibility of the air carrier or aircraft service company operating the PBB. Airside Operations may escort aircraft to the movement area boundary of an aircraft parking position; however, air carriers and/or airline service companies shall assume control of aircraft parking operations when the PIC exits the AMA.

4.0 AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF):

4.1 **<u>ARFF Response</u>**; OFD Station 10 facilities are located south of the mid- point of Runway 26L/08R, south of Taxiway S. OFD Station 10 response times shall comply with FAA 14 CFR Part 139, as certificated. During low visibility operations, required ARFF apparatus and personnel continuously monitor operations, on stand-by ready, at OFD Station 10. ONT Airside Operations is responsible for notifying the OFD Station 10 Captain that current weather conditions have activated the ONT LVO/SMGCS Plan.

4.2 **<u>Emergency ARFF response when RVR values are 1,200 feet and below</u>**;

a. OFD Station 10 Captain(s) will place personnel on standby alert status when notified of LVO/SMGCS Plan activation.

b. OFD Station 10 personnel must receive a clearance from ONT ATCT personnel prior to entering any aircraft movement area and notify ONT ATCT when all ARFF vehicles have cleared movement areas.

c. OFD Station 10 personnel will also notify ONT ATCT on appropriate ONT ATCT frequencies when performing tactical operations on non- movement areas; and, when tactical operations have ceased and all ARFF apparatus are clear of those areas.

d. OFD Station 10 personnel will notify Airside Operations of all activity requiring access to the AMA and when all ARFF equipment is clear of aircraft movement areas.

e. OFD Station 10 personnel will become familiar with the low visibility taxi routes described in Exhibit ‘A’ - Published LVO/SMGCS Taxi Routes.

4.3 **ARFF Low Visibility Training**; OFD Station 10 conducts recurrent AMA intersection identification and familiarization for its personnel on a regular basis to ensure OFD Station 10 effectiveness and safety. OFD Station 10 training is also accomplished during disaster drill exercises as required by 14 CFR Part 139.325.

5.0 GROUND VEHICLE CONTROL:

5.1 **Ground Vehicle Access**; Vehicle access onto the airfield is controlled by a system of perimeter fencing, gates and restricted area access control through an individual security photo identification badge system. Mandatory vehicle markings and placards (company logos) are required to identify all vehicles in ONT Air Operations Areas (AOA). Non-permitted vehicles (vendors, and tenant contractors) must be tenant escorted, as individually approved by ONT Airside Operations. ONT Airport Police and Airside Operations personnel have authority over all vehicles operated on the AOA; and, may have any unauthorized vehicle or equipment, deemed unsafe and removed from the AOA.

5.2 **Ground Vehicle Roadways**; Except for the necessary movement on exclusive lease areas, vehicles on the ONT AOA operate within a clearly marked system of vehicle roadways, access lanes, aircraft aprons and cargo ramps. Service roads are identified by solid white edge lines and a dashed white line used as centerline divider. Where a service road intersects a Taxiway, a solid white stop line is provided across the vehicle lane at a point that assures adequate clearance from taxiing aircraft. Standard “Stop” signs are installed in line with the surface painted white stop line, on the right side of the road, at each entrance. Dashed white/black “Zipper Lines” are installed across certain Taxiways where additional driver reference is needed during low-visibility conditions.

5.3 **AMA Driver Training**: All ONT AOA drivers must be certified as having at least 8 hours practical (on-the-job) training provided by their individual employer, tenant, FBO, or tenant contractor. After completion of 8 hours of driver training, all drivers must complete an AMA Driver Training class inclusive of LVO/SMGCS procedures for vehicle operations during low visibility conditions are 1200 RVR or below as validated by ONT Airside Operations. All drivers must successfully complete the class and pass the driver training exam. All drivers shall complete this training, every 12 months, and or upon renewing their Ontario Airport Security Photo Identification Badge.

5.4 **Access Restrictions**: Vehicles operated by Airside Operations and FAA Facility Maintenance personnel may with proper training, and with

prior approval from ONT ATCT, access ONT AMA when displaying proper security photo identification badge(s) in vehicles equipped with 2-way VHF radio and lighting equipment.

5.5 All other access to the AMA will be coordinated and approved by ONT Airside Operations. During low visibility conditions (1200 RVR and below), no vehicles are permitted in the AMA that are not in direct support of the LVO/SMGCS Plan.

5.6 **Construction**; ONT will obtain prior FAA approval for any temporary alternatives/changes to the ONT LVO/SMGCS Plan or taxi routes affected by AMA construction in accordance with FAA Order 8000.94, Paragraph 11b. Prior to implementation of the LVO/SMGCS Plan, Airside Operations will stop all construction activity and/or other specialized activity on the airfield that could interfere with aircraft movement.

6.0 AIR TRAFFIC CONTROL PROCEDURES:

6.1 **Background and Operating Concept**; The ONT LVO/SMGCS plan provides guidance and control of aircraft between aircraft apron and cargo ramp boundaries, Taxiways, and Runways, in a safe and efficient manner during low visibility conditions. The coordinated efforts of ONT FAA ATCT and Airside Operations focus on assuring the safe movement of aircraft to avoid inadvertent or unauthorized entry onto the AMA.

When any one portion of the Airfield is in a low visibility condition; i.e., visibility (RVR) values are 1200 feet and below, the entire Airfield is Low Visibility conditions and LVO/SMGCS procedures and restrictions are in effect.

The concept for accomplishing these objectives is to use the Runways in a westerly flow direction only. The principal arrival Runway is Runway 26L while both Runways may be used for departures.

6.2 **Visibility Reporting**; ONT ATCT personnel will coordinate with Airside Operations when lowering ceiling and visibility conditions indicate RVR values of 1,200 feet are imminent and LVO/SMGCS procedures will go into effect. Airside Operations shall notify all ONT airlines, airline service companies, and GJC, by telephone or other communications. Individual airlines will be responsible for notifying their staff and service companies, or vendors, not notified by Airside Operations, that the LVO/SMGCS plan is in effect. ONT ATCT will coordinate with Airside Operations prior to implementation of LVO/SMGCS procedures, for a visual inspection of all in-pavement Runway Guard Lights, Elevated Runway Guard Lights, Runway and Taxiway centerline and edge

lights and internally illuminated signs for their operational status.

Airside Operations shall report the operational condition of each lighting system and signs to ONT ATCT personnel every two hours until RVR values exceed 4,000 feet.

These procedures shall be terminated by ONT ATCT when no longer deemed necessary due to then prevailing weather conditions. ONT ATCT will also advise ONT Airside Operations when the LVO/SMGCS Plan is no longer required. ONT Airside Operations will advise airport tenants and other organizations noted above that the LVO/SMGCS Plan is no longer in effect. Airlines will make appropriate internal notifications when the LVO/SMGCS Plan has been terminated.

6.3 **Departures**; Each airline or aircraft operator is responsible for positioning their aircraft at the AMA boundary prior to taxi. This may be accomplished with a tug, signalman, follow-me escort vehicles, or other appropriate means, including unassisted taxi, when visibilities on aircraft aprons or cargo ramps permit.

Aircraft established at the movement area boundary, shall contact ONT ATCT ground control for taxi instructions. ONT ATCT may provide RVR readings to pilots prior to taxiing in the movement area.

When RVR values are 1,200 feet and below, all Taxiway lighting shall be illuminated.

FAA Air Traffic Controller(s) may use pilot position reports to monitor aircraft position prior to an aircraft entering an aircraft movement area.

FAA Air Traffic Controller(s) provide taxi instructions and traffic advisories appropriate to the route. The north parallel Taxiway, Taxiway N, is available for use by arrival and departure traffic from Runway 26R and Runway 26L.

The south parallel Taxiway, Taxiway S, is available for use by arrival and departure traffic to and from Runway 26L and Runway 26R with the exception of United Parcel Service (UPS) aircraft. All UPS aircraft will use Taxiway Y, Taxiway W, or Taxiway S5 for departures on Runway 26L and Runway 26R.

6.4 **Departure Routings**: Aircraft routings for departures will vary depending on the initial location of the aircraft. Aircraft must have ATC clearance prior to entering aircraft movement areas.

Aircraft already operating in an aircraft movement area when visibility drops below 500 feet RVR may continue taxi to the aircraft starting point, a designated holding point, or the assigned departure Runway per LVO/SMGCS plan taxi routes herein with ONT Airside Operations "follow-me" escort to all aircraft.

a. Runway 26R departures; When RVR values are 1200 feet, down to and including 500 feet:

(1) Aircraft departing on Runway 26R from Terminal 2 proceed on Taxiway N -1 eastbound, or westbound, and continue south on Taxiway P or Taxiway R to Taxiway N. Aircraft proceed east on Taxiway N to Runway 26R.

(2) Aircraft departing on Runway 26R from Terminal 4 precede Taxiway N-1 eastbound or westbound, and continue south on Taxiway U or Taxiway W, to Taxiway N. Aircraft proceed east on Taxiway N to Runway 26R.

(3) Aircraft departing on Runway 26R from the Federal Express (FedEx) ramp, proceed on Taxilane A to either Taxiway B or Taxiway C south to Taxiway N. Aircraft proceed east on Taxiway N to Runway 26R.

(4) Aircraft departing on Runway 26R from the International Arrivals Terminal (FIS) or Terminal 1 require Airside Operations escort from Taxiway G, to join Taxiway N. Airside Operations shall terminate the aircraft escort with ATCT after the aircraft has established Taxiway N. Aircraft proceed east on Taxiway N to Runway 26R.

(5) Aircraft departing on Runway 26R from the United Parcel Service (UPS) ramp, proceed north on taxilanes Y1, Y2, or Y3 to Taxiway Y and hold short of the surface painted aircraft movement boundary marking for ONT ATCT direction to cross Runway 26L for departure sequencing from Runway 26R.

(6) Aircraft departing on Runway 26R from the 600 series aircraft parking pads, the 700 series aircraft parking pads, and Guardian Jet Center (GJC) east and west general aviation ramps, proceed north on Taxilane S1, Taxiway F, Taxilane S4, Taxiway P to Taxiway S east to Taxiway W

and hold short of Runway 26L for ONT ATCT direction to cross Runway 26L for departure sequencing from Runway 26R.

b. Runway 26L departures; When RVR values are 1200 feet, down to and including 500 feet:

(1) Aircraft departing on Runway 26L from the 600 series aircraft parking pads, the 700 series aircraft parking pads, and GJC east and west general aviation ramps; proceed north on Taxilane S1, Taxiway F, Taxilane S4, or Taxiway P, to Taxiway S. Aircraft proceed east on Taxiway S. Aircraft hold short of Taxiway W for ONT ATCT departure sequencing from Runway 26L.

(2) Aircraft departing on Runway 26L from UPS cargo ramp proceed north on Taxilanes Y1, Y2, or Y3 to Taxiway Y and hold short of the surface painted aircraft movement boundary marking for ONT ATCT departure sequencing from Runway 26L.

(3) Aircraft departing on Runway 26L from Terminal 2 proceed on Taxiway N-1 eastbound, or westbound, and continue south on Taxiway P or Taxiway R to Taxiway N. Aircraft proceed east on Taxiway N and hold short of Runway 26R on Taxiway W for ONT ATCT direction to cross Runway 26R for departure sequencing from Runway 26L.

(4) Aircraft departing on Runway 26L from Terminal 4 proceed on Taxiway N-1 eastbound or westbound, and continue south on Taxiway U or Taxiway W, to Taxiway N. Aircraft proceed east on Taxiway N and hold short of Runway 26R on Taxiway W for ONT ATCT direction to cross Runway 26R for departure sequencing from Runway 26L.

(5) Aircraft departing on Runway 26L from the FedEx ramp proceed on Taxilane A to either Taxiway B or Taxiway C south to Taxiway N. Aircraft proceed east on Taxiway N and hold short of Runway 26R on Taxiway W for ONT ATCT direction to cross Runway 26R for departure sequencing on Runway 26L

(6) Aircraft departing on Runway 26L from the International Arrivals Terminal (FIS) or Terminal 1 require Airside Operations escort from Taxiway G, to join Taxiway N. Airside Operations shall terminate the aircraft escort with ATCT after the aircraft has been established on Taxiway N.

(7) Aircraft proceed east on Taxiway N and hold short of Runway 26R on Taxiway W for ONT ATCT direction to cross Runway 26R for departure sequencing from Runway 26L.

c. Runway 08L departures; When RVR values are 1200 feet, down to and including 500 feet:

(1) Aircraft departing on Runway 08L from Terminal 2 proceed west or east on Taxiway N-1 and turn south on Taxiway R or Taxiway P to Taxiway N. Aircraft proceed west on Taxiway N and hold short of Runway 08L for departure sequencing by ONT ATCT.

(2) Aircraft departing on Runway 08L from Terminal 4 proceed west or east on Taxilane N-1 and turn south on Taxiway V or Taxiway U to Taxiway N. Aircraft proceed west on Taxiway N and hold short of Runway 08L for departure sequencing by ONT ATCT.

(3) Aircraft departing on Runway 08L from the FedEx ramp proceed on Taxilane A to either Taxiway B or Taxiway C then south to Taxiway N and hold short of Runway 08L for departure sequencing by ONT ATCT.

(4) Aircraft departing on Runway 08L from the International Arrivals Terminal (FIS), or Terminal, 1 require Airside Operations escort from Taxiway G to join Taxiway N. Airside Operations shall terminate the aircraft escort with ATCT after the aircraft has established Taxiway N. Aircraft proceed west on Taxiway N and hold short of Runway 08L for departure sequencing by ONT ATCT.

(5) Aircraft departing on Runway 08L from the 600 series aircraft parking pads, 700 series aircraft parking pads, and GJC east and west general aviation ramps, proceed north on Taxilane S1, Taxiway F, Taxilane S4 or Taxiway P, proceed west on Taxiway S, hold short of Runway 08R. Upon ONT ATCT clearance, aircraft to cross Runway 08R

and Runway 08L to Taxiway N. Aircraft proceed west on Taxiway N and hold short of Runway 08L for departure sequencing by ONT ATCT.

(6) Aircraft departing on Runway 08L from UPS cargo ramp proceed north on Taxilanes Y1, Y2, or Y3, to Taxiway Y, then to Taxiway W or Taxiway S5 and hold short of Taxiway S. Upon ONT ATCT direction, aircraft proceed west on Taxiway S and hold short of Runway 08R for ONT ATCT clearance to cross Runway 08R and Runway 08L to Taxiway N. Aircraft proceed west on Taxiway N and hold short of Runway 08L for departure sequencing by ONT ATCT.

d. Runway 08R departures; When RVR values are less than 1200 feet, down to and including 500 feet:

(1) Aircraft departing Runway 08R from 600 series aircraft parking pads, 700 series aircraft parking pads, and GJC east and west general aviation ramps; proceed north on Taxilane S1, Taxiway F, Taxilane S4, or Taxiway P, to Taxiway S. Aircraft proceed west on Taxiway S and hold short of Runway 08R for departure sequencing by ONT ATCT.

(2) Aircraft departing Runway 08R from UPS cargo ramp proceed north on Taxilanes Y1, Y2, or Y3 to Taxiway Y, then to Taxiway W or Taxiway S5 and hold short of Taxiway S for ONT ATCT departure sequencing on Runway 08R.

6.5 **Arrivals**; When RVR values are 1,200 feet and below, all Taxiway lighting will be illuminated. All arrivals shall use Runway 26L, with ATC approved ILS CAT-III approaches certified to 600 RVR. Taxiway's S and N are primary arrival parallel Taxiways. ONT ATCT may ask arriving aircraft to report "clear" of the Runway or ILS critical area.

Aircraft already operating in the movement area when visibility drops below 500 feet RVR may continue taxi to the aircraft starting point, a designated holding point, or the assigned departure Runway per LVO/SMGCS plan taxi routes herein with ONT Airside Operations "follow-me" escort to all aircraft.

a. Runway 26L arrivals; When RVR values are 1200 feet, down to and including 600 feet:

(1) In general, aircraft arriving on Runway 26L exit Taxiway K to the north side or Taxiway F to the south side, as appropriate. If aircraft are unable to exit the Runway using the above Taxiways, aircraft are to continue roll out to the end of the Runway to exit on Taxiway D for north side parking and Taxiway S for south side parking.

(2) Aircraft arriving Runway 26L for Passenger Terminal 2; exit the Runway at Taxiway K or Taxiway D to the north, hold short of Runway 26R until cleared by ONT ATCT to cross Runway 26R; clearing Runway 26R proceed east on Taxiway N to Taxiway P or Taxiway R, turn north on to Taxiway N1 to the assigned gate location.

(3) Aircraft arriving on Runway 26L for Passenger Terminal 4; exit the Runway at Taxiway K or Taxiway D to the north, hold short of Runway 26R until cleared by ONT ATCT to cross Runway 26R; clearing Runway 26R, proceed east on Taxiway N to Taxiway U or Taxiway V north, turn on to Taxiway N1 to the assigned gate location.

(4) Aircraft arriving on Runway 26L for the FedEx ramp exit Runway 26L at Taxiway K or Taxiway D to the north, hold short of Runway 26R until cleared by ONT ATCT to cross Runway 26R. Upon clearing Runway 26R proceed west on Taxiway N to either Taxiway C or Taxiway B to the assigned aircraft gate location.

(5) Aircraft arriving on Runway 26L for the International Arrival Terminal (FIS) or Terminal 1 aircraft parking positions; exit the runway at Taxiway K or Taxiway D to the north, hold short of Runway 26R until cleared by ATCT to cross Runway 26R; clearing Runway 26R proceed east on Taxiway N for Airside Operations escort onto Taxiway G. Airside Operations will terminate all aircraft escorts upon aircraft entering the assigned gate.

(6) Aircraft arriving on Runway 26L for the 600 series aircraft parking pads, the 700 series aircraft parking pads, or GJC both east or west general aviation ramp; exits Runway 26L at Taxiway F or Taxiway D to the south. Aircraft arriving for the 700 series aircraft parking pads, or GJC west general aviation ramp, proceed west or east on Taxiway S to Taxiway F or Taxilane way S1 south, as

appropriate. Aircraft arriving GJC east general aviation ramp, or the 600 series aircraft parking pads, proceed east on Taxiway S, turn south on Taxilane S4, or Taxiway P.

(7) Aircraft arriving Runway 26L for the UPS cargo ramp exit Runway 26L at Taxiway P, Taxiway F or Taxiway D to the south, proceed east on Taxiway S to Taxiway S5 or Taxiway W south. Aircraft must contact UPS ramp control on 131.325 MHz for UPS ramp parking assignment prior to entering Taxiway S5 or Taxiway W south of Taxiway S; proceed via Taxiway Y to Taxilanes Y1, Y2, or Y3, as appropriate. Taxiway Y and Taxilanes Y1. Y2, and Y3 south of Taxiway S and Taxiway W, are aircraft non-movement areas.

(8) Aircraft shall not be cleared to land while an aircraft is on or crossing the arrival Runway; and, aircraft shall not be cleared to cross or taxi onto a Runway on which an aircraft has been cleared to land.

6.6 **Aircraft Operations when RVR values are below 500 feet**; Air carriers are not permitted to enter ONT AMA when RVR values are below 500 feet. However, air carrier operators already operating in the AMA when visibility drops below 500 feet RVR may continue taxi to the aircraft starting point, a designated holding point, or the assigned departure Runway, per LVO/SMCGS plan taxi routes with ONT Airside Operations “follow- me” escort available to all aircraft.

6.7 **Aircraft Maintenance - High Power Aircraft Engine Run (run-up)**; Aircraft maintenance high power engine runs (run-up) are not permitted whenever ONT Airport Terminal Information Service (ATIS) reported visibility is less than 2 miles, and/or ceilings are less than 800 feet.

7.0 AIRCRAFT OPERATOR PROCEDURES DURING LOW VISIBILITY CONDITIONS:

7.1 **General**; A PIC conducting low visibility aircraft operations is required to have a current, FAA approved, ONT low visibility taxi route chart. Low visibility taxi routes are available on appropriate NOS, Jeppesen, and LIDO published charts. See Exhibit ‘A’

7.2 **When RVR values are at or above 500 feet RVR. Departures**:

Departures: All aircraft must have an FAA ATCT clearance prior

to entering any AMA. Departing aircraft will follow company LVO/SMGCS procedures for pushback and engine start prior to entering any aircraft movement area. PIC should request push back and taxi assistance from qualified airline ground service companies; including aircraft marshals, wing walkers and ground safety personnel, or other appropriate means set out in the airline's operating procedures to assist aircraft positioning for entry into aircraft movement areas. ONT Airside Operations "follow me" escort is available to all aircraft under tow for departure or relocation to an adjacent aircraft gate on Taxiway N-1.

7.3 **When RVR values are at or above 600 feet RVR. Arrivals**;

a. Arrivals: Arriving aircraft will follow company LVO/SMGCS procedures for taxi to aircraft parking positions, passenger terminal gates, and cargo ramps, as appropriate. Aircraft leaving ONT AMA are considered under the control of individual air carriers providing aircraft docking from qualified aircraft marshals, wing walkers, and ground safety personnel, or other appropriate means set out in the airline's operating procedures to assist aircraft parking.

b. Taxi routing: See section 6.04 and 6.05 as above, herein this LVO/SMGCS Plan.

7.03 **When RVR values are below 500 feet:** Air carriers are not permitted to enter ONT AMA when RVR values are below 500 feet. Air carrier operators already operating in the AMA when visibility drops below 500 feet RVR may continue taxi to the aircraft starting point, a designated holding point, or the assigned departure Runway with ONT Airside Operations "follow-me" escort available to all aircraft.

8.0 AIRSIDE OPERATIONS PROCEDURES DURING LOW VISIBILITY OPERATIONS:

8.1 **When RVR values are 1200 feet and below**;

a. Airside Operations will notify OFD Station 10 when ATCT personnel activate/discontinue LVO/SMGCS Plan. OFD Station 10 personnel shall be on alert status while LVO/SMGCS Plan is in effect.

b. Airside Operations will notify, or cause to make notifications to, air carriers and airport tenants regarding LVO/SMGCS conditions.

c. Upon PIC or ONT ATCT request, ONT Airside Operations will provide aircraft escort "follow-me" service to any requesting pilot/flight crew. However, aircraft escorts are subject to Airside Operations availability based upon then current operational priorities.

d. All Airside Operations personnel are trained in procedures necessary prior to conducting aircraft escorts in all weather conditions. Specific training guidelines are maintained in the Airside Operations office.

8.2 **When visibility is less than 500 feet**; Air carrier operations are not permitted when RVR values are less than 500 feet. However, aircraft already operating in an AMA when visibility drops below 500 feet RVR may continue taxi to the aircraft starting point, a designated holding point, or the assigned departure Runway per LVO/SMGCS plan taxi routes herein.

8.3 Upon ONT ATCT or PIC request, ONT Airside Operations will provide "follow-me" escort services to the requesting pilot/flight crew aircraft.

8.4 **Aircraft Maintenance - High Power Aircraft Engine Run (run-up)**; Aircraft maintenance high power engine runs (run-up) are not permitted whenever ONT Airport Terminal Information Service (ATIS) reported visibility is less than 2 miles, and/or ceilings are less than 800 feet.

9.0 LVO/SMGCS PLAN RESPONSIBILITIES:

9.1 **Airport Operator**;

a. Serve as the point of contact for the LVO/SMGCS plan, hold meetings of the LVO/SMGCS Working Group and maintain documentation of proceedings.

b. Coordinate a review of the LVO/SMGCS plan and airport activities on at least an annual basis, and amend, publish, and distribute the initial and revised LVO/SMGCS plan.

c. Monitor adherence to the sections of the LVO/SMGCS plan under Airport control and take action to correct deficiencies.

d. Conduct inspections, report failures and provide maintenance of lighting aids associated with the LVO/SMGCS plan.

9.2 **Airport Traffic Control Tower**;

a. Initiate or terminate LVO/SMGCS procedures specified herein, Paragraph 6.0 - AIR TRAFFIC CONTROL PROCEDURES.

b. Coordinate with Airside Operations Department prior to implement the LVO/SMGCS Plan.

c. Provide directional assistance to OFD Station 10 units and other emergency equipment responding during an emergency in low visibility conditions.

d. Monitor and control aircraft and vehicles in movement areas.

e. Develop and coordinate the Low Visibility Taxi Routes charts with FAA Airport Safety Certification Division, FAA Flight Standards Division, and FAA Air Traffic Division, within the FAA Western-Pacific Region.

9.3 **Airport Tenants**;

a. Participate in the LVO/SMGCS Working Group and disseminate low visibility procedures to company employees.

b. Train personnel in low visibility procedures.

c. Enforce LVO/SMGCS plan driving procedures on the AOA.

d. Assure adherence to all sections of the LVO/SMGCS plan that are under airport tenant control and take action to correct deficiencies.

10.0 PLAN MILESTONES:

10.1 **Near Term LVO/SMGCS Plan**; Continue periodic meetings of the LVO/SMGCS working group. Make changes to the LVO/SMGCS Plan as necessary.

10.2 **Long Term LVO/SMGCS Plan**; Continue to meet FAA mandates regarding LVO/SMGCS Plan and update any necessary lighting and markings required by future FAA publications.

11.0 DISTRIBUTION LIST:

FAA ONT Airport Traffic Control Tower Manager
FAA Airports Western-Pacific Region
FAA Flight Standards Division Western-Pacific Region
ONT Airline Station Managers
ONT Airline Chief Pilots
ONT Fixed Based Operators
ONT Aircraft Handling Companies
ONT Aircraft Refueling Companies
ONT Airline Caterers
ONT Airport Management
ONT Airside Operations
OFD Station 10 Aircraft Rescue and Firefighting
OPD Airport Bureau

12.0 REVISION PAGE CONTROL:

Remove Page(s)	Dated	Insert Pages	Date
All	04/19/2007	All	06/01/2010
All	12/21/2012	All	01/30/2013
All	01/30/2013	All	04/01/2014
All	04/01/2014	All	12/18/2014
All	12/10/2018	All	12/10/2018
All	11/18/2019	All	11/18/2019
All	02/22/2021	All	02/22/2021
8,13,14,15,17,19	09/14/2021	8,13,14,15,17,19	09/14/2021

13.0 EXHIBIT 'A' - PUBLISHED AIRPORT LOW VISIBILITY CHARTS

KONT/ONT
ONTARIO INTL

RVR 1200 to 500

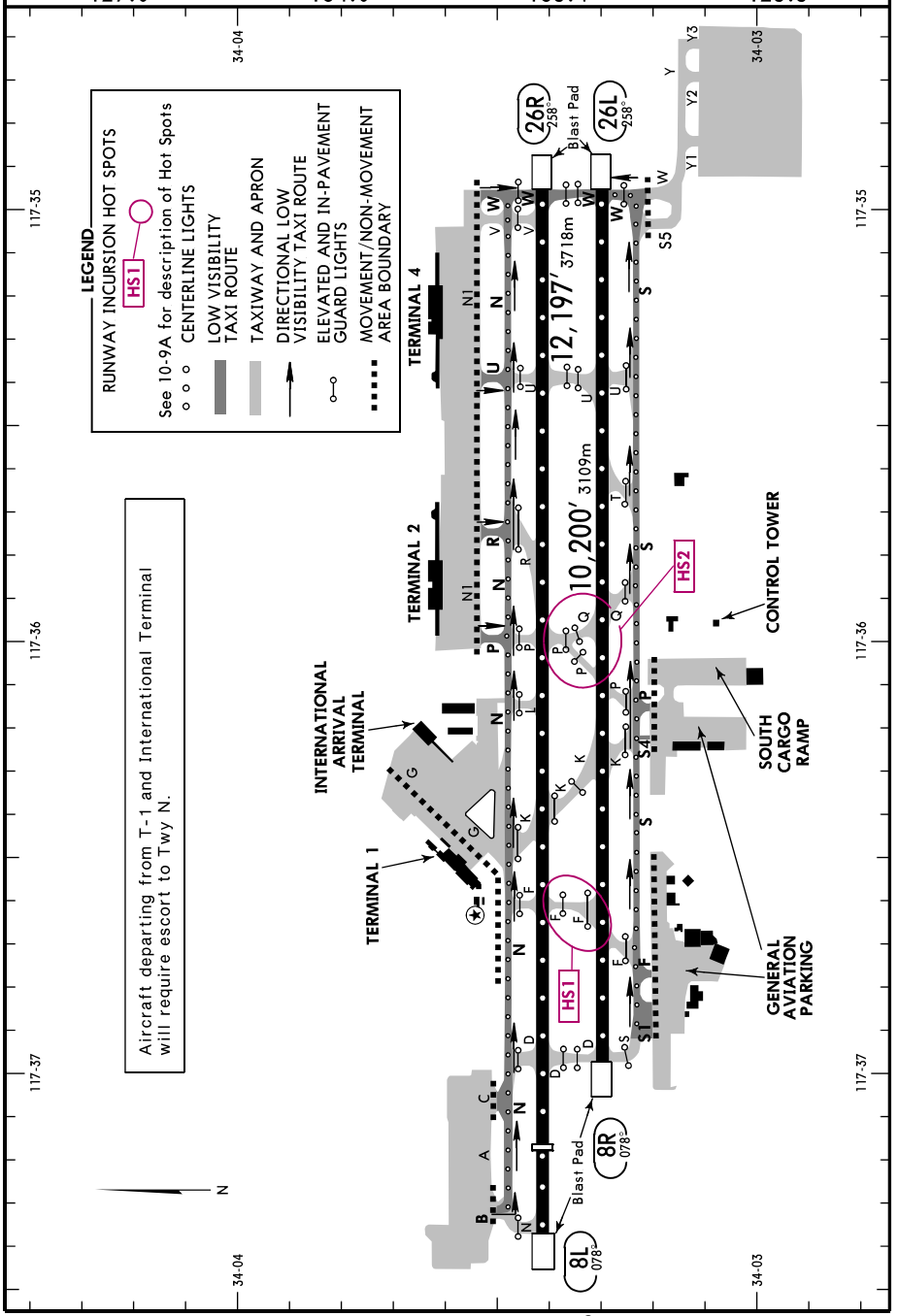
JEPPESEN
5 MAR 21 (10-9G)

SMGCS
ONTARIO, CALIF
LOW VISIBILITY TAXI ROUTES
RWY 26L/R DEPARTURES

D-ATIS	Data Comm ACARS: D-ATIS, PDC CPDLC: DCL	ONTARIO Clearance	Ground	Tower
124.25		118.1	121.9	120.6

SOCAL Departure (R)

North-Northeast	Northeast-South	South-Southwest	Southwest-North
127.0	134.0	135.4	125.5



CHANGES: Twy C low vis route, labels.

KONT/ONT
ONTARIO INTL

RVR 1200 to 500

JEPPESEN

5 MAR 21 (10-9F)

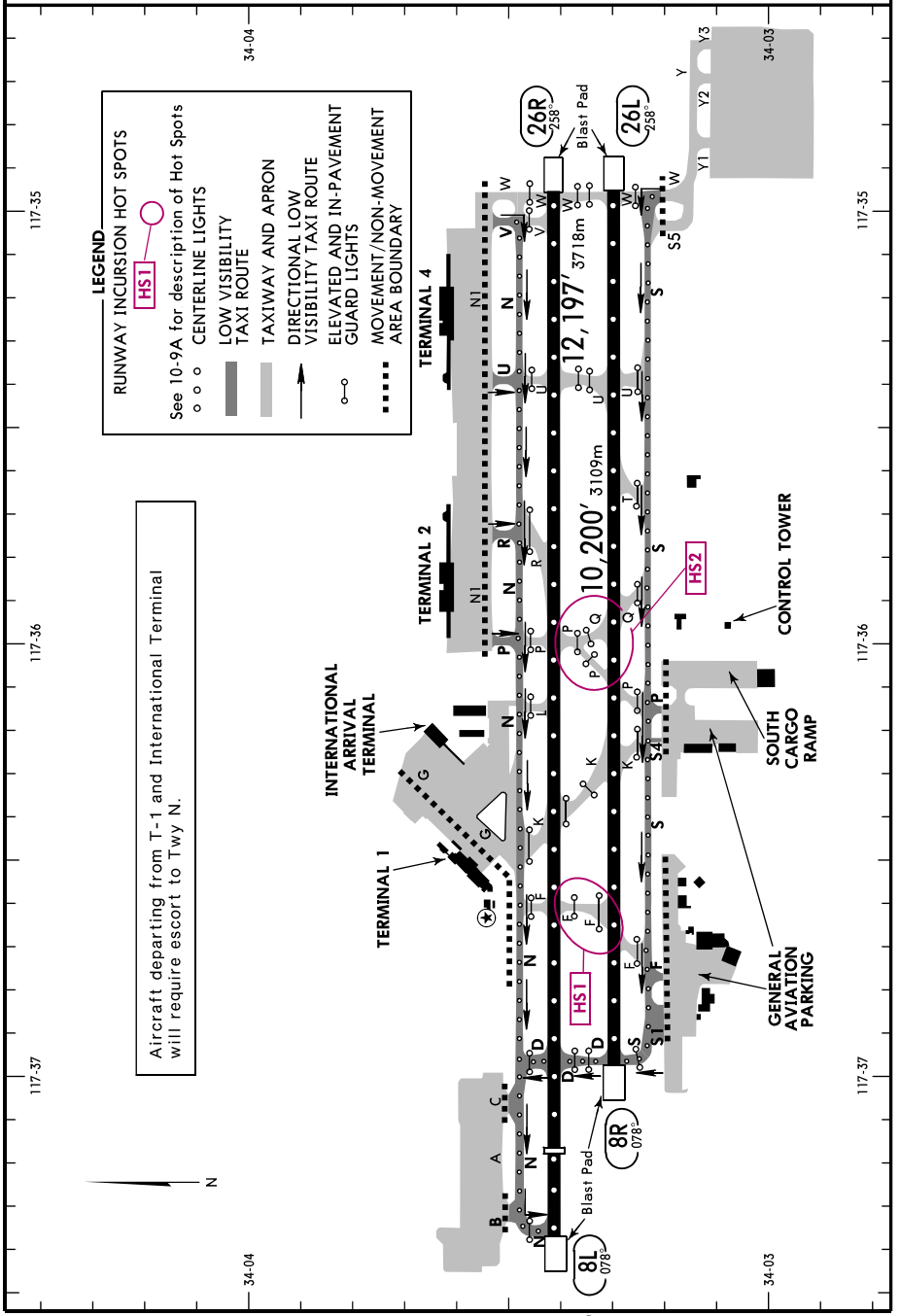
SMGCS

ONTARIO, CALIF
LOW VISIBILITY TAXI ROUTES
RWY 8L/R DEPARTURES

D-ATIS	Data Comm ACARS: D-ATIS, PDC CPDLC: DCL	ONTARIO Clearance	Ground	Tower
124.25		118.1	121.9	120.6

SOCAL Departure (R)

North-Northeast	Northeast-South	South-Southwest	Southwest-North
127.0	134.0	135.4	125.5



CHANGES: Twy C low vis route, labels.