

AIRFIELD OPERATIONS

32.A GENERAL

32.A.01 The following safety requirements shall be in addition to the airfield's safety requirements. When an airfield has safety requirements which differ from those of this section, the more stringent requirements shall prevail.

32.A.02 Prior to the performance of any work upon or around an airfield, the Government's Designated Authority shall be informed and provided a written description of work activities, work locations, work equipment and personnel requirements, and work schedules.

- a. The Government's Designated Authority shall also be informed, in writing, of any changes to this information.
- b. The Government's Designated Authority shall keep the airport operator informed so that Notice to Airmen can be issued to reflect hazardous conditions.

32.A.03 Unless a runway is closed by the airfield operator and properly marked, it shall not be used for purposes other than aircraft operation without permission of the Government's Designated Authority.

32.A.04 All paved surfaces, such as runways, taxiways, and hardstands, shall be kept clean at all times, particularly with regards to stones and other small objects which might damage aircraft propellers or jet aircraft.

32.A.05 When mobile equipment is not performing work on an airfield it shall be removed to a location(s) which is approved by the Government's Designated Authority and at a distance of at least 225 m (750 ft) (plus any additional distance necessary to ensure the safety of airfield operations) from the runway centerline

32.A.06 Excavations.

- a. An excavation shall not be opened unless there is material on hand and ready for placing in it.
- b. As soon as practicable after material has been placed and work approved, the excavation shall be backfilled and compacted; meanwhile, all hazardous conditions shall be identified as specified in this section.

32.A.07 Nothing shall be placed upon the landing areas without authorization of the Government's Designated Authority.

32.A.08 Effective control of vehicles required to enter or cross aircraft movement areas shall be maintained.

32.A.09 Those landing areas hazardous to aircraft shall be outlined (unless otherwise directed by the Government's Designated Authority).

- a. During daylight, areas shall be outlined with red flags spaced every 60 m (200 ft).
- b. During periods of darkness, areas shall be outlined with battery-operated low-intensity red flashing lights spaced every 60 m (200 ft).
- c. During dawn and dusk, and when weather conditions reduce visibility, areas shall be outlined with both red flags and battery-operated low-intensity red flashing lights spaced every 60 m (200 ft).

32.A.10 When work is to be performed at an airfield where flying is controlled, permission to enter a landing area shall be obtained from the control tower operator every time entry is required, unless the landing area has been closed by the airfield operator and marked as hazardous in accordance with 32.A.09a-c.

- a. All vehicles which operate in landing areas shall be identified by means of a red flag on a staff attached to, and flying above, the vehicle: the flag shall be 1 m (3 ft) square and consist of a checkered pattern of international orange and white squares of 0.3 m (1 ft) on each side.
- b. All other equipment and materials in the landing area shall be marked as specified in 32.A.09a-c.

32.A.11 When working in landing areas, work shall be performed so as to leave that portion of the landing area which is available to aircraft free from hazards, including holes, piles or material, and projecting shoulders that might damage an airplane tire.

32.A.12 Nothing shall be placed upon a safety precaution area without permission of the Government's Designated Authority.

32.A.13 All equipment and materials in a safety precaution area shall be marked as specified in 32.A.09a-c: if an object in a safety precaution area projects above the approach-departure clearance surface or above the transitional surface, the object shall be marked with a red light.

DEFINITIONS

Approach-departure clearance surface: an extension of the primary surface and the clear zone at each end of the runway, first along an inclined plane (glide angle) and then along a horizontal plane, both flaring symmetrically about the runway centerline extended.

Approach-departure clearance zone: the ground area under the approach-departure clearance surface.

Landing area: (1) the primary surfaces, comprising the surface of the runway, runway shoulders, and lateral safety zones, (2) the "clear zone" beyond the ends of each

runway (i.e., the extension of the primary surface), (3) all taxiways, and the lateral clearance zones along each side for the length of the taxiways), and (4) all aircraft parking aprons plus the area extending beyond each edge all around the aprons.

Safety precaution area: those portions of approach-departure clearance zones and transitional zones where placement of objects incident to contract performance might result in vertical projections at or above the approach-departure clearance, or the transitional surface.

Transitional surface: a sideways extension of all primary surfaces, clear zones, and approach-departure clearance surfaces along inclined planes.

Transitional zone: the ground area under the transitional surface (and adjoining the primary surface, clear zone, and approach-departure clearance zone).

APPENDIX A