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## SECTION 32

### Airfield and Aircraft 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 that differ from those of this Section, the more stringent requirements shall prevail.

32.A.02 Construction Safety and Phasing Plan (CSPP) and a Safety Plan Compliance Document (SPCD). Prior to the performance of any work upon or around an airfield, a CSPP and a SPCD will be prepared by a Competent Person (CP). The CSPP will follow the guidelines found in the most current edition of Federal Aviation Administration (FAA) Advisory Circular AC No: 150/5370-2F, Operational Safety on Airports During Construction.

a. The CSPP and SPCD shall be reviewed and accepted by the GDA. The GDA will ensure the airfield's appropriate FAA Regional or District Office is notified of the construction and will provide the FAA a copy of the CSPP and SPCD.

b. The Airfield Manager shall review and accept the CSPP and SPCD no later than 14 days prior to beginning work.

c. Ensure prompt submittal of a Notice of Proposed Construction or Alteration (FAA Form 7460-1) for conducting an aeronautical study of potential obstructions such as tall equipment (cranes, concrete pumps, etc.), stock piles, and haul routes. One form may be filed describing the entire construction area and maximum equipment height or a separate form can be filed for each potential obstruction. In the former case, a separate form must be filed for any object beyond or higher than the originally evaluated area/height.

d. The GDA and Airfield Manager shall be informed in writing of proposed revisions to the approved CSPP and SPCD.

e. The GDA shall keep the airport operator informed so that a Notice to Airmen (NOTAM) can be issued to reflect hazardous conditions or changes to the CSPP.

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 GDA.

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 that might damage aircraft propellers or jet aircraft. Sweeping operations shall be performed by truck mounted vacuum sweeper capable of regenerative air sweeping and water to minimize dust generation. When possible, magnetic bar assemblies should be attached to vehicles and used to pick up ferrous metal foreign object debris (FOB).

32.A.05 When mobile equipment is not actively being utilized to perform work on an airfield, it shall be removed to a location(s) that is approved by the GDA and at a minimum distance required by the GDA (plus any additional distance necessary to ensure the safety of airfield operations) from the runway centerline and outside the Runway Safety Area (RSA), the Obstacle Free Zone, and the Runway Object Free Area of active runways.

32.A.06 Excavations.

a. Open trenches or excavations are not permitted within the RSA while the runway is open or on the Taxiway Surface Area while the taxiway is open. If possible, backfill trenches before the runway or taxiway is opened. If the runway or taxiway must be opened before excavations are backfilled, cover the excavations appropriately. Covering for open trenches must be designed to allow the safe operation of the heaviest aircraft operating on the runway across the trench without damage to the aircraft.

b. Construction contractors must prominently mark open trenches and excavations at the construction site with red or orange flags, as approved by the airport operator, and light them with red lights during hours of restricted visibility or darkness.

c. Lights must be red, either steady burning or flashing, and must meet the luminance requirements of the State Highway Department. Lights must be mounted on barricades and spaced at no more than 10 ft (3 m). Lights must be operated between sunset and sunrise and during periods of low visibility whenever the airport is open for operations. They may be operated by photocell, but this may require that the contractor turn them on manually during periods of low visibility during daytime hours.

32.A.07 Nothing shall be placed upon the landing areas without authorization of the GDA.

32.A.08 All vehicle access shall be at an entry control point (ECP) and approved by the Airfield Manager. Effective control of vehicles required to enter or cross aircraft movement areas shall be maintained as directed by the Airfield Manager.

a. Training must be provided to vehicle drivers and equipment operators to ensure compliance with the airport operator's vehicle rules and regulations. Specific training should be provided to those vehicle operators providing escorts. See AC 150/5210-20, Ground Vehicle Operations on Airports, for information on training and records maintenance requirements.

b. Vehicles other than those that routinely traverse any portion of the AOA under the control of ATC, which are not escorted by a vehicle in constant two-way radio communication with ATC and properly equipped and authorized to operate in the AOA, must be provided with a flag on a staff attached to the vehicle so that the flag will be readily visible.

c. At airports without air traffic control facilities, flags must be provided on all vehicles.

d. The flag must be at least a 3-ft by 3-ft (0.9-m by 0.9-m) square having a checkered pattern of international orange and white squares at least 1 ft (.3 m) on each side.

32.A.09 Those landing areas hazardous to aircraft shall be submitted to the Air Field manager for a FAA NOTAM on displaced threshold or other changes on non use or caution (unless otherwise directed by the GDA).

a. During daylight, areas shall be outlined with highly reflective barricades, lights, signs, and/or orange or red flags, spaced in accordance with AC 150/5370-2F and as approved by the airfield manager. The flags will be at least 20-in by 20-in (.5-m by .5-m), with diagonal plastic stiffeners.

b. During periods of darkness, areas shall be outlined with battery-operated, low-intensity omni-directional red flashing lights spaced in accordance with AC 150/5370-2F and as approved by the airfield manager.

c. Lights must be red, either steady burning or flashing, and must meet the luminance requirements of the State Highway Department. Lights must be mounted on barricades and spaced at no more than 10 ft (3 m) and must be operated between sunset and sunrise and during periods of low visibility whenever the airport is open for operations. They may be operated by photocell, but this may require that the contractor turn them on manually during periods of low visibility during daytime hours.

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 Section 32.A.09.

a. All vehicles which operate in landing areas shall be identified by means of a checkered flag on a staff attached to, and flying above, the vehicle. The flag shall be 3 ft (0.9 m) square and consist of a checkered pattern of international orange and white squares of 1 ft (0.3 m) on each side.

b. All other equipment and materials in the landing area shall be marked as specified in Section 32.A.09.

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32.A.11 When working in landing areas, work shall be performed so as to leave that portion of the landing area that is available to aircraft free from hazards, including holes, piles, or material, and projecting shoulders that might damage an airplane tire. Each vehicle, piece of equipment, or work crew shall be equipped with a two-way radio capable of maintaining communications with the air traffic control tower while performing work in landing areas.

32.A.12 No equipment, materials or contractor plant shall be placed upon or within a safety precaution area without approval of the GDA.

32.A.13 All equipment and materials in a safety precaution area shall be marked as specified in Section 32.A.09.a-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.

32.A.14 Prohibitions.

a. No use of tall equipment (e.g., cranes, concrete pumps, etc.) unless an FAA Form 7460-1 determination letter is issued for such equipment.

b. No use of open-flame welding or torches unless fire safety precautions are provided and the airport operator has approved their use.

c. No use of electrical blasting caps on or within 1,000 ft (300 m) of the airport property.

d. No use of flare pots within the AOA.

32.B Aircraft.

32.B.01 All non-military aircraft shall be registered, certified in the appropriate category and maintained in accordance with the airworthiness standards of the FAA. (If used OCONUS, and not prohibited by other regulation such as ER 95-1-1, registration, certification and maintenance in accordance with the standards of a comparable governing body of foreign or international authority may be substituted for those of the FAA.)

32.B.02 All contract pilots or pilots of chartered aircraft shall hold at least a commercial pilot certificate with instrument rating. All pilots of non-military aircraft shall possess ratings to comply with the FAA Regulation governing the aircraft and operations involved.

32.B.03 All non-military aircraft shall be equipped with a two-way radio.

32.B.04 All non-military flight operations shall be in accordance with the FAA rules governing conduct for the specific operation (i.e., 14 CFR 133, 14 CFR 135 and 14 CFR 91).

32.B.05 All military flight operations shall be conducted under appropriate DOT/DOD regulations.

32.B.06 All USACE-owned aircraft will use approved Government Flight Representatives' (GFRs) approved procedures as outlined in AR 95-20 and AR 95-1. GFRs are appointed in accordance with AR 95-20.

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