

SECTION 32

AIRFIELD AND AIRCRAFT OPERATIONS

32.A AIRFIELDS - 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 Prior to the performance of any work upon or around an airfield, the Air Field Manager shall be informed 14 days prior to performance with a written description of work activities, work locations, work equipment and personnel requirements, and work schedules.

- a. The GDA shall also be informed of proposed revisions to approved work activities in writing, or any changes to this information.
- b. The GDA 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 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 using water to minimize dust generation.

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

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GDA (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 to complete that work item.
- b. As soon as practicable after material has been placed and work approved, the excavation shall be backfilled and compacted IAW contract documents. 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 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.

32.A.09 Those landing areas hazardous to aircraft shall be submitted to the Air Field manager for a FAA Notum 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 red flags spaced every 200 ft (60.9 m).
- b. During periods of darkness, areas shall be outlined with battery-operated low-intensity red flashing lights spaced every 200 ft (60.9 m).
- 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 200 ft (60.9 m).

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.09 a-c.

- 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 32.A.09.a - c.

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 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.

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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.