



ADVISORY CIRCULAR

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OPERATIONAL SAFETY DURING WORKS ON AERODROMES

1. PURPOSE

This Advisory Circular (AC) provides guidance on methods of the maintenance of safety during works on aerodromes as required by Civil Aviation (Aerodromes) Regulations.

2. REFERENCES

- 2.1 Civil Aviation (Aerodromes) Regulations
- 2.2 Airport Services Manual- Doc 9137 Part 8 Airport Operational Services
- 2.3 ICAO Annex 14 – Volume 1

3. APPLICABILITY

This material is intended for the applicants for and holders of an aerodrome operator certificate or license.

4. CONTROL OF WORK AND SAFETY PRECAUTIONS TO BE TAKEN DURING AERODROME WORKS

4.1 Introduction

Airports are complex environments, and procedures and conditions associated with construction activities often affect aircraft operations and can jeopardize operational safety. Safety considerations are paramount and may make operational impacts unavoidable. However, careful planning, scheduling, and coordination of construction activities can minimize disruption of normal aircraft operations and avoid situations that compromise the airport's operational safety. The airport operator must understand how construction activities and aircraft operations affect one another to be able to develop an effective plan to complete the project.

The aerodrome operator is responsible for controlling any work in progress on the aerodrome and establishing the safety requirements and procedures.

4.2 Routine maintenance

Persons authorised by the aerodrome operator may enter active parts of the movement area subject to clearance from Aviation Security and ATC. They must comply with the rules developed for the control of vehicles at that aerodrome in conducting routine tasks such as grass cutting.

4.3 Minor construction or maintenance works

For minor construction or maintenance work, a control system should be developed to ensure that:—

- (a) no work takes place on the active movement area without the knowledge of either the aerodrome operator or air traffic service unit;
- (b) permitted times of work are strictly followed;
- (c) all individuals taking part in the work are briefed in detail on the following —
 - i. precise areas in which the work may be done,
 - ii. the routes to be followed to and from the work area,
 - iii. the radiotelephone or other control procedures to be used, the maintenance of a radio listening watch, and the use of look-outs,
 - iv. the safety precautions to be observed and
 - v. the reporting procedure to be followed on completion of the work; and
- (d) at the conclusion of the work, the aerodrome operator inspects the work area to ensure that it has been left in a safe condition.

4.4 Major works

- (a) The aerodrome operator should establish a Method of Work Plan (MOWP) before commencing any major construction works on the aerodrome, unless the runway is to be closed.
- (b) When preparing a MOWP, the aerodrome operator should consult with the major aerodrome users, the aerodrome air traffic service unit (ATS), if present, and if applicable, the works contractor.
- (c) The work plan should address the items detailed in Appendix 1.

4.5 Management and control of aerodrome works

The aerodrome operator should appoint a project manager to coordinate the carrying out of works at the aerodrome.

The project manager should make arrangements and establish procedures for the safety of aircraft operations while the works are in progress. These arrangements and procedures should be published in the MOWP; and

- (a) ensure that aerodrome works are carried out according to the MOWP for major works; and
- (b) ensure NOTAM are issued to give notice of the works.

The project manager appoints a person as a works safety officer to carry out the functions set out in Appendix 2.

4.6 Liaison

Before the commencement of any substantial work on the aerodrome:

- (a) A liaison process should be established between representatives of the aerodrome operator, the air traffic service unit, the major aerodrome users, and the contractor who is to do the work.
- (b) It would be useful to set up a committee composed of representatives of those concerned with the works, including the contractors. This committee should have as its primary concern the identification of interface problems between the various organisations involved.

4.7 Isolation of work area

As far as practicable, working areas should be blocked off from the active movement areas by physical barriers. These barriers serve to warn pilots and to preclude work vehicles inadvertently straying onto each other's active movement areas. The barriers should be marked for day use and adequately lit for night use. The lights of taxiways leading into working areas should permanently be off during the work period.

4.8 General working rules

Before work commences agreement should be established on;

- (a) The hours allowed to be worked.
- (b) The authorized vehicle routes. Preferably these should be marked with contractor's signs. At critical points, controls should be established. Where there is real risk of conflict between aircraft and vehicles, control points should be manned. At less critical points controls may be effected by lights or warning signs;
- (c) The communication equipment to be used and the associated procedures; Where direct control of vehicles is required each vehicle should either have radiotelephony(R/T) or be escorted by a suitably equipped vehicle. In some circumstances it may be sufficient to have direct communications with control points by R/T or by direct telephone lines to air traffic control;
- (d) The permitted heights of vehicles and equipment, and the limitations to be placed on operating heights of crane jibs and the like.
- (e) Any limitation on the use of electrical equipment to prevent interference with navigation facilities or aircraft communications.

4.9 Safety

Construction personnel should be warned in writing of possible hazards to personnel working on aerodromes, in particular jet blast problems and noise. Where necessary, the contractors should be briefed to provide lookout men and identifiable distinctive jackets must be worn at all times.

The jackets can be of the waistcoat variety coloured day-glow red, reflective orange or reflective yellow.

4.10 Paved area cleanliness

Where work is conducted on, or involves traversing aerodrome paved areas, the areas should be thoroughly inspected before being opened for aircraft use. Pay particular attention to the presence of debris and the general cleanliness of the surface. Where aircraft are constantly using areas open to the construction activity, inspection should be regular to ensure that the necessary cleaning has been carried out.

4.11 Marking and lighting

Tall equipment such as crane jibs should be marked and, if the aerodrome is open for night operations, lit. If work is of prolonged duration, a constant watch should be maintained to ensure that the marking and lighting, of obstacles and unserviceable areas, are serviceable. This is particularly important for marking and lighting arrangements to indicate a displaced threshold.

4.12 Effect on operating limits

The effect of tall equipment, such as crane jibs, on ILS and radar will need to be considered, in conjunction with those responsible for electronic landing aids, and steps taken to reduce interference to the minimum. Construction equipment may have adverse effects on obstacle clearance limits and should be considered when working plans are being formulated.

4.13 Work activity on or adjacent to aerodrome movement areas

The guidelines contained in Appendix 3 are for use in preparation of plans and specifications when work activities are to be conducted in areas which may interfere with aircraft operations.

4.14 Reduction of runway distances

Work activity off the end of any runway, stopway, clearway or safety area will probably reduce the runway distance available for aircraft operations as the equipment used penetrates the obstacle free surfaces.

In these cases it is essential to provide the aircraft operators with accurate revised runway effective operational lengths. If the runway concerned serves Group A aeroplanes (most aircraft in excess of 5700 kg MTOW) the height and location of the temporary obstructions associated with the work should be provided to Group A aeroplane operators.

4.15 Notification of work

If the work restricts the availability of a runway or reduces the runway length available, advance notice should be given to the aerodrome's regular air transport operators. These air operators plan their schedules well ahead and need sufficient time to study the effect of reduced runway distances, or restrictions on the use of the runway, on their loading and schedule of operations.

The AIS should be provided with details of the work, including any limitations and restrictions applicable to aircraft operations, for early promulgation of an AIP supplement, giving at least 3 months notice to aircraft operators.

4.16 Safety considerations

The following is a partial list of safety considerations which will need attention during aerodrome works. There may be other considerations particular to aerodrome situation that will need attention;

1. Minimum disruption of standard operating procedures for aircraft operations.
2. Clear routes from rescue and firefighting stations to active aerodrome movement areas.
3. A procedure for notification, and authority to change safety-oriented aspects of the construction plan.
4. Initiation, currency, and cancellation of NOTAM.
5. Suspension, or restriction, of aircraft activity on aerodrome movement areas.
6. Runway end or threshold displacement, or both, and appropriate temporary lighting and marking.
7. Installation and maintenance of temporary lighting and marking for closed, or diverted, aircraft routes on the aerodrome movement areas.
8. Revised vehicular control procedures, or additional equipment and personnel.
9. Marking and lighting of construction equipment.
10. Parking of construction equipment and storage of material, when not in use.
11. Designation of responsible representatives of all involved parties, and their availability.
12. Location for construction personnel vehicle parking, and their transportation to and from the work site.
13. Marking and lighting of construction areas and obstructions.
14. Location of the construction offices.
15. Location of the contractor plant.
16. Designation of waste areas and disposal of waste.
17. Debris cleanup responsibilities and schedule.
18. Conspicuous identification of construction personnel and equipment.

19. Location of haulage roads.
20. Security control of temporary gates and relocated fences.
21. Noise pollution.
22. Explosives regulation and control.
23. Dust, smoke, steam, and vapour controls.
24. Location of utilities.
25. Provision of temporary utilities or immediate repairs, or both, in the event of a disruption to the established utilities.
26. Location of power and control lines for electronic visual navigation aids.
27. Additional security measures necessary, if it is a security designated aerodrome.
28. Marking and lighting of closed aerodrome movement areas
29. Phasing of work.
30. Shutdown or protection, or both, of aerodrome electronic visual navigation aids.
31. The need to notify the rescue and firefighting unit when working on water lines.
32. Provision of traffic directors, aircraft marshallers, wing walkers, and the like, as needed to assure clearance in construction areas.

4.17 Examples of hazardous and marginal conditions

Analyses of past accidents and incidents have identified many contributory hazards and conditions.

Conditions that should be watched carefully are listed below;

1. Excavation adjacent to runways, taxiways, and aprons.
2. Stockpiles of earth, construction material, temporary structures, and other obstacles in proximity to aerodrome movement areas and runway approach and take-off surfaces.
3. Runway projects resulting in excessive lips greater than 25 mm for runways and 76 mm for edges between old and new surfaces at runway edges and ends.
4. Heavy equipment operating or idle near aerodrome movement areas.
5. Proximity of equipment or material which may degrade radiated signals from, or impair monitoring of, navigation aids
6. Tall but relatively inconspicuous objects, such as cranes, drills, and the like, in critical areas such as safety areas and runway approach and take-off surfaces.
7. Improper or malfunctioning lights or unlighted aerodrome hazards.
8. Holes, obstacles, loose pavement, rubbish, or other debris, on or near aerodrome movement areas.
9. Failure to maintain barriers, such as fences, during construction to prevent unauthorized access.
10. Improper marking or lighting of runways, taxiways, and displaced thresholds.
11. Attractions for birds such as exposed earthworks, rubbish, grass seeding, or ponded water on or near aerodromes.
12. Inadequate or improper methods for marking temporarily closed movement areas including improper and unsecured barricades.
13. Obliterated markings on active movement areas.

It should be noted that safety encroachments, improper ground vehicle operations, and unmarked or uncovered holes and trenches in the vicinity of aircraft movement surfaces are the most recurring threats to safety during construction.

4.18 Inspection

Frequent inspections should be made by the aerodrome operator or a representative during critical phases of the work to ensure that the contractor is following the prescribed safety procedures and that there is an effective litter control program.



Director Safety, Security and Economic Regulation

Appendix 1 – Method of work plan (MOWP)

1. Introduction

The following is an example of a MOWP contents page:

- i. Title Page
- ii. Works Information
- iii. Restrictions to Aircraft Operations
- iv. Restrictions to Works Organisation
- v. Administration
- vi. Co-ordination
- vii. Phasing of works
- viii. Contractor access
- ix. Wildlife management
- x. Markings and signs
- xi. FOD Management
- xii. Hazard Materials Management
- xiii. Inspection requirements
- xiv. Authority
- xv. Drawings
- xvi. Distribution List

2. Title page

The title should have the date of issue and indicate the location of the work and give a short description of the project, for instance: **Project: Rehabilitation of the Runway Pavement**

3. Works Information

Outline the full scope of the works and state which facilities are affected, the planned date and time of commencement, the duration of each stage and the date and time of completion.

The MOWP should contain the following statement:

“The actual date and time of commencement will be advised by NOTAM, to be issued not less than 48 hours before the work commences”

4. Restrictions to aircraft operations and the issue of NOTAM

This section of the MOWP should be in a form that allows its separate issue to aircraft operators and permits those operators to have easy reference to the information as it affects them.

Work Stages

Any restrictions to aircraft operations on the manoeuvring area, or in the approach and take-off areas that is to be listed in the MOWP should be shown on drawings of each stage of the works.

When complex works are being undertaken, a table showing the restrictions applicable to each stage of the works and for each type of aircraft operation should be included.

The table should outline the various work stages with start and completion dates and have a remarks column to list details of special restrictions and the issue of NOTAM for the information of pilots before flight.

Adverse Weather Conditions

Outline details, if any, of special arrangements to be made during works if emergencies arise or adverse weather conditions occur.

The intended text of all planned NOTAM associated with the aerodrome works should be included.

5. Restrictions of works organization

General

Provide details of any restrictions on the carrying out of aerodrome works and requirements for the restoration of normal safety standards.

Personnel and equipment

When personnel and equipment are required to vacate the movement area for aircraft movements, specific mention of this fact should be made. This should include the withdrawal line or area for personnel and equipment, and the limitation on stockpiling of material, excavations and the like.

Access

The MOWP should identify the routes to and from the work areas and the procedures for entering any work areas within the movement area.

Particulars of routes to and from the work areas should be shown in drawings attached to the MOWP.

Aerodrome markers, markings and lights

Details of arrangements for the installation, alteration, or removal of aerodrome markers and lights in work areas and other areas affected by the aerodrome works should be shown on drawings attached to the MOWP.

Protection of electrical services

Set out the procedures for ensuring that utilities and transport services dependent on electrical services are not damaged.

Special requirements

Provide details of any special requirements arising during or on completion of aerodrome works. Examples are arrangements for leaving paved surfaces swept and clean before evacuation of the works area, leaving bare soil compacted or protected from erosion, and the like.

6. Administration

Provide the name of the project manager and works safety officers appointed by the aerodrome operator and the means of contact, including the means outside normal working hours.

7. Co-ordination

Include in this section a detailed description of meetings to be held both before and during the project and the key stakeholders

8. Phasing of works

Include in this section a detailed scope of work description for the project as a whole and each phase of work covered by MOWP. This includes all locations and durations of the work proposed. Attach drawings to graphically support the written scope of work. Detail in this section the sequenced phases of the proposed construction.

9. Contractor access

This will necessarily be the most extensive section of the MOWP. Provide sufficient detail so that a contractor not experienced in working on airports will understand the unique restrictions such work will require.

10. Wildlife management

Discuss in this section wildlife management procedures. Describe the maintenance of existing wildlife mitigation devices, such as perimeter fences, and procedures to limit wildlife attractants. Include procedures to notify Airport Operations of wildlife encounters.

11. Markings and signs

Detail plans for marking and signs for vehicle access routes. To the extent possible, signs should be in conformance with the Civil Aviation (Aerodrome) Regulations 2022.

12. FOD Management

In this section, discuss methods to control and monitor FOD: worksite housekeeping, ground vehicle tire inspections, runway sweeps, and so on.

13. Hazard Materials Management

Contractors operating construction vehicles and equipment on the airport must be prepared to expeditiously contain and clean-up spills resulting from fuel or hydraulic fluid leaks. Transport and handling of other hazardous materials on an airport also requires special procedures.

14. Inspection Requirements

On completion of the works the contractor and construction personnel are to return the area to a serviceable and compliant condition and to the satisfaction of the airport operator

The airport operator should conduct a thorough inspection prior to reopening the area to ensure that the area is serviceable and compliant.

All facilities, markers and markings are to be carefully checked to ensure that they comply with the Civil Aviation(Aerodromes) Regulations 2022.

Special attention must be paid to markers and/or markings/lighting that may have been obliterated or obscured by the works party.

15. Authority

Each MOWP should contain the following statement:

“All works will be carried out in accordance with the MOWP.”

Each MOWP should require compliance with these statements and be signed by the aerodrome operator or the project manager.

16. Drawings

Attach drawings which provide a visual reference for each stage of the work. The drawings should contain specific details such as work areas, restrictions to aircraft, location of radio navigation aids, exact location of visual aids and markings, details of the height and location of critical obstacles, location of temporary taxiways, access routes, storage areas for material and equipment, and the location of utilities and transport services which may be disturbed during the works.

17. Distribution list

The distribution list of the MOWP should include at least the following persons and organizations:

- i. the project manager
- ii. the works safety officer(s)
- iii. the aerodrome security service, if any
- iv. the aerodrome air traffic service unit, if any
- v. regular air transport operators who might be affected by the works
- vi. aircraft operators based at the aerodrome
- vii. the rescue fire service, if any
- viii. contractors and subcontractors, if any.

Appendix 2 – Works Safety Officer Functions

The functions of the works safety officer shall be to:

- i. ensure the safety of aircraft operations in accordance with these directions and the MOWP;
- ii. ensure that, where applicable, the aerodrome works are notified by issue of a NOTAM and that the text of the NOTAM is as set out in the applicable MOWP;
- iii. where applicable, daily, advise the aerodrome air traffic service of whatever information is necessary for the safety of aircraft operations;
- iv. discuss, daily, with the project manager any matters necessary for the safety of aircraft operations;
- v. ensure that unserviceable portions of the movement area, temporary obstructions, and the limits of the works area are correctly marked and lit in accordance with the applicable MOWP;
- vi. ensure that vehicles, plant and equipment carrying out aerodrome works are properly marked and lit or are under works safety officer supervision or within properly marked and lit work areas;
- vii. ensure that all other requirements in the MOWP relating to vehicles, plant and equipment and materials are complied with;
- viii. ensure that access routes to work areas are in accordance with the applicable MOWP, are clearly identified and that access is restricted to those routes;
- ix. ensure that excavation is carried out in accordance with the MOWP to avoid damage to any utility or transport service, or loss of calibration associated with a precision approach and landing system or any other navigational aid;
- x. report immediately, to the aerodrome air traffic service unit and the aerodrome operator, any incident, or damage to facilities, likely to affect air traffic services or the safety of aircraft;
- xi. remain on duty at the works area while work is in progress and the aerodrome is open to aircraft operations;
- xii. ensure that the aerodrome air traffic service unit is kept informed of the radio call signs of the vehicles used by the works safety officer;

- xiii. require the immediate removal of vehicles, plant and personnel from the movement area where necessary for the safety of aircraft operations;
- xiv. ensure that the movement area is safe for normal aircraft operations following removal of personnel, vehicles, plant, equipment, and rubbish, from the works area;
- xv. ensure that floodlighting or any other lighting required to carry out aerodrome works is shielded so as not to present a glare to pilots.

Appendix 3 – Procedures for Dealing with Temporary Hazards on or Adjacent to Aerodrome Movement Areas

1. Introduction

- 1.1 The term temporary hazards include work in progress adjacent to aerodrome movement areas in connection with aerodrome construction and maintenance. It also includes the plant, machinery, and material arising from such work, or aircraft immobilized near runways.
- 1.2 The following guidelines should be adapted to the needs of a particular project and not incorporated verbatim into project specifications.
- 1.3 The prime responsibility for determining the degree of hazard and the extent of acceptable obstacles rests with the aerodrome operator, who should take into account the following.
 - i. Available runway length and the associated obstacle limitation surfaces.
 - ii. Types of aircraft using the aerodrome and distribution of aircraft movements.
 - iii. Whether or not alternative runways are available.
 - iv. The possibility of cross-wind operations, bearing in mind seasonal variations.
 - v. The weather conditions likely to prevail at the time, such as visibility and precipitation. The latter is significant as it adversely affects the braking coefficient of the runway, and thus an aircraft's controllability during ground run.
 - vi. The possibility of a compromise between a reduction in runway length and some degree of obstacle infringement in the established take-off climb and approach surface.
- 1.4 Significant obstacles in the take-off flight path area and any reduction in the runway effective operational lengths must be promulgated by NOTAM.
- 1.5 All temporary hazards should be marked and lit as specified in AC139-6, Aerodrome design.

2. Work zones

2.1 General.

The following zones are established around runways, when use of the runway is permitted to continue whilst works are carried out. Outside the zones no restrictions need be applied other than maintaining the normally required obstacle free surfaces.

2.2 Zone 1.

This zone is rectangular. It symmetrically surrounds the runway. Its sides are 45 m from the runway centreline and its ends 60 m beyond the runway ends.

2.3 Zone 2.

The ends coincide with the ends of Zone 1, except that where there is a clearway the end is extended to include it. The sides are 75 m from the runway centreline.

2.4 Zone 3.

This zone is only required at aerodromes having a runway strip wider than 150 m. It extends to the edge of the runway strip that is 110 m or 150 m from the runway centreline where appropriate.

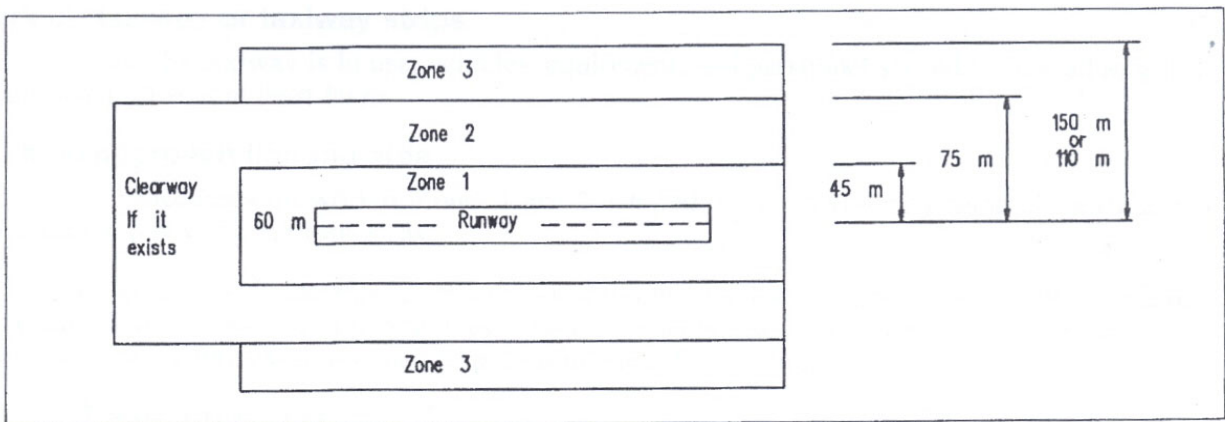


Figure 1. Zones surrounding a runway

3. Control of personnel, equipment and vehicles

3.1 Work on runways or runway strips

The following procedures should be observed when the runway is in use.

- i. All drivers and works personnel should be briefed on what is expected of them and what the procedures are.
- ii. Vehicles carrying gravel should not be permitted on runways or taxiways without prior permission, and anything dropped should be immediately swept up.
- iii. Vehicles should be suitably marked or lit.
- iv. ATS should advise pilots on approach, or before take-off, that at a particular location personnel will be working within the runway strip area. This is in addition to normal NOTAM action.

3.2 Zone 1.

Personnel and light-weight frangible equipment used in the calibration of landing aids may be left in position clear of any aircraft movements.

Vehicles, equipment, and personnel, engaged in the work, should be moved to one side of the runway:

(a) For turbojet movements, to the outer edge, or clear of, Zone 2.

(b) For other aircraft movements, to the outer edge, or clear of, Zone 1.

3.4 Zone 2.

All equipment and personnel should be at the outer edge, or clear of, Zone 2 except that when the crosswind is less than 10 kts, work may continue without interruption during the movement of aircraft other than turbojets.

3.5 Zone 3.

The only consideration in this zone is to identify whether the presence of work equipment and vehicles could interfere with the integrity of the electronic approach aids. If such an area is identified, equipment and vehicles should be cleared from the area when the electronic approach aids are being used by an approaching aircraft.

3.6 Work on taxiway or taxiway strips

When the taxiway is in use, vehicles, equipment, and personnel should be moved to give a wingtip clearance of at least 10 m.

3.7 Work on approach lighting area

The procedures for work in Zones 1 and 2 detailed in the previous paragraphs are equally applicable to any work in those areas.

For work outside the zones, vehicles and equipment should not intrude above the plane of the approach lights. If any equipment does it should be withdrawn when the runway is in use, unless the runway threshold has been displaced to allow for its height.

4. Trenching work

4.1 Zone 1.

Work should be limited to one side of the runway at a time, and excavation of any trench should be limited as follows:

During day operations

- i. A trench may be open with a maximum width of 300 mm but the open area of the trench should not exceed 9 m², for example 300 mm x 30 m or 200 mm x 45 m.
- ii. When the trench lies almost parallel with a runway, or is within 10 degrees either side of runway alignment, a second trench at right angles to, and extending from the first trench to Zone 2, may be open to a maximum width of 200 mm.
- iii. During aircraft movements any open trenches within 10 m of the runway edge should be covered with load bearing steel plates. They should be adequately held on the ground and marked by

securely fixed cones at a maximum spacing of 6 m. The plate covering should exceed the dimensions of the excavation by a minimum of 150 mm on all sides. If this cannot be done the runway should be closed.

During night Operations

- i. Any trench should be backfilled and consolidated before ceasing work for the day. A maximum length of 3 m may be left unfilled but covered overnight as provided in paragraph 4.1.3 above and marked with red obstruction lights.
- ii. Any materials not associated directly with the work in progress should be removed from the zone during the period of aircraft operations.
- iii. Spoil removed from a trench should be located on the side away from the runway and the maximum height should not exceed 200 mm. For trenches at right angles to the runway centre line the spoil should be placed on the side remote from the nearest landing threshold. If it is necessary to place the spoil on both sides of the trench the maximum height should not exceed 200 mm.

4.2 At Runway End

- i. Any trench across the end of the runway should not exceed 300 mm in width. During daylight hours only, a maximum length of 3 m may be left unfilled during an aircraft movement but should be covered with load bearing steel plates adequately held on the ground and marked by securely fixed cones at a maximum spacing of 6 m. The plate covering should exceed the dimensions of the excavation by a minimum of 150 mm on all sides. If this cannot be done then the runway should be closed.
- ii. Spoil removed from a threshold trench should be removed to a point at least 10 m clear of the runway or a displaced landing threshold should be declared by NOTAM and marked.

4.3 Zone 2.

- i. For a Code Number 4 runway which is dry with not more than 15 kt crosswind component, or for other runways with 10 kt crosswind component, the excavation of trenches in this zone should be limited to —
 - (a) a trench parallel to the runway may be open with a maximum width of 300 mm and a length not exceeding 100 m; or
 - (b) two trenches at right angles to the runway may be open with a maximum width of 300 mm and a total length of 100 m provided that the trenches are at the same end and same side of the runway.
- ii. Spoil removed from a trench should be located on the side away from the runway, its maximum height should not exceed approximately 500 mm.
- iii. For trenches at right angles to the runway centreline, the spoil should be located on the side remote from the closer landing threshold and the maximum height should not exceed approximately 300 mm. If it is necessary to place the spoil on both sides of the trench then the maximum height should not exceed approximately 300 mm.

5. Work on rapid exit or normal taxiways

Work on or close to any taxiways, should conform to the requirements relating to the zone in which that part of the taxiway lies.

Where practicable, until work is complete, the taxiway should be closed to aircraft movements and pilots advised by radio and NOTAM.

If it is not practicable to close the taxiway while work is being carried out, pilots should be advised by NOTAM and radio to reduce taxiing to walking speeds within 50 m of the works.

The work should be carried out as follows:

During day Operations

- i. A trench, with a maximum width of 300 mm, may be open on one side only to the edge of the taxiway, and the open area of the trench should not exceed 9 m², for example 300 mm x 30 m or 200 mm x 45 m.
- ii. If trenching is required on both sides of the taxiway, the trench on one side should be covered with load bearing steel plates which are adequately held on the ground and marked by securely fixed cones at a maximum spacing of 6 m. Where the trench is at right angles to the taxiway and its width is 300 mm or less, the trenches on both sides of the taxiway can remain open. The plate covering should exceed the dimensions of the excavation by a minimum of 150 mm on all sides.

During night Operations

- i. Any trench should be backfilled and consolidated before ceasing work for the day except that a maximum length of 3 m can be left unfilled and covered overnight as provided in paragraph above, and marked with red obstruction lights.
- ii. Any materials not associated directly with the work in progress should be removed from the taxiway strip area during the period of aircraft operations.
- iii. Spoil removed from a trench in Zone 1 should be located on the side away from the runway and the maximum height should not exceed 200 mm. For trenches at right angles to the taxiway centre line, the spoil should be placed on the side furthest away from the nearest landing threshold. If it is necessary to place the spoil on both sides of the trench, the maximum height should not exceed 200 mm.

6. Work on visual approach slope systems VASIS or PAPI may be deactivated during some aircraft operations, however:

- (a) for all international arrivals, the normally available VASIS or PAPI should be provided; and
- (b) for domestic operations by turbojet aircraft, one side of a VASIS or PAPI or T-VASIS should be provided.

7. Installation of light bases

7.1 VASIS and PAPI

The trenching work limitations in Zones 1 and 2 are equally applicable to these works.

Zone 1

During day operations

- i. Only one base excavation should be open at any one time, having a maximum area of 9 m².
- ii. If the work is within 10 m of the runway edge then the concrete should be cast on the day that the excavation is made, and covered with steel plates until it can withstand an aircraft running over it. A cover-plate should then be placed and bolted in position. A further excavation may then be made.
- iii. Spoil within 10 m of the runway edge should be removed. Spoil beyond this distance should be placed on the side away from the runway to a maximum height not exceeding 200 mm.

During night operations

- i. Any excavation should be backfilled and consolidated before ceasing work for the day except that a maximum excavation area of 3 m² may be left unfilled but covered overnight as in 7.1.3 above and marked with red obstruction lights.
- ii. Any materials not associated directly with the work in progress should be removed from the strip area during period of aircraft movements.
- iii. Spoil removed from an excavation in Zone 1 should be located on the side away from the runway and the height should not exceed 200 mm. If it is necessary to place spoil on both sides, or at the ends of the excavation, the maximum height should not exceed 200 mm.

Zone 2

Only one base excavation should be open at any one time, having a maximum area of 9 m².

Spoil removed from the excavation should be placed on the side away from the runway, to a height not exceeding 500 mm. If it is necessary to place spoil on both sides, or at the ends of the excavation, the maximum height should not exceed 300 mm.

8. Work on runway lights

Excavations for not more than two bases should be made at any one time. During aircraft movements, any holes within 10 m of the runway edge should be covered by load-bearing steel plates which are adequately held on the ground and marked by securely fixed cone markers spaced at intervals of 6 m. The plate covering should exceed the dimensions of the excavations by 150 mm on all sides.

Concrete should be cast on the day that the excavation is made, and covered with steel plates until it can withstand an aircraft running over it. A cover plate should then be placed and bolted in position. A further excavation may then be made.

9. Crashed or immobilized aircraft

9.1 Zone 1.

The runway should be closed when any part of a crashed or immobilized aircraft is in Zone 1.

9.2 Zone 2.

The runway may be in use during daylight hours in visual flight rule weather conditions provided the runway is dry and the crosswind does not exceed 10 kts.

The runway should be closed to all movements at night and in instrument flight rule weather conditions.

If the clearway is infringed by an obstruction, then the new effective operating length (EOL) will need to be calculated using the appropriate obstacle free gradient over the immobilized aircraft.

9.3 Zone 3.

Instrument approaches should be limited to non-precision approach minima.

10. Reduction of Effective Operating Lengths(EOLs)

If the runway strip area infringement is such that a shortened runway can be used, then the new EOL will need to be calculated.

The EOL which can be declared will depend on the location of the immobilised aircraft within the runway strip area and the residual portion of the runway that can be considered available.

Consideration should be given to the type and size of aircraft which would use the remaining runway, for example, a crashed aircraft 100 m from the end of a 3000 m runway could leave an adequate operational length for many aeroplanes.

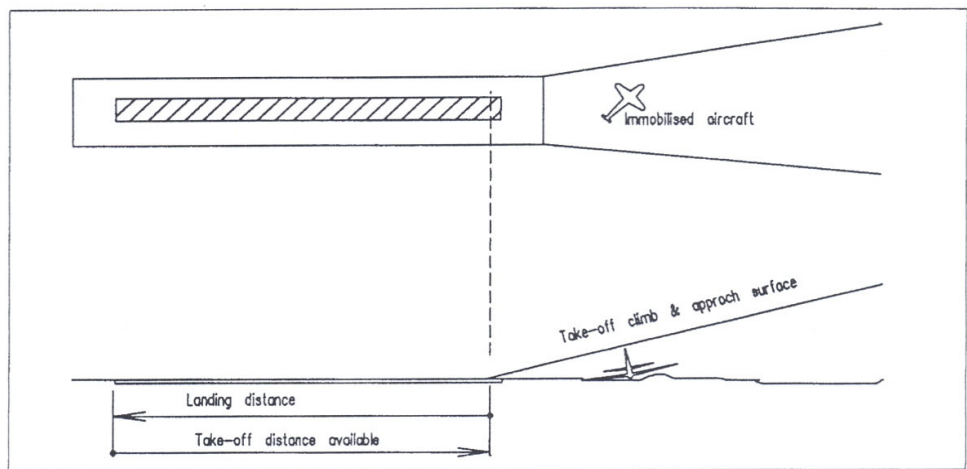


Figure 2. Immobilised aircraft off the end of the runway

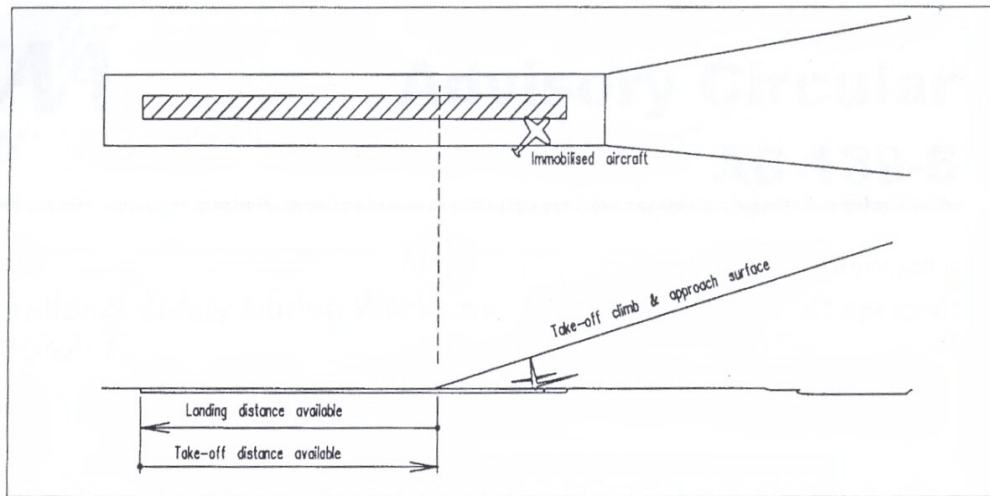


Figure 3. Immobilized aircraft in the strip

11. Grass mowing in runway strip

10.1 General.

Mowing should be done in the upwind half of the runway strip. When the swaths nearest the runway are being cut, the mowing circuit should be towards the aircraft landing or taking off so that the driver can see the moving aircraft.

10.2 Zone 1.

Mowing should not take place in zone 1 when the runway is in use.

10.3 Zone 2.

Mowing may be carried out in daylight hours during the operation of small aircraft, provided that the crosswind component does not exceed 10 kts and the runway is dry.

For movements by larger aircraft or when the crosswind is greater than 10 kts or the runway is wet, the mower should move to the outer edge, or clear, of the zone.

Mowing in the area beyond the approach end of the runway should not be permitted during aircraft landings.

Mowing in the area beyond the take-off end of the runway should not be permitted during aircraft take-offs.