



EAC

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Operational safety on airports during construction (WIP)

BACKGROUND

In accordance to ECAR 139.335 (i), EAC 139.25 chapter (8), a **risk assessment/aeronautical study** and a Work safety plan should be prepared by the Aerodrome Operator prior to commencement of any aerodrome construction/development project, so as to ensure that necessary precautions shall be undertaken with the aim to accomplish highest safety levels during the construction/development works.

Penalty provisions for noncompliance with airport rules and regulations should be included in the safety plan (e.g., if a vehicle is involved in a runway incursion).

To this end, Aerodrome operators are, hereby, required to fill in all the necessary information required in the herewith-attached checklist form – one separate form for each project- and provide it to ECAA, in duplicate, at least 30 days prior to the planned commencement date of the project.

Aerodrome Operators are also kindly requested to attach the project drawings to the checklist to be reviewed and approved by ECAA.

- (a) Scope of work.
- (b) Duration of work.
- (c) Areas and operations affected by the construction activity, including possible safety problems.
- (d) Marking and lighting of the movement area affected by the construction activity including means of separating construction areas from aeronautical-use areas.
- (e) Procedures for protecting all runway and taxiway safety areas, obstacle-free zones (OFZs). This includes limitations on equipment height and stockpiled material.
- (f) NAVAIDs that could be affected, especially critical area boundaries.
- (g) Methods of separating vehicle and pedestrian construction traffic from the airport movement areas. This may include fencing off construction areas to keep equipment operators in restricted areas in which they are authorized to operate.
- (h) Procedures and equipment, such as barricades (identify type), to delineate closed construction areas from the airport operational areas, as necessary.
- (i) Limitations on construction.
- (j) Required compliance of construction project personnel with all airport safety and security measures to ensure that no entry to any part of the air operations areas (AOAs) from the construction site unless authorized.
- (k) Location of stockpiled construction materials, construction site parking, and access and haul roads.
- (l) Radio communications.
- (m) Vehicle identification.
- (n) Trenches and excavations and cover requirements.
- (o) Procedures for notifying ARFF personnel if water lines or fire hydrants must be deactivated or if emergency access routes must be rerouted or blocked.
- (p) Emergency notification procedures for medical and police response.
- (q) Use of temporary visual aids.
- (r) Wildlife management.
- (s) Foreign object debris (FOD) control provisions.
- (t) Hazardous materials (HAZMAT) management.
- (u) NOTAM issuance.
- (v) Inspection requirements.
- (w) Procedures for locating and protecting existing underground utilities, cables, wires, pipelines, and other underground facilities in excavation areas.
- (x) Procedures for contacting responsible representatives/points of contact for all involved parties. This should include off-duty contact information so an immediate response may be coordinated to correct any construction-related activity that could adversely affect the operational safety of the airport. Particular care should be taken to ensure that appropriate Airways Facilities personnel are identified in the event that an unanticipated utility outage or cable cut occurs that impacts NAVAIDs.
- (y) Vehicle operator training.

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- (z) Penalty provisions for noncompliance with airport rules and regulations and the safety plan (e.g., if a vehicle is involved in a runway incursion).
- (1) Any special conditions that affect the operation of the airport and will require a portion of the safety plan to be activated (e.g., low-visibility operations, snow removal).
 - (2) Name and tele. No. for the person responsible to coordinate an immediate response to correct any construction-related activity that may adversely affect the operational safety of the airport.
 - (3) Final approval authority and responsibility for all safety plans.