

## **1 GENERAL**

### **1.01 RELATED SECTIONS**

- .1 Section 01 11 00 - Summary of Work.
- .2 Section 32 12 16 - Asphalt Paving.

### **1.02 GENERAL PROTECTION**

- .1 Do not disrupt airport business except as permitted by DR.
- .2 Provide barricades and lights as indicated on the drawings. The use and types of lights shall be cleared/approved by the Airport Authority and NAV Canada.

### **1.03 DEFINITIONS**

- .1 Runway elevation: The elevation of the runway at the highest point directly abeam the area being worked on (at 90 Deg. from the Center Line C/L). This is usually the elevation of the crown of the runway.
- .2 Runway Strip; Extends to 150 m from the C/L.
- .3 Runway Graded Area: Extends to 75 m from the C/L.
- .4 Transitional Surface: Starts at the edge of the Strip (150 m from C/L) at the runway elevation and is a 1:7 slope, i.e. an object 30 m from the edge of the Runway Strip can be 2.1 m above the runway elevation.

### **1.04 MOVEMENT OF EQUIPMENT AND PERSONNEL**

- .1 Do not allow any Personnel or vehicle traffic to proceed outside the limits of the work site.
  - .1 Obey signals from airport traffic control tower instantly.

### **1.05 UNSERVICEABLE AREAS**

- .1 Park equipment not in use and stockpile materials so that stockpile tops are below 50 to 1 ratio from ends of useable landing strip and below 7 to 1 ratio as defined above. Mark tops with red lights as directed by DR.

### **1.06 WORK RESTRICTIONS**

- .1 Taxiway Bravo ("B") to be closed and barricades installed in locations which is visible to all aircraft for day and night operations.
- .2 Barricades painted - International red and white markings and lights for night operations.
- .3 No construction vehicles to operate within 48 m of the barricades in the taxiway area. Barricades closing the Bravo taxiway at the Runway shall be

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visible from the Runway to prevent Aircraft from inadvertently entering Taxiway B. Taxiway lights for "B" shall not function at night. Bravo Signage shall also not function at night. Bravo information signs on the runway should be covered if the taxiway is closed. The closed markings in Taxiway "B" must be such that no aircraft can enter the taxiway. Alpha taxiway shall not be affected.

- .4 Transitional Protection - During Aircraft operations nothing shall penetrate the Transitional surface. The maximum elevation of construct equipment to be evaluated. Surface elevations should be known for calculations
- .5 Low visibility operations shall conform to the following:
  - .1 When aircraft operations are expected vehicles working within any areas associated with this project must discontinue when the Visibility drops below 2600 RVR - Unless the area can be barricaded to prevent vehicles entering the maneuvering area (Taxiways and Runway edge areas).
  - .2 No debris or materials may be left in the Runway strip outside 75 m from the C/L if it is elevated above the Runway elevation. No work may continue closer than 75 m from the runway C/L unless aircraft operations do not exist.
  - .3 Vehicles operating outside 75 m may continue work provided they remain mobile ( no vehicle is to shut down or stop engines unless there is no chance of aircraft operations, all vehicles must be able to pull back if required).
  - .4 Vehicles and equipment shall not penetrate the Transitional surface during aircraft operations. If the height of a vehicle is unknown it is to be assumed that its height is 4.3 m in height.

## 1.07 SITE SECURITY

- .1 The work will be carried out within the limits of the Stephenville Airport, Stephenville, NL. Refer to Appendix I for the Location Plan and Site Plan.
- .2 Be aware that security regulations pertaining to control of construction personnel are in force at the site. It is the Contractor's responsibility to become familiar with and abide by such regulations.
- .3 In general, the Stephenville Airport Authority will provide orientation on security and rules before work commences.
- .4 The Contractor will be responsible to:
  - .1 Co-ordinate the hiring of security personnel through the Stephenville Airport Authority to control and monitor all traffic at restricted area entry and exit points and at the remediation site. The payment for the security personnel for the duration of the project will be the contractor's responsibility and all cost shall be included in the Lump Sum portion of the work on the Bid and Acceptance Form.
  - .2 Provide escort and surveillance function through use of security personnel who have security passes and airside vehicle operator's permits; and,
  - .3 The Contractor must supply and install barricades and signage necessary to block access points to the work area as directed by the DR.

- .4 The Contractor must erect, as a minimum requirement, barricades around the entire remediation site to prevent unauthorized entry into the work area & snow fencing around open excavations.
- .5 The Contractor requires Temporary Airport Restricted Area Passes for all their personnel working within restricted areas. The Contractor is responsible to obtain such passes, as are required, prior to work commencing including those required by their sub-contractors. The Contractor is responsible for the passes in accordance with the airport security regulations.
- .6 The Contractor is responsible to brief their own workforce and sub-contractors with respect of the security regulations and to ensure that they abide by all rules and regulations.
- .7 The Contractor shall establish and maintain a complete registry of all workers' names, including sub-contractors, service personnel and approved visitors' names. All workers' names will be submitted to the security personnel prior to entry to site.
- .8 The Contractor must immediately report any lost, stolen or destroyed passes to the DR and the Airport Manager's Office.
- .9 The work area shall be closed to all non-authorized personnel.
- .10 The Contractor shall ensure all persons entering the construction site shall receive a verbal safety advisory identifying areas of concern within that construction site.
- .11 Where the work of this contract will result in frequent use of a locked gate, it is the Contractor's responsibility to co-ordinate a security person to control the use of such gate at all times while the gate is in use.
- .12 Where the work of the Contract is located airside, provide barriers as required by the DR and instruct all workers to stay within the boundary of the designated area.
- .13 Material and equipment delivery vehicles will be met at the security gate by security and escorted to the unloading site. After unloading, security will escort the delivery vehicle back to and through the security gate.
- .14 When work will be done within restricted areas after normal working hours, notify the Airport Manager's Office through the DR in advance of areas and times. As much prior notice as possible will be given of any work to be carried out outside normal working hours, or outside the hours agreed to before the start of the contract, in order to minimize impact on airport operations.
- .15 The contractor shall abide by all rules, regulations and/or restrictions placed on them by the Airport Authority at no additional cost to the Government. Please direct all inquiries regarding these matters to the Stephenville Airport Authority, refer to clause 1.8.2 below for contact number.

**1.08 MEASUREMENT FOR PAYMENT**

- .1 No separate measurement for payment shall be made for items under this section. Include all cost for Special Procedures: Airports in Use in the Lump Sum portion of the work on the Bid and Acceptance Form.
- .2 All inquiries for cost associated with security personnel shall be directed to the Stephenville Airport facility manager at 1-709-643-8455.

**2 PRODUCTS NOT USED**

**3 EXECUTION NOT USED**

**END OF SECTION**