



# ***Plan of Construction Operations***

**REHABILITATION OF APRON I PCC PANELS**

**At**

**Prince George Airport, BC**

**Tetra Tech Project No. TRN.AIRP03113**

Date: March 27, 2017

Site Name: Prince George Airport

Project: Rehabilitation of Apron I PCC Panels

Start Date: May 2017      Finish Date: August 2017

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## Description of Work

The project consists of removal of existing concrete aircraft parking panels (full depth to existing gravel subgrade and/or partial depth to existing concrete substrate), construction of new concrete panels or partial depth repairs and new temporary tape and permanent paint markings. Construction work is confined to Apron I.

This work will be performed during day time hours under YXS escort.

All work on airside will conform to TP312E Transport Canada's *Aerodrome Standards and Recommended Practices* manual 4<sup>th</sup> Edition.

## Work Sections / Operational Constraints

The work on this project will involve airside work. The work sections below identify the work in each section, see also the Plan of Construction Operations drawing(s).

### **WORK PROGRAM**

The work program and construction sections were developed to minimize the impact and restrictions on airport operations. The specific project limits for each work section are shown on the Plan of Construction Operations (PCO) drawing(s) (attached).

The construction has been separated into four separate sections with operation requirements, work restrictions and airport operational changes provided for each section. Following is a brief description of the scope of work, the PCO drawing(s) shall be read for the requirements.

References to steady burning red lights in this document meet the TP312E 4<sup>th</sup> Edition Standard 7.4.2.3 of 10cd intensity. See Annex 5.

The Work will be separated into 4 Sections in order to minimize simultaneous aircraft operating stand closures.

### **Work Sections 1 through 4 - Daytime:**

#### **Scope of Work:**

Secure 1.8m high temporary fencing with steady burning red lights spaced at 3m intervals to be installed around construction works in each Section (1 – 4) for PCC concrete panel rehabilitation construction. Remove existing concrete to depths required for rehabilitation including disposal off-site, construction of new concrete panels or partial depth repairs, temporary tape and permanent paint markings.

## Stages/Phase/Areas of the Construction & Schedules:

### Project Milestones

The Following Milestones are envisioned in the preparation and execution of the Rehabilitation of Apron I project:

- Commence Construction: May 2017
- Expected Completion Date: August 2017

### Proposed Work Plan

Construction traffic will be separated from the air traffic as described above.

## Types & Frequency of Air Traffic:

See Annex 3 for Flight Schedule.

## Disruptions to Air Traffic:

Temporary closures to operational stands on Apron I as required for the separate Sections of Work. All closures dependant on the work Section being constructed.

## Position and height of equipment (Relative to Runways & Taxiways):

### Types of Equipment:

(Note: All heights are above ground level)

- Standard Dump Truck (approx. 13 ft.) (4m)
- Access Vehicles (pick-up trucks)
- Paving Equipment (approx. 12 ft.) (3.7m)
- Milling machine (approx. 12 ft.) (4m)
- Roller (approx. 12 ft.) (4m)
- Booms down; Excavator (approx. 18 ft) (5.5m) or mini excavator (approx. 12 ft.) (3.7m)

All equipment will be under the Obstacle Limitation Surface for all Work Sections.

## Work Adjacent to Taxiways / Aprons:

All work will be on Apron I with no impacts to Taxiway 'C' and 'D' **other than aircraft on Apron I is restricted to Code C wingspan (maximum 36m wingspan)**. Work on Apron I will be done in accordance with TP312E - Aerodrome Standards & Recommended Practices, 4<sup>th</sup> Edition with operational constraints as described above and on the Drawings.

There will be no impact on taxiway strips.

## Unserviceability Delineators Provided:

Unserviceability delineators will be placed as detailed on the drawings and the attached Annex 5.

## Displaced and/or Relocated Thresholds:

None.

## NOTAM:

1. All NOTAMs issued for the project shall be issued in accordance with NAV CANADA's "Canadian NOTAM Procedures Manual".
2. Below is a sample NOTAM to reflect the current work schedule. The schedule may be adjusted to increase or decrease the closures depending on work progress.
3. **No NOTAM anticipated as no taxiway or runway changes are impacted.**

CYXS

1704231400 TIL APRX 1709010200

## Access Control, Vehicle Operations and Airside Escort:

### Site Access

Access will be through existing airside Gate #22 south of the RCMP Hangar as shown on the drawing(s) for Sections 2 – 4 work, and a separate access through an existing airside Gate #9 onto Taxiway D / Apron II will be utilized for Section 1 work.

See below for details of vehicle, personnel and access control requirements including access control guards and the Airside Escort.

### **Airside Escort**

Control over construction men and equipment and the work crews will be provided by the Airside Escort. This person(s) fully comprehends Prince George Airport's airside safety procedures and regulations and shall issue and recover temporary security passes. The Airside Escort(s) shall be accessed through the Prince George Airport's Security Office.

The Airside Escort will control the activities of the Contractor's men and equipment and the inspection staff by rigidly enforcing the airside regulations.

The Airside Escort will continuously monitor air and ground traffic frequencies as required for the work activities.

The Airside Escort must meet the following requirements:

Possess an Airside Vehicle Operator's Permit for The Prince George Airport and a valid Restricted Radio Operator's Licence.

### **Airside Escort Vehicle**

The airside escort vehicle shall be equipped with a 360 degree flashing amber beacon, a 2-way radio and a VHF radio capable of receiving and transmitting on the airport frequencies. This vehicle will require an airside vehicle permit. The operator of the vehicle must possess the same qualifications as the Airside Escort. The Airside Escort Vehicle shall be provided by the Airport.

### **Access Control Guard (Gate Guard)**

The Access Control Guard(s) must fully comprehend Prince George Airport's airside safety procedures and regulations.

The Access Control Guard will control access to the construction site. The Contractor will provide the personnel for this position. The Airport will provide training for the Contractor's personnel for this position.

### **Temporary Airside Passes**

**All Contractor's personnel are required to have a temporary airside pass for all work on airside and shall receive and return the passes to the Airside**

**Escort as arranged by the Airport's Security Office. A charge of \$200.00 to the Contractor will be levied for each pass not returned.**

### **Movement Restrictions**

Movement of Contractor's personnel and equipment is restricted to construction areas. See Plan of Construction Operations drawing in this document.

### **Vehicle Control Requirement**

- .1 Airside Escort shall control all Contractor's personnel and equipment when on airside.
- .2 Airside Escort shall escort all Contractor's personnel and equipment to and from the work site.
- .3 Contractor's personnel must obey directions given by the Airside Escort at all times without delay. ***Contractor personnel who disregard directions given to them by the Airside Escort will be subject to immediate removal from the site for the duration of the project.***

## **Communications Plan (Prior to Construction & During Construction):**

*See attached Lines of Communication Chart in Annex 2.*

### **1. RESPONSIBILITIES**

The following are the basic responsibilities of those directly involved in the project, during construction:

#### **.1 DIRECTOR OF OPERATIONS**

The Director of Operations or designated representative is responsible for the following:

- .1 Advising aircraft operators of the construction schedule updates and operating procedures for the various Phase/Areas of work.
- .2 Issuing NOTAMs advising of operational constraints including closure of Taxiways at various times during the project.
- .3 Advising the Resident Engineer of any operational, safety or security concerns that arise during the project.
- .4 Advising NAV Canada of changes in the construction schedule which might impact on their primary responsibilities.

- .5 Participating in the acceptance of the completed work as the operational representative.
- .6 Meeting with Contractor and/or Resident Engineer as required to inspect any surfaces being reopened and to review operational, safety, security concerns and schedule for the following work shift.
- .7 Designating a safety reviewer who will make periodic inspections of the entire job site and who will review in detail:
  - F.O.D. (foreign object damage) prevention,
  - security
  - safety.
- .8 Advise Transport Canada of project completion.

## **.2 NAV CANADA**

- .1 Ensuring operational directives issued by the Director of Operations are followed in accordance with Air Traffic Control (ATC)/Flight Service Station (FSS) operational procedures.
- .2 Advising air traffic of NOTAMs and voice advisories that are in effect.
- .3 Advising air traffic of operational restrictions and limitations regarding airport facilities.

## **.3 RESIDENT ENGINEER**

The Resident Engineer will liaise with the Director of Operations or designated representative and is responsible for the following:

- .1 Co-ordinating the construction work through the Contractor.
- .2 Advising the Director of Operations of any problems, safety or security concerns related to the project.
- .3 Ensuring that operational directions provided by the Director of Operations are followed by all workers.
- .4 Ensuring the Airport is advised 72 hours prior for any approved NOTAM changes so that the Airport may advise NAV Canada – ATC/FSS Manager.
- .5 Ensuring that the Contractor complies with all airport safety, security, and operational requirements for the project at all times.
- .6 Monitoring construction progress, quantity and quality of construction materials and inspection performance.



- .7 Implementing systems and procedures to ensure proper inspection and testing of the work.
- .8 Responsible for all other aspects of the construction project not specifically assigned.

#### **.4 CONTRACTOR**

The Contractor is responsible for the construction work on the project as specified in the contract. The following requirements for the Contractor are mandatory and will be incorporated into the contract documents.

- .1 Contractor's personnel and subcontractors are restricted to the area perimeters shown on the PCO drawing(s).
- .2 Security regulations are to be followed.
- .3 Vehicular traffic regulations are to be followed.
- .4 Directions from the Airside Escort are to be followed.
- .5 A list of reliable employees that will require temporary airside passes is to be provided. Valid photo ID, acceptable to the Airport, is required by all personnel requiring a temporary pass.
- .6 All private vehicles, materials, and non-working equipment are to be located on Groundside.
- .7 Manoeuvring areas and public use areas to be kept clean and free of dust and debris.
- .8 All Contractor's vehicles permitted on airside as part of the work requirements must be equipped with a 360 degree flashing amber beacon.
- .9 Contractor to provide and/or install all necessary barricades, lights, delineators as noted on the drawings and/or directed by the Airport at no cost to the Airport.
- .10 Contractor shall provide the personnel for the position(s) of Access Control Guard.

## **2. LINES OF COMMUNICATION**

The following is a summary of communication procedures relating to the project implementation stage (see Annex 2). Only the Director of Operations or designate shall have communication with Transport Canada or Nav Canada.

### **.1 DIRECTOR OF OPERATIONS**

The Director of Operations will advise tenants and air operators of operational status of facilities and any scheduled interruptions.

Requirements and concerns of tenants and air operators will be communicated to the Resident Engineer.

The Director of Operations will liaise with the Resident Engineer and Manager ATC/FSS to resolve operational or security concerns.

## **.2 RESIDENT ENGINEER**

The Resident Engineer will respond to operational or safety concerns made known by the Director of Operations and will direct the Contractor. The Resident Engineer will liaise with the Director of Operations.

The Resident Engineer will advise the Director of Operations of proposed changes to the work.

The Resident Engineer is to respond to operational concerns made known to him by the Director of Operations. He will direct the Contractor accordingly. If there are problems he cannot resolve, he is to advise the Director of Operations.

The Resident Engineer will issue a shift summary to YXS Operations staff and Project Managers outlining shift activities, construction progress, irregularities, and upcoming shift activities and any operational changes required.

## **.3 CONTRACTOR**

Safety and security are paramount at the airport site. The Contractor will assume full responsibility for all construction workers, including Sub-Contractors and advise them accordingly.

## **.4 AIRLINE OPERATORS, TENANTS, AND MAJOR USERS**

All airline operators, tenants and major users are to make their operational concerns known to the Director of Operations.

## **.5 REPORTING SYSTEMS**

### **.1 SITE INSTRUCTIONS**

The Director of Operations is to issue site instructions to the Resident Engineer verbally and confirmed in writing, to revise safety or operations procedures as required.

# Security and Safety

All persons, equipment and vehicles permitted airside of the security fence by virtue of doing work under this project must remain within the delineated boundaries of the work area and access route. No private vehicles will be permitted airside of the security fence. No person will be permitted airside except during approved scheduled working hours without the specific authorization of the Director of Operations.

## 1. Security

### ***Responsible Personnel***

Provide the Director of Operations with a list of Consultant and Contractor's responsible personnel who may be contacted after working hours in case of emergency.

## 2. Safety

YXS will conduct a safety case with Airport Operations and stakeholders in advance of the work.

YXS and /or the Resident Engineer will conduct a face-to-face briefing with the Contractor at the start of the work and ongoing at regular intervals throughout construction as a reminder to ongoing employees and to ensure that any new employees are briefed. It is the responsibility of the Contractor to ensure all personnel on site have been briefed on airside safety procedures.

Safety is a regular agenda item at construction meetings.

All vehicles operating Airside of the Prince George Airport must be equipped with a 360 degree flashing amber beacon. This beacon must be on when Airside.

All workers on airside shall wear high visibility clothing and personal protection equipment as required by WorkSafe BC.

The safety of aircraft, passengers, and the public must not be compromised during this project. Any operations that may jeopardize the safety of operations must be reported immediately to the Director of Operations and Resident Engineer.

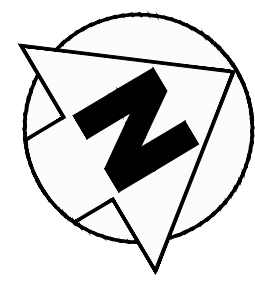
A report shall be made to Airport Operations by telephone or radio at the end of each work shift by the Resident Engineer to confirm that the surfaces adjacent to the work area have been inspected by himself, the Contractor and the Director of Operation's representative and is in suitable condition for aircraft operations.

The Director of Operations has the authority to issue a "Stop Work Order".

## ***Annex 1***

### ***Plan of Construction Operations***

***See Drawings C2.0 through C2.3***



APRON IV

B1900

SAAB 340 W/ 3.0m WINGTIP CLEARANCE

SUPPLY, INSTALL AND MAINTAIN 150mm WIDE x 4m LONG TEMPORARY BLACK PAVEMENT MARKING TAPE X'S OVER OP- STAND DESIGNATOR NUMBER FOR TEMPORARY CLOSURES (TYP) (REMOVE TEMP. TAPE WHEN SECTION COMPLETE)

CODE 'C' TAXIWAY 26m STRIP

SECTION 1

18 19 20 21 22 23 24 25 26 27 28 29 30

APRON I

SAAB 340 W/ 3.0m WINGTIP CLEARANCE

B1900 W/ 3.0m WINGTIP CLEARANCE

SUPPLY, INSTALL AND MAINTAIN 150mm WIDE x 1.5m LONG TEMPORARY YELLOW PAVEMENT MARKING TAPE AT TEMP. STOP BAR LOCATION FOR AIRCRAFT SHOWN IN MATRIX BELOW DURING SECTION 1 CONSTRUCTION. (REMOVE TEMP. TAPE WHEN SECTION COMPLETE)

RCMP

NORTHERN THUNDERBIRD

B737-800W W/ 4.5m WINGTIP CLEARANCE

Q400 W/ 4.5m WINGTIP CLEARANCE

A.T.B.

RELOCATE TEMP. FENCING TO ENCLOSE PANEL A28 AS REQUIRED TO MINIMIZE DISRUPTION TO PASSENGER WALKWAY. PROVIDE SAFE UNIMPEDED PASSENGER ACCESS AT ALL TIMES.

TAXIWAY D

APRON II

Fueling Area

GATE 9. CONTRACTOR TO PROVIDE ACCESS CONTROL GUARD FOR ALL TIMES THE GATE IS UNLOCKED.

CONTRACTOR'S ESCORTED ACCESS ROUTE. CONTRACTOR TO MAINTAIN CLEAN FOD-FREE CONSTRUCTION ROUTES AT ALL TIMES.

CONTRACTOR'S STAGING AREA

AIRCRAFT PARKING MATRIX		OP- STAND #	BCH-1900D	BCH-1900D	SAAB 340	SAAB 340	B737-700W	B737-700W	B737-800W	B737-800W	B737-300ER	B737-300ER	A321XLR	CONVERSE 300
RESTRICTIONS	OP- STAND #													
SEE NOTE 1	1													
SEE NOTE 2	1A													
SEE NOTE 2	2													
SEE NOTE 3	3													
SEE NOTE 4	3A													
SEE NOTE 3 AND 5	4													
SEE NOTE 6	5													
SEE NOTE 7	6													
SEE NOTE 7	7													

RESTRICTIONS NOTES:  
 1. OPSTAND 1 IS RESTRICTED TO TEMPORARY STOP BAR AS NOTED IN TABLE.  
 2. OPSTANDS 1A AND 2 ARE CLOSED DURING SECTION 1 CONSTRUCTION.  
 3. OPSTANDS 3 AND 4 ARE CLOSED WHEN OPSTAND 3A IS IN USE.  
 4. OPSTAND 3A IS CLOSED WHEN OPSTANDS 3 AND 4 ARE IN USE.  
 5. B737-800W CANNOT BE ON OPSTAND 4 WHEN OPSTAND 5 IS IN USE.  
 6. OPSTAND 5 IS CLOSED WHEN SAAB 340 OR DORNIER 328 ARE ON OPSTAND 6, AND OR B737-800W IS ON OPSTAND 4.  
 7. OPSTAND 6 IS RESTRICTED TO BCH-1900D WHEN OPSTAND 5 IS IN USE.

GENERAL REQUIREMENTS:

OPERATIONAL REQUIREMENTS

- CONTRACTOR SHALL CONTROL AND BE RESPONSIBLE FOR CONTRACTOR'S PERSONNEL / SUBCONTRACTORS.
- ALL CONTRACTOR'S VEHICLES REQUIRED ON AIRSIDE FOR CONSTRUCTION ACTIVITIES SHALL BE EQUIPPED WITH 360 DEGREE FLASHING AMBER BEACON.
- ALL CONTRACTOR'S PERSONNEL / SUB-CONTRACTORS ARE REQUIRED TO HAVE TEMPORARY RESTRICTED AREA PASSES WHILE ON AIRSIDE.
- AIRSIDE ESCORT (A.E.) WILL BE PROVIDED BY THE AIRPORT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE AND SCHEDULE THE A.E. PROVIDE 72 HOURS NOTICE FOR SCHEDULING THE A.E. CONTACT THE PRINCE GEORGE AIRPORT'S SECURITY OFFICE.
- CONTRACTOR SHALL PROVIDE THE ACCESS CONTROL GUARD (ACG). ACG IS REQUIRED FOR ALL TIMES THE AIRSIDE ACCESS GATE IS UNLOCKED. THE PRINCE GEORGE AIRPORT WILL PROVIDE TRAINING FOR THE CONTRACTOR'S ACG'S PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- CONTRACTOR'S CONSTRUCTION SAFETY SHALL MEET WORKSAFE BC REGULATIONS AND ADVISE AND PROTECT PERSONNEL FROM NOISE AND POTENTIAL JET BLAST / PROX WASH OF ACTIVE AIRCRAFT OPERATIONS.
- ALL AIRPORT PAVEMENT SURFACES TO BE KEPT CLEAN OF CONSTRUCTION DEBRIS AND F.O.D. CONTRACTOR IS RESPONSIBLE TO MAINTAIN & PROVIDE CLEAN PAVEMENT SURFACES.
- NO SMOKING ALLOWED ON AIRSIDE.
- ALL F.O.D. POTENTIAL ITEMS AND GARBAGE MUST BE CONTAINED TO PREVENT FLYAWAY AND THEN DISPOSED OFF-SITE AT THE END OF EACH WORK SHIFT.
- CONTRACTOR TO ARRANGE FOR SHUT DOWN AND LOCKOUT ELECTRICAL SYSTEMS PRIOR TO ANY SUBSURFACE WORK WITHIN 5M OF AIRPORT ELECTRICAL INFRASTRUCTURE. CONTRACTOR MUST RECEIVE PRIOR APPROVAL FROM THE AIRPORT IN ORDER TO SHUT DOWN ANY AIRPORT ELECTRICAL FACILITIES. CONTRACTOR MUST COORDINATE WITH THE AIRPORT'S ELECTRICAL CONTRACTOR IN ORDER TO SCHEDULE ANY ELECTRICAL CIRCUIT SHUTDOWNS AND START-UPS THAT MAY AFFECT ANY AIRPORT ELECTRICAL OR COMMUNICATION FACILITIES.
- ANY INTERRUPTION OF ELECTRICAL SYSTEMS OR NAVIGATIONAL AIDS REQUIRES A MINIMUM 72 HOURS PRIOR NOTICE AND A SPECIFIC NOTAM.
- READ AND COMPLY WITH THE PCO DOCUMENT IN THE SPECIFICATIONS THAT ACCOMPANIES THIS DRAWING.

WORK SECTION 1 - DAYTIME WORK (07:00 - 19:00):

SCOPE OF WORK:

REMOVE EXISTING CONCRETE (FULL DEPTH AND/OR PARTIAL DEPTH) TO SUBGRADE ELEVATIONS, INCLUDING REMOVAL OFF-SITE. CONSTRUCTION OF NEW CONCRETE PANELS OR PARTIAL DEPTH REPAIRS, PARTIAL DEPTH REPAIR OF CONCRETE MANHOLE TOP, AND TEMPORARY TAPE AND PERMANENT PAINT MARKINGS ON APRON I

OPERATIONAL REQUIREMENTS

- INSTALL SECURE, ENCLOSED 1.8M HIGH TEMPORARY MODULOX FENCING AROUND CONSTRUCTION AREA FOR DURATION OF CONCRETE CONSTRUCTION. INSTALL STEADY BURNING RED LIGHTS ON TEMPORARY FENCING. AIRPORT WILL SUPPLY THE SOLAR RED LIGHTS.
- ALL CONTRACTOR'S PERSONNEL / SUBCONTRACTORS SHALL BE ESCORTED BY THE A.E. FOR ALL WORK ON AIRSIDE.
- CONTRACTOR'S PERSONNEL TO BE MADE AWARE OF NORMAL AIRCRAFT AND VEHICLE MOVEMENTS OCCURRING ALONGSIDE THE WORK AREA.

WORK RESTRICTIONS:

- CONTRACTOR MUST CONTROL DUST.
- CONTRACTOR MUST MAINTAIN A CLEAN, FOD FREE CONSTRUCTION SITE AND ACCESS ROUTE.
- NO PILES ALLOWED ABOVE EXISTING GRADES.

AIRPORT OPERATIONAL CHANGES REQUIRED:

- SPECIAL OPERATIONS NOTICE NOTIFYING AIRPORT USERS OF CONSTRUCTION ACTIVITIES ON APRON I
- CLOSURE OF GATES 1A AND 2 FOR THE DURATION OF WORK IN THIS SECTION.
- MAKE GROUND MARSHALLERS AWARE OF CHANGES TO AIRCRAFT PERMITTED AND TEMPORARY STOP BAR LOCATIONS AT GATE 1.

LEGEND:

- TEMPORARY 1.8m HIGH SECURE FENCING C/W RED LIGHTS
- DENOTES AIRCRAFT OP STAND CLOSED 24 / 7 UNTIL SECTION / PHASE IS COMPLETE AND RETURNED TO SERVICE
- CONTRACTOR ESCORTED ACCESS ROUTE

Scale: 1:750 @ 22"x34"

NUM	DATE	DWN	CKD	APR	DESCRIPTION
0	17/03/27				A.E. ISSUED FOR TENDER
REV	DATE	APR			DESCRIPTION

REVISIONS

DRAWING STATUS

PERMIT

PROFESSIONAL SEAL

CLIENT



REHABILITATION OF APRON I PCC PANELS

PLAN OF CONSTRUCTION OPERATIONS SECTION 1

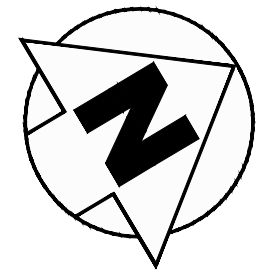


PROJECT No.	OFFICE	DES	CKD	REV	DRAWING
TRN AIRP0313-01.001	Kelowna	K.S.A.	K.S.A.	0	
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October 31, 2016	2 of 10	M.E.R.	A.E.	IFT	

C2.0

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CONTRACTOR'S ESCORTED ACCESS ROUTE FOR SECTIONS 2 - 4. CONTRACTOR TO MAINTAIN CLEAN FOD-FREE CONSTRUCTION ROUTES AT ALL TIMES.

B737-800W 4.5m WINGTIP CLEARANCE

B737-800W 3.0m MANGEAR CLEARANCE

SUPPLY, INSTALL AND MAINTAIN 150mm WIDE x 1.5m HIGH TEMPORARY YELLOW OP- STAND DESIGNATOR NUMBER FOR TEMPORARY LEAD-IN LINE. (REMOVE TEMP. TAPE WHEN SECTION COMPLETE)

APRON IV

CODE 'C' TAXIWAY 26m STRIP

SECTION 2

APRON I

SAAB 340 W/ 3.0m WINGTIP CLEARANCE

B1900 W/ 3.0m WINGTIP CLEARANCE

RCMP

NORTHERN THUNDERBIRD

Q400 W/ 4.5m WINGTIP CLEARANCE

RELOCATE TEMP. FENCING TO ENCLOSE PANELS B12 AND B16 AS REQUIRED TO MINIMIZE DISRUPTION TO PASSENGER WALKWAY. PROVIDE SAFE UNIMPED PASSENGER ACCESS AT ALL TIMES.

MAINTAIN PEDESTRIAN ACCESS ON HARD SURFACE TO STANDS 4, 5, AND 6.

SUPPLY, INSTALL AND MAINTAIN 150mm WIDE x 52.5m LONG TEMPORARY YELLOW PAVEMENT MARKING TAPE FOR TEMP. LEAD-IN LINE. INSTALL 150mm WIDE x 1.5m LONG TEMPORARY YELLOW PAVEMENT MARKING TAPE AT TEMP. STOP BAR LOCATION FOR AIRCRAFT SHOWN IN MATRIX BELOW DURING SECTION 2 CONSTRUCTION. (REMOVE TEMP. TAPE WHEN SECTION COMPLETE)

GATE 22. CONTRACTOR TO PROVIDE ACCESS CONTROL GUARD FOR ALL TIMES THE GATE IS UNLOCKED.

CONTRACTOR'S ACCESS ROUTE

AIRCRAFT PARKING MATRIX		OP- STAND #	BCH-1900D	DORNER 328	SAAB 340	DH8-300	DH8-400	DH8-300	B737-700W	B737-800W	B777-300ER	A320	A321	CONVAIR 440
RESTRICTIONS	1	1A	●	●	●	●	●	●	●	●	●	●	●	●
SEE NOTE 1	2	2	●	●	●	●	●	●	●	●	●	●	●	●
SEE NOTE 1	3	3A	●	●	●	●	●	●	●	●	●	●	●	●
SEE NOTE 1	4	4	●	●	●	●	●	●	●	●	●	●	●	●
SEE NOTE 2	5	5	●	●	●	●	●	●	●	●	●	●	●	●
SEE NOTE 3	6	6	●	●	●	●	●	●	●	●	●	●	●	●
SEE NOTE 3	7	7	●	●	●	●	●	●	●	●	●	●	●	●

RESTRICTIONS NOTES:  
 1. OPSTANDS 1A, 2, 3 AND 3A ARE CLOSED DURING WORK SECTION 2 CONSTRUCTION.  
 2. OPSTAND 5 IS CLOSED WHEN SAAB 340 OR DORNER 328 ARE ON OPSTAND 6.  
 3. OPSTAND 6 IS RESTRICTED TO BCH-1900D WHEN OPSTAND 5 IS IN USE.

WORK SECTION 2 - DAYTIME WORK (07:00 - 19:00):

SCOPE OF WORK:  
 REMOVE EXISTING CONCRETE (FULL DEPTH AND/OR PARTIAL DEPTH) TO SUBGRADE ELEVATIONS, INCLUDING REMOVAL OFF-SITE, CONSTRUCTION OF NEW CONCRETE PANELS OR PARTIAL DEPTH REPAIRS, AND TEMPORARY TAPE AND PERMANENT PAINT MARKINGS ON APRON I

OPERATIONAL REQUIREMENTS  
 1. INSTALL SECURE, ENCLOSED 1.8M HIGH TEMPORARY MODULOK FENCING AROUND CONSTRUCTION AREA FOR DURATION OF CONCRETE CONSTRUCTION. INSTALL STEADY BURNING RED LIGHTS ON TEMPORARY FENCING. AIRPORT WILL SUPPLY THE SOLAR RED LIGHTS.  
 2. ALL CONTRACTOR'S PERSONNEL / SUBCONTRACTORS SHALL BE ESCORTED BY THE A.E. FOR ALL WORK ON AIRSIDE.  
 3. CONTRACTOR'S PERSONNEL TO BE MADE AWARE OF NORMAL AIRCRAFT AND VEHICLE MOVEMENTS OCCURRING ALONGSIDE THE WORK AREA.

WORK RESTRICTIONS:  
 1. CONTRACTOR MUST CONTROL DUST.  
 2. CONTRACTOR MUST MAINTAIN A CLEAN, FOD FREE CONSTRUCTION SITE AND ACCESS ROUTE.  
 3. NO PILES ALLOWED ABOVE EXISTING GRADES.

AIRPORT OPERATIONAL CHANGES REQUIRED:  
 1. SPECIAL OPERATIONS NOTICE NOTIFYING AIRPORT USERS OF CONSTRUCTION ACTIVITIES ON APRON I  
 2. CLOSURE OF GATES 1A, 2, 3 AND 3A FOR THE DURATION OF WORK IN THIS SECTION.  
 3. MAKE GROUND MARSHALLERS AWARE OF CHANGES TO AIRCRAFT PERMITTED AND TEMPORARY LEAD-IN LINES / STOP BAR LOCATIONS ON GATE 1A AND TEMPORARY GATE 2.

GENERAL REQUIREMENTS:

- OPERATIONAL REQUIREMENTS
- CONTRACTOR SHALL CONTROL AND BE RESPONSIBLE FOR CONTRACTOR'S PERSONNEL / SUBCONTRACTORS.
  - ALL CONTRACTOR'S VEHICLES REQUIRED ON AIRSIDE FOR CONSTRUCTION ACTIVITIES SHALL BE EQUIPPED WITH 360 DEGREE FLASHING AMBER BEACON.
  - ALL CONTRACTOR'S PERSONNEL / SUB-CONTRACTORS ARE REQUIRED TO HAVE TEMPORARY RESTRICTED AREA PASSES WHILE ON AIRSIDE.
  - AIRSIDE ESCORT (A.E.) WILL BE PROVIDED BY THE AIRPORT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE AND SCHEDULE THE A.E. PROVIDE 72 HOURS NOTICE FOR SCHEDULING THE A.E. CONTACT THE PRINCE GEORGE AIRPORT'S SECURITY OFFICE.
  - CONTRACTOR SHALL PROVIDE THE ACCESS CONTROL GUARD (ACG). ACG IS REQUIRED FOR ALL TIMES THE AIRSIDE ACCESS GATE IS UNLOCKED. THE PRINCE GEORGE AIRPORT WILL PROVIDE TRAINING FOR THE CONTRACTOR'S ACGS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
  - CONTRACTOR'S CONSTRUCTION SAFETY SHALL MEET WORKSAFE BC REGULATIONS AND ADVISE AND PROTECT PERSONNEL FROM NOISE AND POTENTIAL JET BLAST / PROP WASH OF ACTIVE AIRCRAFT OPERATIONS.
  - ALL AIRPORT PAVEMENT SURFACES TO BE KEPT CLEAN OF CONSTRUCTION DEBRIS AND F.O.D. CONTRACTOR IS RESPONSIBLE TO MAINTAIN & PROVIDE CLEAN PAVEMENT SURFACES.
  - NO SMOKING ALLOWED ON AIRSIDE.
  - ALL F.O.D. POTENTIAL ITEMS AND GARBAGE MUST BE CONTAINED TO PREVENT FLYAWAY AND THEN DISPOSED OFF-SITE AT THE END OF EACH WORK SHIFT.
  - CONTRACTOR TO ARRANGE FOR SHUT DOWN AND LOCKOUT ELECTRICAL SYSTEMS PRIOR TO ANY SUBSURFACE WORK WITHIN 5M OF AIRPORT ELECTRICAL INFRASTRUCTURE. CONTRACTOR MUST RECEIVE PRIOR APPROVAL FROM THE AIRPORT IN ORDER TO SHUT DOWN ANY AIRPORT ELECTRICAL FACILITIES. CONTRACTOR MUST COORDINATE WITH THE AIRPORT'S ELECTRICAL CONTRACTOR IN ORDER TO SCHEDULE ANY ELECTRICAL CIRCUIT SHUTDOWNS AND START-UPS THAT MAY AFFECT ANY AIRPORT ELECTRICAL OR COMMUNICATION FACILITIES.
  - ANY INTERRUPTION OF ELECTRICAL SYSTEMS OR NAVIGATIONAL AIDS REQUIRES A MINIMUM 72 HOURS PRIOR NOTICE AND A SPECIFIC NOTAM.
  - READ AND COMPLY WITH THE PCO DOCUMENT IN THE SPECIFICATIONS THAT ACCOMPANIES THIS DRAWING.

LEGEND:

- TEMPORARY 1.8m HIGH SECURE FENCING C/W RED LIGHTS
- DENOTES AIRCRAFT OP- STAND CLOSED 24 / 7 UNTIL SECTION / PHASE IS COMPLETE AND RETURNED TO SERVICE
- CONTRACTOR ESCORTED ACCESS ROUTE

Scale: 1:750 @ 22"x34"

NUM	DATE	DWN	CKD	APR	DESCRIPTION

REVISIONS

REV	DATE	APR	ISSUED FOR TENDER
0	17/03/27	A.E.	ISSUED FOR TENDER

DRAWING STATUS

PERMIT

PROFESSIONAL SEAL

CLIENT



REHABILITATION OF APRON I PCC PANELS

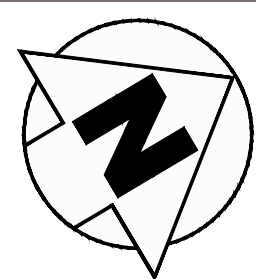
PLAN OF CONSTRUCTION OPERATIONS SECTION 2



PROJECT No.	OFFICE	DES	CKD	REV	DRAWING
TRN AIRP03113-01.001	Kelowna	K.S.A.	K.S.A.	0	C2.1
DATE:	SHEET No.	DWN	APP	STATUS	
October 31, 2016	3 of 10	M.E.R.	A.E.	IFT	







CONTRACTOR'S ESCORTED ACCESS ROUTE FOR SECTIONS 2 - 4. CONTRACTOR TO MAINTAIN CLEAN FOD-FREE CONSTRUCTION ROUTES AT ALL TIMES.

SUPPLY, INSTALL AND MAINTAIN 150mm WIDE x 1.5m HIGH TEMPORARY YELLOW OP- STAND DESIGNATOR NUMBER FOR TEMPORARY LEAD-IN LINE. (REMOVE TEMP. TAPE WHEN SECTION COMPLETE)

SUPPLY, INSTALL AND MAINTAIN 150mm WIDE x 4m LONG TEMPORARY BLACK PAVEMENT MARKING TAPE Xs OVER OP- STAND DESIGNATOR NUMBER FOR TEMPORARY CLOSURES (TYP). (REMOVE TEMP. TAPE WHEN SECTION COMPLETE)

SUPPLY, INSTALL AND MAINTAIN 150mm WIDE x 1.5m LONG TEMPORARY YELLOW PAVEMENT MARKING TAPE AT TEMP. STOP BAR LOCATION FOR AIRCRAFT SHOWN IN MATRIX BELOW DURING SECTION 3 CONSTRUCTION. (REMOVE TEMP. TAPE WHEN SECTION COMPLETE)

SAAB-340 W/ 3.0m WINGTIP CLEARANCE

SUPPLY, INSTALL AND MAINTAIN 150mm WIDE x 53.7m LONG TEMPORARY YELLOW PAVEMENT MARKING TAPE FOR TEMP. LEAD-IN LINE. INSTALL 150mm WIDE x 1.5m LONG TEMPORARY YELLOW PAVEMENT MARKING TAPE AT TEMP. STOP BAR LOCATION FOR AIRCRAFT SHOWN IN MATRIX BELOW DURING SECTION 3 CONSTRUCTION. (REMOVE TEMP. TAPE WHEN SECTION COMPLETE)

Q400 W/ 4.5m WINGTIP CLEARANCE

MAINTAIN PEDESTRIAN ACCESS ON HARD SURFACE TO STANDS 4-7.

RELOCATE TEMP. FENCING TO ENCLOSE PANEL A10 AS REQUIRED TO MINIMIZE DISRUPTION TO PASSENGER WALKWAY. PROVIDE SAFE UNIMPEDED PASSENGER ACCESS AT ALL TIMES.

Q400 W/ 4.5m WINGTIP CLEARANCE

GATE 22. CONTRACTOR TO PROVIDE ACCESS CONTROL GUARD FOR ALL TIMES THE GATE IS UNLOCKED.

CONTRACTOR'S ACCESS ROUTE

AIRCRAFT PARKING MATRIX							
RESTRICTIONS	OP- STAND #	B737-800W	B737-700W	B737-400W	B777-300ER	A321XLR	CONVULSER 380L
1	1A	●	●	●	●	●	●
2	2	●	●	●	●	●	●
3	3	●	●	●	●	●	●
3A	3A	●	●	●	●	●	●
4	4	●	●	●	●	●	●
TEMP 4	TEMP 4	●	●	●	●	●	●
5	5	●	●	●	●	●	●
6	6	●	●	●	●	●	●
7	7	●	●	●	●	●	●

RESTRICTIONS NOTES:  
 1. OPSTAND 1A IS CLOSED WHEN OPSTAND 1 IS IN USE.  
 2. OPSTANDS 3, 3A, 4 AND 5 ARE CLOSED DURING WORK SECTION 3 CONSTRUCTION.  
 3. OPSTAND 6 IS RESTRICTED TO TEMPORARY STOP BAR AS NOTED IN TABLE.

**WORK SECTION 3 - DAYTIME WORK (07:00 - 19:00):**

SCOPE OF WORK:  
 REMOVE EXISTING CONCRETE (FULL DEPTH AND/OR PARTIAL DEPTH) TO SUBGRADE ELEVATIONS, INCLUDING REMOVAL OFF-SITE, CONSTRUCTION OF NEW CONCRETE PANELS OR PARTIAL DEPTH REPAIRS, AND TEMPORARY TAPE AND PERMANENT PAINT MARKINGS ON APRON I

- OPERATIONAL REQUIREMENTS**
- INSTALL SECURE, ENCLOSED 1.8M HIGH TEMPORARY MODULOK FENCING AROUND CONSTRUCTION AREA FOR DURATION OF CONCRETE CONSTRUCTION. INSTALL STEADY BURNING RED LIGHTS ON TEMPORARY FENCING. AIRPORT WILL SUPPLY THE SOLAR RED LIGHTS.
  - ALL CONTRACTOR'S PERSONNEL / SUBCONTRACTORS SHALL BE ESCORTED BY THE A.E. FOR ALL WORK ON AIRSIDE.
  - CONTRACTOR'S PERSONNEL TO BE MADE AWARE OF NORMAL AIRCRAFT AND VEHICLE MOVEMENTS OCCURRING ALONGSIDE THE WORK AREA.

- WORK RESTRICTIONS:**
- CONTRACTOR MUST CONTROL DUST.
  - CONTRACTOR MUST MAINTAIN A CLEAN, FOD FREE CONSTRUCTION SITE AND ACCESS ROUTE.
  - NO PILES ALLOWED ABOVE EXISTING GRADES.

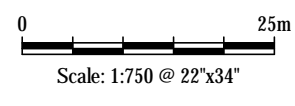
- AIRCRAFT OPERATIONAL CHANGES REQUIRED:**
- SPECIAL OPERATIONS NOTICE NOTIFYING AIRPORT USERS OF CONSTRUCTION ACTIVITIES ON APRON I.
  - CLOSURE OF GATES 3, 3A, 4 AND 5 FOR THE DURATION OF WORK IN THIS SECTION.
  - MAKE GROUND MARSHALLERS AWARE OF CHANGES TO AIRCRAFT PERMITTED AND TEMPORARY STOP BAR LOCATIONS ON GATE 6 AND TEMPORARY LEAD-IN LINE ON GATE 4.

**GENERAL REQUIREMENTS:**

- OPERATIONAL REQUIREMENTS**
- CONTRACTOR SHALL CONTROL AND BE RESPONSIBLE FOR CONTRACTOR'S PERSONNEL / SUBCONTRACTORS.
  - ALL CONTRACTOR'S VEHICLES REQUIRED ON AIRSIDE FOR CONSTRUCTION ACTIVITIES SHALL BE EQUIPPED WITH 360 DEGREE FLASHING AMBER BEACON.
  - ALL CONTRACTOR'S PERSONNEL / SUB- CONTRACTORS ARE REQUIRED TO HAVE TEMPORARY RESTRICTED AREA PASSES WHILE ON AIRSIDE.
  - AIRSIDE ESCORT (A.E.) WILL BE PROVIDED BY THE AIRPORT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE AND SCHEDULE THE A.E. PROVIDE 72 HOURS NOTICE FOR SCHEDULING THE A.E. CONTACT THE PRINCE GEORGE AIRPORT'S SECURITY OFFICE.
  - CONTRACTOR SHALL PROVIDE THE ACCESS CONTROL GUARD (ACG). ACG IS REQUIRED FOR ALL TIMES THE AIRSIDE ACCESS GATE IS UNLOCKED. THE PRINCE GEORGE AIRPORT WILL PROVIDE TRAINING FOR THE CONTRACTOR'S ACG'S PRIOR TO COMMENCEMENT OF CONSTRUCTION.
  - CONTRACTOR'S CONSTRUCTION SAFETY SHALL MEET WORKSAFE BC REGULATIONS AND ADVISE AND PROTECT PERSONNEL FROM NOISE AND POTENTIAL JET BLAST / PROP WASH OF ACTIVE AIRCRAFT OPERATIONS.
  - ALL AIRPORT PAVEMENT SURFACES TO BE KEPT CLEAN OF CONSTRUCTION DEBRIS AND F.O.D. CONTRACTOR IS RESPONSIBLE TO MAINTAIN & PROVIDE CLEAN PAVEMENT SURFACES.
  - NO SMOKING ALLOWED ON AIRSIDE.
  - ALL F.O.D. POTENTIAL ITEMS AND GARBAGE MUST BE CONTAINED TO PREVENT FLYAWAY AND THEN DISPOSED OFF-SITE AT THE END OF EACH WORK SHIFT.
  - CONTRACTOR TO ARRANGE FOR SHUT DOWN AND LOCKOUT ELECTRICAL SYSTEMS PRIOR TO ANY SUBSURFACE WORK WITHIN 5M OF AIRPORT ELECTRICAL INFRASTRUCTURE. CONTRACTOR MUST RECEIVE PRIOR APPROVAL FROM THE AIRPORT IN ORDER TO SHUT DOWN ANY AIRPORT ELECTRICAL FACILITIES. CONTRACTOR MUST COORDINATE WITH THE AIRPORT'S ELECTRICAL CONTRACTOR IN ORDER TO SCHEDULE ANY ELECTRICAL CIRCUIT SHUTDOWNS AND START-UPS THAT MAY AFFECT ANY AIRPORT ELECTRICAL OR COMMUNICATION FACILITIES.
  - ANY INTERRUPTION OF ELECTRICAL SYSTEMS OR NAVIGATIONAL AIDS REQUIRES A MINIMUM 72 HOURS PRIOR NOTICE AND A SPECIFIC NOTAM.
  - READ AND COMPLY WITH THE PCO DOCUMENT IN THE SPECIFICATIONS THAT ACCOMPANIES THIS DRAWING.

**LEGEND:**

- — — — — TEMPORARY 1.8m HIGH SECURE FENCING C/W RED LIGHTS
- ✕ DENOTES AIRCRAFT OP- STAND CLOSED 24 / 7 UNTIL SECTION / PHASE IS COMPLETE AND RETURNED TO SERVICE
- CONTRACTOR ESCORTED ACCESS ROUTE



NUM	DATE	DWN	CKD	APR	DESCRIPTION	REV	DATE	APR	DESCRIPTION
0	17/03/27				A.E. ISSUED FOR TENDER				

PERMIT

PROFESSIONAL SEAL

CLIENT

**REHABILITATION OF APRON I PCC PANELS**

**PLAN OF CONSTRUCTION OPERATIONS SECTION 3**

PROJECT No. TRN AIRP03113-01.001  
 OFFICE Kelowna  
 DATE: October 31, 2016

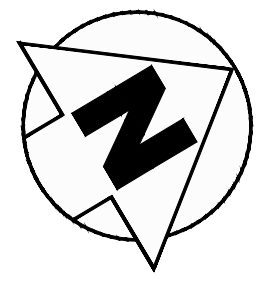
DES. K.S.A.  
 CKD. K.S.A.  
 REV. 0

SHEET No. 4 of 10  
 DWN APP STATUS  
 M.E.R. A.E. IFT

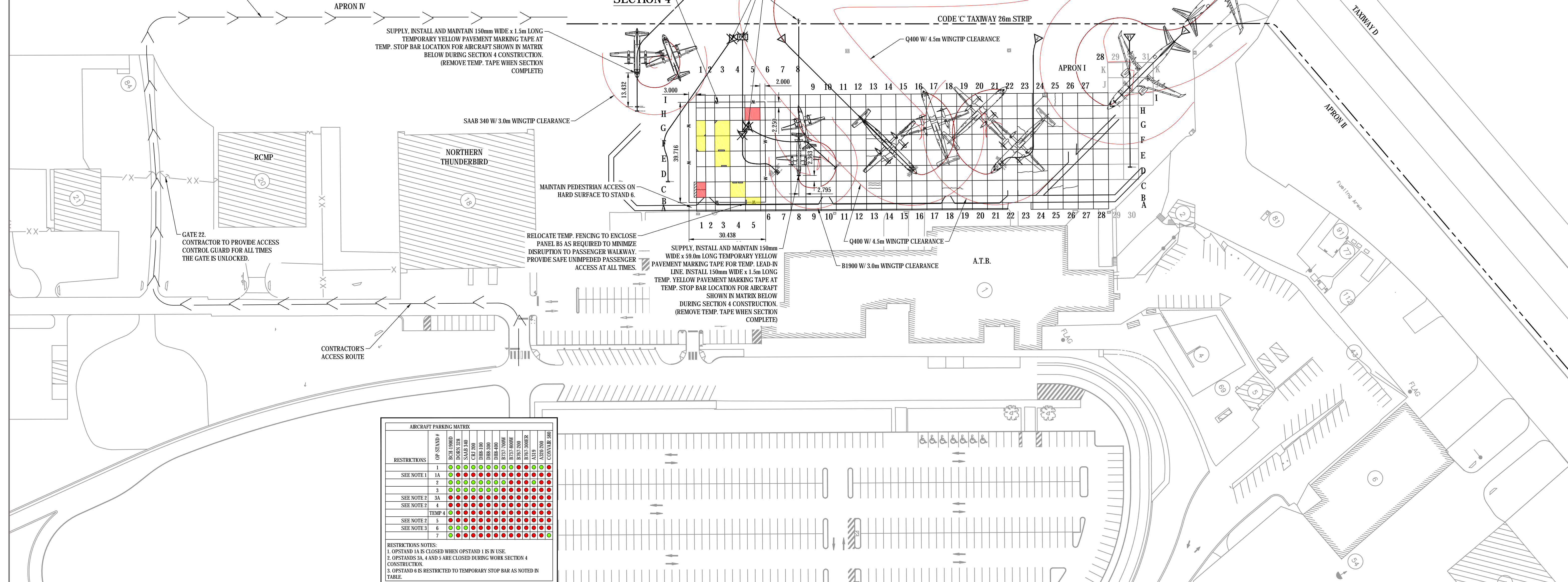
**TETRA TECH**

**C2.2**





CONTRACTOR'S ESCORTED ACCESS ROUTE FOR SECTIONS 2 - 4. CONTRACTOR TO MAINTAIN CLEAN FOD-FREE CONSTRUCTION ROUTES AT ALL TIMES.



RESTRICTIONS	OP- STAND #	BCH 1900D	DOIS 228	SAAB 340	DBR 400	DBR 400	DBR 400	B737-700W	B737-800W	B737-700	B737-300ER	A320	A320XLR	CONTAINER 300
SEE NOTE 1	1A	●	●	●	●	●	●	●	●	●	●	●	●	●
SEE NOTE 2	3A	●	●	●	●	●	●	●	●	●	●	●	●	●
SEE NOTE 3	4	●	●	●	●	●	●	●	●	●	●	●	●	●
TEMP 4	TEMP 4	●	●	●	●	●	●	●	●	●	●	●	●	●
SEE NOTE 2	5	●	●	●	●	●	●	●	●	●	●	●	●	●
SEE NOTE 3	6	●	●	●	●	●	●	●	●	●	●	●	●	●
SEE NOTE 3	7	●	●	●	●	●	●	●	●	●	●	●	●	●

RESTRICTIONS NOTES:  
 1. OP- STAND 1A IS CLOSED WHEN OP- STAND 1 IS IN USE.  
 2. OP- STANDS 3A, 4 AND 5 ARE CLOSED DURING WORK SECTION 4 CONSTRUCTION.  
 3. OP- STAND 6 IS RESTRICTED TO TEMPORARY STOP BAR AS NOTED IN TABLE.

**GENERAL REQUIREMENTS:**

**OPERATIONAL REQUIREMENTS**

- CONTRACTOR SHALL CONTROL AND BE RESPONSIBLE FOR CONTRACTOR'S PERSONNEL / SUBCONTRACTORS.
- ALL CONTRACTOR'S VEHICLES REQUIRED ON AIRSIDE FOR CONSTRUCTION ACTIVITIES SHALL BE EQUIPPED WITH 360 DEGREE FLASHING AMBER BEACON.
- ALL CONTRACTOR'S PERSONNEL / SUB- CONTRACTORS ARE REQUIRED TO HAVE TEMPORARY RESTRICTED AREA PASSES WHILE ON AIRSIDE.
- AIRSIDE ESCORT (A.E.) WILL BE PROVIDED BY THE AIRPORT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE AND SCHEDULE THE A.E. PROVIDE 72 HOURS NOTICE FOR SCHEDULING THE A.E. CONTACT THE PRINCE GEORGE AIRPORT'S SECURITY OFFICE.
- CONTRACTOR SHALL PROVIDE THE ACCESS CONTROL GUARD (ACG). ACG IS REQUIRED FOR ALL TIMES THE AIRSIDE ACCESS GATE IS UNLOCKED. THE PRINCE GEORGE AIRPORT WILL PROVIDE TRAINING FOR THE CONTRACTOR'S ACG PRIOR TO COMMENCEMENT OF CONSTRUCTION.
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- CONTRACTOR TO ARRANGE FOR SHUT-DOWN AND LOCKOUT ELECTRICAL SYSTEMS PRIOR TO ANY SUBSURFACE WORK WITHIN 5M OF AIRPORT ELECTRICAL INFRASTRUCTURE. CONTRACTOR MUST RECEIVE PRIOR APPROVAL FROM THE AIRPORT IN ORDER TO SHUT DOWN ANY AIRPORT ELECTRICAL FACILITIES. CONTRACTOR MUST COORDINATE WITH THE AIRPORT'S ELECTRICAL CONTRACTOR IN ORDER TO SCHEDULE ANY ELECTRICAL CIRCUIT SHUTDOWNS AND START-UPS THAT MAY AFFECT ANY AIRPORT ELECTRICAL OR COMMUNICATION FACILITIES.
- ANY INTERRUPTION OF ELECTRICAL SYSTEMS OR NAVIGATIONAL AIDS REQUIRES A MINIMUM 72 HOURS PRIOR NOTICE AND A SPECIFIC NOTAM.
- READ AND COMPLY WITH THE PCO DOCUMENT IN THE SPECIFICATIONS THAT ACCOMPANIES THIS DRAWING.

**WORK SECTION 4 - DAYTIME WORK (07:00 - 19:00):**

**SCOPE OF WORK:**  
 REMOVE EXISTING CONCRETE (FULL DEPTH AND/OR PARTIAL DEPTH) TO SUBGRADE ELEVATIONS, INCLUDING REMOVAL OFF-SITE, CONSTRUCTION OF NEW CONCRETE PANELS OR PARTIAL DEPTH REPAIRS, AND TEMPORARY TAPE AND PERMANENT PAINT MARKINGS ON APRON I.

**OPERATIONAL REQUIREMENTS**

- INSTALL SECURE, ENCLOSED 1.8M HIGH TEMPORARY MODULOK FENCING AROUND CONSTRUCTION AREA FOR DURATION OF CONCRETE CONSTRUCTION. INSTALL STEADY BURNING RED LIGHTS ON TEMPORARY FENCING. AIRPORT WILL SUPPLY THE SOLAR RED LIGHTS.
- ALL CONTRACTOR'S PERSONNEL / SUBCONTRACTORS SHALL BE ESCORTED BY THE A.E. FOR ALL WORK ON AIRSIDE.
- CONTRACTOR'S PERSONNEL TO BE MADE AWARE OF NORMAL AIRCRAFT AND VEHICLE MOVEMENTS OCCURRING ALONGSIDE THE WORK AREA.

**WORK RESTRICTIONS:**

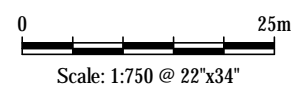
- CONTRACTOR MUST CONTROL DUST.
- CONTRACTOR MUST MAINTAIN A CLEAN, FOD FREE CONSTRUCTION SITE AND ACCESS ROUTE.
- NO PILES ALLOWED ABOVE EXISTING GRADES.

**AIRPORT OPERATIONAL CHANGES REQUIRED:**

- SPECIAL OPERATIONS NOTICE NOTIFYING AIRPORT USERS OF CONSTRUCTION ACTIVITIES ON APRON I
- CLOSURE OF GATES 3A, 4 AND 5 FOR THE DURATION OF WORK IN THIS SECTION.
- MAKE GROUND MARSHALLERS AWARE OF CHANGES TO AIRCRAFT PERMITTED AND TEMPORARY STOP BAR LOCATIONS ON GATE 6 AND TEMPORARY LEAD-IN LINE ON GATE 4.

**LEGEND:**

- — — — — TEMPORARY 1.8m HIGH SECURE FENCING CW RED LIGHTS
- ✕ DENOTES AIRCRAFT OP- STAND CLOSED 24 / 7 UNTIL SECTION / PHASE IS COMPLETE AND RETURNED TO SERVICE
- CONTRACTOR ESCORTED ACCESS ROUTE



NUM	DATE	DWN	CKD	APR	DESCRIPTION
0	17/03/27				A.E. ISSUED FOR TENDER
REV	DATE	APR			DESCRIPTION

**REVISIONS**

PERMIT

PROFESSIONAL SEAL



**REHABILITATION OF APRON I PCC PANELS**

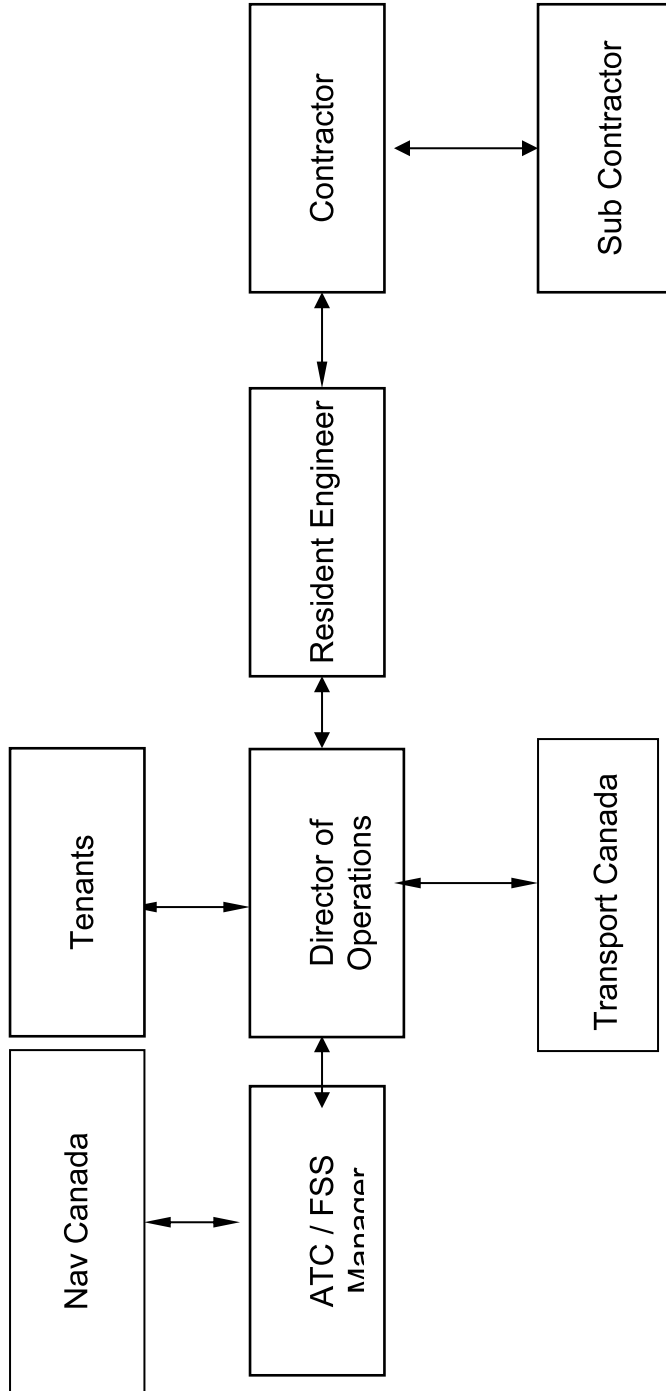
**PLAN OF CONSTRUCTION OPERATIONS SECTION 4**

PROJECT No. TRN AIRP03113-01.001	OFFICE Kelowna	DES K.S.A.	CKD K.S.A.	REV 0	DRAWING 0
DATE October 31, 2016	SHEET No. 5 of 10	DWN M.E.R.	APP A.E.	STATUS IFT	<b>C2.3</b>

W:\projects\2017-2018\13-010\design\plan\AIRP03113-01-001-05.dwg (2:3) 17:03:27 2017-10-31 9:08:54 am (BY: R.UMSING, MKS)



## Annex 2



**LINES OF COMMUNICATION  
FOR  
Rehabilitation of Apron I PCC Panels  
AT PRINCE GEORGE AIRPORT, BC**

### Contacts Phone Numbers

Name	Office	Cell	Fax	Email
<b>Contractor (TBD)</b>				

<b>Prince George Airport (YXS)</b>				
Director of Operations – Cuyler Green	(250) 963-2414			cgreen@pgairport.ca
Airport Operations – Trevor Gust		(250) 612-2493		tgust@pgairport.ca

<b>Tetra Tech Canada Inc.</b>	<b>(250)862-4832</b>		<b>(250) 862-2941</b>	
Project Manager - Kevin Alexander	Ext 226	(250) 718-9665		kevin.alexander@tetrattech.com
Resident Engineer – TBD				

**EMERGENCIES – CALL 911**  
**(ATC and YXS Operations must also be notified by Contractor /**  
**Airside Escort)**

## ***Annex 3***

### **Contractor Airport Orientation**

#### **Geographic Orientation**

Attached you will find a map of the Prince George Airport site. You should learn everything from it, with the following things in mind:

#### **Boundaries**

Two words that are new to you are "groundside" and "airside". These are self-explanatory and, at any airport, these two sides are well marked and physically divided by fences. On your airport map find the fences and note that they enclose the airside, the area used only for "activities directly related to the aircraft operation". Anything outside this area but still on the airport site is referred to as "groundside". Boundary and security functions of all restricted entrances to the airside must work together to prevent everything and everyone from animals and children to armed hijackers from gaining entry.

#### **Security Gates**

Gates are kept locked for security reasons and, unless manned by a Access Control person, the gate must be closed and locked behind you when you use it, no matter how soon you expect to return.

#### **Airport Movement Areas**

##### **Runways**

Runways are used for aircraft takeoffs and landings. If you add a "0" to the runway number, you will get its magnetic direction to the nearest 10° (i.e., Runway 16-34 has magnetic bearing 160° or 340°). You will not be near any runways on this project.

##### **Taxiways**

Taxiways are for aircraft movements other than takeoffs and landings. You will not be near any taxiways on this project, except for your access onto the Apron I construction site. Follow the Airside Escort vehicle closely, with no delays.

##### **Aprons**

Aprons are for aircraft parking, loading and fuelling. You will be working on Apron I (it will be active with normal aircraft operations). You must stay inside the fenced work section unless given prior permission by the Airside Escort, and escorted by the Airside Escort.

**Identification of Taxiways and Aprons**

When you speak of an apron, you use a number (Roman numerals), such as Apron III (pronounced Apron Three).

When you speak of a taxiway you use a letter, such as Taxiway "D". The letter is displayed on a sign to identify the particular taxiway. The taxiways are actually called Alpha, Bravo, Charlie, Delta and Echo because they are referred to by the phonetic alphabet.

**Barricades**

All workers must remain within barricades /fencing on the airside of this project. Stay within sight of the Airside Escort at all times, you must be escorted for all your movements on airside. **DO NOT LEAVE THE IMMEDIATE WORK AREA AS YOU ARE ABOUT TO ENTER A RESTRICTED AREA.**

**Vehicle Traffic Regulations**

All drivers of vehicles airside must hold a valid driver's licence issued by the Province of British Columbia. When on and off airport property, you are required to observe all municipal, provincial and federal traffic regulations.

**Other Regulations**

**No SMOKING REGULATIONS ARE IN EFFECT IN ALL CONSTRUCTION AREAS.**

**FAILURE TO OBEY THE INSTRUCTIONS CONTAINED IN THIS FORM WILL RESULT IN THE PERSONS INVOLVED BEING REMOVED FROM THE WORK SITE.**

**I have reviewed the "Contractor Airport Orientation" and understand the contents of this form.**

Foreman \_\_\_\_\_ Date \_\_\_\_\_

Employee \_\_\_\_\_ Date \_\_\_\_\_

**ICAO Phonetic Alphabet and Pronunciation of Numbers**



## Always use the ICAO Phonetic Alphabet when phonetics are required for clarity in radiotelephone communications.

Letter	Word	Spoken as
A	ALFA	(Al fah)
B	BRAVO	(BRAH VOH)
C	CHARLIE	(CHAR lee)
D	DELTA	(DELL tah)
E	ECHO	(ECK oh)
F	FOXTROT	(TOKS trot)
G	GOLF	(GOLF)
H	HOTEL	(hoh TELL)
I	INDIA	(IN dee ah)
J	JULIET	(JEW lee ETT)
K	KILO	(KEY loh)
L	LIMA	(LEE mah)
M	MIKE	(MIKE)
N	NOVEMBER	(no VEM ber)
O	OSCAR	(OSS cah)
P	PAPA	(pah PAH)
Q	QUEBEC	(keh BECK)
R	ROMEO	(ROW me oh)
S	SIERRA	(see AIR rah)
T	TANGO	(TANG go)
U	UNIFORM	(YOU nee form)
V	VICTOR	(VIK tah)
W	WHISKEY	(WISS key)
X	X-RAY	(ECKS ray)
Y	YANKEE	(YANG key)
Z	ZULU	(ZOO loo)

### Pronounce numbers as:

0	ZE-RO	5	FIFE
1	WUN	6	SIX
2	TOO	7	SEV-en
3	TREE	8	AIT
4	FOW-er	9	NIN-er

Note: Stress the syllables printed in CAPITAL letters. For example, give the two syllables in ZE-RO equal emphasis, but give the first syllable for FOW-er primary emphasis.

## ***Annex 4***

### ***Flight Schedule***

**PRINCE GEORGE AIRPORT FLIGHT SCHEDULE - EFFECTIVE MARCH 1 - 17, 2017**

Flight Time	Arrival/Departure	SUN	MON	TUE	WED	THU	FRI	SAT	Route	Aircraft
0600	Departure	AC8202	AC8202	AC8202	AC8202	AC8202	AC8202	AC8202	Vancouver (YVR)	DH8/4
0605	Departure		WS3290	WS3290	WS3290	WS3290	WS3290	WS3290	Vancouver (YVR)	DH4
0700	Departure	WS0492							Vancouver (YVR)	73W
0840	Arrival		GLR721	GLR721	GLR721	GLR721			Kamloops (YKA)	1900
0840	Arrival		GLR725	GLR725	GLR725	GLR725			Kelowna (YLW)	Dornier
0850	Arrival					GLR761			Kamloops (YKA)	1900
0855	Arrival		GLR751	GLR751	GLR751	GLR751			Vancouver (YVR)	Dornier
0900	Arrival	AC8201	AC8201	AC8201	AC8201	AC8201	AC8201	AC8201	Vancouver (YVR)	DH8/4
0920	Departure		GLR743	GLR743	GLR743	GLR743			Ft St John (YXJ)	1900   Dornier
0930	Departure		GLR711	GLR711	GLR711	GLR711			Terrace (YXT)	Dornier
0930	Departure	AC8204	AC8204	AC8204	AC8204	AC8204	AC8204	AC8204	Vancouver (YVR)	DH8/4
0945	Departure		GLR887		GLR887	GLR887			Ft Nelson (YYE)	Dornier
0946	Arrival							WS0267	Vancouver (YVR)	73W
1000	Departure		GLR701	GLR701	GLR701	GLR701			Smithers (YYD)	1900
1019	Arrival	WS3283	WS3283	WS3283	WS3283	WS3283	WS3283		Vancouver (YVR)	DH4
1045	Departure							WS2168	Puerto Vallarta (PVR)	73W
1100	Departure	WS3282	WS3282	WS3282	WS3282	WS3282	WS3282		Vancouver (YVR)	DH4
1130	Arrival	GLR730					GLR730		Kelowna (YLW)	Dornier
1140	Arrival	GLR727					GLR727		Kamloops (YKA)	1900
1155	Arrival	GLR753					GLR753		Vancouver (YVR)	Dornier
1214	Arrival	WS3277	WS3277	WS3277	WS3277	WS3277	WS3277	WS3277	Vancouver (YVR)	DH4
1215	Departure	GLR717					GLR717		Terrace (YXT)	Dornier
1225	Departure	GLR883					GLR883		Ft Nelson (YYE)	Dornier
1230	Departure	GLR700					GLR700		Smithers (YYD)	1900
1240	Departure	GLR747					GLR747		Ft St John (YXJ)	1900
1300	Departure	WS3278	WS3278	WS3278	WS3278	WS3278	WS3278	WS3278	Vancouver (YVR)	DH4
1320	Arrival	AC8205	AC8205	AC8205	AC8205	AC8205	AC8205	AC8205	Vancouver (YVR)	DH8/4
1355	Departure	AC8208	AC8208	AC8208	AC8208	AC8208	AC8208	AC8208	Vancouver (YVR)	DH8/4
1425	Arrival	PC1415							Victoria (YYJ)	SAAB 340A
1434	Arrival	WS3285	WS3285	WS3285	WS3285	WS3285	WS3285	WS3285	Vancouver (YVR)	DH4
1450	Departure	PC1416							Victoria (YYJ)	SAAB 340A
1505	Departure	WS3284	WS3284	WS3284	WS3284	WS3284	WS3284	WS3284	Vancouver (YVR)	DH4
1520	Arrival	GLR888	GLR888		GLR888	GLR888	GLR888		Ft Nelson (YYE)	1900   Dornier
1545	Arrival	GLR704	GLR704	GLR704	GLR704	GLR704	GLR704		Smithers (YYD)	1900
1550	Arrival	GLR749	GLR748	GLR748	GLR748	GLR748	GLR748		Ft St John (YXJ)	Dornier   1900
1555	Arrival	GLR718	GLR716	GLR716	GLR716	GLR716	GLR716		Terrace (YXT)	Dornier
1610	Departure				GLR762	GLR762			Kamloops (YKA)	1900
1620	Departure	GLR758	GLR758	GLR758	GLR758	GLR758	GLR758		Vancouver (YVR)	Dornier
1635	Departure	GLR722	GLR722	GLR722	GLR722	GLR722	GLR722		Kamloops (YKA)	1900
1640	Arrival	AC8209	AC8209		AC8209	AC8209	AC8209	AC8209	Vancouver (YVR)	DH8/4
1650	Departure	GLR728	GLR728	GLR728	GLR728	GLR728	GLR728		Kelowna (YLW)	Dornier
1715	Departure	AC8212	AC8212		AC8212	AC8212	AC8212	AC8212	Vancouver (YVR)	DH8/4
1834	Arrival	WS3297	WS3297	WS3297	WS3297	WS3297	WS3297	WS3297	Vancouver (YVR)	DH4
1845	Arrival					GLR763			Kamloops (YKA)	1900
1910	Departure	WS3298	WS3298	WS3298	WS3298	WS3298	WS3298	WS3298	Vancouver (YVR)	DH4
1910	Arrival		PC1417	PC1417	PC1417	PC1417	PC1417		Victoria (YYJ)	SAAB 340A
1930	Departure		PC1418	PC1418	PC1418	PC1418	PC1418		Victoria (YYJ)	SAAB 340A
2040	Arrival	AC8211	AC8211	AC8211	AC8211	AC8211	AC8211		Vancouver (YVR)	DH8/4
2110	Departure	AC8214	AC8214	AC8214	AC8214	AC8214	AC8214		Vancouver (YVR)	DH8/4
2225	Arrival							WS2169	Puerto Vallarta (PVR)	73W
2259	Arrival	WS3287	WS3287	WS3287	WS3287	WS3287	WS3287		Vancouver (YVR)	DH4
0015	Arrival	AC8213	AC8213	AC8213	AC8213	AC8213	AC8213	AC8213	Vancouver (YVR)	DH8/4

AC= Jazz

GLR = CMA

PC= Pacific Coastal

WS=WestJet

WS Mexico

**PRINCE GEORGE AIRPORT FLIGHT SCHEDULE - EFFECTIVE MARCH 18 - 24, 2017**

Flight Time	Arrival/Departure	SUN	MON	TUE	WED	THU	FRI	SAT	Route	Aircraft
0600	Departure	AC8202	AC8202	AC8202	AC8202	AC8202	AC8202	AC8202	Vancouver (YVR)	DH8/4
0605	Departure		WS3290	WS3290	WS3290	WS3290	WS3290	WS3290	Vancouver (YVR)	DH4
0700	Departure	WS0492							Vancouver (YVR)	73W
0840	Arrival		GLR721	GLR721	GLR721	GLR721			Kamloops (YKA)	1900
0840	Arrival		GLR725	GLR725	GLR725	GLR725			Kelowna (YLW)	Dornier
0850	Arrival					GLR761			Kamloops (YKA)	1900
0855	Arrival		GLR751	GLR751	GLR751	GLR751			Vancouver (YVR)	Dornier
0900	Arrival	AC8201	AC8201	AC8201	AC8201	AC8201	AC8201	AC8201	Vancouver (YVR)	DH8/4
0920	Departure		GLR743	GLR743	GLR743	GLR743			Ft St John (YXJ)	1900   Dornier
0930	Departure		GLR711	GLR711	GLR711	GLR711			Terrace (YXT)	Dornier
0930	Departure	AC8204	AC8204	AC8204	AC8204	AC8204	AC8204	AC8204	Vancouver (YVR)	DH8/4
0945	Departure		GLR887		GLR887	GLR887			Ft Nelson (YYE)	Dornier
0946	Arrival							WS0267	Vancouver (YVR)	73W
1000	Departure		GLR701	GLR701	GLR701	GLR701			Smithers (YYD)	1900
1019	Arrival	WS3283	WS3283	WS3283	WS3283	WS3283	WS3283		Vancouver (YVR)	DH4
1045	Departure							WS2168	Puerto Vallarta (PVR)	73W
1100	Departure	WS3282	WS3282	WS3282	WS3282	WS3282	WS3282		Vancouver (YVR)	DH4
1130	Arrival	GLR730					GLR730		Kelowna (YLW)	Dornier
1140	Arrival	GLR727					GLR727		Kamloops (YKA)	1900
1155	Arrival	GLR753					GLR753		Vancouver (YVR)	Dornier
1214	Arrival	WS3277	WS3277	WS3277	WS3277	WS3277	WS3277	WS3277	Vancouver (YVR)	DH4
1215	Departure	GLR717					GLR717		Terrace (YXT)	Dornier
1225	Departure	GLR883					GLR883		Ft Nelson (YYE)	Dornier
1230	Departure	GLR700					GLR700		Smithers (YYD)	1900
1240	Departure	GLR747					GLR747		Ft St John (YXJ)	1900
1300	Departure	WS3278	WS3278	WS3278	WS3278	WS3278	WS3278	WS3278	Vancouver (YVR)	DH4
1320	Arrival	AC8205	AC8205	AC8205	AC8205	AC8205	AC8205	AC8205	Vancouver (YVR)	DH8/4
1355	Departure	AC8208	AC8208	AC8208	AC8208	AC8208	AC8208	AC8208	Vancouver (YVR)	DH8/4
1425	Arrival	PC1415							Victoria (YYJ)	SAAB 340A
1434	Arrival	WS3285	WS3285	WS3285	WS3285	WS3285	WS3285	WS3285	Vancouver (YVR)	DH4
1450	Departure	PC1416							Victoria (YYJ)	SAAB 340A
1505	Departure	WS3284	WS3284	WS3284	WS3284	WS3284	WS3284	WS3284	Vancouver (YVR)	DH4
1520	Arrival	GLR888	GLR888		GLR888	GLR888	GLR888		Ft Nelson (YYE)	1900   Dornier
1545	Arrival	GLR704	GLR704	GLR704	GLR704	GLR704	GLR704		Smithers (YYD)	1900
1550	Arrival	GLR749	GLR748	GLR748	GLR748	GLR748	GLR748		Ft St John (YXJ)	Dornier   1900
1555	Arrival	GLR718	GLR716	GLR716	GLR716	GLR716	GLR716		Terrace (YXT)	Dornier
1610	Departure				GLR762	GLR762			Kamloops (YKA)	1900
1620	Departure	GLR758	GLR758	GLR758	GLR758	GLR758	GLR758		Vancouver (YVR)	Dornier
1635	Departure	GLR722	GLR722	GLR722	GLR722	GLR722	GLR722		Kamloops (YKA)	1900
1640	Arrival	AC8209	AC8209	AC8209		AC8209	AC8209	AC8209	Vancouver (YVR)	DH8/4
1650	Departure	GLR728	GLR728	GLR728	GLR728	GLR728	GLR728		Kelowna (YLW)	Dornier
1715	Departure	AC8212	AC8212	AC8212		AC8212	AC8212	AC8212	Vancouver (YVR)	DH8/4
1834	Arrival	WS3297	WS3297	WS3297	WS3297	WS3297	WS3297	WS3297	Vancouver (YVR)	DH4
1845	Arrival					GLR763			Kamloops (YKA)	1900
1910	Departure	WS3298	WS3298	WS3298	WS3298	WS3298	WS3298	WS3298	Vancouver (YVR)	DH4
1910	Arrival		PC1417	PC1417	PC1417	PC1417	PC1417		Victoria (YYJ)	SAAB 340A
1930	Departure		PC1418	PC1418	PC1418	PC1418	PC1418		Victoria (YYJ)	SAAB 340A
2040	Arrival	AC8211	AC8211	AC8211	AC8211	AC8211	AC8211		Vancouver (YVR)	DH8/4
2110	Departure	AC8214	AC8214	AC8214	AC8214	AC8214	AC8214		Vancouver (YVR)	DH8/4
2225	Arrival							WS2169	Puerto Vallarta (PVR)	73W
2259	Arrival	WS3287	WS3287	WS3287	WS3287	WS3287	WS3287		Vancouver (YVR)	DH4
0015	Arrival	AC8213	AC8213	AC8213	AC8213	AC8213	AC8213	AC8213	Vancouver (YVR)	DH8/4

AC= Jazz

GLR = CMA

PC= Pacific Coastal WS=WestJet

WS Mexico

**PRINCE GEORGE AIRPORT FLIGHT SCHEDULE - EFFECTIVE MARCH 25 - 31, 2017**

Flight Time	Arrival/Departure	SUN	MON	TUE	WED	THU	FRI	SAT	Route	Aircraft
0600	Departure	AC8202	AC8202	AC8202	AC8202	AC8202	AC8202	AC8202	Vancouver (YVR)	DH8/4
0605	Departure		WS3290	WS3290	WS3290	WS3290	WS3290	WS3290	Vancouver (YVR)	DH4
0700	Departure	WS0492							Vancouver (YVR)	73W
0840	Arrival		GLR721	GLR721	GLR721	GLR721			Kamloops (YKA)	1900
0840	Arrival		GLR725	GLR725	GLR725	GLR725			Kelowna (YLW)	Dornier
0850	Arrival					GLR761			Kamloops (YKA)	1900
0855	Arrival		GLR751	GLR751	GLR751	GLR751			Vancouver (YVR)	Dornier
0900	Arrival	AC8201	AC8201	AC8201	AC8201	AC8201	AC8201	AC8201	Vancouver (YVR)	DH8/4
0920	Departure		GLR743	GLR743	GLR743	GLR743			Ft St John (YXJ)	1900   Dornier
0930	Departure		GLR711	GLR711	GLR711	GLR711			Terrace (YXT)	Dornier
0930	Departure	AC8204	AC8204	AC8204	AC8204	AC8204	AC8204	AC8204	Vancouver (YVR)	DH8/4
0945	Departure		GLR887		GLR887	GLR887			Ft Nelson (YYE)	Dornier
0946	Arrival							WS0267	Vancouver (YVR)	73W
1000	Departure		GLR701	GLR701	GLR701	GLR701			Smithers (YYD)	1900
1019	Arrival	WS3283	WS3283	WS3283	WS3283	WS3283	WS3283		Vancouver (YVR)	DH4
1045	Departure							WS2168	Puerto Vallarta (PVR)	73W
1100	Departure	WS3282	WS3282	WS3282	WS3282	WS3282	WS3282		Vancouver (YVR)	DH4
1130	Arrival	GLR730					GLR730		Kelowna (YLW)	Dornier
1140	Arrival	GLR727					GLR727		Kamloops (YKA)	1900
1155	Arrival	GLR753					GLR753		Vancouver (YVR)	Dornier
1214	Arrival	WS3277	WS3277	WS3277	WS3277	WS3277	WS3277	WS3277	Vancouver (YVR)	DH4
1215	Departure	GLR717					GLR717		Terrace (YXT)	Dornier
1225	Departure	GLR883					GLR883		Ft Nelson (YYE)	Dornier
1230	Departure	GLR700					GLR700		Smithers (YYD)	1900
1240	Departure	GLR747					GLR747		Ft St John (YXJ)	1900
1300	Departure	WS3278	WS3278	WS3278	WS3278	WS3278	WS3278	WS3278	Vancouver (YVR)	DH4
1320	Arrival	AC8205	AC8205	AC8205	AC8205	AC8205	AC8205	AC8205	Vancouver (YVR)	DH8/4
1355	Departure	AC8208	AC8208	AC8208	AC8208	AC8208	AC8208	AC8208	Vancouver (YVR)	DH8/4
1425	Arrival	PC1415							Victoria (YYJ)	SAAB 340A
1434	Arrival	WS3285	WS3285	WS3285	WS3285	WS3285	WS3285	WS3285	Vancouver (YVR)	DH4
1450	Departure	PC1416							Victoria (YYJ)	SAAB 340A
1505	Departure	WS3284	WS3284	WS3284	WS3284	WS3284	WS3284	WS3284	Vancouver (YVR)	DH4
1520	Arrival	GLR888	GLR888		GLR888	GLR888	GLR888		Ft Nelson (YYE)	1900   Dornier
1545	Arrival	GLR704	GLR704	GLR704	GLR704	GLR704	GLR704		Smithers (YYD)	1900
1550	Arrival	GLR749	GLR748	GLR748	GLR748	GLR748	GLR748		Ft St John (YXJ)	Dornier   1900
1555	Arrival	GLR718	GLR716	GLR716	GLR716	GLR716	GLR716		Terrace (YXT)	Dornier
1610	Departure				GLR762	GLR762			Kamloops (YKA)	1900
1620	Departure	GLR758	GLR758	GLR758	GLR758	GLR758	GLR758		Vancouver (YVR)	Dornier
1635	Departure	GLR722	GLR722	GLR722	GLR722	GLR722	GLR722		Kamloops (YKA)	1900
1640	Arrival	AC8209	AC8209	AC8209	AC8209	AC8209	AC8209	AC8209	Vancouver (YVR)	DH8/4
1650	Departure	GLR728	GLR728	GLR728	GLR728	GLR728	GLR728		Kelowna (YLW)	Dornier
1715	Departure	AC8212	AC8212	AC8212	AC8212	AC8212	AC8212	AC8212	Vancouver (YVR)	DH8/4
1834	Arrival	WS3297	WS3297	WS3297	WS3297	WS3297	WS3297	WS3297	Vancouver (YVR)	DH4
1845	Arrival					GLR763			Kamloops (YKA)	1900
1910	Departure	WS3298	WS3298	WS3298	WS3298	WS3298	WS3298	WS3298	Vancouver (YVR)	DH4
1910	Arrival		PC1417	PC1417	PC1417	PC1417	PC1417		Victoria (YYJ)	SAAB 340A
1930	Departure		PC1418	PC1418	PC1418	PC1418	PC1418		Victoria (YYJ)	SAAB 340A
2040	Arrival	AC8211	AC8211	AC8211	AC8211	AC8211	AC8211		Vancouver (YVR)	DH8/4
2110	Departure	AC8214	AC8214	AC8214	AC8214	AC8214	AC8214		Vancouver (YVR)	DH8/4
2225	Arrival							WS2169	Puerto Vallarta (PVR)	73W
2259	Arrival	WS3287	WS3287	WS3287	WS3287	WS3287	WS3287		Vancouver (YVR)	DH4
0015	Arrival	AC8213	AC8213	AC8213	AC8213	AC8213	AC8213	AC8213	Vancouver (YVR)	DH8/4

AC= Jazz

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WS Mexico

## ***Annex 5***

### ***TP312E 4th Edition – Article 7.4***

## 7.4 UNSERVICEABLE AREAS

### 7.4.1 UNSERVICEABILITY MARKERS

#### Application

**7.4.1.1 Standard** – Unserviceability markers shall be displayed wherever any portion of a taxiway, apron or holding bay is unfit for the movement of aircraft but it is still possible for aircraft to bypass the area safely.

*Note – Unserviceability markers are used for such purposes as warning pilots of a hole in a taxiway or apron pavement or outlining a portion of pavement, such as on an apron, that is under repair. They are not suitable for use when a portion of a runway becomes unserviceable, nor on a taxiway when a major portion of the width becomes unserviceable. In such instances, the runway or taxiway is normally closed.*

#### Location

**7.4.1.2 Standard** – Unserviceability markers shall be placed at intervals sufficiently close so as to delineate the unserviceable area.

#### Characteristics

**7.4.1.3 Standard** – Unserviceability markers shall consist of conspicuous upstanding devices such as flags, cones, or marker boards.

**7.4.1.4 Recommendation** – An unserviceability cone should be at least 0.5m in height and red or international orange in combination with white.

**7.4.1.5 Recommendation** – An unserviceability flag should be at least 0.5m square and red or international orange in combination with white.

**7.4.1.6 Recommendation** – An unserviceability marker board should be at

least 0.5m in height and 0.9m in length, with alternate red and white or international orange and white vertical stripes.

### 7.4.2 UNSERVICEABILITY LIGHTS

#### Application

**7.4.2.1 Standard** – Unserviceability lights shall be displayed wherever any portion of a taxiway, apron or holding bay used at night is unfit for the movement of aircraft but it is still possible for aircraft to bypass the area safely.

*Note – Unserviceability lights are used for such purposes as warning pilots of a hole in a taxiway or apron pavement or outlining a portion of pavement, such as on an apron, that is under repair. They are not suitable for use when a portion of a runway becomes unserviceable, nor on a taxiway when a major portion of the width becomes unserviceable. In such instances, the runway or taxiway is normally closed.*

#### Location

**7.4.2.2 Standard** – Unserviceability lights shall be placed at intervals sufficiently close so as to delineate the unserviceable area.

#### Characteristics

**7.4.2.3 Standard** – An unserviceability light shall consist of a red fixed light. The red fixed light shall have intensity sufficient to ensure conspicuity considering the intensity of the adjacent lights and the general level of illumination against which it would normally be viewed. In no case shall the intensity be less than 10 cd of red light.

**APPROVAL OF PLAN OF CONSTRUCTION OPERATIONS**

PROJECT:

Rehabilitation of Apron I PCC Panels at Prince George Airport

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AIRPORT NAME:

Prince George Airport

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AIRPORT OPERATOR and CERTIFICATE HOLDER:

Prince George Airport Authority

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DIRECTOR OF OPERATIONS:

Cuyler Green

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CERTIFICATE NUMBER:

TAMB 5151-P151

DATE OF ISSUE:

December 5, 2011

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*I undertake to meet the obligations set out in this plan of construction; and I hereby certify that the information in this plan is complete and accurate and no relevant information has been omitted.*

\_\_\_\_\_  
Date (Y-M-D)

\_\_\_\_\_  
Signature of Airport Operator/Certificate Holder

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*This Plan of Construction Operations Manual/Amendments is approved*

\_\_\_\_\_  
Date (Y-M-D)

\_\_\_\_\_  
for Minister of Transport