



ADVISORY CIRCULAR

The Guyana Civil Aviation Authority
82 Premniranjan Place
Prashad Nagar
Greater Georgetown

Telephone Nos. 226-6634, 227-5561, 227-1219
Fax 225-6800

**Aerodromes
No. 04**

Subject: Crane and Other Construction Issues

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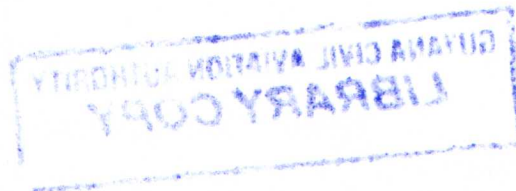
1. Introduction

Aerodrome safeguarding ensures the safety of aircraft and their occupants when in the vicinity of an aerodrome by controlling potentially hazardous development and activity around it. An overview of the Safeguarding process is given in the first Advisory Circular in this series. Safeguarding concerns in respect of a proposed development may not end with the grant of Planning Permission. This Circular considers in particular the methods to be employed during construction, especially the use of cranes or other tall plant, as these tend to be taller than the building under construction. In appropriate cases, these methods may be the subject of conditions on any planning permission that may be granted.

2. Cranes (and other Tall Construction Equipment)

Should a crane be required on or in the vicinity of an aerodrome, the crane operator must consult the aerodrome/airfield manager for permission to work, especially if a crane is to be used within 6km of the aerodrome/airfield and its height exceeds 10m or that of the surrounding structures or trees. The consultation should take place at least 2 weeks before the intended start date. The following details will be required:

- The **exact location** of the crane on a map showing the Grid Reference;
- The **maximum operating height** in metres, that is the height of crane above ground Level (AGL);
- The **type** of crane/equipment (e.g. Tower Crane, Mobile Crane, etc.);
- The **radius** of the jib/boom of a fixed crane/the **area of operation** of a mobile crane;
- The intended **dates** and **times** of operation;
- **Applicant's** name and contact details.



Once these details have been considered it will be determined whether the operation can proceed and whether restrictions will apply. Any of the following may be imposed to ensure the safety of aircraft:

- the fitting of obstacle lights;
- restrictions on crane operating times;
- crane operations dependant on the runway(s) in use;
- restrictions on crane operating height;
- restrictions during poor visibility (whether caused by fog or low cloud).

3. Obstacle Lights

Where it is deemed necessary that obstacle lights are required, the characteristics for the light(s) would be specified. Normally, they would be steady red lights of either 200 or 2,000 candelas, depending on height, visible from all directions and located on the highest point of the crane/equipment.

For a tower crane, they should be provided on top of the tower and at the end of the jib. They should be illuminated at all times. Unserviceable lamps should be replaced as soon as possible after failure and in any event within 24 hours. The 24-hour requirement can be relaxed if pairs of lights are fitted and one is still working.

4. Construction Management Strategy

For a project close to an aerodrome or under approaches to its runways, it may be necessary for a **Construction Management Strategy** to be produced and agreed with the airport that ensures construction does not prejudice the safe operation of the airport. A Construction Management Plan might be required as a condition on any planning permission that may be granted.

In particular, but not exclusively, the construction management strategy should address the following issues:

- Use of cranes or other tall construction equipment;
- Control of activities likely to produce dust or smoke clouds;
- The design of temporary lighting to avoid distracting pilots (see Advisory Circular 2);
- Storage of materials, particularly compliance with height limits;
- Control and disposal of waste, to prevent attraction of birds;
- Site restoration, to prevent attraction of birds.

Z. Mohamed
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Interim Director General

