

TRI-SERVICE PAVEMENTS WORKING GROUP (TSPWG) MANUAL

AIRFIELD MARKING WAIVER PROCEDURES



TRI-SERVICE PAVEMENTS WORKING GROUP MANUAL (TSPWG M)

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U.S. ARMY CORPS OF ENGINEERS

NAVAL FACILITIES ENGINEERING COMMAND

AIR FORCE CIVIL ENGINEER CENTER (Preparing Activity)

Record of Changes (changes are indicated by \1\ ... /1/)

Change No.	Date	Location
<u>1</u>	<u>23 Oct 2020</u>	<u>Paragraphs 2-2 and B-2; Appendices C and D</u>

FOREWORD

This Tri-Service Pavements Working Group Manual supplements guidance found in other Unified Facilities Criteria, Unified Facility Guide Specifications, Defense Logistics Agency Specifications, and Service-specific publications. All construction outside of the United States is also governed by Status of Forces Agreements (SOFA), Host Nation Funded Construction Agreements (HNFA), and, in some instances, Bilateral Infrastructure Agreements (BIA). Therefore, the acquisition team must ensure compliance with the most stringent of the TSPWG Manual, the SOFA, the HNFA, and the BIA, as applicable. This manual provides reference to or descriptions of airfield marking waiver procedures. The information in this TSPWG Manual is referenced in technical publications found on the Whole Building Design Guide. It is not intended to take the place of Service-specific doctrine, technical orders (T.O.s), field manuals, technical manuals, handbooks, Tactics, Techniques, and Procedures (TTP), or contract specifications, but should be used along with these to help ensure pavements meet mission requirements.

TSPWG Manuals are living documents and will be periodically reviewed, updated, and made available to users as part of the Services' responsibility for providing technical criteria for military construction, maintenance, repair, or operations. Headquarters, U.S. Army Corps of Engineers (HQUSACE), Naval Facilities Engineering Command (NAVFAC), and the Air Force Civil Engineer Center (AFCEC) are responsible for administration of this document. Technical content of this TSPWG Manual is the responsibility of the Tri-Service Pavements Working Group (TSPWG). Defense agencies should contact the preparing activity for document interpretation. Send recommended changes with supporting rationale to the respective Service TSPWG member.

TSPWG Manuals are effective upon issuance and are distributed only in electronic media from the following source:

- Whole Building Design Guide website: <http://dod.wbdg.org/>

Hard copies of TSPWG Manuals printed from electronic media should be checked against the current electronic version prior to use to ensure they are current.

**TRI-SERVICE PAVEMENTS WORKING GROUP MANUAL (TSPWG M) NEW
SUMMARY SHEET**

Document: TSPWG Manual 3-260-04.18-02, *Airfield Marking Waiver Procedures*

Superseding: None

Description: This manual is neither directive nor authoritative. This manual is intended to provide a reference to or description of airfield marking waiver procedures. It is intended to provide those that require a waiver a starting point to identify where to locate additional authoritative information or provide a description of the waiver process used by those authorized to waive airfield marking criteria at the time of publication of this manual.

Reasons for Document: Provide a reference to where the agency airfield marking waiver procedures can be found or a description of the process in use at the time of the publication of this manual.

Impact: There is no cost impact. The following benefits should be realized:

- Supplemental information on the operation, maintenance, and repair of pavements as well as airfield damage repair will be available to all Services.
- Maintenance and/or upgrading of this supplemental information will include input from all Services.
- A starting point for those seeking to prepare and obtain an agency waiver prior to the design, specification, provision, construction, or application of any airfield marking that does not comply with UFC 3-260-04, *Airfield and Heliport Marking*, is provided.

Unification Issues: None

CHAPTER 1 INTRODUCTION

1-1 BACKGROUND.

Local conditions, mission requirements, non-standard pavement surfaces, work phasing, and connections to existing noncompliant markings may require markings that do not comply with UFC 3-260-04, *Airfield and Heliport Marking*, to be designed, specified, provided, constructed, or applied. In these cases, waiver requests are prepared and processed.

1-2 PURPOSE AND SCOPE.

This manual provides a starting point for locating the necessary procedures for preparing, requesting, and processing waivers to the criteria in UFC 3-260-04. This manual is neither authoritative nor directive in nature.

1-3 APPLICABILITY.

This manual applies to projects or other situations that require waivers to criteria in UFC 3-260-04. Agencies may update their waiver procedures from those referenced in this manual. Users are required to ensure the referenced procedures are current.

1-4 REFERENCES.

Appendix D contains a list of references used in this manual. The publication date of the code or standard is not included in this manual. Unless otherwise specified, the most recent edition of the referenced publication applies.

1-5 GLOSSARY.

Appendix C contains acronyms, abbreviations, and terms.

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CHAPTER 2 WAIVER PROCEDURES**2-1 DOD.**

Prepare and process waivers to any UFC, including UFC 3-260-04, in accordance with MIL-STD-3007, *Standard Practice for Unified Facilities Criteria and Unified Facilities Guide Specifications*. There are additional Service-specific waiver requirements. Installation-specific requirements may also exist but are not covered in this manual.

2-2 U.S. AIR FORCE.

\1\ Requirements and procedures for preparing, submitting, and processing waivers to airfield marking criteria found in UFC 3-260-04 at facilities where the Air Force is the owner, air traffic controller, senior airfield authority, or airfield manager are in AFMAN 32-1040, *Civil Engineer Airfield Infrastructure Systems*. The airfield waiver technical review authority has been delegated to AFCEC/CP (Comprehensive Planning) by the Installation and Mission Support Center (IMSC). Send installation airfield waiver requests requiring major command (MAJCOM) approval to AFCEC/CP Airfield Planning Workflow1 (AFCEC.CP.workflow1@us.af.mil). Additional information is located on the Air Force CE DASH site at [https://cs2.eis.af.mil/sites/10159/SitePages/Topic%20Page.aspx?Topic=Airfield Waiver Program](https://cs2.eis.af.mil/sites/10159/SitePages/Topic%20Page.aspx?Topic=Airfield%20Waiver%20Program). /1/

2-3 U.S. ARMY.

Comply with AR 95-2, *Air Traffic Control, Airfield/Heliport, and Airspace Operations*, when preparing or processing waivers to airfield marking criteria found in UFC 3-260-04 at facilities where the Army is the owner, air traffic controller, senior airfield authority, or airfield manager. Additional information on the current procedures for preparing and processing airfield waivers is in Appendix B.

2-4 U.S. NAVY.

When waiving marking criteria on airfields or heliports subject to NAVAIR 51-50AAA-2, *General Requirements for Shorebased Airfield Lighting and Marking*, follow the procedures outlined in NAVAIR 51-50AAA-2. Download a copy at <http://www.wbdg.org/ffc/dod/supplemental-technical-criteria> (designated TSEWG NAVAIR 51-50AAA-2) or contact the management authority for NAVAIR 51-50-AAA-2 at: Commanding Officer Naval Air Warfare Center Aircraft Division, Lakehurst Logistics, Code 6.8.5.1, Lakehurst, NJ 08733, phone (732) 323-5073.

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APPENDIX A BEST PRACTICES

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APPENDIX B U.S. ARMY WAIVER PROCEDURE.

This procedure was provided by the U.S. Army Aeronautical Service Agency (USAASA).

B-1 INSTALLATION DESIGN AGENT.

Waiver requests are jointly prepared/initiated by the installation's design agent, aviation representative (safety officer, operations officer, and/or air traffic and airspace [AT&A] officer), and directorate of engineering and housing (DEH) master planner. They also submit requests through the installation to the major command (MACOM). Include a list of waivers to be requested and those approved for a project in the project design analysis prepared by the design agent, aviation representative, or DEH master planner.

B-2 MAJOR COMMAND (MACOM).

\1 The MACOM ensures all required coordination has been accomplished and the type of waiver requested is clearly identified as either temporary or permanent. Once the review is complete, all viable requests are sent to USAASA for action: Commander, USAASA, ATTN: ATAS-AI, 9325 Gunston Road, Suite N319, Fort Belvoir, VA 22060-5582. /1/

B-2.1 Permanent Waivers.

Permanent waivers are required where no further actions are intended or necessary to mitigate the deviation.

B-2.2 Temporary Waivers.

Temporary waivers are for a specified period during which additional actions to mitigate the situation are initiated to fully comply with criteria or to obtain a permanent waiver.

Follow-up inspections are necessary to ensure mitigation measures proposed for each granted temporary waiver have been accomplished.

B-3 U.S. ARMY AERONAUTICAL SERVICES AGENCY (USAASA).

USAASA formulates a consolidated position, makes the final determination on all waiver requests, and is responsible for all waiver actions for Army operational airfield/airspace criteria. USAASA coordinates the following reviews of the waiver request:

- Air traffic control assessment by the U.S. Army Air Traffic Control Activity (USAATCA)
- Safety and risk assessment by U.S. Army Signal Command (USASC)
- Technical engineering review by the Transportation Systems Center (TSC)

B-4 CONTENTS OF WAIVER REQUESTS.

Include in the waiver request the specific site conditions (physical and functional constraints) that make compliance with existing criteria impractical and/or unsafe. For example, the need to provide hangar space for all aircraft because of recurring adverse weather conditions; the need to expand hangar space closer to and within the runway clearances due to lack of land; or maintaining fixed-wing Class A clearances when support of Class B fixed-wing aircraft operations are over 10 percent of the airfield operations.

Include in the waiver request deviation(s) from criteria that fall within a reasonable margin of safety and do not impair construction of long-range facility requirements. For example, locating security fencing around and within established clearance areas.

Include in the waiver request the rationale for the waiver request, including specific impacts upon the assigned mission, safety, and/or environment.

B-5 ADDITIONAL REQUIREMENTS.

Include information on the following existing and/or proposed operational factors used in the assessment:

- Mission urgency
- All aircraft by type and operational characteristics
- Density of aircraft operations at each air operational facility
- Facility capability (visual flight rules [VFR] or instrument flight rules [IFR])
- Use of self-powered parking versus manual parking
- Safety of operations (risk management)
- Existing navigational aids (NAVAID)

B-6 DOCUMENTATION.

All alternatives considered, their consequences, necessary mitigation efforts, and evidence of coordination are recorded.

APPENDIX C GLOSSARY

C-1 ACRONYMS.

\1\ AFMAN	Air Force Manual /1/
AR	Army Regulation
MACOM	U.S. Army Major Command
MIL-STD	Military Standard
NAVAIR	Naval Air Systems Command
UFC	Unified Facilities Criteria
USAASA	U.S. Army Aeronautical Services Agency

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APPENDIX D REFERENCES

AIR FORCE

\1\ AFMAN 32-1040, *Civil Engineer Airfield Infrastructure Systems*, <http://www.e-publishing.af.mil/> /1/

ARMY

AR 95-2, *Air Traffic Control, Airfield/Heliport, and Airspace Operations*, https://armypubs.army.mil/ProductMaps/PubForm/Details.aspx?PUB_ID=64645

NAVY

NAVAIR 51-50AAA-2, *General Requirements for Shore Based Airfield Marking and Lighting*, <http://www.wbdg.org/ffc/dod/supplemental-technical-criteria> (designated TSEWG NAVAIR 51-50AAA-2)

JOINT PUBLICATIONS

MIL-STD-3007, *Standard Practice for Unified Facilities Criteria and Unified Facilities Guide Specifications*, <http://www.wbdg.org/ffc/dod/federal-military-specifications-standards>

UFC 3-260-04, *Airfield and Heliport Marking*, <https://www.wbdg.org/ffc/dod/unified-facilities-criteria-ufc>