

SECTION 01 07 50

DRAFT FREE ZONE AND AIRFIELD WAIVER

PART 1 GENERAL

1.1 SUMMARY

The free zone is a tool used to allow contract workers into a restricted area to perform construction activities without nearby escort. Work cannot begin until Free Zone waiver is approved and free zone barrier is set up.

This Airfield waiver is a tool used to allow construction crews, equipment and vehicles to travel to and from the work site. All work will be conducted within the approved free zone. It also allows the taxiway and parking spots to be close for the duration of the construction project. Notices to Airman (NOTAM) will be required to ensure safe flight and taxi operations during the project.

Compliance with the most current Codes and Standards:
AFI 31-101, Integrated Defense/ Air Force Installation
UFC 3-260-01, AIRFIELD AND HELIPORT PLANNING AND DESIGN

1.1.1 LEAD-TIMES ON WAIVERS AND PERMITS

Lead-time for Free Zone waiver: 5-6 Months
Lead-time for Airfield Waiver: 5-6 Months
Lead-time to establish an EAL: 1-2 Months
Lead-time for FAA permit: 2 Months

1.2 DEFINITIONS

1.2.1 Free Zone Waiver - Area in which contractor can perform construction activities without escorts.

1.2.2 Entry Authority List (EAL) - List of personnel working for contractor who are allowed into the free zone.

1.2.3 Entry Control Point (ECP) - Contractor ECP is the entry to the free zone. Other ECPs may be placed at points along the barrier for movement between the free zone and the restricted area for employees of the 58th Special Operations Wing (58 SOW) only.

1.2.4 Airfield Waiver - Area in which contractor can travel to and from the work site and allow barriers and signs to be set on the flight line.

1.2.4 Federal Aviation Administration PERMIT (FAA) - Area in which contractor can operate Objects that project into airspace (cranes, etc.).

1.3 RESPONSIBILITIES

1.3.1 User: 58 SOW

- a. Maintain oversight of the free zone through project completion.
- b. Obtain Command-level approval of the free zone permit prior to commencement of construction.
- c. Provide Immediate Visual Assessment of the free zone boundary throughout the project until completed, or until the free zone is closed for the day. This can be accomplished by personnel working in the area.

1.3.2 377 MSG/CEP Responsibilities

- a. The free zone details will be coordinated by the Civil Engineering Project Manager prior to commencement of construction. See attached sketch for limits of free zone and locations of ECPs.

1.3.3 Contractor Responsibilities

- a. Furnish background information for each individual, whether first tier, second tier, or lower subcontractor, supplier, consultants, etc. who need access to the Free Zone during the project. Information provided by the Contractor, after review, will be used to create the EAL.
- b. Provide temporary sanitary facilities for Using Agency ECP monitors, if required.
- c. Provide Guard Shack (Temp Building) with power hook-up, if required for ECP monitor. Mark the Entry Control Point (ECP) appropriately, to alleviate any confusion for contractors. For example, placing a sign at the ECP that says, "Contractor Entry Control Point" or "Contractor ECP."
- d. Provide barrier material to adequately separate the free zone from the restricted area.
- e. Provide signs for placement every 100 feet along the inside (free zone side) of the barrier and at every ECP. Provide, erect, and maintain boundary markers for the free zone areas, to include Restricted Area (RA) signs (AFVA 31-107) placed every 100 feet, and at both corners of an abrupt change in direction, on the free zone side of the marker to clearly delineate the free zone boundary from the RA boundary. RA signs must be placed on the boundaries of the free zone where the RA and free zone boundaries meet. The Military Working Dog notice (AFI 31-206) shall also be posted directly below the RA verbiage.
- f. Call Security Forces at 846-1478 at the start of the work day prior to entering the free zone and at the end of the work day immediately after leaving the free zone.
- g. Hire an independent 3rd party security company to provide guard personnel for ECP/EAL monitoring. Guard to be on site at

all times during operation/work hours. Security guard contractor to control on-site entry/exit of the free zone. The security guard will validate worker's ID's with the EAL on a daily basis.

h. Be responsible for drafting, updating, and coordinating all required Entry Authority Lists (EAL) for the free zone with subcontractors and Government Contract Representative. Provide 377 MSG/CE the full name, SSN, organization, clearance status, dates of visit, and expiration date, for all personnel requiring access on a regular basis to the free zone for use on the EAL. Updates to the EAL will be provided as needed. All EALs must be authenticated by 377 WSSS before they are valid.

i. Foreign Object Damage (FOD), The contractor will conduct FOD checks on all vehicles that enter the airfield. The contractor will at the end of the day, conduct a security check to sweep all free zone areas for Foreign Objects.

j. The laydown area will be located outside the flight line. There will be no storage of material or equipment outside the hangar at the end of each day. Material and equipment may be stored on the inside of hangar 1002 just as long as it does not encumber the space or affects the military use or activities within the building.

k. Objects that project into airspace (cranes, etc.) a Federal Aviation Administration permit (FAA) will be required before any work can begin that requires going into airspace. Contractor's responsibility to submit a FAA permit if one is required. Coordinate with KAFB-CE for a sponsor before submitting permit. 2 month waiting period for FAA permit to be approved.

1.4 SUBMITTALS

The following shall be submitted in accordance with Section 01 33 00
SUBMITTAL PROCEDURES:

SD-01 Preconstruction Submittals-G

Example of badges

EAL - names and social security numbers of all workers who require access to the free zone.

SD-02 Shop Drawings: Signs -G

SD-03 Product Data-G

Catalog data for proposed barrier material for delineating the free zone.

1.5 OPERATIONS

1.5.1 Normal working hours will be 0700 am to 1600.

- Work cannot begin until there is an approved Free Zone waiver.
- Work cannot begin until there is an approved Airfield Waiver.
- Work cannot begin until free zone barrier is set up.
- Work cannot begin until EAL has been approved.

1.5.2 Free Zone barrier material must be moved and stored at the end of each workday on most duty days, and always on non-duty days (Weekends and Holidays). Workers setting up the free zone must be escorted by authorized personnel from the Using Agency or other properly cleared personnel. Construction staging and storage shall be determined during the construction phase if not noted otherwise in the contract documents.

1.6 CONTRACTOR ENTRY AUTHORITY LIST (EAL)

1.6.1 Provide a list of personnel who will need access to the free zone. Include full name and social security number. Each candidate will be added to a draft Entry Authority List. Security Forces will then run a background check and will approve or disapprove each employee for access to the free zone. The final list will clearly show the names of both cleared and non-cleared employees.

1.6.2 The Civil Engineering Project Manager will then provide the final, approved list of all personnel to the Using Agency or independent security company who will be manning the ECP. It is the contractor's responsibility to make sure the EAL is up to date. Employees who are not on the list will not be allowed in the free zone.

1.6.3 Training: Personnel listed on the EAL will attend a mandatory security briefing. Briefing will be coordinated by the Civil Engineering Project Manager.

1.6.4 Badging: Contractor shall provide badges or name tags to all personnel working on a contract that involves work in a free zone. Consistent badging should be used for everyone regardless of company. Submit example of badges for approval 10 days prior to start of construction.

1.7 SECURITY GUARD

1.7.1 The contract will provide allowance for the Contractor to hire a 3rd party security company to monitor access to the free zone. The guard position will be at the entrance to the free zone and will check the identification of every person before allowing entrance. Security Guard to be on site at all times during operation/work hours.

1.7.2 Individuals will not be allowed in the free zone for two reasons:

- a. Name not on list or is shaded gray meaning they are not allowed in the free zone.
- b. Individual cannot provide proof of identity.

1.7.3 3rd party Security guard to control on-site entry/exit of the free zone. This contractor will notify the 58 SOW/MOC at (505) 846-0160 to open and close the free zone each day. The security guard will have access to a temporary gate code for the duration of this project. The security guard will validate worker's ID's with the EAL on a daily basis.

PART 2 PRODUCTS

2.1 BARRIERS

2.1.1 The free zone boundary must be marked with elevated ropes, barriers, fencing, or other suitable materials, to clearly delineate it from the restricted area. Entry Control Points will be openings in the barrier for badged Air Force Personnel to move between the two areas.

2.1.2 Material used for free zone demarcation in areas outdoors are limited to 30 inches in height and should be of sufficient weight so as to not move in wind or become suctioned into an aircraft engine.

2.2 SIGNAGE

2.2.1 Restricted Area Signs - Metal signs are required every 100 feet and at each ECP. The signs should be 18" X 18", have a white background with black or red letters. The signage should have the following information in both English and Spanish.

English:

WARNING

Restricted Area

It is unlawful to enter this area without permission of the Installation Commander.

Sec. 21, Internal Security Act of 1950; U.S.C. 797

While on this installation all personnel and the property under their control are subject to search.

Spanish:

ADVERTENCIA

Área Restringida

Es ilegal entrar en este área sin el permiso del Comandante de Instalación.

Seg. 21, Acto De Seguridad Interno de 1950 U.S.C.797

Mientras en esta instalación todo el personal y la propiedad en su control esta sujetos de buscar.

2.2.2 Entry Control Point Signs - Signs are not required to be metal. However, they must be securely fastened so that they cannot be removed by the wind and cannot become suctioned into an aircraft engine.

2.3 CONTRACTOR IDENTIFICATION

2.3.1 All personnel associated with the contract (Prime contractor and sub-contractors) shall have an identification badge.

2.3.2 Badges will have name of Prime Contractor, photo and name of individual worker.

2.3.3 Suggest laminating to prevent wrinkling.

PART 3 EXECUTION

3.1 Contractor Personnel will enter/exit the free zone ONLY through the ECP at the designated entrance along the north fence line west of building B1010.

3.2 Provide updates to the EAL as necessary.

3.3 Provide work schedule and notify MOC (or User-designated entity) at 846-6271 at least 72 hours in advance prior to deviation from Monday through Friday 0700 - 1600 duty hours.

3.4 Stay within the free zone at all times unless properly escorted by properly badged personnel.

3.5 Follow all instructions from 58 SOW or 377 SFS personnel in case of any security incidents.

3.6 Coordinate with Site Security Control Center (SSCC) at 846-1478 for changes to the free zone if they vary for any reason.

3.7 Provide work schedule and notify the MOC and 58 AMXS/MXABS at (505) 846-6271 at least 72 hours prior to deviation of the Monday through Friday from 0700 to 1600 duty hours. Any contractor personnel identified as drivers will obtain a flight line driver's license through Base Ops and get safety and procedural training to be allowed to drive on the flight line.

3.8 Notify 377 MSG/CE should the free zone vary in any way from the description. In this case, contractor must provide a legitimate, project-necessitated reason for the alteration of these zones. Such alterations/additions to the established free zones will be promptly rescinded upon completion of the task or activity therein.

3.9 Follow all instructions from 58 SOW or 377 WSSS personnel in case of any security incidents.

3.10 In the event that an aircraft needs to move through the free zone, the material used to identify the perimeter of the free zone can be easily moved out of the way. Airfield Management will close appropriate parking spot via NOTAM during the construction period. In the event an

Building 378 Demo
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aircraft needs to utilize the apron/taxiway, a work stoppage will be issued to the contractor. The free zone will be inspected by the contractor for FOD and by Airfield Management prior to allowing aircraft to taxi through the work site.

3.11 Objects that project into airspace (cranes, etc.) a Federal Aviation Administration permit (FAA) will be required before any work can begin that requires going into airspace. Contractor's responsibility to submit a FAA permit if one is required. Coordinate with KAFB-CE for a sponsor before submitting permit. 2 month waiting period for FAA permit to be approved.

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