

- Communicate and coordinate with the Air Traffic Control Tower regarding the nature of the construction, hours of operation, and construction vehicle radio designations
- Conspicuously mark and/or light hazardous areas such as trenches, excavations, and stockpiled materials

Debris

- Establish procedures and responsibilities for continuous clean up of waste and loose materials
- Properly store stockpiles of material includes protection from wind, jet blast, and locating such stockpiles away from aeronautical use areas
- Construction vehicles tend to track mud, dirt, and loose material as they move from work areas. If vehicles cross aircraft use areas, the areas should be carefully monitored and promptly cleaned to prevent Foreign Object Damage (FOD)



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Federal Aviation
Administration

Operational Safety on Airfields During Construction



U.S. Department of Transportation
Federal Aviation Administration
Western-Pacific Region
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Aviation safety is the primary consideration at airports, especially during construction!

What is an Airport Construction Safety Plan?

An Airport Construction Safety Plan outlines safety procedures to be implemented during construction. The contractor may create it, however, the airport operator has final approval authority and responsibility for all safety plans.

An approved Airport Construction Safety Plan must:

- Support any construction that is planned to take place within any airport movement areas before any construction can begin
- Be a stand-alone document that accompanies the plans and specifications for the construction project
- Not be embedded in the plans and specifications.
- Be reviewed by the Airport Certification Safety Inspector assigned to the certificated airport before the plan can be accepted and construction begins

Advisory Circular 150/5370-2E Appendix 3 Provides the guidelines necessary for operational safety on airports during construction.



Protect the Runway

- Prevent penetration of the Obstacle Free Zone (OFZ), by cranes and other large pieces of equipment
- Keep equipment as far from the runway and taxiway edges as possible. Equipment should be no closer than 200 feet from the runway edge of an operational (open) Runway
- Arrange a designated area outside of the Runway Safety Area (RSA) to park equipment when not in use. If possible, equipment should be parked away from all movement areas when left overnight or for extended periods

- If equipment is operating or stored next to a taxiway, ensure that wingtip clearances are met

Movement of Construction Personnel/ Equipment

- Ensure that construction vehicles are marked, lighted, and equipped as necessary. See AC 150/5210-5C for additional guidance
- Escort personnel/ equipment to the construction site, or designate and clearly mark a route for construction vehicles to transition to/from the work site
- Ensure that all vehicle operators are familiar with airport procedures; including movement areas, communications, ILS critical areas, and security procedures
- If construction vehicles will communicate directly with Air Traffic Control, establish radio designations (i.e., “Construction 1”)
- Educate vehicle operators regarding runway incursions and vehicle/pedestrian deviations (VPDs), and establish consequences for non-compliance
- Establish procedures for low-visibility conditions

Alert Airport Users

- Issue Notams as necessary, for example: “Personnel and equipment working in adjacent to Taxiway A”