

Airport Construction Frequently Asked Questions

Why do we have to do this?

- The Airport Construction Advisory Council (ACAC) does not intend to add workload but instead to provide a checklist and coordination resources to ensure details are not missed on construction projects.

Definition of construction? (one day, one week, one month)

- Construction changes on the airport operating area (AOA) that impact taxiways/runways configurations and make changes to the operation.
- Routine runway closures and runway maintenance are a normal part of airport operations and are not typically considered runway construction.
- Runway construction, that ACAC would apply resources to, are projects that have advance planning; this type of planned construction has SRM requirements and the ACAC requirements fall within the same consideration.
- For unplanned events, the checklist tool should be reviewed, and used as determined locally, for due diligence in a safety culture; the checklist and best practices review is not required for unplanned short-term events, but it is still encouraged.

Do we have to report all construction projects?

- Yes, construction changes on the airport operating area (AOA) that impact taxiways/runways configurations and make changes to the operation must be reported.

When wouldn't I be required to report construction to the ACAC?

- Routine runway closures and runway maintenance are a normal part of airport operations and are not typically considered runway construction.

How do I get a Construction Notice for my airport?

- The Program Management Organization (PMO) schedules airports/NOTAM issuers for training and will reach out to them to coordinate training dates and times, the airport sponsor doesn't need to reach out. This program is for both towered and non-towered airports. Closure/Restriction Notice Diagrams (CNDAs) are generated when an Airport Operations/NOTAM issuing office, that has been trained and activated, enters a NOTAM containing a closure or restriction which affects a movement area.

If the runway is closed for non-construction reasons, (airshows/maintenance/snow-removal/overlapping RSA), do I need to notify the Council?

- No, but the checklists and other resources might prove useful.

Can an intersection departure be used on a shortened runway?

- Yes, however see remarks below.

FAAO 7110.65, para. 3-9-4 states the term "full length" must be used whenever there are both full length and intersection departures. How do we handle this on a shortened runway?

- Avoid situations that would trigger the use of the term "full length;" in all cases, use of the term "full length" on a shortened runway shall be avoided.

Can you clarify the manager's responsibility concerning local weather criteria?

- During the SRM process and in discussion with several field managers, a concern was raised that published approach minima may not provide the pilot sufficient opportunity to acquire the airport environment and construction changes; the ATM should exercise their judgment and authority to add ATC procedures, in the operation, to support their concern; this added buffer is a typical application of more conservative operating parameters that exceed the minimal required approach minima or separation standards; simply put, please add or raise minima to be more conservative if you feel it is necessary.
- Your experience and local knowledge is our greatest resource.

Can you explain the connection between declared distances found in the Airport/Facility Directory and shortened runways?

- If the runway is shortened, then expect to see at least one change in the declared distances: accelerate-stop distance available (ASDA), landing distance available (LDA), takeoff distance available (TODA), and takeoff runway available (TORA).
- If a shortened runway closes part of the displaced threshold, the LDA may not change while every other declared distance might change.
- Barricades across part of the runway ensures the runway safety area (RSA) is further along the runway – the RSA boundary is where the measurements start.

Should I meet with the airport authority regarding a change to the letter-of-agreement (LOA) every time we have construction?

- LOA changes that include redefinition of the movement area(s) may simplify FAA controlled operations during construction.

I have more questions – who shall I contact?

- Send an email to: 9-AJA-ConstructionCouncil@faa.gov and an ACAC representative will contact you.