

Operational Safety On Airports During Construction

Airports - Southern Region

[AC 150/5370-2](#), Operational Safety on Airports During Construction, contains guidelines for operational safety during airport construction. It helps airport operators comply with 14 CFR Part 139, Certification of Airports and also with the requirements of airport construction projects funded with federal funds. It is worth reviewing during all phases of construction at your airport.

All airports must perform construction or maintenance activities in order to develop and grow. As necessary as these activities may be, though, airports assume substantial risk when performing them. Airport construction activities can be difficult and dangerous, so airports must take appropriate precautions to reduce the potential risks. Below are some actions that airports should take.

Pre-Construction Planning

- Develop a safety plan. This is a mandatory item for all projects funded with federal funds. AC 150/5370-2 gives details on Safety Plan requirements.
- Meet with contractors, tenants, and affected parties before beginning construction.
- Develop and coordinate a construction vehicle safety plan.
- Establish haul routes and gate access procedures to minimize impact on operations.
- Set specific limits for construction activity.

Safety Areas and Work Limits

- During construction, airport operators must protect critical areas such as safety areas, obstacle free zones, and approach surfaces.
- At the runway edge, work is allowed in the safety area but no closer than 200 feet from the centerline **unless** the runway is restricted to smaller aircraft. See AC 150/5370-2 and national [CertAlert 03-07](#).
- Open trenches or excavations are not permitted within 200' of an operational runway, nor are they allowed in the safety area at the runway end.
- Do not stockpile materials in the safety area, obstacle free zone, or object free area of any operational runway.
- Do not park or service equipment on any closed runway/taxiway.
- Do not park equipment in the safety area or object free area of any operational runway.

Marking and Lighting

- Construction areas, obstructions, hazards, and closed areas must be marked and lighted. See AC 150/5370-2 for specific guidance.
- Barricades must be of low mass, of low-height, be retro reflective orange/white in color, and be easily collapsible/frangible.
- Use flags to mark barricades during the day. Use red lights at night, steady burning or flashing.
- Non-frangible barricades, such as metal drums or concrete dividers, are prohibited in movement areas. Do not use wood railroad ties on runways.
- Turn off runway lights and approach lighting on closed runways. Obscure lighting on closed portions of runways (i.e. displaced thresholds).
- When runways are closed, operators should place X's on the runway ends to identify the closure. At night, the use of lighted X's is highly recommended. See [AC 150/5345-55](#).

Ground Vehicles

- Your vehicle driver-training program is your first line of defense against runway incursions. Make sure driver training is significant and adequate.
- All vehicle operators must be trained in airport procedures, safety, work area limits, security, and communications.
- Vehicle parking areas must not restrict ATCT line-of-sight, impact NAVAID signals or penetrate FAR Part 77 imaginary surfaces.
- Use only designated haul routes or roads.
- Aircraft always have the right of way!

Reminders

- Establish procedures for the immediate notification of users and the FAA of any condition adversely affecting safety.
- Conduct periodic safety meetings with contractors and tenants.
- Continually review NOTAMs.
- Don't forget to include the aircraft rescue and firefighting department in all construction planning and updates and NOTAM notification.
- Penalties for non-compliance established in construction contracts are useful in ensuring contractor compliance with safety procedures.
- Remember to use sweepers to control FOD at movement area crossings.
- Inspect construction areas completely before opening/re-opening any airport surfaces.
- Use a "start-up/shut-down" checklist.

References

[FAA Aviation Circulars, 150 series](#)

- AC 150/5370-2, Operational Safety on Airports During Construction
- AC 150/5200-18, Notices to Airmen
- AC 150/5340-1, Standards for Airport Markings
- AC 150/5340-18, Standards for Airport Sign Systems
- AC 150/5210-20, Ground Vehicle Operations on Airports
- AC 150/5200-18, Airport Safety Self Inspection
- AC 150/5380-5, Debris Hazards at Civil Airports
- AC 150/5345-55, Lighted Visual Aid to Indicate Temporary Runway Closure

[FAA CertAlerts](#)

- FAA CertAlert 03-07

TSA publications

- TSA Recommended Security Guidelines for Airport Planning, Design, and Construction.

The Role of Airport Certification & Safety Inspectors

- Offer guidance to airports regarding safety during construction.
- Ensure that the airport is complying with AC150/5370-2 and the construction safety plan.
- Investigate any Vehicle/Pedestrian Deviations or incidents occurring as a result of construction activity on the airfield.
- Provide recommendations to prevent or correct any unsafe conditions.

Contact Us

Mailing address

FAA Southern Region, Airports Division
ATTN: Safety & Certification Team
P.O. Box 20636
Atlanta, GA 30320-0631

Airport Certification and Safety Inspectors (ACSI)

Name	Phone
Linda A. Berkowitz, Team Leader, ACSI	(404) 305-6715
Jack E. McSwain, ACSI	(404) 305-6718
Jim Price, ACSI	(404) 305-6721
Randy L. Moseng, A.A.E., ACSI	(404) 305-6714
Patrick L. Rogers II, ACSI	(404) 305-6716
FAX machine	(404) 305-6730