



**FAA
Great Lakes Region, Airports Division
Safety Standards Branch**

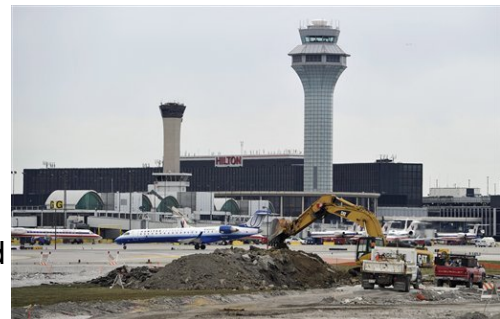
Airport Certification Information Bulletin (ACIB) 2012-12

Subject: Construction Activities & Runway Incursion Prevention

As the airfield construction season moves forward in full swing throughout the Great Lakes Region, we would like to heighten your awareness in relation to runway incursion prevention. The everyday challenge of runway incursion prevention becomes even more difficult during activities such as construction, which introduce new layers of complexity and added distractions. Here are some best practices that your airport can adopt to assist in providing a safe environment for all users and help prevent runway incursions:

Training

- Ensure that tenant and construction personnel engaged in activities involving unescorted operation on aircraft movement areas observe the proper procedures for communications, including using appropriate radio frequencies at airports with and without an ATCT.
- Airport management should take action to ensure all vehicle / equipment operators who will have access to the movement areas are properly trained in airport familiarization, with particular emphasis on runway incursion prevention. Hotspots and other characteristics unique to your airport should be highlighted. This training should also include actions to take when disoriented or lost on the airfield.
- Unescorted vehicles should not be allowed to operate on movement areas without successfully meeting proficiency requirements as defined by the airport operator or established training program.
- Penalties shall be outlined for anyone involved in a vehicle / pedestrian deviation.
- Brief equipment and personnel on the operational limits of their construction activities.
- Establish and disseminate a “rules of the road” guideline for vehicle and equipment operators in the AOA.



- It is highly recommended escort(s) remain with the individuals being escorted. When this is not practical, unescorted personnel should be enclosed in a properly marked work area.
- When personnel and equipment are escorted to a work area, clear direction should be provided on the coordination needed to exit the area once the work assignment is complete.

Situational Awareness

- Clearly mark all haul routes with barricades and/or signs indicating the direction of a haul route. Mark airport access roads that might be mistaken as a haul routes with barricades or signage (i.e. “No construction traffic”). When a haul route changes, it is beneficial to escort personnel the first few days or provide additional oversight on the new route.
- Provide maps depicting the haul route(s) to contractors. When construction boundaries change, develop a method to communicate changes (e.g., daily / weekly construction safety briefings) as needed.
- Ensure construction limits are clearly delineated, not only for construction equipment but also for airport users:



- Delineate the boundaries of a construction site with barricades or a snow fence.
 - Avoid gaps in barricades when leaving and entering a construction site. Where gaps are necessary, provide plain language signage such as, “No Construction Vehicles Beyond this Point” to reduce the risk of vehicles entering the movement area.
 - Check barricade lighting daily to ensure lighting is operational.
- Remove taxiway centerlines into construction sites.
 - Remove or cover signs leading into closed (barricaded) areas, unless it is on a runway that is used for crossing.
 - Coordinate access to closed runways with the ATCT via radio or through a Letter of Agreement.
 - Ensure construction vehicles are clearly marked and lighted.