

CERTALERT

AIRPORT SAFETY AND OPERATIONS DIVISION, AAS-300

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DATE: July 1, 2009 No. 09-11
TO: Airport Operators, FAA Airport Certification Safety Inspectors
TOPIC: Safety During Construction and Reducing Runway Incursions

Purpose: The purpose of this cert alert is to highlight the start of the summer construction period where we historically see increases in construction related V/PDs. Also, the FAA expects a much more intensive construction season resulting from the additional \$1.1 billion committed to AIP projects via the American Recovery and Reinvestment Act of 2009.

Background:

One of the most significant threats to aviation safety is runway incursions. For this reason, the Federal Aviation Administration (FAA) has established a goal of reducing runway incursions by 10% over the next five years. One of the keys to reaching this important safety milestone lies in the reduction of Vehicle/Pedestrian Deviations (V/PDs).

During the current fiscal year, V/PDs have accounted for a significant percentage of all runway incursions. In fact, V/PDs have accounted for nearly 130 runway incursions to date, beginning in FY-09. While the underlying causes vary greatly, airport construction has historically contributed to a disproportionate number of these events. Over 10% of the V/PDs that have taken place this year were related to airport construction activities. Here are a few summations of Construction-related V/PDs that have occurred during this past year:

- *Ford Explorer crossed Runway 15R at Taxiway Mike without authorization or communications with ATCT and conflicted with Air West (AWE) 27, AIRBUS A320, on departure roll same runway. Closest horizontal proximity reported was 500 feet.*
- *A construction worker entered Runway 27 on an unnamed taxiway 160 feet west of Taxiway Alpha towards approach end of 09 without clearance and conflicted with a Beech BE58 on final for 27. The BE58 was issued a go around at one half (.50) mile final to avoid loss of separation. Distance from 27 approach end to unnamed taxiway is approximately 2,600 feet.*

- *A paint crew vehicle was instructed to exit Runway 28L due to inbound traffic. The vehicle operator reported off 28L and Ground Control (GC) advised it would be approximately a 10 minute delay before they could get back on the runway. The driver acknowledged then proceeded towards 28L. GC instructed the vehicle driver to hold short but the driver did not acknowledge until they entered 28L at Juliet without clearance. A Hawker H25B, between one half (50) to three quarter (.75) mile final 28L, was issued a go around to avoid loss of separation.*

Actions:

In addition to performing daily site inspections, the FAA recommends the following actions:

1. Airports planning construction projects should be particularly mindful of the summer increase in V/PDs resulting from construction activities. Airport operators are responsible for developing construction safety plans in accordance with FAA Advisory Circular 150-5370-2E (Operational Safety During Construction), and for ensuring appropriate training for new construction contractors working or driving on airports. These plans should be well coordinated with all airport stakeholders. As construction progresses, Safety during Construction Plans should be reviewed and revised by the Airport operator as needed.
2. Audit vehicle operator movement area permits for airport employees, air carrier employees, tenants and contractors to ensure only those individuals whose duties and responsibilities require access to the ramp area or movement area are authorized. This should also include drivers conducting seasonal activities, such as grass mowing operations.
3. Review the airports movement area drivers training program, particularly if the airport has changed its physical configuration or if construction is underway. Also, make sure that safety during construction is included in initial and annual recurrent driver training programs.
4. Provide the contractor with a copy of relevant advisory materials, as well as the safety plan in both a textual and graphical format.
5. Review safety during construction plans with tenants, including air carriers, flight training providers, and fixed based operators. This may be done through the publication of advisory materials, or may be accomplished through standing meetings involving airport operations personnel and airport users.
6. If there is night construction work, drive the work site at night and ensure that temporary movement areas and barricades are clearly lighted.
7. Ensure the safety during construction plan has been coordinated with the appropriate air traffic facility. The plan should clearly indicate where the temporary movement boundaries will be for each phase of construction.

8. Ensure that Notices to Airmen (NOTAM) are updated with the latest airport construction information and disseminated to all tenants, including ARFF personnel.
9. To supplement NOTAM information, airport operators are encouraged to provide both textual and graphical depictions of airport construction activities. These materials should be updated as frequently as needed, and given the widest dissemination possible.
10. Ensure all haul routes are clearly designated and properly signed and marked.
11. Ensure vehicles are marked/lighted inside the AOA.
12. Clearly define with marking and lighting the limits of all construction areas.
13. Provide airport escorts when able.
14. Hold weekly safety during construction meetings with tenants and contractors.

Construction activity adjacent to movement areas disrupts normal taxi routes and can contribute to vehicle, pedestrian and pilot deviations and accidents. Closed runways and taxiways can easily cause pilot and vehicle driver confusion if barricades are not adequate and/or guidance signs or lighting provides misleading or contrary information. Airport operators must not only keep aircraft safely out of construction areas, but they must also ensure that construction vehicles and equipment remain clear of unauthorized movement areas. For guidance, refer to Advisory Circular, 150/5370-2, "Operational Safety on Airports During Construction."

(http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/23056).

Given the increase in airport construction activities and the ongoing threat posed by runway incursions, V/PD investigations will be given special emphasis by FAA inspectors. We encourage you to work with your Airport Certification Safety Inspector to help manage the risks associated with construction at your airport.

Additional Resources:

For more information regarding safety during construction, the FAA recommends the following resources:

- FOCUS: Safety During Construction Brochure by AGL Runway Safety Office.
www.faa.gov/runwaysafety/ace/brochures/3.pdf
- Reducing the Number of V/PD's at Your Airport by Runway Safety Office.
www.faa.gov/runwaysafety/pdf/vpdrev.pdf
- AAS Presentation on Reducing the Potential for V/PDs and Runway Incursions
http://www.faa.gov/airports/airport_safety/media/vpd_briefing.pdf

- AWP Presentation on Construction Safety Plans
http://www.faa.gov/airports/western_pacific/engineering/media/2009CSPMod1.pdf
- Advisory Circular 150/5300-9, "Predesign, Prebid, and Preconstruction Conferences for Airport Grant Projects"
http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/22102



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