

Construction Notice

Ensure prompt submittal of a Notice of Proposed Construction or Alteration (Form 7460-1) for conducting an aeronautical study of potential obstructions such as tall equipment (cranes, concrete pumps, other.), stock piles, and haul routes.

A separate form may be filed for each potential obstruction, or one form may be filed describing the entire construction area and maximum equipment height.

Construction Safety Phasing Plan

The airport operator's Construction Safety and Phasing Plan (CSPP) and the contractor's Safety Plan Compliance Document (SPCD) are the primary tools to ensure safety compliance when coordinating construction activities with airport operations. The CSPP should be developed concurrently with the project design.

Reference Material

*AC 150/5370-2, *Operational Safety on Airports During Construction*

*AC 150/5200-18, *Airport Safety Self Inspection*

*AC 150/5200-28, *Notices to Airmen for Airport Operations*

*AC150/5200-33, *Hazardous Wildlife Attractants on or Near Airports*

*AC 150/5210-20, *Ground Vehicle Operations on Airports*

*AC 150/5310-24, *Airport Foreign Object Debris Management*

*AC 150/5340-1, *Standards for Airport Markings*

*AC 150/5340-18, *Standards for Airport Sign Systems*

*AC 150/5345-55, *Lighted Visual Aid to Indicate Temporary Runway Closure*

*FAA Order 5200.11 *FAA Airports (ARP) Safety Management System (SMS)*

*TSA Recommended *Security Guidelines for Airport Planning, Design, & Construction*

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**Federal Aviation
Administration**

Operational Safety On Airports During Construction



Who's Responsible?

Operational safety on the airport remains the airport operator's responsibility at all times. However, everyone has a role in operational safety on airports during construction. This includes the airport operator, the airport's consultants, the construction contractor and subcontractors, airport users, airport tenants, ARFF personnel, Air Traffic personnel, including Technical Operations personnel, FAA Airports Division personnel, and others. Close communication and coordination between all affected parties is the key to maintaining safe operations.

AC 150/5370-2F Changes

- * Construction activities are prohibited in safety areas while the associated runway or taxiway is open to all aircraft.
- * Stockpiled material and equipment storage are not permitted within the Runway Safety Area and Obstacle Free Zone, and if possible should not be permitted within the Object Free Area (OFA) of an operational runway. Stockpiling material in the OFA requires submittal of a 7460-1 form along with justification.
- * Only the airport operator may initiate or cancel NOTAMs on airport conditions, and is the only entity that can close or open a runway.
- * No construction may occur within the existing Runway or Taxiway Safety Area while the runway is open for aircraft operations.
- * Open trenches or excavations are not permitted in the Taxiway Safety Area.
- * Barricades are not permitted in any active safety area.
- * Even for closures of relatively short duration, close all taxiway/runway intersections with barricades. The use of traffic cones is appropriate for short duration closures.

Use of the Lighted "X"

Use a lighted X at night and during the day. Place at each end of the runway facing the approach. The use of a lighted X is required if night work requires runway lighting to be on. The X is not used on a partially closed runway or a runway with a displaced threshold.



Barricades

The spacing of barricades must be such that a breach is physically prevented barring a deliberate act. Supplement barricades with signs; "No Entry", "No Vehicles" as necessary.



NOTAM Requirement

Notify users, ARFF personnel, and FAA ATO personnel of construction and conditions that may adversely affect the operational safety of the airport via Notices to Airmen (NOTAM) and other methods, as appropriate. Convene a meeting for review and discussion if necessary.

Navigational Aids

- All NAVAID impacts must be coordinated. NOTAM as applicable.
- * FAA owned: 45 day prior notice to the appropriate Air Traffic Organization (ATO).
 - * Airport owned/FAA maintained: 45 day prior notice to ATO if more than 24hrs or 4 hours daily on consecutive days.
 - * Short notices (emergencies) for both FAA and airport owned, contact 866-432-2622.

Quality Control: Inspection Requirements

The airport operator and contractor should conduct onsite safety inspections throughout the project and immediately remedy any deficiencies, whether caused by negligence, oversight, or project scope change.

- * Conduct daily inspections, but more frequently to ensure construction contractors and tenants comply with the Construction Safety Phasing Plan and Safety Plan Compliance Document and that there are no altered construction activities that could create potential safety hazards.
- * Resolve safety deficiencies immediately. Ensure construction access complies with the security requirements of that regulation.
- * Final Inspections. New runways and extended runway closures may require safety inspections at certificated airports prior to allowing air carrier service. Coordinate with the FAA Airport Certification Safety Inspector to determine if a final inspection will be necessary.
 - Look at all signs, markings, and lighting with a "Part 139 Eye" before acceptance.
 - If you're not sure, take a picture for reference and ask questions before acceptance.