1. AC 150/5370-2F Safety and Phasing Plan Checklist

This appendix is keyed to Section 2. Plan Requirements. In the electronic version of this AC, clicking on the paragraph designation in the Reference column will access the applicable paragraph. There may be instances where the CSPP requires provisions that are not covered by the list in this appendix.

This checklist is intended as an aid, not as a required submittal.

| Coordination | Reference | Addressed | | | Remarks |
| --- | --- | --- | --- | --- | --- |
| General Considerations | | | | | |
| Requirements for predesign, prebid, and preconstruction conferences to introduce the subject of airport operational safety during construction are specified. | 205 | □ Yes | □ No | □ NA |  |
| Operational safety is a standing agenda item for construction progress meetings. | 205 | □ Yes | □ No | □ NA |  |
| Scheduling of the construction phases is properly addressed. | 206 | □ Yes | □ No | □ NA |  |
| Areas and Operations Affected by Construction Activity | | | | | |
| Drawings showing affected areas are included. | 207.a | □ Yes | □ No | □ NA |  |
| Closed or partially closed runways, taxiways, and aprons are depicted on drawings. | 207.a(1) | □ Yes | □ No | □ NA |  |
| Access routes used by ARFF vehicles affected by the project are addressed. | 207.a(2) | □ Yes | □ No | □ NA |  |
| Access routes used by airport and airline support vehicles affected by the project are addressed. | 207.a(3) | □ Yes | □ No | □ NA |  |
| Underground utilities, including water supplies for fire fighting and drainage. | 207.a(4) | □ Yes | □ No | □ NA |  |
| Approach/departure surfaces affected by heights of temporary objects are addressed. | 207.a(5) | □ Yes | □ No | □ NA |  |
| Construction areas, storage areas, and access routes near runways, taxiways, aprons, or helipads are properly depicted on drawings. | 207.a | □ Yes | □ No | □ NA |  |
| Temporary changes to taxi operations are addressed. | 207.b(1) | □ Yes | □ No | □ NA |  |
| Detours for ARFF and other airport vehicles are identified. | 207.b(2) | □ Yes | □ No | □ NA |  |
| Maintenance of essential utilities and underground infrastructure is addressed. | 207.b(3) | □ Yes | □ No | □ NA |  |
| Temporary changes to air traffic control procedures are addressed. | 207.b(4) | □ Yes | □ No | □ NA |  |
| NAVAIDS | | | | | |
| Critical areas for NAVAIDs are depicted on drawings. | 208 | □ Yes | □ No | □ NA |  |
| Effects of construction activity on the performance of NAVAIDS, including unanticipated power outages, are addressed. | 208 | □ Yes | □ No | □ NA |  |
| Protection of NAVAID facilities is addressed. | 208 | □ Yes | □ No | □ NA |  |
| The required distance and direction from each NAVAID to any construction activity is depicted on drawings. | 208 | □ Yes | □ No | □ NA |  |
| Procedures for coordination with FAA ATO/Technical Operations, including identification of points of contact, are included. | 208, 213.a, 213.e(3)(a), 218.a | □ Yes | □ No | □ NA |  |
| Contractor Access | | | | | |
| The CSPP addresses areas to which contractor will have access and how the areas will be accessed. | 209 | □ Yes | □ No | □ NA |  |
| The application of 49 CFR Part 1542 Airport Security, where appropriate, is addressed. | 209 | □ Yes | □ No | □ NA |  |
| The location of stockpiled construction materials is depicted on drawings. | 209.a | □ Yes | □ No | □ NA |  |
| The requirement for stockpiles in the ROFA to be approved by FAA is included. | 209.a | □ Yes | □ No | □ NA |  |
| Requirements for proper stockpiling of materials are included. | 209.a | □ Yes | □ No | □ NA |  |
| Construction site parking is addressed. | 209.b(1) | □ Yes | □ No | □ NA |  |
| Construction equipment parking is addressed. | 209.b(2) | □ Yes | □ No | □ NA |  |
| Access and haul roads are addressed. | 209.b(3) | □ Yes | □ No | □ NA |  |
| A requirement for marking and lighting of vehicles to comply with AC 150/5210-5, Painting, Marking and Lighting of Vehicles Used on an Airport, is included. | 209.b(4) | □ Yes | □ No | □ NA |  |
| Proper vehicle operations, including requirements for escorts, are described. | 209.b(5), 209.b(6) | □ Yes | □ No | □ NA |  |
| Training requirements for vehicle drivers are addressed. | 209.b(7) | □ Yes | □ No | □ NA |  |
| Two-way radio communications procedures are described. | 209.b(9) | □ Yes | □ No | □ NA |  |
| Maintenance of the secured area of the airport is addressed. | 209.b(10) | □ Yes | □ No | □ NA |  |
| Wildlife Management | | | | | |
| The airport operator’s wildlife management procedures are addressed. | 210 | □ Yes | □ No | □ NA |  |
| Foreign Object Debris Management | | | | | |
| The airport operator’s FOD management procedures are addressed. | 211 | □ Yes | □ No | □ NA |  |
| Hazardous Materials Management | | | | | |
| The airport operator’s hazardous materials management procedures are addressed. | 212 | □ Yes | □ No | □ NA |  |
| Notification of Construction Activities | | | | | |
| Procedures for the immediate notification of airport user and local FAA of any conditions adversely affecting the operational safety of the airport are detailed. | 213 | □ Yes | □ No | □ NA |  |
| Maintenance of a list by the airport operator of the responsible representatives/points of contact for all involved parties and procedures for contacting them 24 hours a day, seven days a week is specified. | 213.a | □ Yes | □ No | □ NA |  |
| A list of local ATO/Technical Operations personnel is included. | 213.a | □ Yes | □ No | □ NA |  |
| A list of ATCT managers on duty is included. | 213.a | □ Yes | □ No | □ NA |  |
| A list of authorized representatives to the OCC is included. | 213.b | □ Yes | □ No | □ NA |  |
| Procedures for coordinating, issuing, maintaining and cancelling by the airport operator of NOTAMS about airport conditions resulting from construction are included. | 208, 213.b, 218.b(4)(i) | □ Yes | □ No | □ NA |  |
| Provision of information on closed or hazardous conditions on airport movement areas by the airport operator to the OCC is specified. | 213.b | □ Yes | □ No | □ NA |  |
| Emergency notification procedures for medical, fire fighting, and police response are addressed. | 213.c | □ Yes | □ No | □ NA |  |
| Coordination with ARFF personnel for non-emergency issues is addressed. | 213.d | □ Yes | □ No | □ NA |  |
| Notification to the FAA under 14 CFR parts 77 and 157 is addressed. | 213.e | □ Yes | □ No | □ NA |  |
| Reimbursable agreements for flight checks and/or design and construction for FAA owned NAVAIDs are addressed. | 213.e(3)(b) | □ Yes | □ No | □ NA |  |
| Inspection Requirements | | | | | |
| Daily inspections by both the airport operator and contractor are specified. | 214.a | □ Yes | □ No | □ NA |  |
| Final inspections at certificated airports are specified when required. | 214.b | □ Yes | □ No | □ NA |  |
| Underground Utilities | | | | | |
| Procedures for protecting existing underground facilities in excavation areas are described. | 215 | □ Yes | □ No | □ NA |  |
| Penalties | | | | | |
| Penalty provisions for noncompliance with airport rules and regulations and the safety plans are detailed. | 216 | □ Yes | □ No | □ NA |  |
| Special Conditions | | | | | |
| Any special conditions that affect the operation of the airport or require the activation of any special procedures are addressed. | 217 | □ Yes | □ No | □ NA |  |
| Runway and Taxiway Visual Aids - Marking, Lighting, Signs, and Visual NAVAIDs | | | | | |
| The proper securing of temporary airport markings, lighting, signs, and visual NAVAIDs is addressed. | 218.a | □ Yes | □ No | □ NA |  |
| Frangibility of airport markings, lighting, signs, and visual NAVAIDs is specified. | 218.a, 218.c, 219, 220.b(4) | □ Yes | □ No | □ NA |  |
| The requirement for markings to be in compliance with AC 150/5340‑1, Standards for Airport Markings is specified. | 218.b | □ Yes | □ No | □ NA |  |
| The requirement for lighting to conform to AC 150/5340‑30, Design and Installation Details for Airport Visual Aids, AC 150/5345-50, Specification for Portable Runway and Taxiway Lights , and AC 150/5345-53 Airport Lighting Certification Program, is specified. | 218.b(1)(f) | □ Yes | □ No | □ NA |  |
| The use of a lighted X is specified where appropriate. | 218.b(1)(b), 218.b(3) | □ Yes | □ No | □ NA |  |
| The requirement for signs to conform to AC 150/5345-44, Specification for Runway and Taxiway Signs, AC 50/5340-18, Standards for Airport Sign Systems, and AC 150/5345-53, Airport Lighting Certification Program, is specified. | 218.c | □ Yes | □ No | □ NA |  |
| Marking and Signs For Access Routes | | | | | |
| The CSPP specifies that pavement markings and signs intended for construction personnel should conform to AC 150/5340-18 and, to the extent practicable, with the MUTCD and/or State highway specifications. | 219 | □ Yes | □ No | □ NA |  |
| Hazard Marking and Lighting | | | | | |
| Prominent, comprehensible warning indicators for any area affected by construction that is normally accessible to aircraft, personnel, or vehicles are specified. | 220.a | □ Yes | □ No | □ NA |  |
| Hazard marking and lighting are specified to identify open manholes, small areas under repair, stockpiled material, and waste areas. | 220.a | □ Yes | □ No | □ NA |  |
| The CSPP considers less obvious construction-related hazards. | 220.a | □ Yes | □ No | □ NA |  |
| Equipment that poses the least danger to aircraft but is sturdy enough to remain in place when subjected to typical winds, prop wash and jet blast is specified. | 220.b(1) | □ Yes | □ No | □ NA |  |
| The spacing of barricades is specified such that a breach is physically prevented barring a deliberate act. | 220.b(1) | □ Yes | □ No | □ NA |  |
| Red lights meeting the luminance requirements of the State Highway Department are specified. | 220.b(2) | □ Yes | □ No | □ NA |  |
| Barricades, temporary markers, and other objects placed and left in areas adjacent to any open runway, taxiway, taxi lane, or apron are specified to be as low as possible to the ground, and no more than 18 in high. | 220.b(4) | □ Yes | □ No | □ NA |  |
| Barricades marked with diagonal, alternating orange and white stripes are specified to indicate construction locations in which no part of an aircraft may enter. | 220.b(4) | □ Yes | □ No | □ NA |  |
| Highly reflective barriers with lights are specified to barricade taxiways leading to closed runways. | 220.b(5) | □ Yes | □ No | □ NA |  |
| Markings for temporary closures are specified. | 220.b(5) | □ Yes | □ No | □ NA |  |
| The provision of a contractor’s representative on call 24 hours a day for emergency maintenance of airport hazard lighting and barricades is specified. | 220.b(7) | □ Yes | □ No | □ NA |  |
| Protection of Runway and Taxiway Safety Areas | | | | | |
| The CSPP clearly states that no construction may occur within a safety area while the associated runway or taxiway is open for aircraft operations. | 221.a(1), 221.c(1) | □ Yes | □ No | □ NA |  |
| The CSPP specifies that the airport operator coordinates the adjustment of RSA or TSA dimensions with the ATCT and the appropriate FAA Airports Regional or District Office and issues a local NOTAM. | 221.a(2), 221.c(2) | □ Yes | □ No | □ NA |  |
| Procedures for ensuring adequate distance for protection from blasting operations, if required by operational considerations, are detailed. | 221.c(3) | □ Yes | □ No | □ NA |  |
| The CSPP specifies that open trenches or excavations are not permitted within a safety area while the associated runway or taxiway is open. | 221.a(4) | □ Yes | □ No | □ NA |  |
| Appropriate covering of excavations in the RSA or TSA that cannot be backfilled before the associated runway or taxiway is open is detailed. | 221.a(4) | □ Yes | □ No | □ NA |  |
| The CSPP includes provisions for prominent marking of open trenches and excavations at the construction site. | 221.a(4) | □ Yes | □ No | □ NA |  |
| Grading and soil erosion control to maintain RSA/TSA standards are addressed. | 221.c(5) | □ Yes | □ No | □ NA |  |
| The CSPP specifies that equipment is to be removed from the ROFA when not in use. | 221.b | □ Yes | □ No | □ NA |  |
| The CSPP clearly states that no construction may occur within a taxiway safety area while the taxiway is open for aircraft operations. | 221.c | □ Yes | □ No | □ NA |  |
| Appropriate details are specified for any construction work to be accomplished in a taxiway object free area. | 221.d | □ Yes | □ No | □ NA |  |
| Measures to ensure that personnel, material, and/or equipment do not penetrate the OFZ or threshold siting surfaces while the runway is open for aircraft operations are included. | 221.e | □ Yes | □ No | □ NA |  |
| Provisions for protection of runway approach/departure areas and clearways are included. | 221.f | □ Yes | □ No | □ NA |  |
| Other Limitations on Construction | | | | | |
| The CSPP prohibits the use of open flame welding or torches unless adequate fire safety precautions are provided and the airport operator has approved their use. | 222.a(2) | □ Yes | □ No | □ NA |  |
| The CSPP prohibits the use of flare pots within the AOA at any time. | 222.a(4) | □ Yes | □ No | □ NA |  |
| The CSPP prohibits the use of electrical blasting caps on or within 1,000 ft (300 m) of the airport property. | 222.a(3) | □ Yes | □ No | □ NA |  |

1. Construction Project Daily Safety Inspection Checklist

The situations identified below are potentially hazardous conditions that may occur during airport construction projects. Safety area encroachments, unauthorized and improper ground vehicle operations, and unmarked or uncovered holes and trenches near aircraft operating surfaces pose the most prevalent threats to airport operational safety during airport construction projects. The list below is one tool that the airport operator or contractor may use to aid in identifying and correcting potentially hazardous conditions. It should be customized as appropriate for each project.

Potentially Hazardous Conditions

| Item | Action Required | or | None |
| --- | --- | --- | --- |
| Excavation adjacent to runways, taxiways, and aprons improperly backfilled. |  | | □ |
| Mounds of earth, construction materials, temporary structures, and other obstacles near any open runway, taxiway, or taxi lane; in the related Object Free area and aircraft approach or departure areas/zones; or obstructing any sign or marking. |  | | □ |
| Runway resurfacing projects resulting in lips exceeding 3 in (7.6 cm) from pavement edges and ends. |  | | □ |
| Heavy equipment (stationary or mobile) operating or idle near AOA, in runway approaches and departures areas, or in OFZ. |  | | □ |
| Equipment or material near NAVAIDs that may degrade or impair radiated signals and/or the monitoring of navigation and visual aids. Unauthorized or improper vehicle operations in localizer or glide slope critical areas, resulting in electronic interference and/or facility shutdown. |  | | □ |
| Tall and especially relatively low visibility units (that is, equipment with slim profiles) — cranes, drills, and similar objects — located in critical areas, such as OFZ and approach zones. |  | | □ |
| Improperly positioned or malfunctioning lights or unlighted airport hazards, such as holes or excavations, on any apron, open taxiway, or open taxi lane or in a related safety, approach, or departure area. |  | | □ |
| Obstacles, loose pavement, trash, and other debris on or near AOA. Construction debris (gravel, sand, mud, paving materials) on airport pavements may result in aircraft propeller, turbine engine, or tire damage. Also, loose materials may blow about, potentially causing personal injury or equipment damage. |  | | □ |
| Inappropriate or poorly maintained fencing during construction intended to deter human and animal intrusions into the AOA. Fencing and other markings that are inadequate to separate construction areas from open AOA create aviation hazards. |  | | □ |
| Improper or inadequate marking or lighting of runways (especially thresholds that have been displaced or runways that have been closed) and taxiways that could cause pilot confusion and provide a potential for a runway incursion. Inadequate or improper methods of marking, barricading, and lighting of temporarily closed portions of AOA create aviation hazards. |  | | □ |
| Wildlife attractants — such as trash (food scraps not collected from construction personnel activity), grass seeds, tall grass, or standing water — on or near airports. |  | | □ |
| Obliterated or faded temporary markings on active operational areas. |  | | □ |
| Misleading or malfunctioning obstruction lights. Unlighted or unmarked obstructions in the approach to any open runway pose aviation hazards. |  | | □ |
| Failure to issue, update, or cancel NOTAMs about airport or runway closures or other construction related airport conditions. |  | | □ |
| Failure to mark and identify utilities or power cables. Damage to utilities and power cables during construction activity can result in the loss of runway / taxiway lighting; loss of navigation, visual, or approach aids; disruption of weather reporting services; and/or loss of communications. |  | | □ |
| Restrictions on ARFF access from fire stations to the runway / taxiway system or airport buildings. |  | | □ |
| Lack of radio communications with construction vehicles in airport movement areas. |  | | □ |
| Objects, regardless of whether they are marked or flagged, or activities anywhere on or near an airport that could be distracting, confusing, or alarming to pilots during aircraft operations. |  | | □ |
| Water, snow, dirt, debris, or other contaminants that temporarily obscure or derogate the visibility of runway/taxiway marking, lighting, and pavement edges. Any condition or factor that obscures or diminishes the visibility of areas under construction. |  | | □ |
| Spillage from vehicles (gasoline, diesel fuel, oil) on active pavement areas, such as runways, taxiways, aprons, and airport roadways. |  | | □ |
| Failure to maintain drainage system integrity during construction (for example, no temporary drainage provided when working on a drainage system). |  | | □ |
| Failure to provide for proper electrical lockout and tagging procedures. At larger airports with multiple maintenance shifts/workers, construction contractors should make provisions for coordinating work on circuits. |  | | □ |
| Failure to control dust. Consider limiting the amount of area from which the contractor is allowed to strip turf. |  | | □ |
| Exposed wiring that creates an electrocution or fire ignition hazard. Identify and secure wiring, and place it in conduit or bury it. |  | | □ |
| Site burning, which can cause possible obscuration. |  | | □ |
| Construction work taking place outside of designated work areas and out of phase. |  | | □ |

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