

Federal Aviation Agency

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AIRPORTS

EFFECTIVE :

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SUBJECT : SAFETY ON AIRPORTS DURING CONSTRUCTION ACTIVITY

1. **PURPOSE.** This circular presents guidelines concerning safety at airports during periods of construction activity. Attention to and application of these guidelines should increase the degree of safety at airports undergoing construction.
2. **BACKGROUND.** The safety hazards associated with construction activities adjacent to operational areas on airports have been emphasized on several occasions during the last few years through accidents involving commercial aircraft and construction work or equipment. This circular is the result of Federal Aviation Agency studies of ways to prevent such accidents.
3. **APPLICATION.** The guidelines set forth in paragraph 4 are suitable for all construction activity at civil airports.
 - a. When construction is wholly or partially funded under any FAA program, the senior FAA representative at the construction site should take appropriate steps to see that these guidelines are followed. When there is no FAA representative at the construction site, the official responsible for inspecting or accepting the construction should take appropriate steps to see that these guidelines are followed.
 - b. When construction is not funded under any FAA program, the airport owner (or operator) is encouraged to follow these guidelines.
4. **GUIDELINES.** These guidelines apply to all construction work which may affect the movement of aircraft. Paragraphs 4a through 4d may be incorporated, as deemed advisable, in the project's Special Provisions, and this material would then be available to the contractor to better serve him in preparing a schedule of work for the entire project.

a. Construction Activity and Aircraft Movements.

- (1) Prior to the development of contract specifications for construction activity affecting aircraft movement areas, safety requirements relating thereto should be coordinated between the airport owner (or operator) and appropriate representatives of the FAA. This coordinated approach to construction activity determines the restrictions, required for the project's Special Provisions, which should result in a minimum of interference to aircraft operations. For example, the restrictions may result in closing a portion of the airport for specified periods or they may result in phasing the work to accomplish certain activities at selective times.
- (2) For construction activity to be performed in other than active operational areas, the storage and parking of equipment and materials when not in use or about to be installed should not encroach upon active operational areas. In protecting operational areas, the minimum clearances maintained for runways should be in agreement with TSO-N18. For taxiways, maintained clearances should not be less than 100 feet from the pavement edge.

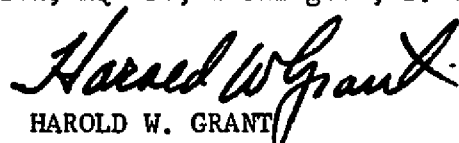
b. Limitation on Construction.

- (1) Open-flame, welding, or torch cutting operations should be prohibited unless adequate fire and safety precautions have been approved by the airport owner (or operator).
- (2) Open trenches, excavations, and stockpiled material at the construction site should be prominently marked with red flags and lighted by light units (acceptable to the airport owner or operator) during hours of restricted visibility and/or darkness.

c. Motorized Vehicles. The following guidelines relate to the operation of motorized vehicles in aircraft movement areas:

- (1) Each vehicle should carry a 3-foot square flag consisting of a checkered pattern of international orange and white squares of not less than 1 foot on each side, displayed in full view above the vehicle. Vehicles should also be equipped with light units discussed in paragraph 4b(2) above.
- (2) Whenever vehicles are required to cross aircraft movement areas, effective control should be established and maintained.

- (3) It may be desirable to clearly identify the vehicles, for control purposes, by either assigned initials or numbers prominently displayed on each side. The identifying symbols should be 8-inch minimum, block-type characters of a color easily read. They may be applied by use of tape or water soluble paint to facilitate removal.
- d. Debris. Waste material should be removed often enough to insure that it does not create a hazard. Debris deposited on any active portion of a runway, taxiway, or apron should be removed continuously during the course of the work.
- e. Scheduling of Work. Prior to commencement of any work, the District Airport Engineer or other appropriate FAA representative and the airport owner (or operator) should discuss the need for a conference with the contractor to assure that the scheduling of construction activities in conjunction with aircraft operations is fully understood. Construction work should be phased so that it will result in minimum delays to aircraft movements. In moving from one area of construction activity to another area, the airport owner (or operator) should require appropriate advance notice from the contractor. The airport owner (or operator) should coordinate the contractor's proposed schedule of operations with the Control Tower, Flight Service Station, or Flight Standards District Office, as appropriate.
- f. NOTAMS. The airport owner (or operator) should issue the necessary NOTAMS to reflect hazardous conditions. It is important that NOTAMS be kept current and reflect the actual condition with respect to construction situations. Active NOTAMS should be reviewed periodically.
- g. Inspection. Frequent inspections should be made by the airport owner (or operator) during critical phases of the work to insure that the contractor is following the recommended safety procedures.
5. HOW TO GET THIS CIRCULAR. Obtain copies of this circular, AC 150/5370-2, "Safety on Airports During Construction Activity", from the Federal Aviation Agency, Distribution Section, HQ-438, Washington, D. C. 20553.


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