

File
AC NO: 150/5370-2A

DATE: 6/20/75



ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: OPERATIONAL SAFETY ON AIRPORTS WITH EMPHASIS ON SAFETY DURING CONSTRUCTION

1. PURPOSE. This circular presents guidelines concerning operational safety on airports with special emphasis on safety during periods of construction activity.
 2. CANCELLATION. Advisory Circular 150/5370-2, Safety on Airports During Construction Activity, dated 4/22/64, is canceled.
 3. APPLICABILITY. These guidelines are applicable to airport owners, operators, contractors, pilots and FAA personnel.
 4. REFERENCES.
 - a. Advisory Circular 150/5300-9, Predesign and Preconstruction Conferences (ADAP) Projects. (Free)
 - b. Advisory Circular 150/5210-5, Painting, Marking, and Lighting of Vehicles Used On An Airport. (Free)
 - c. Advisory Circular 150/5340-1D, Marking of Paved Areas on Airports. (Free)
 - d. Advisory Circular 150/5370-10, Standards for Specifying Construction of Airports. (\$7.25)
 - e. Advisory Circular 150/5280-2, Guidance for Airport Operators - Use of Notices to Airmen as Related to FAR Part 139. (Free)
 5. HOW TO OBTAIN THIS CIRCULAR AND OTHER MATERIAL REFERRED TO IN THIS CIRCULAR.
 - a. Copies of the above referenced free advisory circulars may be obtained from the Department of Transportation, Publications Section, TAD 443.1, Washington, D.C. 20590.
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Initiated by: AAS-720

- b. Copies of AC 150/5370-10, Standards for Specifying Construction of Airports, may be ordered from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, at a cost of \$7.25 each. Make check or money order payable to the Superintendent of Documents. Include an additional amount of 25 percent of the total price to cover postage of mailing to foreign countries. No C.O.D. orders are accepted.
6. BACKGROUND. Operational safety on an established airport may be affected by hazards or marginal safety conditions that develop after an airport has been opened or approved for operation. Examples of such hazards or marginal conditions which have been highlighted in the past by accidents or incidents are:
- a. Excavations adjacent to runways, taxiways and ramp areas.
 - b. Mounds of earth, construction material, temporary structures and other obstacles in or in proximity to operational areas, including approach zones and runway safety areas.
 - c. Runway surfacing projects which result in sharp or excessive lips between the old and new surfaces at the runway edges and runway ends.
 - d. Heavy equipment, both stationary and mobile, operating or being left for protracted periods of time within the boundaries of active airport movement areas.
 - e. Operation of heavy equipment, storage of material or equipment where it may degrade radiated signals or impair monitoring of terminal and en route navigational aids.
 - f. Large cranes located in approach and other critical areas such as safety areas.
 - g. Improper or malfunctioning lights or unlighted hazards.
 - h. Holes, ditches, obstacles, loose asphalt, cans, plastic bags and other debris located on runways, taxiways and safety areas.
 - i. Lack of public protection, security.
 - j. Hazards created due to weather conditions such as snow, ice, slush and water on or adjacent to runways, taxiways and aprons.
 - k. Improper marking and lighting of runways, taxiways and displaced thresholds.
 - l. Bird attractants such as garbage dumps on or adjacent to airports.

- m. Deterioration of runway, taxiway or ramp markings to the extent that visual guidance is no longer provided.
- n. Obstructions such as trees growing in approach areas.
- o. Runway, taxiway or ramp slipperiness caused by rubber deposits, painted markings, other contaminants or weather conditions.
- p. Improper methods of marking temporarily closed operational areas such as the use of portable street barricades.

7. RESPONSIBILITIES FOR ASSURING OPERATIONAL SAFETY WHEN HAZARDOUS OR MARGINAL CONDITIONS DEVELOP AT AIRPORTS. The airport management is responsible for informing users of the airport, the FAA and charting agents of hazardous or marginal conditions that may exist on an airport open to the public and for maintaining operational safety during construction periods. Federal Aviation Regulations (FARs) require air carriers to restrict or suspend operations at an airport when certain hazardous conditions exist at the airport. FAA Flight Service Stations disseminate Notices to Airmen (NOTAMS) regarding hazardous conditions as reported by the airport operator, such as the shutdown or irregular operations of certain airport and navigational facilities. Pilots or persons engaged in aviation activities may submit reports of hazardous or marginal airport conditions to airport management, Air Traffic facilities, Flight Standards Field Offices or Airports District Offices.

8. GUIDELINES. These guidelines apply to all construction work which may affect the movement of aircraft, operating procedures, passenger cargo handling and the movement of emergency ground equipment.

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 the users, such as air carriers, fixed base operators, the military and appropriate representatives of 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 Part 77 of the Federal Aviation Regulations.

- (3) Because of frequent necessity to accomplish construction within areas defined by FAR Part 77, while aircraft operations are in progress, the following distances from runway, taxiway edge and runway approach area could be authorized due to construction activity before it would be necessary to temporarily close the runway or taxiway.

| <u>Air Carrier Airport</u> | <u>Utility Airport</u> |
|--|------------------------|
| Distance from runway edge -- 125 feet | 75 feet |
| Distance from taxiway edge - 75 feet | 40 feet |
| Runway approach areas ----- 34:1 slope | 20:1 slope |

Runway closure should be marked by lighted yellow X's. Taxiway closure should be marked by lighted yellow X's, by red flags or both. The presence of construction equipment, rough grades, or open excavation in excess of 4-inches deep within the above areas, should require closure of the operational area. Warning signs should have flashing yellow lights and be located in taxi areas in advance of the construction site.

b. Limitation on Construction.

- (1) Open-flame welding or torch cutting operations should be prohibited unless adequate fire and safety precautions are provided and 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 and the FAA) during hours of restricted visibility and/or darkness.
- (3) Stockpiled material should be constrained in a manner to prevent movement resulting from aircraft blast or wind conditions in excess of 10 knots.

c. Motorized Vehicles.

- (1) When any vehicle other than those routinely used in the aircraft movement area and runway approach area is required to travel over any portion of that area, it should be escorted by a vehicle properly identified to operate in the area or

provided with a flag on a staff so attached to the vehicle so that the flag will be readily visible. The flag should be not less than 3-feet square consisting of a checkered pattern of international orange and white squares of not less than 1 foot on each side and displayed in full view above the vehicle. A flag or escort vehicle is not required for vehicles which have been painted, marked and lighted for routine use on aircraft movement areas. Any vehicle operating on the movement area during the hours of darkness should be equipped with a flashing red dome-type light. If the airport has a security plan, check for guidance on additional identification and control of construction equipment.

- (2) Vehicular traffic crossing active movement areas must be controlled either by two-way radio with the control tower, by escort, flagman, signal light or the means appropriate for the particular airport. The clearance should be confirmed by the driver's personal observation that no aircraft is approaching his position.
- (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 of 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. In addition, all vehicles must display the identification media as specified in the approved airport security plan, if applicable.

- d. Debris. Waste and loose material capable of causing damage to aircraft landing gears, propellers or being ingested in jet engines should not be placed on active aircraft movement areas. Material tracked on these areas should be removed continuously during the work project.

9. SAFETY CONSIDERATIONS DURING PREDESIGN OR PRECONSTRUCTION CONFERENCES.

- a. Listed below are items that should be discussed with all interested parties, including user groups such as air carriers, fixed base operators and the military.
 - (1) The fire department should be contacted when construction could alter or block access routes.
 - (2) The sequence of construction phases and any necessary special routing of aircraft considering airline schedules must be determined to establish lead time for clearance of the runway, taxiway or apron by construction equipment. An updated work schedule will enable proper notification of schedule changes and procedures for normal and emergency handling of aircraft.

- (3) Issuing and maintaining the currency of NOTAMs during the construction period.
- (4) Threshold displacements.
- (5) Temporary or permanent runway or taxiway closing.
- (6) Installation and maintenance of marking and/or lighting for threshold displacement or closing of runway and taxiway.
- (7) The requirement of signal men or vehicular traffic control to prevent conflict between aircraft and surface vehicles.
- (8) The marking and/or lighting of construction equipment and vehicles.
- (9) The parking of construction equipment and vehicles when not engaged in construction during non-working days and at night.
- (10) Careful understanding and coordination between construction forces, inspection forces and control tower, Flight Service Stations and airport management personnel.
- (11) Designation of responsible contractor's representative available on a 24-hour basis, including telephone number.
- (12) On site location of contractor's employees auto parking.
- (13) Marking and lighting of construction areas.
- (14) On site location of contractor's stockpiles.
- (15) On site location of contractor's construction office.
- (16) On site location of contractor's plant.
- (17) On site designation of waste areas.
- (18) On site location of haul roads.
- (19) On site burning of construction debris or waste.
- (20) Temporary contractor's personnel and vehicle identification requirements into air operation areas during the construction period. If the contractor has an exclusive access road it must be secured or guarded to keep unauthorized personnel or animals out.

- (21) Interim fencing, barriers and/or other controls in the event it is necessary to dismantle or relocate existing fencing as detailed in the approved security program.
- (22) The effect of proposed construction on instrument approach procedures such as the raising of takeoff or landing minimums.
- (23) The time sequence of contractor events related to the required shutdown of a navigational aid system, assuring minimum facility shutdown time.
- (24) Determine who will represent the FAA when construction work is scheduled in the vicinity of FAA cables or facilities.
- (25) Environmental and safety requirements such as:
 - (a) Dust control--use of water, chemicals, straw, mulch and seeding.
 - (b) Smoke or open fires--local laws must be complied with.
 - (c) Noise abatement--local regulations pertaining to noise levels and the Occupational Safety and Health Administration rules must be complied with.
 - (d) Blasting.
 - (e) Location of utilities such as power, water, sewer, control cables and provisions for temporary services.
- (26) Assure that Airport Security Programs outlined in FAR 107 and Airport Certification Programs in FAR 139 are complied with during construction.

b. Scheduling of Work. Prior to commencement of any work, the appropriate FAA representative and the airport owner (or operator) must confer with the contractor to assure that the scheduling of construction activities in conjunction with aircraft operations is fully understood. The instructions and limitations concerning activities of contractors involved in airport construction is contained in the Department of Transportation, Federal Aviation Administration, Standards for Specifying Construction of Airports, dated October 1974, (AC 150/5370-10) except in those instances where AC 150/5370-1A specifications have already been incorporated by reference into an existing contract. 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 required air carriers and, as appropriate, the Control Tower, Flight Service Station or Flight Standards District Office.

- c. Notices to Airmen (NOTAMs). The airport owner (or operator) should provide the necessary information on hazardous or marginal conditions to the Flight Service Station so that a NOTAM can be issued in accordance with established criteria. It is important that NOTAMs be kept current and reflect the actual conditions with respect to construction situations. Active NOTAMs should be reviewed periodically by airport owners (or operators) and contractors to reflect current conditions. Issuance of NOTAMs should provide adequate time to allow users of the airport to make other arrangements if any portion of the runway is to be closed. An agreed upon method of providing NOTAM information in the National Airspace System should be established between the airport owner, contractor and FAA prior to the start of the construction.
- d. Inspection. Frequent inspections should be made by the airport owner or his representative during critical phases of the work to insure that the contractor is following the recommended safety procedures.



WILLIAM V. VITALE
Director, Airports Service

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
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* The presence of construction equipment, rough grades, or open excavations in excess of 4-inches deep within the above areas, should require closure of the operation area. Details on necessary procedures for marking and lighting runway and taxiway closures may be found in AC 150/5340-1D. Warning signs should have flashing yellow lights and be located in taxi areas in advance of the construction site. *

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