SOURCE: TAXILANE S SPECIFICATIONS; SECTION 15 - SAFETY AND SECURITY REQUIREMENTS

15-1 OPERATIONAL SAFETY ON THE AIRPORT.

The Contractor shall conduct all operations in a manner that will cause no interference with aircraft traffic or normal operation of the airport. Aircraft shall always have the right-of-way. The Contractor shall furnish flaggers, escorts and Foreign Object Debris (FOD) control (sweepers) to regulate the movements of vehicles and equipment; when it is necessary for a vehicle or piece of equipment to cross an active taxiway, or when working within 147 feet of a taxiway or 220 feet of a runway. Protocols established to protect NAVAID critical areas shall be adhered to at all times.

In all operations, the Contractor shall be governed by the policies, regulations and rules of LAWA, OCIP Safety Standards, the LAWA Airport Development Group Safety and Policy Guidelines Manual and shall cooperate fully with the Engineer and Airport Management. Should there be a conflict in the requirements listed and any other requirements in the Plans and Specifications, the most restrictive shall govern. The Contractor shall refer to Section 7-10.5, *Operation of Vehicles*, of these specifications regarding Operation of Vehicles on the AOA. The Contractor shall also be bound by the operational safety requirements outlined in Federal Aviation Administration (FAA) Advisory Circular No. 150/5370-2E, *Operational Safety on Airports During Construction*, including Appendix 1, *Special Safety Requirements During Construction*. The latest edition of this document is attached as Appendix D, *FAA AC 150/5370-2E Operations Safety on Airports During Construction*. Additional information and requirements relating to operations at the Airport are attached as Appendix E, *Instructions to Contractors*. Should there be a conflict in the requirements between the FAA Advisory Circular and the requirements in the Plans and Specifications, the most restrictive shall govern.

In the case of conflict between codes, reference standards, drawings and other Contract Documents, the most stringent requirements shall govern.

Conflicts shall be brought to the attention of the Engineer or the Engineer's Authorized Representative. The Engineer reserves the right to issue a final determination for conflicts.

The Contractor shall bid the most stringent requirements.

15-1.1 Introduction. Los Angeles International Airport is a complex operating facility governed by a strict set of operating rules to ensure the safety of the traveling public, the operators of airlines, and those individuals who function as support personnel to the facility. The Contractor is required to comply with the most current FAA Advisory Circulars as they pertain to this project. It shall be understood and accepted that the Contractor is familiar with general Airport operations and has considered them in arriving at bid prices and in scheduling various activities.

The following general safety operations and objectives shall be achieved to maximize safety and to minimize time and economic loss to the aviation community, construction contractors, and others directly or indirectly affected by the Project. The Contractor shall consider these objectives when formulating schedules and operational activities (see Section 11 of these Specifications for specifics on phasing and work hour

restrictions). The Contractor shall be responsible for controlling all operations as per this Contract and the operations of subcontractors (at all levels) and suppliers to comply with the requirements of this section as listed below:

1) Keep the airport operational for all users.
2) Minimize delays to aircraft operations.
3) Maximize safety of aircraft movement and airport operations as a whole.
4) Minimize delays to construction operations.
5) Minimize airport operation and construction activity conflicts.

These requirements are considered a minimum. Detailed Construction Safety and Phasing Plans are included in the Plans. Where conflicts occur between the requirements in this section and those indicated on the construction Phasing Plans, the more stringent shall govern.

15-1.2 Requirements and Regulations Relating to the Operation of Motor Vehicles.

A. General

1) During the term of this Contract, the Contractor shall recognize and abide by the following rules and controls as they may be modified by Federal regulations.

2) In addition to these regulations, the Engineer is empowered to issue such other instructions as may be deemed necessary for the safety and well being of Airport users, or otherwise in the best interests of the public.

3) Any violations may fall under the jurisdiction of the LAX Security and Airfield Enforcement Program (SAFE).

B. Operation of Motor Vehicles

1) General:

a) Motor vehicle operations within and on the Airport premises shall be governed generally by the provisions of the California State Motor Vehicle Codes and Traffic Direction procedures and signals for turns. Lights and safe-driving precaution shall be in conformity therewith. In addition, motor vehicles shall conform to all special regulations prescribed by the Los Angeles International Airport or procedures imposed pursuant to Los Angeles International Airport regulations by the Engineer. Refer to Section 7-10.5, *Operations of Vehicles* of these specifications.

b) Traffic on perimeter roads, enplaning and deplaning drives, public thoroughfares and parking areas of the Airport is limited to those vehicles properly licensed to operate on public streets and highways. If construction equipment not licensed for use on public highways is to be used at any time to travel along public roadways, specific written authorization must be given by the Project Manager in advance. If authorization is granted the equipment shall be escorted by an approved escort vehicle at all times."

c) All vehicular equipment in the AOA, access road, aircraft parking or storage areas shall at all times comply with any lawful signal or direction of LAWA employees. All traffic signs, lights, and signals shall be obeyed, unless otherwise directed by LAWA employees.

d) Every person operating motorized equipment of any character on any area shall operate the same in a careful and prudent manner and at a rate of speed posted or fixed by this section and at no time greater than is reasonable and proper under the conditions existing at the point of operating, taking into account traffic and road conditions, view, obstructions, and shall be consistent with all conditions so as not to endanger the life, limb, or property or the rights of others entitled to the use thereof.

2) Operation of Vehicles within the AOA:

a) All motor vehicles that enter the AOA shall possess exhaust systems which are protected with screens, mufflers, or other devices adequate to prevent the escape of sparks or the propagation of flame.

b) All vehicles (powered and non-powered) within the AOA shall be equipped with reflectors or lights on both front and rear ends and on the sides.

c) All Contractor vehicles shall be equipped with operable yellow flashing beacons, beacons must be lighted during all periods of vehicle operation and while the vehicle is on the AOA. In addition, all contractor vehicles and equipment with such lights shall be operated with parking, taillights and headlights illuminated at all times while on the AOA.

d) No person shall operate any motor vehicle or motorized equipment in the AOA of the Airport unless such motor vehicle or motorized equipment is in a safe and mechanically reliable condition for such operation.

e) Any person operating equipment in the Air Operations Area shall, in addition to this section, abide by all existing Federal Aviation Administration and other governmental rules and regulations.

f) No person shall operate any motor vehicle or motorized equipment on the aircraft movement or non-movement areas of the Airport at a speed in excess of 20 miles per hour, or the posted speed limit, whichever is lower, less where conditions warrant, unless specified otherwise elsewhere. Designated motor vehicle drive lanes shall be utilized where provided unless specific authorization to the contrary is given by the Engineer.

g) No person operating a motor vehicle or motorized equipment in the AOA shall in any way hinder, stop, slow, or otherwise interfere with the operation of any aircraft on the Airport.

h) All aircraft, LAX Airfield Buses, and emergency vehicles have priority over Contractor vehicles. Contractor vehicles shall yield right-of-way to aircraft and emergency vehicles. Contractor shall ensure that under no circumstances will any contractor or subcontractor or other vehicle associated with the job pass beneath any part of an aircraft or loading bridge, or block the access to any parking gate or delay any aircraft movement.

i) Vehicles shall remain within established drive lanes. It is prohibited to use runways or taxiways or adjacent field areas unless specifically indicated on the Drawings. It is emphasized that the contractor's authority to operate does not extend to active aircraft movement area. The Contractor shall operate along established haul routes with prior approval of the Engineer.

j) Contractor vehicles shall not deviate from approved haul routes specified on the Drawings. No crossover between construction sites is allowed. To move from one construction site to another, vehicles must exit the AOA via the approved haul route and access point and re-enter through the approved access gate and haul route for the next construction site.

k) Spoil covers shall be used whenever trucks are loaded and operating on Airport property. Trucks with obstructed view to the rear must have a functional back-up alarm at all times."

C. Parking

1) No parking is permitted on any Airport roadway as the primary purpose of the Airport roadways is for motor vehicle traffic.
2) No person shall park any motor vehicle, other equipment, or leave materials in the AOA of the Airport, except in a neat and orderly manner and at such points as prescribed by the Contract Documents.
3) No person shall park any motor vehicle or other equipment or leave materials in the AOA of the Airport within 15 feet of any fire hydrant or standpipe.
4) Parking of construction workers' private vehicles shall also be in a public or private parking facility outside the AOA. Under no circumstances will vehicles or equipment be parked within 10 feet of the Airport Perimeter Security fence line.
5) Trucks (over 10,001 lbs. GVWR) or other contractor equipment resting on tires or rubber wheels (including trailers), which are parked on the AOA, must have the controls in neutral, buckets lowered to the ground, parking brake set and the wheels chocked or blocked when unattended.

D. Vehicle Identification

1) All vehicular equipment operating within the AOA must display signs of commercial design on both sides of the vehicle which identify the vehicle as belonging to the Contractor firm.
2) Vehicles that appear at access gates without signs on both sides of the vehicle will be denied access. Vehicles found to be missing signs within the AOA will be escorted off the jobsite and not be permitted to re-enter until signs have been installed.
3) All Contractor vehicles must be equipped with 3-foot by 3-foot flags having a checkered pattern of International orange and white squares at least 1 foot on each side. For fabric color specifications, see FAA AC 150/5210-5C, Appendix A. Attach flag on top of vehicles with rigid pole so that the flag will be visible at all times. All flags shall be maintained without excessive damage and with clearly discernable colors. Flags which are in a state of disrepair are to be replaced immediately. Vehicles without flags will not be permitted to enter the AOA.

E. Load Limits

Contractor shall comply with all regulatory load limits.

F. Other Vehicle Requirements

See Section 11, *Environmental Requirements* of these Specifications, Environmental Mitigation, for other vehicle requirements that will apply to this project.

15-1.3 Requirements and Regulations Relating to Operators of Vehicles.

A. All drivers operating vehicles on airport property must carry a valid United States driver's license on his person, appropriately endorsed for the type of equipment being operated.

B. The Contractor shall promptly turn in all badges to LAWA Los Angeles Badging Office for employees who will no longer be working at the construction site. All Contractor badges must be turned in at the end of construction. Charges apply to badging, fingerprinting, and the failure to return badges. All such charges shall be the Contractor's sole responsibility.

C. Every driver who operates a vehicle on the AOA of the Airport must be familiar with the pertinent provisions of the State of California Vehicle Code; and, the traffic and licensing subsections of these Rules and Regulations. The driver must have been trained in the vehicle to be operated. A minimum of eight (8) supervised hours of practical driver training (behind the wheel) on the AOA is required prior to the testing of the applicant for issuance of the Restricted Area Driver Permit. Note: All drivers training should include daylight and night driving on roadways, access lanes and ramp/apron areas. Applicant must be the driver during the required training and not the passenger in the vehicle. The applicant must pass a written (multiple-choice) test administered by the Security Badge Office. The test covers AOA safety rules and regulations. If the applicant fails the test, it can be re-administered in 48 hours. If the applicant fails the second test, it can be re-administered in one month.

15-1.4 Contractor's Safety Personnel Requirements and Responsibilities.

B. Contractor's Safety Staffing Requirements:

1) One full-time Safety Manager with a minimum of 10 years of verifiable heavy construction experience as a safety professional. The Safety Manager may have no other job duties, must be a Contractor employee and cannot be a consultant.
2) One full-time Safety Superintendent with a minimum of 5 years of verifiable heavy construction experience as a safety professional for each shift (a shift, for this purpose, is considered at least 6, but no more than 8 consecutive work hours within a 24 hour period) worked. The Safety Superintendent may have no other job duties, must be a Contractor employee and cannot be a consultant.
3) One full-time Safety Supervisor with a minimum of 3 years of verifiable safety experience. A Safety Supervisor can be utilized only for a short-term individual task work operation of less than 1 month (calendar days) in total duration and which is limited to a shift (at least 6 but no more than 8 consecutive work hours within a 24 hour period) and which is limited to a maximum total of 15 workers on the Project site at any given time. A Safety Supervisor may have no other job duties, must be familiar with the work operations and cannot be approved as a substitute for a Safety Superintendent requirement. A Safety Supervisor must be a Contractor employee and cannot be a consultant.

4) An approved safety staff person must be on the Project whenever construction activities are being performed.
5) The approved safety staff will be supervised directly by the Contractor's Project Safety Manager and will have no other duties but Safety on the LAXDP Project.
6) All Safety Professionals on the Project shall report directly to the Contractor's Project Manager.
7) The Contractor will submit the resumes of the proposed Safety Professionals to Construction Support Services or Construction Manager for review and comment. A personal interview will be required for all proposed candidates.
8) The Contractor will submit a Site-Specific Safety Plan, an Illness and Injury Prevention Program, and a Code of Safe Practices for the Project at the Pre-Construction Meeting. These documents will be submitted to Construction Support Services or Construction Manager for review and comment.
9) Construction cannot start until the Contractor's Site-Specific Safety Plan, Illness and Injury Prevention Program, Code of Safe Practices and the Contractor's Safety Personnel are accepted and physically on site.
10) The Contractor will comply with the OCIP Safety Standards and the LAWA Airport Development Group (ADG) Safety Policy Guidelines.
11) All Subcontractor safety representatives shall report directly to the General Contractor's Safety Manager and/or Safety Superintendent.
12) All Contractor safety representatives will be fluent in and able to effectively read and write in the English language.

C. Safety Staffing Responsibilities:

1) LAXDP Program Safety Manager (PSM):

The Program Safety Manager is responsible for the Quality Assurance oversight of the Construction Safety Program.

The PSM will perform the following:

a) Review the Construction Safety Programs and procedure documents.
b) Participate as appropriate in meetings.
c) Monitor the Construction safety-related actions.
d) Assist the Construction Manager and field personnel on safety matters, as requested.

2) Construction Manager or Construction Support Services Provider:

The Construction Manager or Construction Support Services Provider is responsible for the day-to-day routine management of the LAWA ADG Safety Policy Guidelines and the OCIP Safety Standards as applied to the LAX Development Program construction.

The Construction Manager or Construction Support Services Provider will observe the Contractor's application of the safety and accident prevention procedures for all activities and personnel working at the construction sites, including the LAWA personnel and/or LAWA

Authorized Representative, Consultant, Sub-contractors, visitors, equipment suppliers and vendors. The Construction Manager or Construction Support Services Provider on the project has the responsibility to perform the following:

a) The Construction Manager or Construction Support Services Provider is authorized to stop any construction activity or task which, in his judgment, constitutes an immediate or evolving situation of imminent danger.
b) The Construction Manager has the authority to require removal of any construction personnel from the site for cause.
c) Review applicable contract documents for safety related compliance and issues.
d) Review Contractor's safety plans and programs, descriptions of the hazards peculiar to their work, Job Hazard Analysis (JHAs) and their proposed candidates for the Contractor's Safety Manager, Contractor's Safety Superintendent and/or Safety Supervisor positions.
e) Lead and participate in meetings with bidders and contractors (such as pre-construction conferences) to outline and explain the Construction Safety Program. After the Pre-Construction meeting, lead a separate Safety Pre-construction meeting that will be attended by all the Project Managers, Superintendents and Foremen assigned to the job site prior to construction start up.
f) Organize and conduct safety training as necessary. Act as a technical advisor for safety issues and perform necessary actions to see that safety programs and procedures are effectively enforced in the field.
g) See that Contractor provides effective safety enforcement on the project.
h) Stop any construction activity which, in the Construction Manager's judgment, constitutes an immediate threat of imminent danger.
i) Stop any construction activity which, in the Construction Manager's, Construction Support Services Provider's or his/her Inspector's judgment, constitutes an immediate or evolving threat of imminent danger.
j) Report directly, or assign another person to report, any unsafe working condition to the Contractor.
k) Take action to notify when unsafe working conditions are detected (i.e., lack of good housekeeping practice, use of equipment in obviously poor condition, failure to adhere to statutory construction regulations, etc.)
l) Promptly notify the Contractor in writing of noncompliance with any of the safety requirements. This includes, but is not limited to, compliance with CAL OSHA (Title 8), Federal OSHA (29 Code of Federal Regulations Part 1910 and 1926), FAA, Airport and other laws, rules, regulations, policies and procedures as set forth in the LAWA ADG Safety Policy Guidelines, as well as, OCIP Safety other applicable safety standards as stated in this specification.
m) Maintain written documentation of communications with the Contractor's Safety Personnel concerning accident prevention in the program document control files, to preclude any misunderstandings.
n) Receive and review copies of all required and requested safety-related forms such as, but not limited to, the Contractor's Daily Reports, equipment maintenance records, accident and incident reports, and other forms as they apply. These reports are to be continually monitored to ensure that the Contractor takes prompt action to correct all safety deficiencies.
o) Enforce the requirements of the contract.

3) Contractor:

THE CONTRACTOR IS SOLEY RESPONSIBLE FOR ACCIDENT PREVENTION AND JOB SITE SAFETY. This responsibility cannot be delegated to subcontractors, suppliers, LAWA, or other persons. In compliance with these provisions, the Contractor shall perform the following:

a) Upon notification of the contract award, the Contractor will prepare for submittal to the Construction Support Services Provider or Construction Manager, in writing at the pre-construction meeting, a contractor's Site-Specific Safety Plan, Illness and Injury Prevention Plan and Code of Safe Practices in compliance with the LAWA ADG Safety Policy Guidelines and the OCIP Safety Standards. The Contractor's Site-Specific Safety Plan, Illness and Injury Prevention Plan and code of Safe Practices must comply with the LAWA ADG Safety Policy Guidelines and the OCIP Safety Standards Requirements before the Construction Support Services Provider or Construction Manager will accept the document. Any delay in submitting a written Contractor's Site-Specific Safety Plan, Illness and Injury Prevention Plan and code of Safe Practices will not constitute grounds for a contract schedule extension or delay claim. In addition, any construction field work may not begin until the Site-Specific Safety Plan, Illness and Injury Prevention Plan and Code of Safe Practices, as well as, the Safety Personnel have been accepted and are physically on site.

b) Ensure all subcontractors, suppliers, etc. are informed of their obligations regarding safety.

c) Plan and execute all work to comply with the stated objectives and safety requirements contained in the contract provisions; federal, state and local laws and regulations; and industry standards. This includes compliance with CAL OSHA (Title 8), Federal OSHA (29 Code of Federal Regulations Part 1910 and 1926), FAA, Airport and other laws, rules, regulations, policies and procedures as set forth in the LAWA ADG Safety Policy Guidelines, as well as, OCIP Safety other applicable safety standards as stated in this specification.

d) Appoint a Contractor's Safety Manager and Safety Superintendent or Safety Supervisor, as required, to perform safety inspection and training services under the direction of the Contractor's Project Manager. Any approved Safety Personnel may not be removed from the Project, by the Contractor, without written authorization from the Construction Support Services Provider or Construction Manager.

e) Submit a resume of the experience and qualifications for the proposed Contractor's Safety Manager and Safety Superintendent to the Construction Support Services Provider or Construction Manager for review and approval. A copy of the resume will also be forwarded to the LAWA ADG Program Safety Manager at the same time the personnel are proposed. A personal interview will also be required for each proposed candidate. Only qualified personnel will be accepted as a Contractor's Safety Manager, Safety Superintendent or Safety Supervisor.

f) Implement and maintain an orientation program for all new Project employees including sub-contractors. This orientation is to be completed prior to any employee performing work on the Project site and will include, at a minimum, a review of (a) hazards present in the area in which they will be working and (b) steps the employee can take to protect themselves including any personal protective equipment they will be required to use or wear as specified in the Site-Specific Safety Plan, Illness and Injury Prevention Program, Code of Safe Practices, Cal OSHA and/or any contract documents. Documentation of topics discussed in outline form, name of person(s) presenting the topic(s), and original signatures of all attendees shall be maintained and copies forwarded to the Construction Support Services Provider or Construction Manager, as well as, the LAWA ADG Program Safety Manager within 7 calendar days of conducting any orientation program session.

g) Hold mandatory safety "toolbox" meetings at least once in each 7 day calendar period for all Contractor and Sub-Contractor employees. Documentation of topics discussed in outline form, name of person(s) presenting the topic(s), and original signatures of all attendees shall be maintained and copies forwarded to the Construction Support Services Provider or Construction Manager, as well as, the LAWA ADG Program Safety Manager within 7 calendar days of conducting any meeting.

h) Prepare and submit to the Construction Support Services Provider or Construction Manager and the LAWA ADG Program Safety Manager, in writing, a Job Hazard Analysis (JHA) for all work tasks to be executed on the Project, utilizing OSHA and Cal OSHA requirements and guidelines. All JHAs are to be signed by the Contractor's Safety Manager and Contractor's Project Manager, prior to submittal, and the original copies are to be retained in file on site and available for review upon request by LAWA and/or LAWA's Authorized Representatives, Consultants and the Insurer's Safety Representatives. JHAs must be submitted at least 48 hours in advance of the referenced work commencing and any subsequent changes to the JHA will require a resubmission of the updated JHA as outlined previously.

4) Contractor's Project Manager:

This person will ensure compliance with all provisions of the contract including the LAXDP Safety and Policy Guidelines, OCIP Safety Standards, Cal OSHA, and other agency and industry safety requirements and standards.

a) Review and direct immediate action to correct all substandard safety conditions brought to their attention.
b) This person will ensure compliance Comply with LAXDP Safety Policy Guidelines and OCIP Safety Standards as they may be amended."
c) All approved Contractor safety professionals report to the Contractor's Project Manager.
d) Be responsible for providing the Construction Manager with support in carrying out the duties and responsibilities of that position.
e) Take an active part in all supervisory safety meetings, including the discussion of observed unsafe work practices or conditions, a review of the accident experience and corrective actions and encouragement of safety suggestions from employees.

f) Cooperate with LAWA and/or LAWA's Authorized Representatives, Consultants, and Safety Representatives of the Insurance Administrators or the Insurers.
g) Provide the Construction Support Services Provider or Construction Manager copies of all Cal OSHA citations immediately upon receipt. Will implement a mandatory job site safety stand-down to direct corrective safety actions on all OSHA Recordable Injuries, as well as, imminent danger and serious safety violations, and "near misses".

5) Contractor's Safety Manager (CSM) and Safety Superintendent (CSS):

The Contractor's Safety Manager and Safety Superintendent or Safety Supervisor will perform safety inspections at least once per shift of all of the contractor's and subcontractor's work areas to eliminate unsafe acts and/or conditions. These inspections will be documented, as required, with copies being forwarded to Construction Support Services Provider or Construction Manager, as well as, the LAWA ADG Program Safety Manager within 7 days of conducting the inspection.
The Contractor's Safety Manager and Safety Superintendent or Safety Supervisor will see that all of the contractor's employees are made aware of steps to take in the event of an accident and the location of first-aid facilities and trained personnel. This position requires this person to perform the following:

a) Provide timely reports in writing of any observed unsafe conditions or practices, or violations of job security regarding safety issues; and take corrective actions.

b) Investigate all accidents and implement immediate corrective action.

c) Report all injuries and accidents in a timely manner in accordance with federal and state laws and regulations and Airport orders and regulations.

d) Provide all Job Foremen with appropriate training materials to conduct weekly "tool box" safety meetings, and attend to evaluate the effectiveness of the meetings.

e) Review safety meeting reports submitted by all Job Foremen and take necessary action to ensure that meaningful weekly safety meetings are held by the Job Foremen.

f) Assist in the preparation of all accident investigation and reporting procedures.

g) Implement safety training programs for all supervisors and employees applicable to their specific responsibilities.

h) Be responsible for the control, availability and use of necessary safety equipment, including personal protective equipment and apparel for all employees.

i) Coordinate safety activities with LAWA and/or LAWA's Authorized Representatives, Consultants and the Insurers' safety representatives and take necessary steps to promptly implement safety recommendations.

j) Coordinate the public relations aspects of the contractor's safety plan with LAWA and/or LAWA's Authorized Representative.

k) Attend special safety meetings held or sponsored by LAWA and/or LAWA's Authorized Representative. The Contractor's Safety Manager and Safety Superintendent or Safety Supervisor is required to participate in these meetings.

l) See that adequate first-aid supplies are available at the work site and that personnel are qualified to administer first-aid as required in the contract.

m) n) Retain knowledge of current availability of first aid and emergency treatment for injured employees.

o) See that all injured workers receive medical treatment if needed, including follow-up visits.

6) Job Superintendent and Subcontractor's Superintendent:

This person shall be required by the Contractor to perform the following:

a) Plan and execute all work in compliance with the safety programs, policies, standards and guidelines referenced in the contract documents.
b) Take immediate action to correct unsafe practices or conditions when discovered or reported
c) Provide and enforce at all times the use of required personal protective equipment.
d) Complete supervisory investigation reports on all accidents, with the assistance of Contractor's safety personnel.
e) Attend supervisory personnel safety meetings scheduled by the Contractor.
f) Schedule and attend weekly "tool box" safety meetings to be held by Job Foremen for all employees.
g) Report immediately any observed unsafe conditions, hazardous practices or violations of job security to the Contractor's Safety Manager, Contractor's Safety Superintendent or Safety Superintendent, as well as, the Contractor's Project Manager.
h) Cooperate with LAWA and/or LAWA's Authorized Representative, Consultants and the Insurers' safety representatives. Assignment of these responsibilities by Contractors to Subcontractors shall not relieve contractors of their safety responsibilities to see that it is done.

7) Job Foreman:

The Contractor's Job Foremen are an integral part of an effective safety program, and the amount of effort they put into accident prevention on their daily assignments determines whether or not a good accident record is established.

A Job Foreman's responsibilities include:

a) Instructing personnel under their supervision in safe work practices and work methods at the time the employees are given work assignments.
b) Seeing that his/her assigned staff have and use the proper protective equipment and suitable tools for the job.

c) Continuous monitoring to ensure that no unsafe practices or conditions are allowed to exist on the job sites.
d) Correcting or reporting immediately to the Job Superintendent any unsafe conditions, practices or violations of job security.
e) Performing a complete investigation of all accidents with Contractor's Safety personnel and taking corrective actions to prevent a recurrence.
f) Setting a good example for personnel.
g) Holding weekly "tool box" safety meetings with work crews to (a) discuss any observed unsafe work practices or conditions, (b) to review the accident experience of the crew and discuss corrective action to prevent future accidents, and (c) to encourage safety suggestions from the employees and report their recommendations to the Contractor's Safety Manager (CSM), or Contractor's Safety Superintendent (CSS).
h) Seeing that prompt first-aid is administered to an injured employee.

15-1.5 Requirements for Orientation of Contractor Personnel and Project Meetings.

A. Air Operations Orientation:

1) After Award of the contract has been issued, but prior to the start of the construction, arrange with the Engineer to have all supervisory and job office personnel assigned to this project attend an "Air Operations Orientation." This orientation will be conducted by the Airport for discussion of the rules and regulations pertinent to this Contract. Attendees will include the Engineer, the Contractor's General Superintendent, Project Manager, Field Superintendents, Job Superintendents, and the designated Safety Officers (CSM and CSS).

2) At least one first-line supervisor who has attended the orientation shall be present in the vicinity of the active runways and taxiways at all times when construction activities require men or equipment in these areas. The Contractor and Engineer shall keep a record of the individuals who have attended the orientation. Contractor employees who have not attended the Airport Operations Orientation will not be permitted to work within 250 feet of the centerline of the runways, taxiways or other areas of Aircraft Operations.

B. The Air Operations Orientation may be conducted as part of the pre-construction meeting and shall not be considered an educational course in Air Operations Safety, but a discussion of existing rules or regulations related to airport activities. The Contractor shall be fully responsible and liable for the actions of his employees, subcontractors, agents, or representatives.

C. Safety and Security Meetings: An airport safety and security meeting will be conducted with the Contractor's staff after the award of the contract and prior to commencing construction and weekly thereafter. The Contractor's Safety Manager will be responsible for conducting the meetings.

D. Site-Specific Safety Plan Submittal

At the pre-construction meeting, the Contractor will submit a Site Specific Safety Plan containing, at a minimum, the following:

1) Identification and 24-hour phone/pager contact for Safety Officer.
2) List of individuals who will be authorized escort drivers.
3) List of access gates, gate hours and names of gate guards.
4) Identification of individual(s) to be responsible for communication base for escort vehicles. This base radio will be the only one authorized to transmit to the LAWA Ops/Inspection. All escort vehicles must have receiving radios to monitor transmissions from the LAWA Ops/ Inspection.
5) Description of methods to be employed to ensure that all active taxiway crossings will remain free of foreign object debris (FOD).
6) Description of methods to be employed to ensure that FAA Safety Area requirements are met relative to grade, surface smoothness, wheel load support, etc. in Runway and Taxiway Safety Areas.
7) Proposed notification and action procedures to be employed for each needed night runway closure.
8) Other items as referenced in the contract documents.

15-2 SECURITY REQUIREMENTS.

A. General Intent: It is intended that the Contractor shall comply with all requirements of the Airport Security Plan (ASP) and with the security requirements specified herein.

B. The Contractor shall designate, and submit to the Engineer in writing, the name of his Contractor Security Officer (CSO). The CSO shall be accountable for the security requirements for the Contractor.

C. The Contractor's Security Officer (CSO) will be responsible for all security precautions. Prior to the commencement of the work, the CSO shall provide the Engineer an outline of a proposed security protection plan as described in this Section (i.e., challenging, ID checks, gate control and general site security) for all work contemplated under the contract.

D. Identification/Access Badging: All Contractor personnel working on the project shall have Los Angeles International Airport (LAX) issued identification/access badges. Refer to Appendix C.

E. Perimeter Fence Security

1) Contractor shall not open gates or remove fencing without approval of the Engineer. Adequate precautions shall be taken to prevent entrance of unauthorized persons to Airport-restricted areas or inadvertent entry of dogs or large animals into the AOA.

2) Prior to securing work each evening, Contractor shall ensure that all access gates which have been opened are closed and locked, and that perimeter fencing is restored to a condition that will maintain present security standards.

3) Ten Foot Rule: No Contractor will be permitted to store materials, park equipment or erect permanent or semi-permanent structures within ten (10) feet of either side of the AOA perimeter security fence.

4) Use of Gates: The gates shown on the drawings shall be used for access to the worksites. Use of a gate for continuous access will require the gate be manned by a guard with a LAWA-issued identification badge, equipped with cell phones or radios, portable lights, and guard shack. The Contractor shall schedule with the Engineer a minimum of 24 hours prior to requiring access through any AOA gates.

5) Use of Gate Guards: Gate guards shall be provided by the Contractor. The Contractor must provide three (3) guards per shift at each active gate.

6) Prior to removing or making holes in the Airport perimeter fencing, the Contractor shall obtain permission and written approval from the Engineer, and take adequate precautions to prevent entry of unauthorized personnel or animals.

F. Other Safety/Security Requirements. See Section 11, *Environmental Requirements*, for other requirements that may apply.

G. All contractor personnel working on the AOA will receive a safety briefing conducted LAX Airport Operations prior working on the AOA. The safety briefing subject will cover the following:

1) Aircraft Jet Blast
2) Aircraft versus Vehicles
3) Airfield Layout including Signs, Markings and Lighting
4) Closed or Prohibited Areas
5) Foreign Object Damage
6) Wildlife

H. Coordination of airfield activities is an important component of a safe operating environment. The following coordination meetings may be required to discuss airfield activities:

1) Preconstruction Meeting
2) Meetings
3) Phase change-over coordination meetings
4) Daily Coordination meetings may be required by the Project Manager.

15-3 INTERRUPTIONS AND STOPPAGES OF THE WORK DUE TO AIRCRAFT OPERATIONS AND HAZARDOUS CONDITIONS.

A. Work Stoppages

1) Construction may be stopped by the Engineer, any time he considers that the intent of the regulations regarding safety or Security Requirements is being violated or that a hazardous condition exists. This decision to suspend the operation will be final and will only be rescinded by the Engineer when satisfied that the Contractor has taken action to correct the condition and prevent recurrence.

2) Frequent inspections will be made by the Engineer or his authorized representative during the critical phases of the work to ensure that the Contractor is following the recommended safety procedures. The Inspector shall report any violations or potential safety hazards to the Engineer who will in turn advise the Contractor of the concern for immediate correction by the Contractor.

3) Construction may also be stopped or suspended by Airport Operations, through the Engineer, during periods of inclement weather, such as low visibility, or when it is necessary to provide an extra margin of safety to aircraft operations, or reduce other activities to keep the airport operational. See Section 6, *Prosecution, Progress, and Acceptance of the Work*.

B. Intermittent Construction Operations

1) Work under this contract will occur in the AOA. Heavy construction may require closing of certain areas by the Airport. However, some work may be done on an intermittent basis. The Contractor shall maintain constant communication with the Engineer when working on an AOA location, and will immediately obey all instructions from the Engineer. Failure to obey instructions or maintain proper communication will be cause to suspend the Contractor's operations in such areas until satisfactory conditions are assured. Intermittent delays which can be expected to be a normal condition while working on an active airport include holding for aircraft on active taxiways, and holding short of NAVAID critical areas on the haul road in periods of low visibility when aircraft are on landing approach. Such delays shall be considered incidental to the cost of the construction and no compensation or time extensions will be granted for such delays.

2) When directed to cease construction and move from the area, the Contractor shall immediately respond and move all material, equipment and personnel outside areas. Operations shall not be resumed until directed by the Engineer. Every reasonable effort will be made to cause minimum disturbance to the Contractor's operations; however, no guarantee can be made as to the extent to which disturbance can be avoided.

3) Limitation of Operations: The Contractor shall be responsible for controlling his operations and those of his subcontractors so as to provide for the free movement of aircraft in the operating areas of the AOA.

15-3.1 Requirements and Regulations Affecting the Conduct of the Work.

A. General

1) Requirements to Begin Work: Before starting work, the Contractor shall provide, and have available in good repair and working order, all flags, signs, barricades, lights, electrical generators, and other equipment and materials as may be required for the protection of personnel, air traffic, vehicular traffic and the construction work. All personnel shall have the proper LAWA-issued identification badges and have received the required training and instruction.
2) No burning is permitted on Airport property.
3) Smoking by personnel is prohibited on the AOA.
4) Construction Activity and Aircraft Movements:

Prior to the start of the construction activities affecting aircraft movement areas, the safety requirements relating thereto will be coordinated by the Engineer between the Airport Operations, air carriers, fixed base operators, other users and appropriate representatives of the FAA. This coordination will be based on the Contractor's approved construction schedule with the primary purpose of compliance with the contract document requirements.

a) For construction activity to be performed in other than the AOA, the storage of materials and parking of equipment, when not in use or about to be installed, should not encroach upon the AOA. In protecting operational areas, the minimum clearances maintained for runways shall be in agreement with Federal Aviation Regulations (FAR) Part 77.

b) When necessary to accomplish construction within areas defined by FAR Part 77, while aircraft operations are in progress, the following minimum distances from runway, taxiway edge and runway approach area shall be maintained, unless otherwise specified:

Air Carrier Airport

Distance from runway centerline	- 250 feet
Distance from taxiway centerline	- 200 feet
Distance from runway threshold (Longitudinally)	- 1000 feet

5) Limitation of Construction Activities:

a) No lips or drop-offs will be allowed between temporary panels or surfaces and adjacent pavement, or between new slabs and adjacent pavement. Other construction shall not result in lips greater than 1 inch, for pavement traveled by aircraft; and 3 inches, for edges between old and new surfaces at edges and ends not traveled by aircraft.

b) Open-flame welding or torch-cutting operations are prohibited unless adequate fire and safety precautions are provided and have been approved by the Fire Chief through the Engineer.

c) Open trenches, excavations and stockpiled material at the construction site shall be prominently marked with barricades and lights.

d) Stockpiled material for use during the current work shift shall be located within the barricaded work area and limited in height to avoid obstruction in line of sight considerations for aircraft, air traffic control and flagging personnel and constrained in a manner to prevent movement resulting from aircraft blast or wind conditions. No material may be stored in the work areas during non-working hours.

e) The Contractor will ensure that all lighting fixtures are shielded and positioned to protect against interference with the vision of pilots and air traffic controllers.

f) During non-working hours, all trenches and excavations outside of the barricaded work areas shall be backfilled or covered.

g) Non-working hours shall be defined as those hours when construction is not taking place within a work area.

B. Construction Adjacent to Runways

1) All equipment and material above the runway centerline grade and within a distance of 250 feet or as otherwise shown on the phasing plans, from the runway centerline must be removed when the runway is being used by aircraft.

2) Within 250 feet of the runway centerline, all open trenches, lips greater than one inch and drop-offs greater than three inches must be filled, covered, or sloped when the runway is being used by aircraft. Disturbed turf areas, open graded soils, crushed aggregate, or other unbound granular materials must be covered and secured or treated in a manner approved by the Engineer so that these materials do not result in FOD or dust due to exposure to jet blast and/or weather.

3) Notification to Airport Operations, by way of the Engineer, is required prior to beginning any construction within 250 feet of a runway centerline or 200 feet of a taxiway centerline which is being used for aircraft operations. Notification of the proposed construction should be made a minimum of fourteen (14) days prior to beginning work.

C. Construction Adjacent to Taxiways

1) Except as otherwise described in the construction phasing plans, no equipment or material within 200 feet of a taxiway centerline, or as otherwise specified, shall be above the taxiway centerline grade while the taxiway is being used by aircraft.

2) Open trenches or abrupt drop-offs may be made adjacent to taxiway pavement edges, providing this work is temporarily covered, approved by the Engineer and coordinated with Airport Operations, who will in turn coordinate the Notice to Airmen (NOTAM). Open graded soils, crushed aggregate, or other unbound granular materials must be covered and secured or treated in a manner approved by the Engineer so that these materials do not result in FOD or dust due to exposure to jet blast and/or weather.

3) Marking and lighting of work areas adjacent to taxiways shall be required and approved by the Engineer.

D. Barricades and Marking of Barricades

1) Continuous burning “Standing Red” barricade lights and/or other lighted hazard devices stipulated on the phasing plans shall be operative at all times while in place. It shall be the Contractor's responsibility to immediately repair or replace any light or flasher that is not operating.

2) Barricades and hazard lights shall be in place prior to commencing construction operations, and shall be maintained in near new appearance for the life of the contract.

E. Closures

1) No ramp, apron, taxiway, or runway area shall be closed to aircraft without approval of the Engineer. This will enable Notices to Airmen (NOTAMS), or other advisory communications to be issued. A minimum of 5 days notice of requested closing shall be directed to the Engineer. The Engineer will arrange inspections prior to opening any area to air traffic. Any waste material, and/or debris must be removed from aprons promptly to avoid possible damage to aircraft.

F. Debris

1) Debris Control: When Airport roadways and public highways are used in connection with construction under this contract, the Contractor shall remove all debris from the surfaces of such roadways. Trucks and equipment shall have all accumulated dirt, mud, rocks and debris removed before accessing the AOA, and when leaving the work area. Loads shall have 6 inches of freeboard and secured to prohibit loss of material. If spillage occurs, such roadways shall be swept clean immediately after such spillage to allow for safe operation of vehicles as determined by the Engineer. If the Contractor is negligent in cleanup and LAX forces are required to perform the work, the expense of said cleanup shall be paid by the Contractor.

2) No loose material or waste (FOD), capable of causing damage to aircraft or capable of being ingested into jet engines may be left in the working area on or next to runways, taxiways, ramps, or aprons. The Contractor shall direct special attention to all areas which are operational to aircraft during construction. These shall be kept clean and clear of all materials or debris at all time. Any food waste shall be promptly cleared to prevent attracting birds and animals.

G. Existing Pavements and Facilities

The Contractor shall preserve and/or protect existing and new pavements and other facilities from damage due to construction operations. Existing pavements, facilities, utilities, or equipment which are damaged shall be replaced or reconstructed to original strength and appearance at the Contractor's expense. The Contractor shall take immediate action to replace any damaged facilities and equipment and reconstruct any damaged area which is to remain in service.

Any distress appearing within and/or jeopardizing any public right-of-way due to the construction should immediately be notified to the Engineer and be repaired by the contractor at the Contractor’s expense to the satisfaction of the Engineer.

H. Storage Areas

1) The Contractor Staging Area, as depicted on the plans, shall be used to store all idle equipment, supplies and construction materials. Storage shall not interfere with operational areas.
2) When not in use during working hours, and at all other times, all material and equipment shall be stored at the storage site indicated on the drawings unless prior approval is provided by the Engineer.
3) The Contractor shall not store materials or equipment in areas in which the equipment or materials will affect the operation of FAA electronic equipment.
4) All equipment storage and movement shall have prior written approval of the Engineer.
5) No materials may be stored on the Aircraft Operating Area (AOA) unless authorized by the Engineer.
6) Contractor's vehicles, equipment and materials shall be stored in areas designated on the drawings. Upon completion of the work, the storage areas shall be cleaned up and returned to their original condition to the satisfaction of the Engineer.
7) During all non-working hours, equipment shall be parked in the Contractor's Staging area designated on the drawings with the restrictions listed thereon. Parking of construction workers' private vehicles shall not be allowed within storage areas located on the AOA.
8) The Staging area shall be used to store all bulk materials needed for the project must be fenced at the Contractor's expense. However, barricades with yellow flashing lights shall be installed where potential conflicts with aircraft or ground vehicular traffic exists. Stockpiles shall not penetrate the FAR Part 77 imaginary surfaces or present FOD problems.
9) Equipment and materials shall not be stored between runways, except as approved, in writing, by the Engineer.

15-4 OBSTRUCTIONS TO NAVIGATION.

B. Penetrations of the imaginary surfaces defined in FAR Part 77 shall not be permitted without advance notification of, and approval by, the Engineer. It will be necessary for the constructors to file FAA Form 7460-1 with the FAA to obtain approval prior for operation of equipment 15 feet or more in height, including but not limited to vehicles, cranes, or other construction equipment, structures, stockpiled materials, excavated earth, etc. It shall be the Contractor’s sole responsibility to file this document. Allow at least 45 days for FAA and review and approval prior to expected use of such equipment.

C. When penetrations more that 15 feet above ground level (AGL) are unavoidable, they shall be brought to the attention of the Engineer, as far in advance as possible to allow NOTAMS to be prepared and distributed to appropriate FAA divisions for publication and dissemination. Contractor shall comply with the provisions of AC 70/7460-1, latest edition, in the marking and lighting of obstacles. The Contractor shall allow at least 45 days for FAA review and approval. No delays will be granted the Contractor for his failure to submit the necessary documents in a timely manner.

D. Appropriate sketches shall be prepared by the Contractor with precise locations shown on the Airport Layout Plan, Height Restriction Plan, or other similar drawing, along with elevations depicting the obstructing object's relationship to the imaginary surfaces.

15-5 DAILY INSPECTIONS. The Engineer will conduct a daily inspection of each construction site before workers leave for the day to ensure that areas surrounding the sites are safe for aircraft operations. Inspector(s) will be watchful for food scraps and debris that can be ingested into aircraft engines (FOD), loose polyethylene and other light materials capable of being blown onto aircraft movement areas by wind, unlighted construction and obstruction lights, vehicles and equipment left outside construction areas, construction areas left unlocked, access gates left open, weak partitions or fences, etc. All discrepancies shall be corrected before workers depart from the work site.

Inspectors will review potentially hazardous conditions which may occur during airport construction and maintenance includes, but is not limited to the following:

A. Trenches, holes, or excavation on or adjacent to any open runway or related safety area.

B. Unmarked/unlighted holes or excavations in any apron, open taxiway, open taxilane, or related safety area.

C. Mounds or piles of earth, construction materials, temporary structures, or other objects on or in the vicinity of any open runway, taxiway, taxilane or in a related safety, approach or departure area.

D. Pavement drop-offs or pavement turf lips (either permanent or temporary) which would cause, if crossed at normal operating speeds, damage to aircraft that normally use the airport.

E. Vehicles or equipment (whether operating or idle) on any open runway, taxiway, taxilane, or in any related safety, approach or departure area.

F. Vehicles, equipment, excavations, stockpiles, or other materials which could impinge upon NAVAID critical areas and degrade or otherwise interfere with electronic signals from radios or electronic NAVAIDs or interfere with visual NAVAID facilities. NAVAID critical areas are shown on the plans.

G. Unmarked utility, NAVAID, weather service, runway lighting, or other power or signal cables that could be damaged during construction.

H. Objects (whether marked/flagged or not) or activities anywhere on or in the vicinity of airport which could be distracting, confusing, or alarming to pilots during aircraft operations.

I. Un-flagged/un-lit low visibility items (such as tall cranes, drills, etc.) in the vicinity of an active runway, or in any approach or departure area.

J. Misleading or malfunctioning obstruction lights.

K. Unlighted/unmarked obstruction in an approach to any open runway.

L. Inadequate approach/departure surfaces (needed to assure adequate landing/takeoff clearance over obstructions or work or storage areas).

M. Inadequate, confusing, or misleading (to pilots) marking/lighting of runways (including, displaced or relocated thresholds), taxiways, or taxilanes.

N. Water, dirt, debris, or other transient accumulation which temporarily obscures pavement marking, pavement edges, or derogates the visibility of runway/taxiway marking, lighting or of construction and maintenance areas.

O. Inadequate or improper methods of marking, barricading, or lighting temporarily closed portions of airport operation areas.

P. Trash or other materials with foreign object damage (FOD) potential, whether on runways, taxiways, aprons or related safety areas.

Q. Inadequate fencing or other marking to separate construction or maintenance areas from open aircraft operating areas.

R. Inadequate control of vehicle and human access, and non-essential, non-aeronautical activities, on open aircraft operating areas.

S. Improper radio communication maintained between construction/ maintenance vehicles and LAWA Ops/ Inspection or other on-field communications facility (e.g., FAA Flight Service Station (FSS) or Unicom radio).

T. Construction/maintenance activities or materials which could hamper airport rescue and fire fighting (ARFF) vehicle access from ARFF stations to all parts of the runway/taxiway system, runway approach and departure areas, or aircraft parking locations.

U. Bird attractants such as edibles (food scraps, etc.), trees, brush, other trash, grass/crop seeding, or pond water on or near the airport.

V. Personnel at the construction site without proper LAX identification.

W. No escorts for persons at the job site without proper identification.

X. Vehicles, involved in the project, that do not meet the safety requirements of LAX Rules and Regulations.

Y. Improperly marked, lighted and flagged vehicles involved in the project.

The time restrictions for all work shifts, including the nightly work shifts, are totally inclusive of the Contractor moving onto the site, performing work activities, performing all clean-up, having the work area, pavements, and haul routes inspected and approved by the inspector(s) and moving off the site. The Contractor shall provide adequate lighting for the needs of the inspection personnel.

Any Aircraft Movement Surface or adjoining runway, taxiway or taxilane safety area that does not pass inspection must remain closed until such time cleanup is performed and approved.

15-6 EMERGENCY PROCEDURES.

A. The Contractor shall familiarize himself with airport emergency procedures and shall conduct his operation so as not to conflict with such events. Clear routes for Airport Rescue and Fire Fighting (ARFF) equipment shall be maintained in operational condition at all times.

B. In case of an emergency caused by an accident, fire, or personal injury or illness, Airport Police are to be immediately notified. Police will coordinate with other emergency agencies as necessary. The Contractor shall also notify the Engineer and Operations so that any coordination or closures that may be required can be addressed immediately.

15-7 ADMINISTRATIVE REQUIREMENTS.

A. Applicability: The provisions of this section shall apply to the Prime Contractor, subcontractors at all tiers, suppliers and all others which may have access to the Air Operations Area by way of the Contractor's activities.

B. Exclusion from Claims: Impacts caused by failure of the Prime Contractor, subcontractors at all tiers, and all others to comply, implement and maintain the provisions of this section shall not be cause for a claim of delay or increased cost to LAWA.

15-8 MARKING OF EQUIPMENT/RESTRICTIONS ON CRANES. Each vehicle or piece of equipment anywhere on the Airport that extends higher than 15 feet above ground shall be equipped with a flag mounted firmly on the highest part of the equipment, and shall be obstruction lighted per the current edition of FAA Advisory Circular 70/7460-1 when the visibility is less than three (3) miles. Federal Aviation Regulation Part 77, states that no permanent or temporary structure can exceed an imaginary surface which begins 500 feet laterally from the runway centerline, and extends outward and upward at a 7:1 ratio. In addition, the crane must be obstruction lighted per Advisory Circular 70/7460-1 whenever visibility is less than three (3) miles and it must be lowered at the end of the day. Flags should be rectangular in shape with stiffeners to keep them from dropping in calm wind. This flag shall be not less than 3 feet square consisting of five 1-foot squares of international orange color and four 1-foot squares of white color.

Depending on the location of the construction site, there may be severe restrictions on the use of equipment that extends skyward, such as cranes and concrete pumping booms. Some of these restrictions include limitations on the height cranes can be extended during times of reduced visibility, e.g., cranes may not be raised unless visibility is 2 to 3 miles or greater. Contact the LAWA Engineering Bureau for further information, prior to submitting a bid, if cranes or other vertically extendable equipment will be used on the project.

If cranes or other equipment exceeding 15 feet in height are to be used, the Contractor will be required to submit for approval the FAA's application Form 7460-1 to:

Federal Aviation Administration
Attention: Airports Division, AWP-600
P.O. Box 9207
Los Angeles, CA 90009

15-9 CONSTRUCTION HEALTH & SAFETY PLAN (REQUIRED). In compliance with the Los Angeles World Airports –Sustainable Airport Planning, Design and Construction Guidelines that can be found in Appendix K or at:
www.lawa.org/docs/Sustainable%20Airport%20PDC%20Guidelines%20Jan08.pdf, the following is in reference to Section CN 13-HS-1, Construction Health & Safety Plan (Required): Provide the Construction Manager with project-specific health and safety management, hazard awareness, hazard prevention techniques, and a healthy and safe atmosphere.

15-9-1. Submittals. Compliance with this section will require submittal of various plans and reports throughout the duration of the project. These submittals include, but are not limited to:

A. Project specific Health and Safety Plan (HASP) for review by the LAWA Project Manager and Back to Work Policy.
B. Upon completion of construction activities, all weekly safety reports, documenting Accidents and identifying hazards encountered during construction work. Include a final tally of accidents for the entire project.
C. Narrative describing processes, successes and lessons learned.

15-10 ADA COMPLIANCE/ACCOMMODATION FOR PEOPLE WITH SPECIAL NEEDS. In compliance with the Los Angeles World Airports –Sustainable Airport Planning, Design and Construction Guidelines that can be found in Appendix K or at: www.lawa.org/docs/Sustainable%20Airport%20PDC%20Guidelines%20Jan08.pdf, the following is in reference to Section PD 18-SR-5, ADA Compliance/Accommodation for People with Special Needs: Develop guidelines for accommodating people with special needs to support the execution of a project.

15-10-1. Submittals. Compliance with this section will require submittal of various plans and reports throughout the duration of the project. These submittals include, but are not limited to:

A. Documentation of all steps taken to comply with ADA and special accommodations needs.
B. Progress of the program and performance goals for improvement.

15-11 AVAILABILITY OF QUALITY HEALTHCARE. In compliance with the Los Angeles World Airports – Sustainable Airport Planning, Design and Construction Guidelines that can be found in Appendix K or at: www.lawa.org/docs/Sustainable%20Airport%20PDC%20Guidelines%20Jan08.pdf, the following is in reference to Section PD 18-SR-6, Availability of Quality Healthcare: Develop guidelines such that adequate healthcare is available to project personnel as well as the surrounding community during the project.

15-11-1. Submittals. Compliance with this section will require submittal of various plans and reports throughout the duration of the project. These submittals include, but are not limited to:

A. Site Health and Safety Plans which should be reviewed and agreed to by all personnel including contractors and subs.
B. Medical certification and training records.
C. Documentation of the treatment for all incidents and injuries.
D. Plans for providing temporary health care facilities to the surrounding community if it appears that the proposed project will affect their existing access.

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SOURCE: CROSSFIELD TAXIWAY PROJECT SPECIFICATIONS

INSTRUCTIONS TO CONTRACTORS

GENERAL
The information contained in these instructions is intended to highlight and summarize requirements and responsibilities of the Contractor and is not intended to be a used as a comprehensive list of requirements. Efforts of the Contractor in meeting LAWA's requirements described herein shall be considered incidental to the project and no separate payment shall be made.

AIRFIELD DRIVER TRAINING AND LAWA PICTURE I.D. BADGES:
Contractors, Subcontractors, and Suppliers requiring access to the AOA (Air Operations Area) will be required to obtain and wear LAWA Picture I.D. Badges. Please refer to "Procedures for Enrollment in the LAX Security Badge Program", contained in the appendix for more information.

Badge applicants will be required to attend the approved Security Awareness class as required by the Federal Aviation Regulation (FAR) Section 107.25 (a) and be subjected to a fingerprint background check prior to issuance of a LAWA I.D. Badge.

The contractor shall contact the Security Badge Office (310-646-0508) to arrange approval to schedule the approved Security Awareness class as required by 49 CFR 1542 before issuance of a LAWA I.D. badge and/or driver's permit. The Security Badge Office should be contacted at least ninety days prior to the project start date.

AUTHORIZED VEHICLES ON THE AOA:
Vehicles driven in the airfield restricted area shall:
1. Have $5 million insurance approved by the LAWA Risk Management (310-417-0557).
2. Be driven by a LAWA badged driver with airfield driver certification.
3. Have an approved logo or company name displayed on both sides of the vehicle. Magnetic placards are not allowed.
4. Display a checkered flag.
5. Display a current LAWA Motor Vehicle Permit (MVP) on the rear view mirror.

MOTOR VEHICLE PERMITS (MVP):
Vehicle permits are color coded and issued on a monthly basis. The Contractor shall contact the Airfield Permits Office (310) 215-5464 for information and forms.

ESCORT VEHICLES:
Escort vehicles are required when a non-LAWA authorized driver with needs to access the AOA (See project specifications to determine if use of non-LAWA authorized drivers will be allowed). Unauthorized vehicles shall be escorted by a LAWA authorized driver/vehicle at a one to one ratio.
In addition to fulfilling all the requirements under "AUTHORIZED VEHICLES ON THE AOA", escort vehicle drivers shall also have a means to contact Airport Police, such as a cell phone or radio.

ESCORTED VEHICLE:
Vehicles and/or equipment that are escorted onto the AOA by an authorized escort are required to have an approved logo or company name displayed on both sides of the vehicle. While moving to or from a construction site, escorted vehicles or equipment shall stay as close as possible to the escort vehicle. No more than one (1) vehicle shall be escorted during any one

trip on the AOA. Within the project location, the escorted vehicles or equipment shall stay in the line of sight and no further than 250 feet of a person with a LAWA I.D.

CHECKERED FLAGS:
Checkered flags shall be furnished by the contractor. All vehicles are required to display checkered flags and shall have the flag mounted firmly on the vehicle. Vehicles or equipment that extend 25' above ground shall be equipped with a checkered flag mounted firmly on the highest part of the vehicle and shall be obstruction lighted per FAA Advisory Circular 70/7460-1K during hours of nighttime operation or when visibility is less than three miles. Checkered flags shall not be less than 3 feet square consisting of five 1-foot squares of international orange color and four 1-foot squares of white color. Checkered flags shall be kept in good condition.

FLASHERS:
All vehicles shall have either an orange rotating beacon affixed to the top of the cab or have the hazard lights operating when on the AOA.

SECURITY FENCES:
All Airport perimeter fence and gates are part of LAWA security. The LAWA Inspector must be advised before any interruption to the existing perimeter security system is performed.

See General Provision section 7-10.6 for temporary openings in the fence. Guards used for temporary openings in the perimeter security fence shall fulfill all the requirements of "Gate Guards Furnished by the Contractor", below.

USE OF AOA GATES
AOA gates that are designated for Contractor use shall be staffed by three (3) dedicated gate guards. Guards shall be trained by Airport Police in performing vehicle inspections and shall follow the procedures and instructions provided in the training. If the gate guards do not perform their duties to the satisfaction of the Airport Police, LAWA may assign LAWA police officers to staff the gate. Monies associated with the cost of providing LAWA police officers to staff the Contractor gate shall be withheld from payments due to the Contractor. If it is determined by LAWA that the security of the AOA is compromised by the failure of the Contractor's gate guards to follow Airport Police instructions, the Contractor shall lose the right of using the gate for the remainder of the project. In this case, the Contractor will only be able to access the AOA via LAWA Security Post #4, which is located near the intersection of 111th Street and Aviation Boulevard.

GATE GUARDS FURNISHED BY THE CONTRACTOR:
When gate guards are required by LAWA, the contractor shall provide guards to maintain security at that point of entry. Guards shall be trained by Airport Police in performing vehicle inspections and shall follow the procedures and instructions provided in the training. Only persons who have attended the training provided by Airport Police shall be authorized to act as a guard. In addition to procedures to be provided by the Airport Police, the prime contractor shall instruct the guards as follows:

1. The gate shall be opened only to allow vehicular passage and closed at all other times.
2. All vehicles must have an approved logo or company name displayed on both sides of the vehicle.
3. Except for escorted vehicles, all persons entering the AOA must display a current LAWA photo I.D. badge.

4. A LAWA photo I.D. badge/driver's permit is required for all drivers except: If the vehicle is being escorted by a LAWA licensed driver (see "Authorized Vehicles on the AOA", "Escort Vehicles", and "Escorted Vehicles").
5. Except for escorted vehicles and City of Los Angeles vehicles, all equipment and vehicles entering the AOA must display a checkered flag mounted firmly on the highest part of the vehicle.
6. Unless gate guards are staffing the gate, the gate must be secured and locked.
7. Entry to the AOA when no gate guards are present shall be through LAWA Security Post #4 (111th Street & Aviation Boulevard).
8. No one is allowed to enter the AOA unless the preceding conditions are met.
9. Guards shall wear clothing that will allow them to be readily and easilty differentiated from workers or drivers by LAWA Police and LAWA Inspection.

BARRICADES:

Every excavation or hazard on or adjacent to runways, taxiways, ramps, or other areas on the airfield, shall be marked in accordance with the following conditions. Lights shall be battery operated. The contractor shall obtain the approval of Airfield Operations on the condition of the work site, including lights, before leaving the work site in the evening.

Taxiways:
A. Two foot high, weighted delineators, and
B. Eighteen-inch high, weighted flashing red lights, or standing red lights connected to the taxiway lighting system (as approved by Airfield Operations).

Ramps and Other Aircraft Movement Areas:
A. Two foot high, weighted delineators.
B. Eighteen-inch high, flashing red lights.

Other Airfield Areas That Can Be Traversed by Vehicular Traffic:
A. Two to four foot high, weighted delineator
B. Flashing amber lights.

Non-Airfield Areas and Public Streets:
A. Contractor shall comply with the provisions of Subsection 7-10.3 Street Closures, Detours, Barricades of the Standard Specifications.

If sandbags are used to anchor barricades, they must be of sufficient weight and kept in good condition.

CRANES AND OTHER TALL EQUIPMENT:

Any cranes and equipment that penetrates the navigable airspace of a runway must be approved for use by the FAA via Form 7460 (allow approximately one month for FAA approval).

Use of a crane shall be reported to LAWA Airfield Operations prior to raising for each operation. An FAA approved flag shall be attached to the highest point of the crane. Booms shall be lowered when not in operation. Obstruction lighting is required when a crane is extended at night or during periods of low visibility.

OPEN FLAMES:

Use of any device that produces open flame shall require approval of the Los Angeles City Fire Department and Airfield Operations prior to use.

KEYS:
LAWA keys issued to a contractor shall be accounted for at the completion of work. A key form will be signed by the prime contractor accepting responsibility for the use and return of the keys.

PARKING:
No personal vehicles shall be parked in the restricted area (AOA) of the airport. Terminal curbside parking permits shall be obtained from LAWA Airfield Operations (310-646-4265).

TRAFFI C ADVISORY:
Traffic lane closures shall be cleared through Airfield Operations (310-646-4265) forty-eight hours prior to commencement. The contractor shall notify the project engineer to coordinate closures.

FIRE DEPARTMENT ADVISORY:
Work that affects movement of an emergency vehicle or emergency vehicle's access to any point on the AOA or buildings shall be reported to Los Angeles Fire Department Crash 80 forty-eight hours prior to commencement. The contractor shall notify the project engineer to coordinate.

WATER SHUTDOWN:
A water shutdown shall have a minimum of seven days written notice and shall be coordinated through the project engineer.

POWER SHUTDOWN:
A power shutdown shall have a minimum of seven days written notice and shall be coordinated through the project engineer.

CHANGES IN WORK SHIFT:
Requests for changes in work shift hours must be submitted to the engineer in writing with a minimum of two working days notice.

STOCKPILES, SPOIL BANKS OR EQUIPMENT STORAGE:
There is a maximum 3' height restriction for any stockpile, spoil bank or obstruction located on the AOA. In addition, proper lighting and delineation will be required for any obstruction or excavation left overnight. LAWA Airfield Operations must approve any new obstruction and/or it's delineation prior to the end of the contractor's work shift.

LLH rev. 5/7/03

U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular

Subject: OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION

Date: 1/17/03
Initiated by: AAS-300

AC No: 150/5370-2E
Change:

1. THE PURPOSE OF THIS ADVISORY CIRCULAR (AC).

Aviation safety is the primary consideration at airports, especially during construction. This AC sets forth guidelines for operational safety on airports during construction. It contains major changes to the following areas: "Runway Safety Area," paragraph 3-2; "Taxiway Safety Areas/Object-Free Areas," paragraph 3-3; "Overview," paragraph 3-4; "Marking Guidelines for Temporary Threshold," paragraph 3-5; and "Hazard Marking and Lighting," paragraph 3-9.

2. WHAT THIS AC CANCELS.

This AC cancels AC 150/5370-2D, *Operational Safety on Airports During Construction,* dated May 31, 2002.

3. READING MATERIAL RELATED TO THIS AC.

Appendix 1 contains a list of reading materials on airport construction, design, and potential safety hazards during construction, as well as instructions for ordering these documents. Many of them, including this AC, are available on the Federal Aviation Administration (FAA) Web site.

4. WHO THIS AC AFFECTS.

This AC assists airport operators in complying with 14 Code of Federal Regulations (CFR), part 139, Certification and Operation: Land Airports Serving Certain Air Carriers, and with the requirements of airport construction projects receiving funds under the Airport Improvement Program or from the Passenger Facility Charge Program. While the FAA does not require noncertificated airports without grant agreements to adhere to these guidelines, we recommend that they do so as it will help these airports maintain a desirable level of operational safety during construction.

5. ADDITIONAL BACKGROUND INFORMATION.

Appendix 2 contains definitions of terms used in this AC. Appendix 3 provides airport operators with boilerplate format and language for developing a safety plan for an airport construction project. Appendix 4 is a sample Notice to Airmen form.

6. HAZARD LIGHTING IMPLEMENTATION TIME LINE.

Supplemental hazard lighting must be red in color by October 1, 2004. See paragraph 3-9 for more information.

DAVID L. BENNETT
Director, Office of Airport Safety and Standards

CONTENTS

Appendices

CHAPTER 1. GENERAL SAFETY REQUIREMENTS AND RESPONSIBILITIES

1-1. OVERVIEW.

Hazardous practices and marginal conditions created by construction activities can decrease or jeopardize operational safety on airports. To minimize disruption of normal aircraft operations and to avoid situations that compromise the airport's operational safety, the airport operator must carefully plan, schedule, and coordinate construction activities. While the guidance in this AC is primarily used for construction operations, some of the methods and procedures described may also enhance day-to-day maintenance operations.

1-2. WHO IS RESPONSIBLE FOR SAFETY DURING CONSTRUCTION.

An airport operator has overall responsibility for construction activities on an airport. This includes the predesign, design, preconstruction, construction, and inspection phases. Additional information on these responsibilities can be found throughout this AC.

a. Airport operator's responsibilities—

(1) Develop internally or approve a construction safety plan developed by an outside consultant/contractor that complies with the safety guidelines in Chapter 2, "Safety Plans," and Appendix 3, "Airport Construction Safety Planning Guide," of this AC.

(2) Require contractors to submit plans indicating how they intend to comply with the safety requirements of the project.

(3) Convene a meeting with the construction contractor, consultant, airport employees, and, if appropriate, tenant sponsor to review and discuss project safety before beginning construction activity.

(4) Ensure contact information is accurate for each representative/point of contact identified in the safety plan.

(5) Hold weekly or, if necessary, daily safety meetings to coordinate activities.

(6) Notify users, especially aircraft rescue and fire fighting (ARFF) personnel, of construction activity and conditions that may adversely affect the operational safety of the airport via Notices to Airmen (NOTAMs) or other methods, as appropriate. Convene a meeting for review and discussion if necessary.

(7) Ensure that construction personnel know of any applicable airport procedures and of changes to those procedures that may affect their work.

(8) Ensure that construction contractors and subcontractors undergo training required by the safety plan.

(9) Develop and/or coordinate a construction vehicle plan with airport tenants, the airport traffic control tower (ATCT), and construction contractors. Include the vehicle plan in the safety plan. See Chapter 2, section 2, of this AC for additional information.

(10) Ensure tenants and contractors comply with standards and procedures for vehicle lighting, marking, access, operation, and communication.

(11) At certificated airports, ensure that each tenant's construction safety plan is consistent with 14 CFR part 139, Certification and Operations: Land Airports Serving Certain Air Carriers.

(12) Conduct frequent inspections to ensure construction contractors and tenants comply with the safety plan and that altered construction activities do not create potential safety hazards.

(13) Resolve safety deficiencies immediately.

(14) Ensure construction access complies with the security requirements of 49 CFR part 1542, Airport Security.

(15) Notify appropriate parties when conditions exist that invoke provisions of the safety plan (e.g., implementation of low-visibility operations).

b. Construction contractor's responsibilities—

(1) Submit plans to the airport operator on how to comply with the safety requirements of the project.

(2) Have available a copy of the project safety plan.

(3) Comply with the safety plan associated with the construction project and ensure that construction personnel are familiar with safety procedures and regulations on the airport.

(4) Provide a point of contact who will coordinate an immediate response to correct any construction-related activity that may adversely affect the operational safety of the airport.

(5) Provide a safety officer/construction inspector familiar with airport safety to monitor construction activities.

(6) Restrict movement of construction vehicles to construction areas by flagging and barricading, erecting temporary fencing, or providing escorts, as appropriate.

(7) Ensure that no construction employees, employees of subcontractors or suppliers, or other persons enter any part of the air operations areas (AOAs) from the construction site unless authorized.

c. Tenant's responsibilities if planning construction activities on leased property—

(1) Develop a safety plan, and submit it to the airport operator for approval prior to issuance of a Notice to Proceed.

(2) Provide a point of contact who will coordinate an immediate response to correct any construction-related activity that may adversely affect the operational safety of the airport.

(3) Ensure that no tenant or construction employees, employees of subcontractors or suppliers, or any other persons enter any part of the AOA from the construction site unless authorized.

(4) Restrict movement of construction vehicles to construction areas by flagging and barricading or erecting temporary fencing.

CHAPTER 2. SAFETY PLANS

Section 1. Basic Safety Plan Considerations

2-1. OVERVIEW.

Airport operators should coordinate safety issues with the air carriers, FAA Airway Facilities, and other airport tenants before the design phase of the project. The airport operator should identify project safety concerns, requirements, and impacts before making arrangements with contractors and other personnel to perform work on an airport. These safety concerns will serve as the foundation for the construction safety plan and help maintain a high level of aviation safety during the project.

The airport operator should determine the level of complexity of the safety plan that is necessary for each construction project and its phases. The safety plan may be detailed in the specifications included in the invitation for bids, or the invitation for bid may specify that the contractor develop the safety plan and the airport operator approve it. In the latter case, the invitation for bid should contain sufficient information to allow the contractor to develop and determine the costs associated with the safety plan. In either case, safety plan costs should be incorporated into the total cost of the project. The airport operator has final approval authority and responsibility for all safety plans.

Coordination will vary from formal predesign conferences to informal contacts throughout the duration of the construction project.

Details of a specified safety plan, or requirements for a contractor-developed safety plan, should be discussed at the predesign and preconstruction conferences and should include the following, as appropriate:

a. Actions necessary before starting construction, including defining and assigning responsibilities.

b. Basic responsibilities and procedures for disseminating instructions about airport procedures to the contractor's personnel.

c. Means of separating construction areas from aeronautical-use areas.

d. Navigational aid (NAVAID) requirements and weather.

e. Marking and lighting plan illustrations.

f. Methods of coordinating significant changes in airport operations with all the appropriate parties.

2-2. SAFETY PLAN CHECKLIST.

To the extent applicable, the safety plan should address the following:

a. Scope of work to be performed, including proposed duration of work.

b. Runway and taxiway marking and lighting.

c. Procedures for protecting all runway and taxiway safety areas, obstacle-free zones (OFZs), object-free areas (OFAs), and threshold citing criteria outlined in AC 150/5300-13, *Airport Design,* and as described in this AC. This includes limitations on equipment height and stockpiled material.

d. Areas and operations affected by the construction activity, including possible safety problems.

e. NAVAIDs that could be affected, especially critical area boundaries.

f. Methods of separating vehicle and pedestrian construction traffic from the airport movement areas. This may include fencing off construction areas to keep equipment operators in restricted areas in which they are authorized to operate. Fencing, or some other form of restrictive barrier, is an operational necessity in some cases.

g. Procedures and equipment, such as barricades (identify type), to delineate closed construction areas from the airport operational areas, as necessary.

h. Limitations on construction.

i. Required compliance of contractor personnel with all airport safety and security measures.

j. Location of stockpiled construction materials, construction site parking, and access and haul roads.

k. Radio communications.

l. Vehicle identification.

m. Trenches and excavations and cover requirements.

n. Procedures for notifying ARFF personnel if water lines or fire hydrants must be deactivated or if emergency access routes must be rerouted or blocked.

o. Emergency notification procedures for medical and police response.

p. Use of temporary visual aids.

q. Wildlife management.

r. Foreign object debris (FOD) control provisions.

s. Hazardous materials (HAZMAT) management.

t. NOTAM issuance.

u. Inspection requirements.

v. Procedures for locating and protecting existing underground utilities, cables, wires, pipelines, and other underground facilities in excavation areas.

w. Procedures for contacting responsible representatives/points of contact for all involved parties. This should include off-duty contact information so an immediate response may be coordinated to correct any construction-related activity that could adversely affect the operational safety of the airport. Particular care should be taken to ensure that appropriate Airways Facilities personnel are identified in the event that an unanticipated utility outage or cable cut occurs that impacts FAA NAVAIDs.

x. Vehicle operator training.

y. Penalty provisions for noncompliance with airport rules and regulations and the safety plan (e.g., if a vehicle is involved in a runway incursion).

z. Any special conditions that affect the operation of the airport and will require a portion of the safety plan to be activated (e.g., low-visibility operations, snow removal).

Section 2. Safety and Security Measures

2-3. OVERVIEW.

Airport operators are responsible for closely monitoring tenant and construction contractor activity during the construction project to ensure continual compliance with all safety and security requirements. Airports subject to 49 CFR part 1542, Airport Security, must meet standards for access control, movement of ground vehicles, and identification of construction contractor and tenant personnel. In addition, airport operators should use safety program standards, as described in Chapter 3 of this AC, to develop specific safety measures to which tenants and construction contractors must adhere throughout the duration of construction activities.

General safety provisions are contained in AC 150/5370-10, *Standards for Specifying Construction of Airports,* paragraphs 40-05, "Maintenance of Traffic"; 70-08, "Barricades, Warning Signs, and Hazard Markings"; and 80-04, "Limitation of Operations." At any time during construction, aircraft operations, weather, security, or local airport rules may dictate more stringent safety measures. The airport operator should ensure that both general and specific safety requirements are coordinated with airport tenants and ATCT personnel. The airport operator should also include these parties in the coordination of all bid documents, construction plans, and specifications for on-airport construction projects.

2-4. VEHICLE OPERATION AND MARKING AND PEDESTRIAN CONTROL.

Vehicle and pedestrian access routes for airport construction projects must be controlled to prevent inadvertent or unauthorized entry of persons, vehicles, or animals onto the AOA. This includes aircraft movement and nonmovement areas. The airport operator should develop and coordinate a construction vehicle plan with airport tenants, contractors, and the ATCT. The safety plan or invitation for bid should include specific vehicle and pedestrian requirements.

The vehicle plan should contain the following items:

a. Airport operator's rules and regulations for vehicle marking, lighting, and operation.

b. Requirements for marking and identifying vehicles in accordance with AC 150/5210-5, *Painting, Marking, and Lighting of Vehicles Used on an Airport.*

c. Description of proper vehicle operations on movement and nonmovement areas under normal, lost communications, and emergency conditions.

d. Penalties for noncompliance with driving rules and regulations.

e. Training requirements for vehicle drivers to ensure compliance with the airport operator's vehicle rules and regulations.

f. Provisions for radio communication training for construction contractor personnel engaged in construction activities around aircraft movement areas. Some drivers,

such as construction drivers under escort, may not require this training.

g. Escort procedures for construction vehicles requiring access to aircraft movement areas. A vehicle in the movement area must have a working aviation-band, two-way radio unless it is under escort. Vehicles can be in closed areas without a radio if the closed area is properly marked and lighted to prevent incursions and a NOTAM regarding the closure is issued.

h. Monitoring procedures to ensure that vehicle drivers are in compliance with the construction vehicle plan.

i. Procedures for, if appropriate, personnel to control access through gates and fencing or across aircraft movement areas.

2-5. CONSTRUCTION EMPLOYEE PARKING AREAS.

Designate in advance vehicle parking areas for contractor employees to prevent any unauthorized entry of persons or vehicles onto the airport movement area. These areas should provide reasonable contractor employee access to the job site.

2-6. CONSTRUCTION VEHICLE EQUIPMENT PARKING.

Construction employees must park and service all construction vehicles in an area designated by the airport operator outside the runway safety areas and OFZs and never on a closed taxiway or runway. Employees should also park construction vehicles outside the OFA when not in use by construction personnel (e.g., overnight, on weekends, or during other periods when construction is not active). Parking areas must not obstruct the clear line of sight by the ATCT to any taxiways or runways under air traffic control nor obstruct any runway visual aids, signs, or navigational aids. The FAA must also study those areas to determine effects on 14 CFR part 77, *Objects Affecting Navigable Airspace*, surfaces (see paragraph 2-13 for further information).

2-7. RADIO COMMUNICATION TRAINING.

The airport operator must ensure that tenant and construction contractor personnel engaged in activities involving unescorted operation on aircraft movement areas observe the proper procedures for communications, including using appropriate radio frequencies at airports with and without ATCTs. Training of contractors on proper communication procedures is essential for maintaining airport operational safety. When operating vehicles on or near open runways or taxiways, construction personnel must understand the critical importance of maintaining radio contact with airport operations, ATCT, or the Common Traffic Advisory Frequency, which may include UNICOM, MULTICOM, or one of the FAA Flight Service Stations (FSS), as directed by airport management.

Vehicular traffic crossing active movement areas must be controlled either by two-way radio with the ATCT, escort, flagman, signal light, or other means appropriate for the particular airport. Vehicle drivers must confirm by personal observation that no aircraft is approaching their position when given clearance to cross a runway. In addition, it is the responsibility of the escort vehicle driver to verify the movement/position of all escorted vehicles at any given time.

Even though radio communication is maintained, escort vehicle drivers must also familiarize themselves with ATCT light gun signals in the event of radio failure (see the FAA safety placard "Ground Vehicle Guide to Airport Signs and Markings"). This safety placard may be ordered through the Runway Safety Program Web site at **http://www.faarsp.org** or obtained from the Regional Airports Division Office.

2-8. FENCING AND GATES.

Airport operators and contractors must take care to maintain a high level of safety and security during construction when access points are created in the security fencing to permit the passage of construction vehicles or personnel. Temporary gates should be equipped so they can be securely closed and locked to prevent access by animals and people (especially minors). Procedures should be in place to ensure that only authorized persons and vehicles have access to the AOA and to prohibit "piggybacking" behind another person or vehicle. The Department of Transportation (DOT) document DOT/FAA/AR-00/52, *Recommended Security Guidelines for Airport Planning and Construction*, provides more specific information on fencing. A copy of this document can be obtained from the Airport Consultants Council, Airports Council International, or American Association of Airport Executives.

Section 3. Notification of Construction Activities

2-9. GENERAL.

In order to maintain the desired levels of operational safety on airports during construction activities, the safety plan should contain the notification actions described below.

2-10. ENSURING PROMPT NOTIFICATIONS.

The airport operator should establish and follow procedures for the immediate notification of airport users and the FAA of any conditions adversely affecting the operational safety of an airport.

2-11. NOTICES TO AIRMEN (NOTAMS).

The airport operator must provide information on closed or hazardous conditions on airport movement areas to the FSS so it can issue a NOTAM. The airport operator must coordinate the issuance, maintenance, and cancellation of NOTAMs about airport conditions resulting from construction activities with tenants and the local air traffic facility (control tower, approach control, or air traffic control center. Refer to AC 150/5200-28, *Notices to Airmen (NOTAMs) for Airport Operators,* and Appendix 4 in this AC for a sample NOTAM form. Only the FAA may issue or cancel NOTAMs on shutdown or irregular operation of FAA-owned facilities. Only the airport operator or an authorized representative may issue or cancel NOTAMs on airport conditions. (The airport owner/operator is the only entity that can close or open a runway.) The airport operator must file and maintain this list of authorized representatives with the FSS. Any person having reason to believe that a NOTAM is missing, incomplete, or inaccurate must notify the airport operator.

2-12. AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) NOTIFICATION.

The safety plan must provide procedures for notifying ARFF personnel, mutual aid providers, and other emergency services if construction requires shutting off or otherwise disrupting any water line or fire hydrant on the airport or adjoining areas and if contractors work with hazardous material on the airfield. Notification procedures must also be developed for notifying ARFF and all other emergency personnel when the work performed will close or affect any emergency routes. Likewise, the procedures must address appropriate notifications when services are restored.

2-13. NOTIFICATION TO THE FAA.

For certain airport projects, 14 CFR part 77 requires notification to the FAA. In addition to applications made for Federally funded construction, 14 CFR part 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports, requires that the airport operator notify the FAA in writing whenever a non-Federally funded project involves the construction of a new airport; the construction, realigning, altering, activating, or abandoning of a runway, landing strip, or associated taxiway; or the deactivation or abandoning of an entire airport. Notification involves submitting FAA Form 7480-1, Notice of Landing Area Proposal, to the nearest FAA Regional Airports Division Office or Airports District Office.

Also, any person proposing any kind of construction or alteration of objects that affect navigable airspace, as defined in 14 CFR part 77 must notify the FAA. This includes construction equipment and proposed parking areas for this equipment (i.e., cranes, graders, etc.). FAA Form 7460-1, Notice of Proposed Construction or Alteration, can be used for this purpose and submitted to the FAA Regional Airports Division Office or Airports District Office. (See AC 70/7460-2, *Proposed Construction or Alteration of Objects that May Affect the Navigable Airspace.*)

If construction operations require a shutdown of an airport owned NAVAID from service for more than 24 hours or in excess of 4 hours daily on consecutive days, we recommend a 45-day minimum notice prior to facility shutdown. Coordinate work for a FAA owned NAVAID shutdown with the local FAA Airways Facilities Office. In addition, procedures that address unanticipated utility outages and cable cuts that could impact FAA NAVAIDs must be addressed.

2-14. WORK SCHEDULING AND ACCOMPLISHMENT.

Airport operators—or tenants having construction on their leased properties—should use predesign, prebid, and preconstruction conferences to introduce the subject of airport operational safety during construction (see AC 150/5300-9, *Predesign, Prebid, and Preconstruction Conferences for Airport Grant Projects).* The airport operator, tenants, and construction contractors should integrate operational safety requirements into their planning and work schedules as early as practical. Operational safety should be a standing agenda item for discussion during progress meetings throughout the project. The contractor and airport operator should carry out onsite inspections throughout the project and immediately remedy any deficiencies, whether caused by negligence, oversight, or project scope change.

CHAPTER 3. SAFETY STANDARDS AND GUIDELINES

Section 1. Runway and Taxiway Safety Areas, Obstacle-Free Zones, and Object-Free Areas

3-1. OVERVIEW.

Airport operators must use these safety guidelines when preparing plans and specifications for construction activities in areas that may interfere with aircraft operations. The safety plan should recognize and address these standards for each airport construction project. However, the safety plan must reflect the specific needs of a particular project, and for this reason, these safety guidelines should not be incorporated verbatim into project specifications. For additional guidance on meeting safety and security requirements, refer to the planning guide template included in Appendix 3 of this AC.

3-2. RUNWAY SAFETY AREA (RSA)/ OBSTACLE-FREE ZONE (OFZ).

A runway safety area is the defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway (see AC 150/5300-13, *Airport Design*). Construction activities within the standard RSA are subject to the following conditions:

a. Runway edges.

(1) No construction may occur closer than 200 feet (60m) from the runway centerline unless the runway is closed or restricted to aircraft operations, requiring an RSA that is equal to the RSA width available during construction, or 400 feet, whichever is less (see AC 150/5300-13, Tables 3-1 through 3-3).

(2) Personnel, material, and/or equipment must not penetrate the OFZ, as defined in AC 150/5300-13.

(3) The airport operator must coordinate the construction activity in the RSA as permitted above with the ATCT and the FAA Regional Airports Division Office or appropriate Airports District Office and issue a local NOTAM.

b. Runway ends.

(1) An RSA must be maintained of such dimensions that it extends beyond the end of the runway a distance equal to that which existed before construction activity, unless the runway is closed or restricted to aircraft operations for which the reduced RSA is adequate (see AC 150/5300-13). The temporary use of declared distances and/or partial runway closures may help provide the necessary RSA.

In addition, all personnel, materials, and/or equipment must remain clear of the applicable threshold siting surfaces, as defined in Appendix 2, "Threshold Siting Requirements," of AC 150/5300-13.[1] Consult with the appropriate FAA Regional Airports Division Office or Airports District Office to determine the appropriate approach surface required.

(2) Personnel, material, and/or equipment must not penetrate the OFZ, as defined in AC 150/5300-13.

(3) The safety plan must provide procedures for ensuring adequate distance for blast protection, if required by operational considerations.

(4) The airport operator must coordinate construction activity in this portion of the RSA with the ATCT and the FAA Regional Airports Division Office or appropriate Airports District Office and issue a local NOTAM.

c. Excavations.

(1) Construction contractors must prominently mark open trenches and excavations at the construction site with red or orange flags, as approved by the airport operator, and light them with red lights during hours of restricted visibility or darkness.

(2) Open trenches or excavations are not permitted within 200 feet (60m) of the runway centerline and at least the existing RSA distance from the runway threshold while the runway is open. If the runway must be opened before excavations are backfilled, cover the excavations appropriately. Coverings for open trenches or excavations must be of sufficient strength to support the weight of the heaviest aircraft operating on the runway.

3-3. TAXIWAY SAFETY AREAS/OBJECT-FREE AREAS.

a. Unrestricted construction activity is permissible adjacent to taxiways when the taxiway is restricted to aircraft such that the available taxiway safety area is equal

[1] If a full safety area cannot be obtained through declared distances and partial closures, or other methods such as alternate runway use, construction activity may operate in the RSA as long as conditions cited in paragraph 3-1b(2) thru (4) are met. In addition, various surfaces outlined in AC 150/5300-13 and Terminal Instrument Procedures (TERPS) must be protected through an aeronautical study.

to at least ½ of the widest wingspan of the aircraft expected to use the taxiway and the available taxiway object-free area is equal to at least .7 times the widest wingspan plus 10 feet. (See AC 150/5300-13 for guidance on taxiway safety and object-free areas.)

Construction activity may be accomplished closer to a taxiway, subject to the following restrictions:

(1) The activity is first coordinated with the airport operator.

(2) Appropriate NOTAMs are issued.

(3) Marking and lighting meeting the provisions of paragraph 3-9 are implemented.

(4) Adequate clearance is maintained between equipment and materials and any part of an aircraft. If such clearance can only be maintained if an aircraft does not have full use of the entire taxiway width (with its main landing gear at the edge of the pavement), then it will be necessary to move personnel and equipment for each passing aircraft. In these situations, flag persons will be used to direct construction equipment, and wing walkers may be necessary to guide aircraft. Wing walkers should be airline/aviation personnel rather than construction workers.

b. Construction contractors must prominently mark open trenches and excavations at the construction site, as approved by the airport operator, and light them with red lights during hours of restricted visibility or darkness

c. Excavations and open trenches may be permitted up to the edge of a structural taxiway and apron pavement provided the dropoff is marked and lighted per paragraph 3-9, "Hazard Marking and Lighting."

Section 2. Temporary Runway Thresholds

3-4. OVERVIEW.

Construction activity in a runway approach area may result in the need to partially close a runway or displace the existing runway threshold. In either case, locate the threshold in accordance with Appendix 2 of AC 150/5300-13, *Airport Design*. Objects that do not penetrate these surfaces may still be obstructions to air navigation and may affect standard instrument approach procedures. Coordinate these objects with the FAA's Regional Airports Office or appropriate Airports District Office, as necessary. Refer to the current edition of AC 150/5300-13 for guidance on threshold siting requirements. The partial runway closure, the displacement of the runway threshold, as well as closures of the complete runway and other portions of the movement area also requires coordination with appropriate ATCT personnel and airport users.

Caution regarding partial runway closures: When filing a NOTAM for a partial runway closure, clearly state to FSS personnel that the portion of pavement located prior to the threshold is not available for landing and departing traffic. In this case, the threshold has been moved for both landing and takeoff purposes (this is different than a displaced threshold).

Example NOTAM: "North 1,000 feet of Runway 18/36 is closed; 7,000 feet remain available on Runway 18 and Runway 36 for arrivals and departures." There may be situations where the portion of closed runway is available for taxiing only. If so, the NOTAM must reflect this condition.

Caution regarding displaced thresholds: Implementation of a displaced threshold affects runway length available for aircraft landing over the displacement. Depending on the reason for the displacement (to provide obstruction clearance or RSA), such a displacement may also require an adjustment in the landing distance available and accelerate-stop distance available in the opposite direction. If project scope includes personnel, equipment, excavation, etc. within the RSA of any usable runway end, we do not recommend a displaced threshold unless arrivals and departures toward the construction activity are prohibited. Instead, implement a partial closure.

3-5. MARKING GUIDELINES FOR TEMPORARY THRESHOLD.

Ensure that markings for temporary displaced thresholds are clearly visible to pilots approaching the airport to land. When construction personnel and equipment are located close to any threshold, a temporary visual NAVAID, such as runway end identifier lights (REIL), may be required (even on unlighted runways) to define the new beginning of the runway clearly. A visual vertical guidance device, such as a visual approach slope indicator (VASI), pulse light approach slope indicator (PLASI), or precision approach path indicator (PAPI), may be necessary to assure landing clearance over personnel, vehicles, equipment, and/or above-grade stockpiled materials. If such devices are installed, ensure an appropriate descriptive NOTAM is issued to inform pilots of these conditions. The current edition of AC 150/5340-1, *Standards for Airport Markings*, describes standard marking colors and layouts. In addition, we recommend that a temporary runway threshold be marked using the following guidelines:

a. Airport markings must be clearly visible to pilots; not misleading, confusing, or deceptive; secured in place to prevent movement by prop wash, jet blast, wing vortices, or other wind currents; and constructed of

materials that would minimize damage to an aircraft in the event of inadvertent contact.

(1) Pavement markings for temporary closed portions of the runway should consist of yellow chevrons to identify pavement areas that are unsuitable for takeoff/landing (see AC 150/5340-1). If unable to paint the markings on the pavement, construct them from any of the following materials: double-layered painted snow fence, colored plastic, painted sheets of plywood, or similar materials. They must be properly configured and secured to prevent movement by prop wash, jet blast, or other wind currents.

(2) It may be necessary to remove or cover runway markings, such as runway designation markings and aiming point markings, depending on the length of construction and type of activity at the airport.

(3) When threshold markings are needed to identify the temporary beginning of the runway that is available for landing, use a white threshold bar of the dimensions specified in AC 150/5340-1.

(4) If temporary outboard elevated or flush threshold bars are used, locate them outside of the runway pavement surface, one on each side of the runway. They should be at least 10 feet (3m) in width and extend outboard from each side of the runway so they are clearly visible to landing and departing aircraft. These threshold bars are white. If the white threshold bars are not discernable on grass or snow, apply a black background with appropriate material over the ground to ensure the markings are clearly visible.

(5) A temporary threshold may also be marked with the use of retroreflective, elevated markers. One side of such markers is green to denote the approach end of the runway; the side that is seen by pilots on rollout is red. See AC 150/5345-39, *FAA Specification L-853, Runway and Taxiway Retroreflective Markers.*

(6) At 14 CFR part 139 certificated airports, temporary elevated threshold markers must be mounted with a frangible fitting (see 14 CFR part 139.309). However, at noncertificated airports, the temporary elevated threshold markings may either be mounted with a frangible fitting or be flexible. See AC 150/5345-39.

b. The application rate of the paint to mark a short-term temporary runway threshold may deviate from the standard (see Item P-620, "Runway and Taxiway Painting," in AC 150/5370-10, *Standards for Specifying Construction of Airports*), but the dimensions must meet the existing standards, unless coordinated with the appropriate offices.

c. When a runway is partially closed, the distance remaining signs for aircraft landing in the opposite direction should be covered or removed during the construction.

3-6. LIGHTING GUIDELINES FOR TEMPORARY THRESHOLD.

A temporary runway threshold must be lighted if the runway is lighted and it is the intended threshold for night landings or instrument meteorological conditions. We recommend that temporary threshold lights and related visual NAVAIDs be installed outboard of the edges of the full-strength pavement with bases at grade level or as low as possible, but not to exceed 3 inches (7.6cm) above ground. When any portion of a base is above grade, place properly compacted fill around the base to minimize the rate of gradient change so aircraft can, in an emergency, cross at normal landing or takeoff speeds without incurring significant damage (see AC 150/5370-10). We recommend that the following be observed when using temporary runway threshold lighting:

a. Maintain threshold and edge lighting color and spacing standards as described in AC 150/5340-24, *Runway and Taxiway Edge Lighting System.* Battery-powered, solar, or portable lights that meet the criteria in AC 150/5345-50, *Specification for Portable Runway Lights,* may be used. These systems are intended primarily for visual flight rules (VFR) aircraft operation but may be used for instrument flight rules (IFR) aircraft operations, upon individual approval from the Flight Standards Division of the applicable FAA Regional Office.

b. When the runway has been partially closed, disconnect edge and threshold lights with associated isolation transformers on that part of the runway at and behind the threshold (i.e., the portion of the runway that is closed). Alternately, cover the light fixture in such a way as to prevent light leakage. Avoid removing the lamp from energized fixtures because an excessive number of isolation transformers with open secondaries may damage the regulators and/or increase the current above its normal value.

c. Secure, identify, and place any temporary exposed wiring in conduit to prevent electrocution and fire ignition sources.

d. Reconfigure yellow lenses (caution zone), as necessary. If the runway has centerline lights, reconfigure the red lenses, as necessary, or place the centerline lights out of service.

e. Relocate the visual glide slope indicator (VGSI), such as VASI and PAPI; other airport lights, such as REIL; and approach lights to identify the temporary threshold. Another option is to disable the VGSI or any equipment that would give misleading indications to pilots as to the new threshold location. Installation of temporary visual aids may be necessary to provide adequate guidance to pilots on approach to the affected runway. If the FAA owns and operates the VGSI,

coordinate its installation or disabling with the local Airway Facilities Systems Management Office.

f. Issue a NOTAM to inform pilots of temporary lighting conditions.

Section 3. Other Construction Marking and Lighting Activities

3-7. OVERVIEW.

Ensure that construction areas, including closed runways, are clearly and visibly separated from movement areas and that hazards, facilities, cables, and power lines are identified prominently for construction contractors. Throughout the duration of the construction project, verify that these areas remain clearly marked and visible at all times and that marking and lighting aids remain in place and operational. Routine inspections must be made of temporary construction lighting, especially battery-powered lighting since weather conditions can limit battery life.

3-8. CLOSED RUNWAY AND TAXIWAY MARKING AND LIGHTING.

Closed runway markings consist of a yellow "X" in compliance with the standards of AC 150/5340-1, *Standards for Airport Markings*. A very effective and preferable visual aid to depict temporary closure is the lighted "X" signal placed on or near the runway designation numbers. This device is much more discernible to approaching aircraft than the other materials described. If the lighted "X" is not available, construct the marking of any of the following materials: double-layered painted snow fence, colored plastic, painted sheets of plywood, or similar materials. They must be properly configured and secured to prevent movement by prop wash, jet blast, or other wind currents. In addition, the airport operator may install barricades, traffic cones, activate stop bars, or other acceptable visual devices at major entrances to the runways to prevent aircraft from entering a closed portion of runway. The placement of even a single reflective barricade with a "do not enter" sign on a taxiway centerline can prevent an aircraft from continuing onto a closed runway. If the taxiway must remain open for aircraft crossings, barricades or markings, as described above or in paragraph 3-9, should be placed on the runway.

a. Permanently closed runways.

For runways and taxiways that have been permanently closed, disconnect the lighting circuits. For runways, obliterate the threshold marking, runway designation marking, and touchdown zone markings, and place "X's" at each end and at 1,000-foot (300-m) intervals. For taxiways, place an "X" at the entrance of the closed taxiway.

b. Temporarily closed runway and taxiways.

For runways that have been temporarily closed, place an "X" at the each end of the runway. With taxiways, place an "X" at the entrance of the closed taxiway.

c. Temporarily closed airport.

When the airport is closed temporarily, mark the runways as closed and turn off the airport beacon.

d. Permanently closed airports

When the airport is closed permanently, mark the runways as permanently closed, disconnect the airport beacon, and place an "X" in the segmented circle or at a central location if no segmented circle exists.

3-9. HAZARD MARKING AND LIGHTING.

Provide prominent, comprehensible warning indicators for any area affected by construction that is normally accessible to aircraft, personnel, or vehicles. Using appropriate hazard marking and lighting may prevent damage, injury, traffic delays, and/or facility closures. Hazard marking and lighting must restrict access and make specific hazards obvious to pilots, vehicle drivers, and other personnel. Barricades, traffic cones (weighted or sturdily attached to the surface), or flashers are acceptable methods used to identify and define the limits of construction and hazardous areas on airports.

Provide temporary hazard marking and lighting to prevent aircraft from taxiing onto a closed runway for takeoff and to identify open manholes, small areas under repair, stockpiled material, and waste areas. Also consider less obvious construction-related hazards and include markings to identify FAA, airport, and National Weather Service facilities cables and power lines; instrument landing system (ILS) critical areas; airport surfaces, such as RSA, OFA, and OFZ; and other sensitive areas to make it easier for contractor personnel to avoid these areas.

The construction specifications must include a provision requiring the contractor to have a person on call 24 hours a day for emergency maintenance of airport hazard lighting and barricades. The contractor must file the contact person's information with the airport.

a. Nonmovement areas.

Indicate construction locations on nonmovement areas in which no part of an aircraft may enter by using barricades that are marked with diagonal, alternating orange and white stripes. Barricades may be supplemented with alternating

orange and white flags at least 20 by 20 inches (50 by 50 cm) square and made and installed so they are always in an extended position, properly oriented, and securely fastened to eliminate jet engine ingestion. Such barricades may be many different shapes and made from various materials, including railroad ties, sawhorses, jersey barriers, or barrels. During reduced visibility or night hours, supplement the barricades with red lights, either flashing or steady-burning, which should meet the luminance requirements of the State Highway Department (yellow lights are not acceptable after October 1, 2004). The intensity of the lights and spacing for barricade flags and lights must adequately and without ambiguity delineate the hazardous area.

b. Movement areas.

Use orange traffic cones; red lights, either flashing or steady-burning, which should meet the luminance requirements of the State Highway Department (yellow lights are not acceptable after October 1, 2004); collapsible barricades marked with diagonal, alternating orange and white stripes; and/or signs to separate all construction/maintenance areas from the movement area. All barricades, temporary markers, and other objects placed and left in safety areas associated with any open runway, taxiway, or taxilane must be as low as possible to the ground; of low mass; easily collapsible upon contact with an aircraft or any of its components; and weighted or sturdily attached to the surface to prevent displacement from prop wash, jet blast, wing vortex, or other surface wind currents. If affixed to the surface, they must be frangible at grade level or as low as possible, but not to exceed 3 inches (7.6cm) above the ground. Do not use nonfrangible hazard markings, such as concrete barriers and/or metal-drum-type barricades, in aircraft movement areas. Do not use railroad ties on runways.

Use highly reflective barriers with flashing or steady-burning red lights to barricade taxiways leading to closed runways. Evaluate all operating factors when determining how to mark temporary closures that can last from 10 to 15 minutes to a much longer period of time. However, we strongly recommend that, even for closures of relatively short duration, major taxiway/runway intersections be identified with barricades spaced no greater than 20 feet (6m) apart. Mark the barricades with a flashing or steady-burning red light. At a minimum, use a single barricade placed on the taxiway centerline.

3-10. CONSTRUCTION NEAR NAVIGATIONAL AIDS (NAVAIDS).

Construction activities, materials/equipment storage, and vehicle parking near electronic NAVAIDs require special consideration since they may interfere with signals essential to air navigation. Evaluate the effect of construction activity and the required distance and direction from the NAVAID for each construction project. Pay particular attention to stockpiling material, as well as to movement and parking of equipment that may interfere with line of sight from the ATCT or with electronic emissions. Interference from construction may require NAVAID shutdown or adjustment of instrument approach minimums for IFR. This condition requires that a NOTAM be filed. Construction activities and materials/equipment storage near a NAVAID may also obstruct access to the equipment and instruments for maintenance. Before commencing construction activity, parking vehicles, or storing construction equipment and materials near a NAVAID, consult with the nearest FAA Airway Facilities Office.

3-11. CONSTRUCTION SITE ACCESS AND HAUL ROADS.

Determine the construction contractor's access to the construction sites and haul roads. Do not permit the construction contractor to use any access or haul roads other than those approved. Construction contractors must submit specific proposed routes associated with construction activities to the airport operator for evaluation and approval as part of the safety plan before beginning construction activities. These proposed routes must also provide specifications to prevent inadvertent entry to movement areas. Pay special attention to ensure that ARFF right of way on access and haul roads is not impeded at any time and that construction traffic on haul roads does not interfere with NAVAIDs or approach surfaces of operational runways.

3-12. CONSTRUCTION MATERIAL STOCKPILING.

Stockpiled materials and equipment storage are not permitted within the RSA and OFZ of an operational runway. The airport operator must ensure that stockpiled materials and equipment adjacent to these areas are prominently marked and lighted during hours of restricted visibility or darkness. This includes determining and verifying that materials are stored at an approved location to prevent foreign object damage and attraction of wildlife.

3-13. OTHER LIMITATIONS ON CONSTRUCTION.

Contractors may not use open-flame welding or torches unless adequate fire safety precautions are provided and the airport operator has approved their use. Under no circumstances should flare pots be used within the AOA at any time. The use of electrical blasting caps must not be permitted on or within 1,000 feet (300m) of the airport property (see AC 150/5370-10, *Standards for Specifying Construction of Airports*).

3-14. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT.

Waste and loose materials, commonly referred to as FOD, are capable of causing damage to aircraft landing gears, propellers, and jet engines. Construction contractors must not leave or place FOD on or near active aircraft movement areas. Materials tracked onto these areas must be continuously removed during the construction project. We also recommend that airport operators and construction contractors carefully control and continuously remove waste or loose materials that might attract wildlife.

Section 4. Safety Hazards and Impacts

3-15. OVERVIEW.

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. Airport operators and contractors should consider the following when performing inspections of construction activity:

a. Excavation adjacent to runways, taxiways, and aprons.

b. Mounds of earth, construction materials, temporary structures, and other obstacles near any open runway, taxiway, or taxilane; in the related object-free area and aircraft approach or departure areas/zones; or obstructing any sign or marking.

c. Runway resurfacing projects resulting in lips exceeding 3 inches (7.6cm) from pavement edges and ends.

d. Heavy equipment (stationary or mobile) operating or idle near AOAs, in runway approaches and departures areas, or in OFZs.

e. Equipment or material near NAVAIDs that may degrade or impair radiated signals and/or the monitoring of navigational and visual aids. Unauthorized or improper vehicle operations in localizer or glide slope critical areas, resulting in electronic interference and/or facility shutdown.

f. Tall and especially relatively low-visibility units (i.e., equipment with slim profiles)—cranes, drills, and similar objects—located in critical areas, such as OFZs and approach zones.

g. Improperly positioned or malfunctioning lights or unlighted airport hazards, such as holes or excavations, on any apron, open taxiway, or open taxilane or in a related safety, approach, or departure area.

h. Obstacles, loose pavement, trash, and other debris on or near AOAs. Construction debris (gravel, sand, mud, paving materials, etc.) 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.

i. 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 AOAs create aviation hazards.

j. 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 AOAs create aviation hazards.

k. Wildlife attractants—such as trash (food scraps not collected from construction personnel activity), grass seeds, or ponded water—on or near airports.

l. Obliterated or faded markings on active operational areas.

m. Misleading or malfunctioning obstruction lights. Unlighted or unmarked obstructions in the approach to any open runway pose aviation hazards.

n. Failure to issue, update, or cancel NOTAMs about airport or runway closures or other construction-related airport conditions.

o. 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 navigational, visual, or approach aids; disruption of weather reporting services; and/or loss of communications.

p. Restrictions on ARFF access from fire stations to the runway-taxiway system or airport buildings.

q. Lack of radio communications with construction vehicles in airport movement areas.

r. 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.

s. 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.

t. Spillage from vehicles (gasoline, diesel fuel, oil, etc.) on active pavement areas, such as runways, taxiways, ramps, and airport roadways.

u. Failure to maintain drainage system integrity during construction (e.g., no temporary drainage provided when working on a drainage system).

v. 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.

w. Failure to control dust. Consider limiting the amount of area from which the contractor is allowed to strip turf.

x. Exposed wiring that creates an electrocution or fire ignition hazard. Identify and secure wiring, and place it in conduit or bury it.

y. Site burning, which can cause possible obscuration.

z. Construction work taking place outside of designated work areas and out of phase.

APPENDIX 1. RELATED READING MATERIAL

1. Obtain the latest version of the following free publications from the FAA on its Web site at **http://www.faa.gov/arp/.** In addition, these ACs are available by contacting the U.S. Department of Transportation, Subsequent Distribution Office, SVC-121.23, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, MD 20785.

a. AC 150/5200-28, *Notices to Airmen (NOTAM) for Airport Operators.* Provides guidance for the use of the NOTAM System in airport reporting.

b. AC 150/5200-30, *Airport Winter Safety and Operations.* Provides guidance to airport owners/operators on the development of an acceptable airport snow and ice control program and on appropriate field condition reporting procedures.

c. AC 150/5200-33, *Hazardous Wildlife Attractants On or Near Airports.* Provides guidance on locating certain land uses having the potential to attract hazardous wildlife to public-use airports.

d. AC 150/5210-5, *Painting, Marking, and Lighting of Vehicles Used on an Airport.* Provides guidance, specifications, and standards for painting, marking, and lighting vehicles operating in the airport air operations areas.

e. AC 150/5220-4, *Water Supply Systems for Aircraft Fire and Rescue Protection.* Provides guidance for the selection of a water source and standards for the design of a distribution system to support aircraft rescue and fire fighting service operations on airports.

f. AC 150/5340-1, *Standards for Airport Markings.* Contains FAA standards for markings used on airport runways, taxiways, and aprons.

g. AC 150/5340-14B, *Economy Approach Lighting Aids.* Describes standards for the desigu, selection, siting, and maintenance of economy approach lighting aids.

h. AC 150/5340-18, *Standards for Airport Sign Systems.* Contains FAA standards for the siting and installation of signs on airport runways and taxiways.

i. AC 150/5345-28, *Precision Approach Path Indicator (PAPI) Systems.* Contains the FAA standards for PAPI systems, which provide pilots with visual glide slope guidance during approach for landing.

j. AC 150/5380-5, *Debris Hazards at Civil Airports.* Discusses problems at airports, gives information on foreign objects, and explains how to eliminate such objects from operational areas.

k. AC 70/7460-2, *Proposed Construction or Alteration of Objects that May Affect the Navigable Airspace.* Provides information to persons proposing to erect or alter an object that may affect navigable airspace and explains the need to notify the FAA before construction begins and the FAA's response to those notices, as required by 14 CFR part 77.

2. Obtain copies of the following publications from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Send a check or money order made payable to the Superintendent of Documents in the amount stated with your request. The Government Printing Office does not accept C.O.D. orders. In addition, the FAA makes these ACs available at no charge on the Web site at **http://www.faa.gov/arp/.**

a. AC 150/5300-13, *Airport Design.* Contains FAA standards and recommendations for airport design, establishes approach visibility minimums as an airport design parameter, and contains the object-free area and the obstacle free-zone criteria. ($26. Supt. Docs.) SN050-007-01208-0.

b. AC 150/5370-10, *Standards for Specifying Construction of Airports.* Provides standards for construction of airports. Items covered include earthwork, drainage, paving, turfing, lighting, and incidental construction. ($18. Supt. Docs.) SN050-007-0821-0.

APPENDIX 2. DEFINITIONS OF TERMS USED IN THE AC

1. AIR OPERATIONS AREA (AOA). Any area of the airport used or intended to be used for the landing, takeoff, or surface maneuvering of aircraft. An air operations area includes such paved or unpaved areas that are used or intended to be used for the unobstructed movement of aircraft in addition to its associated runways, taxiways, or aprons.

2. CONSTRUCTION. The presence and movement of construction-related personnel, equipment, and materials in auy location that could infringe upon the movement of aircraft.

3. CERTIFICATED AIRPORT. An airport that has been issued an Airport Operating Certificate by the FAA under the authority of 14 CFR part 139, Certification and Operation: Land Airports Serving Certain Air Carriers, or its subsequent revisions.

4. FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION. The form submitted to the FAA Regional Air Traffic or Airports Division Office as formal written notification of any kind of construction or alteration of objects that affect navigable airspace, as defined in 14 CFR part 77, Objects Affecting Navigable Airspace (see AC 70/7460-2, *Proposed Construction or Alteration of Objects that May Affect the Navigable Airspace*, found at **http://www.faa.gov/arp/**).

5. FAA FORM 7480-1, NOTICE OF LANDING AREA PROPOSAL. Form submitted to the FAA Airports Regional Division Office or Airports District Office as formal written notification whenever a project without an airport layout plan on file with the FAA involves the construction of a new airport; the construction, realigning, altering, activating, or abandoning of a runway, landing strip, or associated taxiway; or the deactivation or abandoning of an entire airport (found at **http://www.faa.gov/arp/**).

6. MOVEMENT AREA. The runways, taxiways, and other areas of an airport that are used for taxiing or hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and aircraft parking areas (reference 14 CFR part 139).

7. OBSTRUCTION. Any object/obstacle exceeding the obstruction standards specified by 14 CFR part 77, subpart C.

8. OBJECT-FREE AREA (OFA). An area on the ground centered on the runway, taxiway, or taxilane centerline provided to enhance safety of aircraft operations by having the area free of objects except for those objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes (see AC 150/5300-13, *Airport Design,* for additional guidance on OFA standards and wingtip clearance criteria).

9. OBSTACLE-FREE ZONE (OFZ). The airspace below 150 feet (45m) above the established airport elevation and along the runway and extended runway centerline that is required to be clear of all objects, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function, in order to provide clearance protection for aircraft landing or taking off from the runway and for missed approaches (refer to AC 150/5300-13 for guidance on OFZs).

10. RUNWAY SAFETY AREA (RSA). A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an nndershoot, overshoot, or excursion from the runway, in accordance with AC 150/5300-13.

11. TAXIWAY SAFETY AREA. A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway, in accordance with AC 150/5300-13.

12. THRESHOLD. The beginning of that portion of the runway available for landing. In some instances, the landing threshold may be displaced.

13. DISPLACED THRESHOLD. The portion of pavement behind a displaced threshold that may be available for takeoffs in either direction or landing from the opposite direction.

14. VISUAL GLIDE SLOPE INDICATOR (VGSI). This device provides a visual glide slope indicator to landing pilots. These systems include precision approach path indicators (PAPIs), visual approach slope indicators (VASIs), and pulse light approach slope indicators (PLASIs).

APPENDIX 3. AIRPORT CONSTRUCTION SAFETY PLANNING GUIDE

Aviation Safety Requirements During Construction

PURPOSE. *This appendix provides airport operators with boilerplate format and language for developing a safety plan for an airport construction project. Adapt this appendix, as applicable, to specific conditions found on the airport for which the plan is being developed. Consider including a copy of this safety plan in the construction drawings for easy access by contractor personnel. Plans should contain the following:*

1. GENERAL SAFETY REQUIREMENTS.

Throughout the construction project, the following safety and operational practices should be observed:

- Operational safety should be a standing agenda item during progress meetings throughout the construction project.
- The contractor and airport operator must perform onsite inspections throughout the project, with immediate remedy of any deficiencies, whether caused by negligence, oversight, or project scope change.
- Airport runways and taxiways should remain in use by aircraft to the maximum extent possible.
- Aircraft use of areas near the contractor's work should be controlled to minimize disturbance to the contractor's operation.
- Contractor, subcontractor, and supplier employees or any unauthorized persons must be restricted from entering an airport area that would be hazardous.
- Construction that is within the safety area of an active runway, taxiway, or apron that is performed under normal operational conditions must be performed when the runway, taxiway, or apron is closed or use-restricted and initiated only with prior permission from the airport operator.
- The contracting officer, airport operator, or other designated airport representative may order the contractor to suspend operations; move personnel, equipment, and materials to a safe location; and stand by until aircraft use is completed.

2. CONSTRUCTION MAINTENANCE AND FACILITIES MAINTENANCE.

Before beginning any construction activity, the contractor must, through the airport operator, give notice [using the Notice to Airmen (NOTAM) System] of proposed location, time, and date of commencement of construction. Upon completion of work and return of all such areas to standard conditions, the contractor must, through the airport operator, verify the cancellation of all notices issued via the NOTAM System. Throughout the duration of the construction project, the contractor must—

a. Be aware of and understand the safety problems and hazards described in AC 150/5370-2, *Operational Safety on Airports During Construction.*

b. Conduct activities so as not to violate any safety standards contained in AC 150/5370-2 or any of the references therein.

c. Inspect all construction and storage areas as often as necessary to be aware of conditions.

d. Promptly take all actions necessary to prevent or remedy any unsafe or potentially unsafe conditions as soon as they are discovered.

3. APPROACH CLEARANCE TO RUNWAYS.

Runway thresholds must provide an unobstructed approach surface over equipment and materials. (Refer to Appendix 2 in AC 150/5300-13, *Airport Design,* for guidance in this area.)

4. RUNWAY AND TAXIWAY SAFETY AREA (RSA AND TSA).

Limit construction to outside of the approved RSA, as shown on the approved airport layout plan—unless the runway is closed or restricted to aircraft operations, requiring a lesser standard RSA that is equal to the RSA available during construction (see AC 150/5370-2 for exceptions). Construction activity within the TSA is permissible when the taxiway is open to aircraft traffic if adequate wingtip clearance exists between the aircraft and equipment/material; evacuations, trenches, or other conditions are conspicuously marked and lighted; and local NOTAMs are in effect for the activity (see AC 150/5300-13 for wingtip clearance requirements). The NOTAM should state that, "personnel and equipment are working adjacent to Taxiway____."

a. Procedures for protecting runway edges.

- Limit construction to no closer than 200 feet (60m) from the runway centerline—unless the runway is closed or restricted to aircraft operations, requiring a lesser standard RSA

that is equal to the RSA available during construction.

- Prevent personnel, material, and/or equipment, as defined in AC 150/5300-13, Paragraph 306, "Obstacle Free Zone (OFZ)," from penetrating the OFZ.
- Coordinate construction activity with the Airport Traffic Control Tower (ATCT) and FAA Regional Airports Division Office or Airports District Office, and through the airport operator, issue an appropriate NOTAM.

Complete the following chart to determine the area that must be protected along the runway edges:

Runway	Aircraft Approach Category* A, B, C, or D	Airplane Design Group* I, II, III, or IV	RSA Width in Feet Divided by 2*
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

*See AC 150/5300-13, *Airport Design,* to complete the chart for a specific runway.

b. Procedures for protecting runway ends.

- Maintain the RSA from the runway threshold to a point at least the distance from the runway threshold as existed before construction activity—unless the runway is closed or restricted to aircraft operations, requiring an RSA that is equal to the RSA length available during construction in accordance with AC 150/5300-13. This may involve the use of declared distances and partial runway closures (see AC 150/5370-2 for exceptions).
- Ensure all personnel, materials, and/or equipment are clear of the applicable threshold siting criteria surface, as defined in Appendix 2, "Threshold Siting Requirements," of AC 150/5300-13.
- Prevent personnel, material, and/or equipment, as defined in AC 150/5300-13, from penetrating the obstacle-free zone.
- Ensure adequate distance for blast protection is provided, as needed.
- Coordinate construction activity with the ATCT and FAA Regional Airports Division Office or Airports District Office, and through the airport operator, issue an appropriate NOTAM.
- Provide a drawing showing the profile of the appropriate surfaces of each runway end where construction will take place. Where operations by turbojet aircraft are anticipated, review takeoff procedures and jet blast characteristics of aircraft and incorporate safety measures for construction workers in the contract documents.

Complete the following chart to determine the area that must be protected before the runway threshold:

Runway End Number	Airplane Design Group* I, II, III, or IV	Aircraft Approach Category* A, B, C, or D	Minimum Safety Area Prior to the Threshold*	Minimum Unobstructed Approach Slope
_____	_____	_____	_____: FEET	____: 1 to (threshold)
_____	_____	_____	_____: FEET	____: 1 to (threshold)
_____	_____	_____	_____: FEET	____: 1 to (threshold)
_____	_____	_____	_____: FEET	____: 1 to (threshold)

*See AC 150/5300-13, *Airport Design,* to complete the chart for a specific runway.

5. MARKING AND LIGHTING FOR TEMPORARY THRESHOLDS.

Marking and lighting for a temporary threshold is____/is not____ required. The airport owner or contractor, as specified in the contract, will furnish and maintain markings for temporary thresholds. Precision approach path indicators (PAPIs) or runway end identification lights (REIL) are____/are not____ required. The airport owner or contractor, as specified in the contract, will furnish and install all temporary lighting. Include appropriate items per AC 150/5370-2, Chapter 3, "Safety Standards and Guidelines." *If marking and lighting for the temporary threshold is not required, delete this section of the safety plan. If visual aids and/or markings are necessary, provide details. (Include applicable 14 CFR part 77 surfaces in the contract documents.)*

6. CLOSED RUNWAY MARKINGS AND LIGHTING.

The following must be specified for closed runways. Closed runway marking are ____/are not____ required. Closed runway markings will be as shown on the plans____/as furnished by the airport owner____/other____ (specify). Barricades, flagging, and flashers are____/are not____required at Taxiway____ and Runway____and will be supplied by the airport ____/other____(specify).

7. HAZARDOUS AREA MARKING AND LIGHTING.

Hazardous areas on the movement area will be marked with barricades, traffic cones, flags, or flashers (specify). These markings restrict access and make hazards obvious to aircraft, personnel, and vehicles. During periods of low visibility and at night, identify hazardous areas with red flashing or steady-burning lights (specify). The hazardous area marking and lighting will be supplied by the airport operator/contractor, as specified in the contract, and will be depicted on the plans.

8. TEMPORARY LIGHTING AND MARKING.

Airport markings, lighting, and/or signs will be altered in the following manner (specify) during the period from _____ to _____. The alterations are depicted on the plans.

9. VEHICLE OPERATION MARKING AND CONTROL.

Include the following provisions in the construction contract, and address them in the safety plans:

a. When any vehicle, other than one that has prior approval from the airport operator, must travel over any portion of an aircraft movement area, it will be escorted and properly identified. To operate in those areas during daylight hours, the vehicle must have a flag or beacon attached to it. Any vehicle operating on the movement areas during hours of darkness or reduced visibility must be equipped with a flashing dome-type light, the color of which is in accordance with local or state codes.

b. It may be desirable to clearly identify the vehicles for control purposes by either assigned initials or numbers that are prominently displayed on each side of the vehicle. The identification symbols should be at minimum 8-inch (20-cm) block-type characters of a contrasting color and easy to read. They may be applied either by using tape or a water-soluble paint to facilitate removal. Magnetic signs are also acceptable. In addition, vehicles must display identification media, as specified in the approved security plan. *(This section should be revised to conform to the airport operator's requirements.)*

c. Employee parking shall be _____ (specify location), as designated by the airport manager_____/ project engineer_____/other_____ (specify).

d. Access to the job site shall be via_____ (specify route), as shown on the plans_____/designated by the engineer_____/designated by the superintendent_____/designated by the airport manager_____/other_____ (specify).

e. At 14 CFR part 139 certificated and towered airports, all vehicle operators having access to the movement area must be familiar with airport procedures for the operation of ground vehicles and the consequences of noncompliance.

f. If the airport is certificated and/or has a security plan, the airport operator should check for guidance on the additional identification and control of construction equipment.

10. NAVIGATIONAL AIDS.

The contractor must not conduct any construction activity within navigational aid restricted areas without prior approval from the local FAA Airway Facilities sector representative. Navigational aids include instrument landing system components and very high-frequency omnidirectional range, airport surveillance radar. Such restricted areas are depicted on construction plans.

11. LIMITATIONS ON CONSTRUCTION.

Additional limitations on construction include—

a. Prohibiting open-flame welding or torch cutting operations unless adequate fire safety precautions are provided and these operations have been authorized by the airport operator *(as tailored to conform to local requirements and restrictions).*

b. Prominently marking open trenches, excavations, and stockpiled materials at the construction and lighting these obstacles during hours of restricted visibility and darkness.

c. Marking and lighting closed, deceptive, and hazardous areas on airports, as appropriate.

d. Constraining stockpiled material to prevent its movement as a result of the maximum anticipated aircraft blast and forecast wind conditions.

12. RADIO COMMUNICATIONS.

Vehicular traffic located in or crossing an active movement area must have a working two-way radio in contact with the control tower or be escorted by a person in radio contact with the tower. The driver, through personal observation, should confirm that no aircraft is approaching the vehicle position. Construction personnel may operate in a movement area without two-way radio communication provided a NOTAM is issued closing the area and the area is properly marked to prevent incursions. Two-way radio communications are ____/are not____required between contractors and the Airport Traffic Control Tower_____/FAA Flight Service Station_____/Airport Aeronautical Advisory Stations (UNICOM/CTAF)_____. Radio contact is _____/is not_____ required between the hours of ____and _____. Continuous monitoring is required _____/or is required only when equipment movement is necessary in certain areas_____. *(This section may be tailored to suit the specific vehicle and safety requirements of the airport sponsor.)*

13. DEBRIS.

Waste and loose material must not be placed in active movement areas. Materials tracked onto these areas must be removed continuously during the work project.

APPENDIX 4. SAMPLE NOTAM

_____ **AIRPORT**

FAA NOTAM # _____ **DATE:** _____
AIRPORT I.D. # _____ **TIME:** _____

NOTAM TEXT:

NOTIFICATON:

TOWER _____ _____ _____ _____
PHONE # INITIALS TIME CALLED IN BY

FSS _____ _____ _____ _____
PHONE # INITIALS TIME CALLED IN BY

AIRLINES

_____ _____
_____ _____
_____ _____

CANCELLED:
NOTIFICATON:

TOWER _____ _____ _____ _____
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Job Hazard Analysis

OSHA 3071
2002 (Revised)

OSHA
Occupational
Safety and Health
Administration

U.S. Department of Labor

Job Hazard Analysis

U.S. Department of Labor
Elaine L. Chao, Secretary

Occupational Safety and Health Administration
John L. Henshaw, Assistant Secretary

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Contents

Who needs to read this booklet?

This booklet is for employers, foremen, and supervisors, but we encourage employees to use the information as well to analyze their own jobs and recognize workplace hazards so they can report them to you. It explains what a job hazard analysis is and offers guidelines to help you conduct your own step-by-step analysis.

What is a hazard?

A hazard is the potential for harm. In practical terms, a hazard often is associated with a condition or activity that, if left uncontrolled, can result in an injury or illness. See Appendix 2 for a list of common hazards and descriptions. Identifying hazards and eliminating or controlling them as early as possible will help prevent injuries and illnesses.

What is a job hazard analysis?

A job hazard analysis is a technique that focuses on job tasks as a way to identify hazards before they occur. It focuses on the relationship between the worker, the task, the tools, and the work environment. Ideally, after you identify uncontrolled hazards, you will take steps to eliminate or reduce them to an acceptable risk level.

Why is job hazard analysis important?

Many workers are injured and killed at the workplace every day in the United States. Safety and health can add value to your business, your job, and your life. You can help prevent workplace injuries and illnesses by looking at your workplace operations, establishing proper job procedures, and ensuring that all employees are trained properly.

One of the best ways to determine and establish proper work procedures is to conduct a job hazard analysis. A job hazard analysis is one component of the larger commitment of a safety and health management system. (See page 15 for more information on safety and health management systems.)

What is the value of a job hazard analysis?

Supervisors can use the findings of a job hazard analysis to eliminate and prevent hazards in their workplaces. This is likely to result in fewer worker injuries and illnesses; safer, more effective work methods; reduced workers' compensation costs; and increased worker productivity. The analysis also can be a valuable tool for training new employees in the steps required to perform their jobs safely.

For a job hazard analysis to be effective, management must demonstrate its commitment to safety and health and follow through to correct any uncontrolled hazards identified. Otherwise, management will lose credibility and employees may hesitate to go to management when dangerous conditions threaten them.

What jobs are appropriate for a job hazard analysis?

A job hazard analysis can be conducted on many jobs in your workplace. Priority should go to the following types of jobs:

- Jobs with the highest injury or illness rates;
- Jobs with the potential to cause severe or disabling injuries or illness, even if there is no history of previous accidents;
- Jobs in which one simple human error could lead to a severe accident or injury;
- Jobs that are new to your operation or have undergone changes in processes and procedures; and
- Jobs complex enough to require written instructions.

Where do I begin?

1. **Involve your employees.** It is very important to involve your employees in the hazard analysis process. They have a unique understanding of the job, and this knowledge is invaluable for finding hazards. Involving employees will help minimize oversights, ensure a quality analysis, and get workers to "buy in" to the solutions because they will share ownership in their safety and health program.

2. **Review your accident history.** Review with your employees your worksite's history of accidents and occupational illnesses that needed treatment, losses that required repair or replacement, and any "near misses" — events in which an accident or loss did not occur,
but could have. These events are indicators that the existing hazard controls (if any) may not be adequate and deserve more scrutiny.

3. **Conduct a preliminary job review.** Discuss with your employees the hazards they know exist in their current work and surroundings. Brainstorm with them for ideas to eliminate or control those hazards.

   If any hazards exist that pose an immediate danger to an employee's life or health, take immediate action to protect the worker. Any problems that can be corrected easily should be corrected as soon as possible. Do not wait to complete your job hazard analysis. This will demonstrate your commitment to safety and health and enable you to focus on the hazards and jobs that need more study because of their complexity. For those hazards determined to present unacceptable risks, evaluate types of hazard controls. More information about hazard controls is found in Appendix 1.

4. **List, rank, and set priorities for hazardous jobs.** List jobs with hazards that present unacceptable risks, based on those most likely to occur and with the most severe consequences. These jobs should be your first priority for analysis.

5. **Outline the steps or tasks.** Nearly every job can be broken down into job tasks or steps. When beginning a job hazard analysis, watch the employee perform the job and list each step as the worker takes it. Be sure to record enough information to describe each job action without getting overly detailed. Avoid making the breakdown of steps so detailed that it becomes unnecessarily long or so broad that it does not include basic steps. You may find it valuable to get input from other workers who have performed the same job. Later, review the job steps with the employee to make sure you have not omitted something. Point out that you are evaluating the job itself, not the employee's job performance. Include the employee in all phases of the analysis—from reviewing the job steps and procedures to discussing uncontrolled hazards and recommended solutions.

   Sometimes, in conducting a job hazard analysis, it may be helpful to photograph or videotape the worker performing the job. These visual records can be handy references when doing a more detailed analysis of the work.

How do I identify workplace hazards?

A job hazard analysis is an exercise in detective work. Your goal is to discover the following:

- What can go wrong?
- What are the consequences?
- How could it arise?
- What are other contributing factors?
- How likely is it that the hazard will occur?

To make your job hazard analysis useful, document the answers to these questions in a consistent manner. Describing a hazard in this way helps to ensure that your efforts to eliminate the hazard and implement hazard controls help target the most important contributors to the hazard.

Good hazard scenarios describe:

- Where it is happening (environment),
- Who or what it is happening to (exposure),
- What precipitates the hazard (trigger),
- The outcome that would occur should it happen (consequence), and
- Any other contributing factors.

A sample form found in Appendix 3 helps you organize your information to provide these details.

Rarely is a hazard a simple case of one singular cause resulting in one singular effect. More frequently, many

contributing factors tend to line up in a certain way to create the hazard. Here is an example of a hazard scenario:

> *In the metal shop (environment), while clearing a snag (trigger), a worker's hand (exposure) comes into contact with a rotating pulley. It pulls his hand into the machine and severs his fingers (consequences) quickly.*

To perform a job hazard analysis, you would ask:

- **What can go wrong?** The worker's hand could come into contact with a rotating object that "catches" it and pulls it into the machine.
- **What are the consequences?** The worker could receive a severe injury and lose fingers and hands.
- **How could it happen?** The accident could happen as a result of the worker trying to clear a snag during operations or as part of a maintenance activity while the pulley is operating. Obviously, this hazard scenario could not occur if the pulley is not rotating.
- **What are other contributing factors?** This hazard occurs very quickly. It does not give the worker much opportunity to recover or prevent it once his hand comes into contact with the pulley. This is an important factor, because it helps you determine the severity and likelihood of an accident when selecting appropriate hazard controls. Unfortunately, experience has shown that training is not very effective in hazard control when triggering events happen quickly because humans can react only so quickly.

- **How likely is it that the hazard will occur?** This determination requires some judgment. If there have been "near-misses" or actual cases, then the likelihood of a recurrence would be considered high. If the pulley is exposed and easily accessible, that also is a consideration. In the example, the likelihood that the hazard will occur is high because there is no guard preventing contact, and the operation is performed while the machine is running. By following the steps in this example, you can organize your hazard analysis activities.

The examples that follow show how a job hazard analysis can be used to identify the existing or potential hazards for each basic step involved in grinding iron castings.

Grinding Iron Castings: Job Steps

Step 1. Reach into metal box to right of machine, grasp casting, and carry to wheel.

Step 2. Push casting against wheel to grind off burr.

Step 3. Place finished casting in box to left of machine.

Example Job Hazard Analysis Form

Job Location: Metal Shop	***Analyst***: Joe Safety	***Date:***
Task Description: Worker reaches into metal box to the right of the machine, grasps a 15-pound casting and carries it to grinding wheel. Worker grinds 20 to 30 castings per hour.		
Hazard Description: Picking up a casting, the employee could drop it onto his foot. The casting's weight and height could seriously injure the worker's foot or toes.		
Hazard Controls: 1. Remove castings from the box and place them on a table next to the grinder. 2. Wear steel-toe shoes with arch protection. 3. Change protective gloves that allow a better grip. 4. Use a device to pick up castings.		

***Job Location*:** Metal Shop	***Analyst*:** Joe Safety	***Date:***
***Task Description*:** Worker reaches into metal box to the right of the machine, grasps a 15-pound casting and carries it to grinding wheel. Worker grinds 20 to 30 castings per hour.		
***Hazard Description*:** Castings have sharp burrs and edges that can cause severe lacerations.		
Hazard Controls: 1. Use a device such as a clamp to pick up castings. 2. Wear cut-resistant gloves that allow a good grip and fit tightly to minimize the chance that they will get caught in grinding wheel.		

***Job Location*:** Metal Shop	***Analyst*:** Joe Safety	***Date:***
***Task Description*:** Worker reaches into metal box to the right of the machine, grasps a 15-pound casting and carries it to grinding wheel. Worker grinds 20 to 30 castings per hour.		
***Hazard Description*:** Reaching, twisting, and lifting 15-pound castings from the floor could result in a muscle strain to the lower back.		
Hazard Controls: 1. Move castings from the ground and place them closer to the work zone to minimize lifting. Ideally, place them at waist height or on an adjustable platform or pallet. 2. Train workers not to twist while lifting and reconfigure work stations to minimize twisting during lifts.		

Repeat similar forms for each job step.

How do I correct or prevent hazards?

After reviewing your list of hazards with the employee, consider what control methods will eliminate or reduce them. For more information on hazard control measures, see Appendix 1. The most effective controls are engineering controls that physically change a machine or work environment to prevent employee exposure to the hazard. The more reliable or less likely a hazard control can be circumvented, the better. If this is not feasible, administrative controls may be appropriate. This may involve changing how employees do their jobs.

Discuss your recommendations with all employees who perform the job and consider their responses carefully. If you plan to introduce new or modified job procedures, be sure they understand what they are required to do and the reasons for the changes.

What else do I need to know before starting a job hazard analysis?

The job procedures discussed in this booklet are for illustration only and do not necessarily include all the steps, hazards, and protections that apply to your industry. When conducting your own job safety analysis, be sure to consult the Occupational Safety and Health Administration standards for your industry. Compliance with these standards is mandatory, and by incorporating their requirements in your job hazard analysis, you can be sure that your health and safety program meets federal standards. OSHA standards, regulations, and technical information are available online at www.osha.gov.

Twenty-four states and two territories operate their own OSHA-approved safety and health programs and may have standards that differ slightly from federal requirements. Employers in those states should check with the appropriate state agency for more information. A list of applicable states and territories and contact information is provided on page 32.

Why should I review my job hazard analysis?

Periodically reviewing your job hazard analysis ensures that it remains current and continues to help reduce workplace accidents and injuries. Even if the job has not changed, it is possible that during the review process you will identify hazards that were not identified in the initial analysis.

It is particularly important to review your job hazard analysis if an illness or injury occurs on a specific job. Based on the circumstances, you may determine that you need to change the job procedure to prevent similar incidents in the future. If an employee's failure to follow proper job procedures results in a "close call," discuss the situation with all employees who perform the job and remind them of proper procedures. Any time you revise a job hazard analysis, it is important to train all employees affected by the changes in the new job methods, procedures, or protective measures adopted.

When is it appropriate to hire a professional to conduct a job hazard analysis?

If your employees are involved in many different or complex processes, you need professional help conducting your job hazard analyses. Sources of help include your insurance company, the local fire department, and private consultants with safety and health expertise. In addition, OSHA offers assistance through its regional and area offices and consultation services. Contact numbers are listed at the back of this publication.

Even when you receive outside help, it is important that you and your employees remain involved in the process of identifying and correcting hazards because you are on the worksite every day and most likely to encounter these hazards. New circumstances and a recombination of existing circumstances may cause old hazards to reappear and new hazards to appear. In addition, you and your employees must be ready and able to implement whatever hazard elimination or control measures a professional consultant recommends.

OSHA Assistance, Services, and Programs

How can OSHA help me?

OSHA can provide extensive help through a variety of programs, including assistance about safety and health programs, state plans, workplace consultations, Voluntary Protection Programs, strategic partnerships, training and education, and more.

How does safety and health program management assistance help employers and employees?

Effective management of worker safety and health protection is a decisive factor in reducing the extent and severity of work-related injuries and illnesses and their related costs. In fact, an effective safety and health program forms the basis of good worker protection and can save time and money—about $4 for every dollar spent—and increase productivity.

To assist employers and employees in developing effective safety and health systems, OSHA published recommended *Safety and Health Program Management Guidelines*, (*Federal Register* 54(18):3908–3916, January 26, 1989). These voluntary guidelines can be applied to all worksites covered by OSHA.

The guidelines identify four general elements that are critical to the development of a successful safety and health management program:

- Management leadership and employee involvement;
- Worksite analysis;
- Hazard prevention and control; and
- Safety and health training.

The guidelines recommend specific actions under each of these general elements to achieve an effective safety and health program. The *Federal Register* notice is available online at www.osha.gov.

What are state plans?

State plans are OSHA-approved job safety and health programs operated by individual states or territories instead of Federal OSHA. The *Occupational Safety and Health Act of 1970* (*OSH Act)* encourages states to develop and operate their own job safety and health plans and permits state enforcement of OSHA standards if the state has an approved plan. Once OSHA approves a state plan, it funds 50 percent of the program's operating costs. State plans must provide standards and enforcement programs, as well as voluntary compliance activities, that are at least as effective as those of Federal OSHA.

There are 26 state plans: 23 cover both private and public (state and local government) employment, and 3 (Connecticut, New Jersey, and New York) cover only the public sector. For more information on state plans, see the listing at the end of this publication, or visit OSHA's website at www.osha.gov.

How can consultation assistance help employers?

In addition to helping employers identify and correct specific hazards, OSHA's consultation service provides free, onsite assistance in developing and implementing effective workplace safety and health management systems that emphasize the prevention of worker injuries and illnesses.

Comprehensive consultation assistance provided by OSHA includes a hazard survey of the worksite and an appraisal of all aspects of the employer's existing safety and health management system. In addition, the service offers assistance to employers in developing and implementing an effective safety and health management system. Employers also may receive training and education services, as well as limited assistance away from the worksite.

Who can get consultation assistance and what does it cost?

Consultation assistance is available to small employers (with fewer than 250 employees at a fixed site and no more than 500 corporatewide) who want help in establishing and maintaining a safe and healthful workplace.

Funded largely by OSHA, the service is provided at no cost to the employer. Primarily developed for smaller employers with more hazardous operations, the consultation service is delivered by state governments employing professional safety and health consultants. No penalties are proposed or citations issued for hazards identified by the consultant. The employer's only obligation is to correct all identified serious hazards within the agreed-upon correction time frame.

Can OSHA assure privacy to an employer who asks for consultation assistance?

OSHA provides consultation assistance to the employer with the assurance that his or her name and firm and any information about the workplace will not be routinely reported to OSHA enforcement staff.

Can an employer be cited for violations after receiving consultation assistance?

If an employer fails to eliminate or control a serious hazard within the agreed-upon time frame, the Consultation Project Manager must refer the situation to the OSHA enforcement office for appropriate action. This is a rare occurrence, however, since employers request the service for the expressed purpose of identifying and fixing hazards in their workplaces.

Does OSHA provide any incentives for seeking consultation assistance?

Yes. Under the consultation program, certain exemplary employers may request participation in OSHA's Safety and Health Achievement Recognition Program (SHARP). Eligibility for participation in SHARP includes, but is not limited to, receiving a full-service, comprehensive consultation visit, correcting all identified hazards, and developing an effective safety and health management system.

Employers accepted into SHARP may receive an exemption from programmed inspections (not complaint or accident investigation inspections) for a period of 1 year initially, or 2 years upon renewal.

For more information concerning consultation assistance, see the list of consultation offices beginning on page 36, contact your regional or area OSHA office, or visit OSHA's website at www.osha.gov.

What are the Voluntary Protection Programs?

Voluntary Protection Programs (VPPs) represent one part of OSHA's effort to extend worker protection beyond the minimum required by OSHA standards. VPP—along with onsite consultation services, full-service area offices,

and OSHA's Strategic Partnership Program (OSPP)—represents a cooperative approach which, when coupled with an effective enforcement program, expands worker protection to help meet the goals of the *OSH Act*.

How does VPP work?

There are three levels of VPP recognition: Star, Merit, and Demonstration. All are designed to do the following:

- Recognize employers who have successfully developed and implemented effective and comprehensive safety and health management systems;
- Encourage these employers to continuously improve their safety and health management systems;
- Motivate other employers to achieve excellent safety and health results in the same outstanding way; and
- Establish a relationship between employers, employees, and OSHA that is based on cooperation.

How does VPP help employers and employees?

VPP participation can mean the following:

- Reduced numbers of worker fatalities, injuries, and illnesses;
- Lost-workday case rates generally 50 percent below industry averages;
- Lower workers' compensation and other injury- and illness-related costs;
- Improved employee motivation to work safely, leading to a better quality of life at work;
- Positive community recognition and interaction;

- Further improvement and revitalization of already-good safety and health programs; and a
- Positive relationship with OSHA.

How does OSHA monitor VPP sites?

OSHA reviews an employer's VPP application and conducts a VPP Onsite Evaluation to verify that the safety and health management systems described are operating effectively at the site. OSHA conducts Onsite Evaluations on a regular basis, annually for participants at the Demonstration level, every 18 months for Merit, and every 3 to 5 years for Star. Each February, all participants must send a copy of their most recent Annual Evaluation to their OSHA regional office. This evaluation must include the worksite's record of injuries and illnesses for the past year.

Can OSHA inspect an employer who is participating in the VPP?

Sites participating in VPP are not scheduled for regular, programmed inspections. OSHA handles any employee complaints, serious accidents, or significant chemical releases that may occur at VPP sites according to routine enforcement procedures.

Additional information on VPP is available from OSHA national, regional, and area offices, listed beginning on page 27. Also, see **Outreach** at OSHA's website at www.osha.gov.

How can a partnership with OSHA improve worker safety and health?

OSHA has learned firsthand that voluntary, cooperative partnerships with employers, employees, and unions can be a useful alternative to traditional enforcement and an effective way to reduce worker deaths, injuries, and illnesses. This is especially true when a partnership leads to the development and implementation of a comprehensive workplace safety and health management system.

What is OSHA's Strategic Partnership Program (OSPP)?

OSHA Strategic Partnerships are alliances among labor, management, and government to foster improvements in workplace safety and health. These partnerships are voluntary, cooperative relationships between OSHA, employers, employee representatives, and others such as trade unions, trade and professional associations, universities, and other government agencies. OSPPs are the newest member of OSHA's family of cooperative programs.

What do OSPPs do?

These partnerships encourage, assist, and recognize the efforts of the partners to eliminate serious workplace hazards and achieve a high level of worker safety and health. Whereas OSHA's Consultation Program and VPP entail one-on-one relationships between OSHA and individual worksites, most strategic partnerships seek to have a broader impact by building cooperative relationships with groups of employers and employees.

What are the different kinds of OSPPs?

There are two major types:

- Comprehensive, which focuses on establishing comprehensive safety and health management systems at partnering worksites; and
- Limited, which helps identify and eliminate hazards associated with worker deaths, injuries, and illnesses, or have goals other than establishing comprehensive worksite safety and health programs.

OSHA is interested in creating new OSPPs at the national, regional, and local levels. OSHA also has found limited partnerships to be valuable. Limited partnerships might address the elimination or control of a specific industry hazard.

What are the benefits of participation in the OSPP?

Like VPP, OSPP can mean the following:

- Fewer worker fatalities, injuries, and illnesses;
- Lower workers' compensation and other injury- and illness-related costs;
- Improved employee motivation to work safely, leading to a better quality of life at work and enhanced productivity;

- Positive community recognition and interaction;
- Development of or improvement in safety and health management systems; and
- Positive interaction with OSHA.

For more information about this program, contact your nearest OSHA office or go to the agency website at www.osha.gov.

Does OSHA have occupational safety and health training for employers and employees?

Yes. The OSHA Training Institute in Des Plaines, IL, provides basic and advanced training and education in safety and health for federal and state compliance officers, state consultants, other federal agency personnel, and private-sector employers, employees, and their representatives.

Institute courses cover diverse safety and health topics including electrical hazards, machine guarding, personal protective equipment, ventilation, and ergonomics. The facility includes classrooms, laboratories, a library, and an audiovisual unit. The laboratories contain various demonstrations and equipment, such as power presses, woodworking and welding shops, a complete industrial ventilation unit, and a sound demonstration laboratory. More than 57 courses dealing with subjects such as safety and health in the construction industry and methods of compliance with OSHA standards are available for personnel in the private sector.

In addition, OSHA's 73 area offices are full-service centers offering a variety of informational services such as personnel for speaking engagements, publications, audiovisual aids on workplace hazards, and technical advice.

Does OSHA give money to organizations for training and education?

OSHA awards grants through its Susan Harwood Training Grant Program to nonprofit organizations to provide safety and health training and education to employers and workers in the workplace. The grants focus on programs that will educate workers and employers in small business (fewer than 250 employees), train workers and employers about new OSHA standards or high-risk activities or hazards. Grants are awarded for 1 year and may be renewed for an additional 12 months depending on whether the grantee has performed satisfactorily.

OSHA expects each organization awarded a grant to develop a training and/or education program that addresses a safety and health topic named by OSHA, recruit workers and employers for the training, and conduct the training. Grantees are also expected to follow-up with people who have been trained to find out what changes were made to reduce the hazards in their workplaces as a result of the training.

Each year OSHA has a national competition that is announced in the *Federal Register* and on the Internet at www.osha-slc.gov/Training/sharwood/sharwood.html. If you do not have access to the Internet, you can contact the OSHA Office of Training and Education, 1555 Times Drive, Des Plaines, IL 60018, (847) 297–4810, for more information.

Does OSHA have other assistance materials available?

Yes. OSHA has a variety of materials and tools available on its website at www.osha.gov. These include eTools, Expert Advisors, Electronic Compliance Assistance Tools (e-CATs), Technical Links, regulations, directives, publications, videos, and other information for employers and employees. OSHA's software programs and compliance assistance tools walk you through challenging safety and health issues and common problems to find the best solutions for your workplace. OSHA's comprehensive publications program includes more than 100 titles to help you understand OSHA requirements and programs.

OSHA's CD-ROM includes standards, interpretations, directives, and more and can be purchased on CD-ROM from the U.S. Government Printing Office. To order, write to the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402, or phone (202) 512–1800. Specify *OSHA Regulations, Documents and Technical Information on CD-ROM (ORDT)*, GPO Order No. S/N 729-013-00000-5.

What other publications does OSHA offer?

OSHA offers more than 100 documents, including brochures, fact sheets, posters, pocket cards, flyers, technical documents, and a quarterly magazine. These documents are available online at www.osha.gov or by calling (202) 693–1888.

What do I do in case of an emergency or if I need to file a complaint?

To report an emergency, file a complaint, or seek OSHA advice, assistance, or products, call (800) 321–OSHA or contact your nearest OSHA regional or area office listed beginning on page 27. The teletypewriter (TTY) number is (877) 889–5627.

You can also file a complaint online and obtain more information on OSHA federal and state programs by visiting OSHA's website at www.osha.gov.

For more information on grants, training, and education, write: OSHA Training Institute, Office of Training and Education, 1555 Times Drive, Des Plaines, IL 60018; call (847) 297–4810; or see Outreach on OSHA's website at www.osha.gov.

OSHA Regional and Area Offices

OSHA Regional Offices

Region I
(CT,* ME, MA, NH, RI, VT*)
JFK Federal Building, Room E340
Boston, MA 02203
(617) 565–9860

Region II
(NJ,* NY,* PR,* VI*)
201 Varick Street, Room 670
New York, NY 10014
(212) 337–2378

Region III
(DE, DC, MD,* PA,* VA,* WV)
The Curtis Center
170 S. Independence Mall West
Suite 740 West
Philadelphia, PA 19106-3309
(215) 861–4900

Region IV
(AL, FL, GA, KY,* MS, NC,* SC,* TN*)
Atlanta Federal Center
61 Forsyth Street, SW, Room 6T50
Atlanta, GA 30303
(404) 562–2300

Region V
(IL, IN,* MI,* MN,* OH, WI)
230 South Dearborn Street
Room 3244
Chicago, IL 60604
(312) 353–2220

Region VI
(AR, LA, NM,* OK, TX)
525 Griffin Street, Room 602
Dallas, TX 75202
(214) 767–4731 or 4736 x224

Region VII
(IA,* KS, MO, NE)
City Center Square
1100 Main Street, Suite 800
Kansas City, MO 64105
(816) 426–5861

Region VIII
(CO, MT, ND, SD, UT,* WY*)
1999 Broadway, Suite 1690
Denver, CO 80202-5716
(303) 844–1600

Region IX
(American Samoa, AZ,* CA,* HI, NV,* Northern Mariana Islands)
71 Stevenson Street, Room 420
San Francisco, CA 94105
(415) 975–4310

Region X
(AK,* ID, OR,* WA*)
1111 Third Avenue, Suite 715
Seattle, WA 98101-3212
(206) 553–5930

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*These states and territories operate their own OSHA-approved job safety and health programs (Connecticut, New Jersey and New York plans cover public employees only). States with approved programs must have a standard that is identical to, or at least as effective as, the federal standard.

OSHA Area Offices

Birmingham, AL
(205) 731–1534

Mobile, AL
(251) 441–6131

Anchorage, AK
(907) 271–5152

Little Rock, AR
(501) 324–6291(5818)

Phoenix, AZ
(602) 640–2348

San Diego, CA
(619) 557–5909

Sacramento, CA
(916) 566–7471

Denver, CO
(303) 844–5285

Greenwood Village, CO
(303) 843–4500

Bridgeport, CT
(203) 579–5581

Hartford, CT
(860) 240–3152

Wilmington, DE
(302) 573–6518

Fort Lauderdale, FL
(954) 424–0242

Jacksonville, FL
(904) 232–2895

Tampa, FL
(813) 626–1177

Savannah, GA
(912) 652–4393

Smyrna, GA
(770) 984–8700

Tucker, GA
(770) 493–6644/6742/8419

Des Moines, IA
(515) 284–4794

Boise, ID
(208) 321–2960

Calumet City, IL
(708) 891–3800

Des Plaines, IL
(847) 803–4800

Fairview Heights, IL
(618) 632–8612

North Aurora, IL
(630) 896–8700

Peoria, IL
(309) 671–7033

Indianapolis, IN
(317) 226–7290

Wichita, KS
(316) 269–6644

Frankfort, KY
(502) 227–7024

Baton Rouge, LA
(225) 389–0474 (0431)

Braintree, MA
(617) 565–6924

Methuen, MA
(617) 565–8110

Springfield, MA
(413) 785–0123

Linthicum, MD
(410) 865–2055/2056

Bangor, ME
(207) 941–8177

Portland, ME
(207) 780–3178

August, ME
(207) 622–8417

Lansing, MI
(517) 327–0904

Minneapolis, MN
(612) 664–5460

Kansas City, MO
(816) 483–9531

St. Louis, MO
(314) 425–4249

Jackson, MS
(601) 965–4606

Billings, MT
(406) 247–7494

Raleigh, NC
(919) 856–4770

Omaha, NE
(402) 221–3182

Bismark, ND
(701) 250–4521

Concord, NH
(603) 225–1629

Avenel, NJ
(732) 750–3270

Hasbrouck Heights, NJ
(201) 288–1700

Marlton, NJ
(856) 757–5181

Parsippany, NJ
(973) 263–1003

Carson City, NV
(775) 885–6963

Albany, NY
(518) 464–4338

Bayside, NY
(718) 279–9060

Bowmansville, NY
(716) 684–3891

New York, NY
(212) 337–2636

North Syracuse, NY
(315) 451–0808

Tarrytown, NY
(914) 524–7510

Westbury, NY
(516) 334–3344

Cincinnati, OH
(513) 841–4132

Cleveland, OH
(216) 522–3818

Columbus, OH
(614) 469–5582

Toledo, OH
(419) 259–7542

Oklahoma City, OK
(405) 278–9560

Portland, OR
(503) 326–2251

Allentown, PA
(610) 776–0592

Erie, PA
(814) 833–5758

Harrisburg, PA
(717) 782–3902

Philadelphia, PA
(215) 597–4955

Pittsburgh, PA
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(361) 888–3420

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(214) 320–2400 (2558)

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OSHA-Approved Safety and Health Plans

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FAX: (787) 767–6051

Deputy Director for Occupational Safety and Health
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Cheyenne, WY
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Appendices

Appendix 1
Hazard Control Measures

Information obtained from a job hazard analysis is useless unless hazard control measures recommended in the analysis are incorporated into the tasks. Managers should recognize that not all hazard controls are equal. Some are more effective than others at reducing the risk.

The order of precedence and effectiveness of hazard control is the following:

1. Engineering controls.
2. Administrative controls.
3. Personal protective equipment.

Engineering controls include the following:

- Elimination/minimization of the hazard—Designing the facility, equipment, or process to remove the hazard, or substituting processes, equipment, materials, or other factors to lessen the hazard;
- Enclosure of the hazard using enclosed cabs, enclosures for noisy equipment, or other means;
- Isolation of the hazard with interlocks, machine guards, blast shields, welding curtains, or other means; and
- Removal or redirection of the hazard such as with local and exhaust ventilation.

Administrative controls include the following:

- Written operating procedures, work permits, and safe work practices;
- Exposure time limitations (used most commonly to control temperature extremes and ergonomic hazards);
- Monitoring the use of highly hazardous materials;
- Alarms, signs, and warnings;
- Buddy system; and
- Training.

Personal Protective Equipment—such as respirators, hearing protection, protective clothing, safety glasses, and hardhats—is acceptable as a control method in the following circumstances:

- When engineering controls are not feasible or do not totally eliminate the hazard;
- While engineering controls are being developed;
- When safe work practices do not provide sufficient additional protection; and
- During emergencies when engineering controls may not be feasible.

Use of one hazard control method over another higher in the control precedence may be appropriate for providing interim protection until the hazard is abated permanently. In reality, if the hazard cannot be eliminated entirely, the adopted control measures will likely be a combination of all three items instituted simultaneously.

Appendix 2
Common Hazards and Descriptions

Hazards	Hazard Descriptions
Chemical (Toxic)	A chemical that exposes a person by absorption through the skin, inhalation, or through the blood stream that causes illness, disease, or death. The amount of chemical exposure is critical in determining hazardous effects. Check Material Safety Data Sheets (MSDS), and/or OSHA 1910.1000 for chemical hazard information.
Chemical (Flammable)	A chemical that, when exposed to a heat ignition source, results in combustion. Typically, the lower a chemical's flash point and boiling point, the more flammable the chemical. Check MSDS for flammability information.
Chemical (Corrosive)	A chemical that, when it comes into contact with skin, metal, or other materials, damages the materials. Acids and bases are examples of corrosives.
Explosion (Chemical Reaction)	Self explanatory.
Explosion (Over Pressurization)	Sudden and violent release of a large amount of gas/energy due to a significant pressure difference such as rupture in a boiler or compressed gas cylinder.
Electrical (Shock/ Short Circuit)	Contact with exposed conductors or a device that is incorrectly or inadvertently grounded, such as when a metal ladder comes into contact with power lines. 60Hz alternating current (common house current) is very dangerous because it can stop the heart.

Hazards	Hazard Descriptions
Electrical (Fire)	Use of electrical power that results in electrical overheating or arcing to the point of combustion or ignition of flammables, or electrical component damage.
Electrical (Static/ESD)	The moving or rubbing of wool, nylon, other synthetic fibers, and even flowing liquids can generate static electricity. This creates an excess or deficiency of electrons on the surface of material that discharges (spark) to the ground resulting in the ignition of flammables or damage to electronics or the body's nervous system.
Electrical (Loss of Power)	Safety-critical equipment failure as a result of loss of power.
Ergonomics (Strain)	Damage of tissue due to overexertion (strains and sprains) or repetitive motion.
Ergonomics (Human Error)	A system design, procedure, or equipment that is error-provocative. (A switch goes up to turn something off).
Excavation (Collapse)	Soil collapse in a trench or excavation as a result of improper or inadequate shoring. Soil type is critical in determining the hazard likelihood.
Fall (Slip, Trip)	Conditions that result in falls (impacts) from height or traditional walking surfaces (such as slippery floors, poor housekeeping, uneven walking surfaces, exposed ledges, etc.)
Fire/Heat	Temperatures that can cause burns to the skin or damage to other organs. Fires require a heat source, fuel, and oxygen.
Mechanical/ Vibration (Chaffing/ Fatigue)	Vibration that can cause damage to nerve endings, or material fatigue that results in a safety-critical failure. (Examples are abraded slings and ropes, weakened hoses and belts.)

Hazards	Hazard Descriptions
Mechanical Failure	Self explanatory; typically occurs when devices exceed designed capacity or are inadequately maintained.
Mechanical	Skin, muscle, or body part exposed to crushing, caught-between, cutting, tearing, shearing items or equipment.
Noise	Noise levels (>85 dBA 8 hr TWA) that result in hearing damage or inability to communicate safety-critical information.
Radiation (Ionizing)	Alpha, Beta, Gamma, neutral particles, and X-rays that cause injury (tissue damage) by ionization of cellular components.
Radiation (Non-Ionizing)	Ultraviolet, visible light, infrared, and microwaves that cause injury to tissue by thermal or photochemical means.
Struck By (Mass Acceleration)	Accelerated mass that strikes the body causing injury or death. (Examples are falling objects and projectiles.)
Struck Against	Injury to a body part as a result of coming into contact of a surface in which action was initiated by the person. (An example is when a screwdriver slips.)
Temperature Extreme (Heat/Cold)	Temperatures that result in heat stress, exhaustion, or metabolic slow down such as hypothermia.
Visibility	Lack of lighting or obstructed vision that results in an error or other hazard.
Weather Phenomena (Snow/Rain/ Wind/Ice)	Self explanatory.

Appendix 3
Sample Job Hazard Analysis Form

Job Title:	*Job Location*:	*Analyst*	*Date*
Task #	*Task Description*:		
Hazard Type:	*Hazard Description*:		
Consequence:	*Hazard Controls*:		
Rational or Comment:			

Occupational Safety and Health Administration

U.S. Department of Labor

Los Angeles World Airports
AIRPORT DEVELOPMENT GROUP

CONSTRUCTION SAFETY INSPECTION REPORT

PLEASE NOTE: Fill this form out electronically. In order to "SAVE", ***please PRINT to PDF***.

CONTRACTOR : _____

CONTRACT NO. : _____

ITEM NUMBER	SAFETY VIOLATIONS	REFERENCE	CONTRACTOR'S CORRECTIVE ACTION	DATE ITEM CORRECTED

REPORT PREPARED BY : _____
(PLEASE PRINT)

TITLE : _____

SIGNATURE : _____

DATE : _____

CONTRACTOR PROJECT MANAGER

SIGNATURE : _____ DATE : _____

CONSTRUCTION MANAGER : _____

SIGNATURE : _____ DATE : _____

ORIGINAL: CM PROJECT FILE

CC: PROJECT SAFETY MANAGER CONTRACTOR PROJECT MANAGER CONSTRUCTION MANAGER

Los Angeles World Airports
AIRPORT DEVELOPMENT GROUP

SAFE CLEARANCE SCHEDULE

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AIRPORT	
RECORD NUMBER	DATE
ISSUED BY	TIME AM PM
PERSON RECEIVING CLEARANCE	

LINE EQUIPMENT INVOLVED:
DETAILS

TIME COMPLETED AM PM
PERSON GRANTING CLEARANCE NAME
PERSON GRANTING CLEANANCE SIGNATURE

Los Angeles World Airports
AIRPORT DEVELOPMENT GROUP

SAFE CLEARANCE LOG

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SAFE CLEARANCE NUMBER	DATE OF REQUEST	DATE(S) OF OUTAGES	REQUESTOR	STATUS

Los Angeles World Airports
AIRPORTS DEVELOPMENT GROUP

CONSTRUCTION SAFETY VIOLATION REPORT

PLEASE NOTE: Fill this form out electronically. In order to "SAVE", ***please PRINT to PDF***.

TO: _____ **ATTENTION:** _____

JOB TITLE: _____ **CONTRACTOR :** _____

VIOLATION NUMBER: _____

You are directed to comply with contract documents as follows:

_____

_____

_____

_____

_____

_____

_____

THE SPECIFIC RECORD DOCUMENT(S) RELATED TO THESE CONDITIONS OR INSTRUCTION ARE LISTED BELOW.

_____

_____

_____

_____

ISSUED ON: _____ **at** _____ **REVIEWED BY:** _____
(DATE) (TIME) SENIOR INSPECTOR

ISSUED BY: _____ _____
INSPECTOR'S SIGNATURE INSPECTOR'S PRINTED NAME

FOLLOW-UP: _____
DATE AND ITEM CORRECTED

CONTRACTOR'S CORRECTION ACTION : _____

_____

_____

CONTRACTOR PROJECT MANAGER SIGNATURE: _____

CC: Construction Manager, Contractor, ADG Program Safety Manager, OCIP

U.S. Department of Transportation

Federal Aviation Administration

Advisory Circular

Subject: Operational Safety on Airports During Construction	**Date:** 9/29/11 **Initiated by:** AAS-100	**AC No:** 150/5370-2F

1. Purpose. This AC sets forth guidelines for operational safety on airports during construction.

2. What this AC Cancels. This AC cancels AC 150/5370-2E, Operational Safety on Airports During Construction, dated January 17, 2003.

3. Whom This AC Affects. This AC assists airport operators in complying with Title 14 Code of Federal Regulations (CFR) Part 139, Certification of Airports (Part 139). For those certificated airports, this AC provides one way, but not the only way, of meeting those requirements. The use of this AC is mandatory for those airport construction projects receiving funds under the Airport Improvement Program (AIP) or the Passenger Facility Charge (PFC) Program. See Grant Assurance No. 34, "Policies, Standards, and Specifications," and PFC Assurance No. 9, "Standard and Specifications." While we do not require non-certificated airports without grant agreements to adhere to these guidelines, we recommend that they do so to help these airports maintain operational safety during construction.

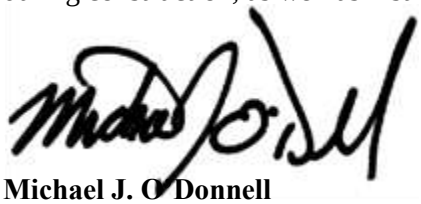
4. Principal Changes.

a. Construction activities are prohibited in safety areas while the associated runway or taxiway is open to aircraft.

b. Guidance is provided in incorporating Safety Risk Management.

c. Recommended checklists are provided for writing Construction Safety and Phasing Plans and for daily inspections.

5. Reading Material Related to this AC. Numerous ACs are referenced in the text of this AC. These references do not include a revision letter, as they are to be read as referring to the latest version. Appendix 1 contains a list of reading material on airport construction, design, and potential safety hazards during construction, as well as instructions for obtaining these documents.



Michael J. O'Donnell
Director of Airport Safety and Standards

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Chapter 1. Planning an Airfield Construction Project

101. Overview. Airports are complex environments, and procedures and conditions associated with construction activities often affect aircraft operations and can jeopardize operational safety. Safety considerations are paramount and may make operational impacts unavoidable. However, careful planning, scheduling, and coordination of construction activities can minimize disruption of normal aircraft operations and avoid situations that compromise the airport's operational safety. The airport operator must understand how construction activities and aircraft operations affect one another to be able to develop an effective plan to complete the project. While the guidance in this AC is primarily used for construction operations, some of the concepts, methods and procedures described may also enhance the day-to-day airport maintenance operations, such as lighting maintenance and snow removal operations.

102. Plan for Safety. Safety, maintaining aircraft operations, and construction costs are all interrelated. Since safety must not be compromised, the airport operator must strike a balance between maintaining aircraft operations and construction costs. This balance will vary widely depending on the operational needs and resources of the airport and will require early coordination with airport users and the FAA. As the project design progresses, the necessary construction locations, activities, and associated costs will be identified. As they are identified, their impact to airport operations must be assessed. Adjustments are made to the proposed construction activities, often by phasing the project, and/or to airport operations in order to maintain operational safety. This planning effort will ultimately result in a project Construction Safety and Phasing Plan (CSPP). The development of the CSPP takes place through the following five steps:

a. Identify Affected Areas. The airport operator must determine the geographic areas on the airport affected by the construction project. Some, such as a runway extension, will be defined by the project. Others may be variable, such as the location of haul routes and material stockpiles.

b. Describe Current Operations. Identify the normal airport operations in each affected area for each phase of the project. This becomes the baseline from which the impact on operations by construction activities can be measured. This should include a narrative of the typical users and aircraft operating within the affected areas. It should also include information related to airport operations: the Aircraft Reference Code (ACRC) for each runway; Airplane Design Group (ADG) and Taxiway Design Group (TDG)[1] for each affected taxiway; designated approach visibility minimums; available approach and departure procedures; most demanding aircraft; declared distances; available air traffic control services; airport Surface Movement Guidance and Control System plan; and others. The applicable seasons, days and times for certain operations should also be identified as applicable.

c. Allow for Temporary Changes to Operations. To the extent practical, current airport operations should be maintained during the construction. In consultation with airport users, Aircraft Rescue and Fire Fighting (ARFF) personnel, and FAA Air Traffic Organization (ATO) personnel, the airport operator should identify and prioritize the airport's most important operations. The construction activities should be planned, through project phasing if necessary, to safely accommodate these operations. When the construction activities cannot be adjusted to safely maintain current operations, regardless of their importance, then the operations must be revised accordingly. Allowable changes include temporary revisions to approach procedures, restricting certain aircraft to specific runways and taxiways, suspension of certain operations, decreased weights for some aircraft due to shortened runways,

[1] Taxiway Design Group will be introduced in AC 150/5300-13A.

and other changes. An example of a table showing temporary operations versus current operations is shown in Table 3-1 Sample Operations Effects.

d. Take Required Measures to Revised Operations. Once the level and type of aircraft operations to be maintained are identified, the airport operator must determine the measures required to safely conduct the planned operations during the construction. These measures will result in associated costs, which can be broadly interpreted to include not only direct construction costs, but also loss of revenue from impacted operations. Analysis of costs may indicate a need to reevaluate allowable changes to operations. As aircraft operations and allowable changes will vary so widely among airports, this AC presents general guidance on those subjects.

e. Manage Safety Risk. Certain airport projects may require the airport operator to provide a Project Proposal Summary to help the FAA to determine the appropriate level of Safety Risk Management (SRM) documentation. The airport operator must coordinate with the appropriate FAA Airports Regional or District Office early in the development of the CSPP to determine the need for SRM documentation. See FAA Order 5200.11, FAA Airports (ARP) Safety Management System (SMS), for more information. If the FAA requires SRM documentation, the airport operator must at a minimum:

(1) Notify the appropriate FAA Airports Regional or District Office during the project "scope development" phase of any project requiring a CSPP.

(2) Provide documents identified by the FAA as necessary to conduct SRM.

(3) Participate in the SRM process for airport projects.

(4) Provide a representative to participate on the SRM panel.

(5) Ensure that all applicable SRM identified risks elements are recorded and mitigated within the CSPP.

103. Develop a Construction Safety and Phasing Plan (CSPP). Development of an effective CSPP will require familiarity with many other documents referenced throughout this AC. See Appendix 1, Related Reading Material for a list of related reading material.

a. List Requirements. A CSPP must be developed for each on-airfield construction project funded by the Airport Improvement Program (AIP) or the Passenger Facility Charge (PFC) program or located on an airport certificated under Part 139. As per Order 5200.11, such projects do not include construction, rehabilitation, or change of any facility that is entirely outside the air operations area, does not involve any expansion of the facility envelope and does not involve construction equipment, haul routes or placement of material in locations that require access to the air operations area, increase the facility envelope, or impact line-of-sight. Such facilities may include passenger terminals and parking or other structures. However, extraordinary circumstances may trigger the need for a Safety Assessment and a CSPP. The CSPP is subject to subsequent review and approval under the FAA's Safety Risk Management procedures (see paragraph 102.e above). Additional information may be found in Order 5200.11.

b. Prepare a Safety Plan Compliance Document. The Safety Plan Compliance Document (SPCD) details how the contractor will comply with the CSPP. Also, it will not be possible to determine all safety plan details (for example specific hazard equipment and lighting, contractor's points of contact, construction equipment heights) during the development of the CSPP. The successful contractor must define such details by preparing an SPCD that the airport operator reviews for approval prior to issuance of a notice-to-proceed. The SPCD is a subset of the CSPP, similar to how a shop drawing review is a subset to the technical specifications.

c. Assume Responsibility for the CSPP. The airport operator is responsible for establishing and enforcing the CSPP. The airport operator may use the services of an engineering consultant to help develop the CSPP. However, writing the CSPP cannot be delegated to the construction contractor. Only those details the airport operator determines cannot be addressed before contract award are developed by the contractor and submitted for approval as the SPCD. The SPCD does not restate nor propose differences to provisions already addressed in the CSPP.

104. Who Is Responsible for Safety During Construction?

a. Establish a Safety Culture. Everyone has a role in operational safety on airports during construction: 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. Such communication and coordination should start at the project scoping meeting and continue through the completion of the project. 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.

b. Assess Airport Operator's Responsibilities. An airport operator has overall responsibility for all activities on an airport, including construction. This includes the predesign, design, preconstruction, construction, and inspection phases. Additional information on the responsibilities listed below can be found throughout this AC. The airport operator must:

(1) Develop a CSPP that complies with the safety guidelines of Chapter 2, Construction Safety and Phasing Plans, and Chapter 3, Guidelines for Writing a CSPP. The airport operator may develop the CSPP internally or have a consultant develop the CSPP for approval by the airport operator. For tenant sponsored projects, approve a CSPP developed by the tenant or its consultant.

(2) Require, review and approve the SPCD by the contractor that indicates how it will comply with the CSPP and provides details that cannot be determined before contract award.

(3) Convene a preconstruction meeting with the construction contractor, consultant, airport employees and, if appropriate, tenant sponsor and other tenants to review and discuss project safety before beginning construction activity. The appropriate FAA representatives should be invited to attend the meeting. See AC 150/5300-9, *Predesign, Prebid, and Preconstruction Conferences for Airport Grant Projects.* (Note "FAA" refers to the Airports Regional or District Office, the Air Traffic Organization, Flight Standards Service, and other offices that support airport operations, flight regulations, and construction/environmental policies.)

(4) Ensure contact information is accurate for each representative/point of contact identified in the CSPP and SPCD.

(5) Hold weekly or, if necessary, daily safety meetings with all affected parties to coordinate activities.

(6) 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.

(7) Ensure construction personnel know of any applicable airport procedures and of changes to those procedures that may affect their work.

(8) Ensure construction contractors and subcontractors undergo training required by the CSPP and SPCD.

(9) Ensure vehicle and pedestrian operations addressed in the CSPP and SPCD are coordinated with airport tenants, the airport traffic control tower (ATCT), and construction contractors.

(10) At certificated airports, ensure each CSPP and SPCD is consistent with Part 139.

(11) Conduct inspections sufficiently frequently to ensure construction contractors and tenants comply with the CSPP and SPCD and that there are no altered construction activities that could create potential safety hazards.

(12) Resolve safety deficiencies immediately. At airports subject to 49 CFR Part 1542, Airport Security, ensure construction access complies with the security requirements of that regulation.

(13) Notify appropriate parties when conditions exist that invoke provisions of the CSPP and SPCD (for example, implementation of low-visibility operations).

(14) 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. In the latter case, a separate form must be filed for any object beyond or higher than the originally evaluated area/height. The FAA encourages online submittal of forms for expediency. The appropriate FAA Airports Regional or District Office can provide assistance in determining which objects require an aeronautical study.

(15) Promptly notify the FAA Airports Regional or District Office of any proposed changes to the CSPP prior to implementation of the change. Changes to the CSPP require review and approval by the airport operator and the FAA. Coordinate with appropriate local and other federal government agencies, such as EPA, OSHA, TSA, and the state environmental agency.

c. Define Construction Contractor's Responsibilities. The contractor is responsible for complying with the CSPP and SPCD. The contractor must:

(1) Submit a Safety Plan Compliance Document (SPCD) to the airport operator describing how it will comply with the requirements of the CSPP and supplying any details that could not be determined before contract award. The SPCD must include a certification statement by the contractor that indicates it understands the operational safety requirements of the CSPP and it asserts it will not deviate from the approved CSPP and SPCD unless written approval is granted by the airport operator. Any construction practice proposed by the contractor that does not conform to the CSPP and SPCD may impact the airport's operational safety and will require a revision to the CSPP and SPCD and re-coordination with the airport operator and the FAA in advance.

(2) Have available at all times copies of the CSPP and SPCD for reference by the airport operator and its representatives, and by subcontractors and contractor employees.

(3) Ensure that construction personnel are familiar with safety procedures and regulations on the airport. Provide a point of contact who will coordinate an immediate response to correct any construction-related activity that may adversely affect the operational safety of the airport. Many projects will require 24-hour coverage.

(4) Identify in the SPCD the contractor's on-site employees responsible for monitoring compliance with the CSPP and SPCD during construction. At least one of these employees must be on-site whenever active construction is taking place.

(5) Conduct inspections sufficiently frequently to ensure construction personnel comply with the CSPP and SPCD and that there are no altered construction activities that could create potential safety hazards.

(6) Restrict movement of construction vehicles and personnel to permitted construction areas by flagging, barricading, erecting temporary fencing, or providing escorts, as appropriate and as specified in the CSPP and SPCD.

(7) Ensure that no contractor employees, employees of subcontractors or suppliers, or other persons enter any part of the air operations area (AOA) from the construction site unless authorized.

(8) Ensure prompt submittal through the airport operator of Form 7460-1 for the purpose of conducting an aeronautical study of contractor equipment such as tall equipment (cranes, concrete pumps, other equipment), stock piles, and haul routes when different from cases previously filed by the airport operator. The FAA encourages online submittal of forms for expediency.

d. Define Tenant's Responsibilities if planning construction activities on leased property. Airport tenants, such as airline operators, fixed base operators, and FAA ATO/Technical Operations sponsoring construction must:

(1) Develop, or have a consultant develop, a project specific CSPP and submit it to the airport operator for certification and subsequent approval by the FAA. The approved CSPP must be made part of any contract awarded by the tenant for construction work.

(2) In coordination with its contractor, develop an SPCD and submit it to the airport operator for approval to be issued prior to issuance of a Notice to Proceed.

(3) Ensure that construction personnel are familiar with safety procedures and regulations on the airport.

(4) Provide a point of contact of who will coordinate an immediate response to correct any construction-related activity that may adversely affect the operational safety of the airport.

(5) Identify in the SPCD the contractor's on-site employees responsible for monitoring compliance with the CSPP and SPCD during construction. At least one of these employees must be on-site whenever active construction is taking place.

(6) Ensure that no tenant or contractor employees, employees of subcontractors or suppliers, or any other persons enter any part of the AOA from the construction site unless authorized.

(7) Restrict movement of construction vehicles to construction areas by flagging and barricading, erecting temporary fencing, or providing escorts, as appropriate, and as specified in the CSPP and SPCD.

(8) Ensure prompt submittal through the airport operator of Form 7460-1 for the purpose of conducting an aeronautical study of contractor equipment such as tall equipment (cranes, concrete pumps, other.), stock piles, and haul routes. The FAA encourages online submittal of forms for expediency.

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Chapter 2. Construction Safety and Phasing Plans

Section 1. Basic Considerations

201. Overview. Aviation safety is the primary consideration at airports, especially during construction. 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. These documents identify all aspects of the construction project that pose a potential safety hazard to airport operations and outline respective mitigation procedures for each hazard. They must provide all information necessary for the Airport Operations department to conduct airfield inspections and expeditiously identify and correct unsafe conditions during construction. All aviation safety provisions included within the project drawings, contract specifications, and other related documents must also be reflected in the CSPP and SPCD.

202. Assume Responsibility. Operational safety on the airport remains the airport operator's responsibility at all times. The airport operator must develop, certify, and submit for FAA approval each CSPP. It is the airport operator's responsibility to apply the requirements of the FAA approved CSPP. The airport operator must revise the CSPP when conditions warrant changes and must submit the revised CSPP to the FAA for approval. The airport operator must also require and approve a SPCD from the project contractor.

203. Submit the CSPP. Construction Safety and Phasing Plans should be developed concurrently with the project design. Milestone versions of the CSPP should be submitted for review and approval as follows. While these milestones are not mandatory, early submission will help to avoid delays. Submittals are preferred in 8.5 x 11 in or 11 x 17 in format for compatibility with the FAA's Obstruction Evaluation / Airport Airspace Analysis (OE / AAA) process.

a. Submit an Outline/Draft. By the time approximately 25% to 30% of the project design is completed, the principal elements of the CSPP should be established. Airport operators are encouraged to submit an outline or draft, detailing all CSPP provisions developed to date, to the FAA for review at this stage of the project design.

b. Submit a Construction Safety and Phasing Plan (CSPP). The CSPP should be formally submitted for FAA approval when the project design is 80% to 90% complete. Since provisions in the CSPP will influence contract costs, it is important to obtain FAA approval in time to include all such provisions in the procurement contract.

c. Submit a Safety Plan Compliance Document (SPCD). The contractor should submit the SPCD to the airport operator for approval to be issued prior to the Notice to Proceed.

d. Submit CSPP Revisions. All revisions to the CSPP or SPCD should be submitted to the FAA for approval as soon as required changes are identified.

204. Meet CSPP Requirements.

a. To the extent possible, the CSPP should address the following as outlined in Section 2, Plan Requirements and Chapter 3, Guidelines for Writing a CSPP, as appropriate. Details that cannot be determined at this stage are to be included in the SPCD.

(1) Coordination.

(a) Contractor progress meetings.

(b) Scope or schedule changes.

(c) FAA ATO coordination.

(2) Phasing.

(a) Phase elements.

(b) Construction safety drawings

(3) Areas and operations affected by the construction activity.

(a) Identification of affected areas.

(b) Mitigation of effects.

(4) Protection of navigation aids (NAVAIDs).

(5) Contractor access.

(a) Location of stockpiled construction materials.

(b) Vehicle and pedestrian operations.

(6) Wildlife management.

(a) Trash.

(b) Standing water.

(c) Tall grass and seeds.

(d) Poorly maintained fencing and gates.

(e) Disruption of existing wildlife habitat.

(7) Foreign Object Debris (FOD) management.

(8) Hazardous materials (HAZMAT) management

(9) Notification of construction activities.

(a) Maintenance of a list of responsible representatives/ points of contact.

(b) Notices to Airmen (NOTAM).

(c) Emergency notification procedures.

(d) Coordination with ARFF Personnel.

(e) Notification to the FAA.

(10) Inspection requirements.

(a) Daily (or more frequent) inspections.

(b) Final inspections.

(11) Underground utilities.

(12) Penalties.

(13) Special conditions.

(14) Runway and taxiway visual aids. Marking, lighting, signs, and visual NAVAIDs.

(a) General.

(b) Markings.

(c) Lighting and visual NAVAIDs.

(d) Signs.

(15) Marking and signs for access routes.

(16) Hazard marking and lighting.

(a) Purpose.

(b) Equipment.

(17) Protection. Of runway and taxiway safety areas, object free areas, obstacle free zones, and approach/departure surfaces

(a) Runway Safety Area (RSA).

(b) Runway Object Free Area (ROFA).

(c) Taxiway Safety Area (TSA).

(d) Taxiway Object Free Area (TOFA).

(e) Obstacle Free Zone (OFZ).

(f) Runway approach/departure surfaces.

(18) Other limitations on construction.

(a) Prohibitions.

(b) Restrictions.

b. The Safety Plan Compliance Document (SPCD) should include a general statement by the construction contractor that he/she has read and will abide by the CSPP. In addition, the SPCD must include all supplemental information that could not be included in the CSPP prior to the contract award. The contractor statement should include the name of the contractor, the title of the project CSPP, the approval date of the CSPP, and a reference to any supplemental information (that is, "I , Name of Contractor , have read the Title of Project CSPP, approved on Date , and will abide by it as written and with the following additions as noted:"). The supplemental information in the SPCD should be written to match the format of the CSPP indicating each subject by corresponding CSPP subject number and title. If no supplemental information is necessary for any specific subject, the statement, "No supplemental information," should be written after the corresponding subject title. The SPCD should not duplicate information in the CSPP:

(1) Coordination. Discuss details of proposed safety meetings with the airport operator and with contractor employees and subcontractors.

(2) Phasing. Discuss proposed construction schedule elements, including:

(a) Duration of each phase.

(b) Daily start and finish of construction, including "night only" construction.

(c) Duration of construction activities during:

(i) Normal runway operations.

(ii) Closed runway operations.

(iii) Modified runway "Aircraft Reference Code" usage.

(3) Areas and operations affected by the construction activity. These areas and operations should be identified in the CSPP and should not require an entry in the SPCD.

(4) Protection of NAVAIDs. Discuss specific methods proposed to protect operating NAVAIDs.

(5) Contractor access. Provide the following:

(a) Details on how the contractor will maintain the integrity of the airport security fence (gate guards, daily log of construction personnel, and other).

(b) Listing of individuals requiring driver training (for certificated airports and as requested).

(c) Radio communications.

(i) Types of radios and backup capabilities.

(ii) Who will be monitoring radios.

(iii) Whom to contact if the ATCT cannot reach the contractor's designated person by radio.

(d) Details on how the contractor will escort material delivery vehicles.

(6) Wildlife management. Discuss the following:

(a) Methods and procedures to prevent wildlife attraction.

(b) Wildlife reporting procedures.

(7) Foreign Object Debris (FOD) management. Discuss equipment and methods for control of FOD, including construction debris and dust.

(8) Hazardous material (HAZMAT) management. Discuss equipment and methods for responding to hazardous spills.

(9) Notification of construction activities. Provide the following:

(a) Contractor points of contact.

(b) Contractor emergency contact.

(c) Listing of tall or other requested equipment proposed for use on the airport and the timeframe for submitting 7460-1 forms not previously submitted by the airport operator.

(d) Batch plant details, including 7460-1 submittal.

(10) Inspection requirements. Discuss daily (or more frequent) inspections and special inspection procedures.

(11) Underground utilities. Discuss proposed methods of identifying and protecting underground utilities.

(12) Penalties. Penalties should be identified in the CSPP and should not require an entry in the SPCD.

(13) Special conditions. Discuss proposed actions for each special condition identified in the CSPP.

(14) Runway and taxiway visual aids. Including marking, lighting, signs, and visual NAVAIDs. Discuss proposed visual aids including the following:

(a) Equipment and methods for covering signage and airfield lights.

(b) Equipment and methods for temporary closure markings (paint, fabric, other).

(c) Types of temporary Visual Guidance Slope Indicators (VGSI).

(15) Marking and signs for access routes. Discuss proposed methods of demarcating access routes for vehicle drivers.

(16) Hazard marking and lighting. Discuss proposed equipment and methods for identifying excavation areas.

(17) Protection of runway and taxiway safety areas. including object free areas, obstacle free zones, and approach/departure surfaces. Discuss proposed methods of identifying, demarcating, and protecting airport surfaces including:

(a) Equipment and methods for maintaining Taxiway Safety Area standards.

(b) Equipment and methods for separation of construction operations from aircraft operations, including details of barricades.

(18) Other limitations on construction should be identified in the CSPP and should not require an entry in the SPCD.

Section 2. Plan Requirements

205. Coordination. Airport operators, or tenants conducting construction on their leased properties, should use predesign, prebid, and preconstruction conferences to introduce the subject of airport operational safety during construction (see AC 150/5300-9). In addition, the following should be coordinated as required:

a. Contractor Progress Meetings. Operational safety should be a standing agenda item for discussion during progress meetings throughout the project.

b. Scope or Schedule Changes. Changes in the scope or duration of the project may necessitate revisions to the CSPP and review and approval by the airport operator and the FAA.

c. FAA ATO Coordination. Early coordination with FAA ATO is required to schedule airway facility shutdowns and restarts. Relocation or adjustments to NAVAIDs, or changes to final grades in critical areas, may require an FAA flight inspection prior to restarting the facility. Flight inspections must be coordinated and scheduled well in advance of the intended facility restart. Flight inspections may require a reimbursable agreement between the airport operator and FAA ATO. Reimbursable agreements should be coordinated a minimum of 12 months prior to the start of construction. (See 213.e(3)(b) for required FAA notification regarding FAA owned NAVAIDs.)

206. Phasing. Once it has been determined what types and levels of airport operations will be maintained, the most efficient sequence of construction may not be feasible. In such a case, the sequence of construction may be phased to gain maximum efficiency while allowing for the required operations. The development of the resulting construction phases should be coordinated with local Air Traffic personnel and airport users. The sequenced construction phases established in the CSPP must be incorporated into the project design and must be reflected in the contract drawings and specifications.

a. Phase Elements. For each phase the CSPP should detail:

- Areas closed to aircraft operations

- Duration of closures
- Taxi routes
- ARFF access routes
- Construction staging areas
- Construction access and haul routes
- Impacts to NAVAIDs
- Lighting and marking changes
- Available runway length
- Declared distances (if applicable)
- Required hazard marking and lighting
- Lead times for required notifications

b. Construction Safety Drawings. Drawings specifically indicating operational safety procedures and methods in affected areas (that is, construction safety drawings) should be developed for each construction phase. Such drawings should be included in the CSPP as referenced attachments and should likewise be included in the contract drawing package.

207. Areas and Operations Affected by Construction Activity. Runways and taxiways should remain in use by aircraft to the maximum extent possible without compromising safety. Pre-meetings with the FAA Air Traffic Organization (ATO) will support operational simulations. See Chapter 3 for an example of a table showing temporary operations versus current operations.

a. Identification of Affected Areas. Identifying areas and operations affected by the construction will help to determine possible safety problems. The affected areas should be indentified in the construction safety drawings for each construction phase. (See 206.b above.) Of particular concern are:

(1) Closing, or partial closing, of runways, taxiways and aprons. When a runway is partially closed, a portion of the pavement is unavailable for any aircraft operation, meaning taxiing, landing, or taking off in either direction on that pavement is prohibited. A displaced threshold, by contrast, is established to ensure obstacle clearance and adequate safety area for landing aircraft. The pavement prior to the displaced threshold is available for take-off in the direction of the displacement and for landing and taking off in the opposite direction. Misunderstanding this difference, and issuance of a subsequently inaccurate NOTAM, can lead to a hazardous condition.

(2) Closing of Aircraft Rescue and Fire Fighting access routes.

(3) Closing of access routes used by airport and airline support vehicles.

(4) Interruption of utilities, including water supplies for fire fighting.

(5) Approach/departure surfaces affected by heights of objects.

(6) Construction areas, storage areas, and access routes near runways, taxiways, aprons, or helipads.

b. Mitigation of Effects. Establishment of specific procedures is necessary to maintain the safety and efficiency of airport operations. The CSPP must address:

(1) Temporary changes to runway and/or taxi operations.

(2) Detours for ARFF and other airport vehicles.

(3) Maintenance of essential utilities.

(4) Temporary changes to air traffic control procedures. Such changes must be coordinated with the ATO.

208. Navigation Aid (NAVAID) Protection. Before commencing construction activity, parking vehicles, or storing construction equipment and materials near a NAVAID, coordinate with the appropriate FAA ATO/Technical Operations office to evaluate the effect of construction activity and the required distance and direction from the NAVAID. (See paragraph 213.e(3) below.) Construction activities, materials/equipment storage, and vehicle parking near electronic NAVAIDs require special consideration since they may interfere with signals essential to air navigation. If any NAVAID may be affected, the CSPP and SPCD must show an understanding of the "critical area" associated with each NAVAID and describe how it will be protected. Where applicable, the operational critical areas of NAVAIDs should be graphically delineated on the project drawings. Pay particular attention to stockpiling material, as well as to movement and parking of equipment that may interfere with line of sight from the ATCT or with electronic emissions. Interference from construction equipment and activities may require NAVAID shutdown or adjustment of instrument approach minimums for low visibility operations. This condition requires that a NOTAM be filed (see paragraph 213.b below). Construction activities and materials/equipment storage near a NAVAID must not obstruct access to the equipment and instruments for maintenance. Submittal of a 7460-1 form is required for construction vehicles operating near FAA NAVAIDs. (See paragraph 213.e(1) below.)

209. Contractor Access. The CSPP must detail the areas to which the contractor must have access, and explain how contractor personnel will access those areas. Specifically address:

a. Location of Stockpiled Construction Materials. Stockpiled materials and equipment storage are not permitted within the RSA and OFZ, 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 and justification provided to the appropriate FAA Airports Regional or District Office for approval. The airport operator must ensure that stockpiled materials and equipment adjacent to these areas are prominently marked and lighted during hours of restricted visibility or darkness. (See paragraph 218.b below.) This includes determining and verifying that materials are stabilized and stored at an approved location so as not to be a hazard to aircraft operations and to prevent attraction of wildlife and foreign object damage. See paragraphs 210 and 211 below.

b. Vehicle and Pedestrian Operations. The CSPP should include specific vehicle and pedestrian requirements. Vehicle and pedestrian access routes for airport construction projects must be controlled to prevent inadvertent or unauthorized entry of persons, vehicles, or animals onto the AOA. The airport operator should coordinate requirements for vehicle operations with airport tenants, contractors, and the FAA air traffic manager. In regard to vehicle and pedestrian operations, the CSPP should include the following, and detail associated training requirements:

(1) Construction site parking. Designate in advance vehicle parking areas for contractor employees to prevent any unauthorized entry of persons or vehicles onto the AOA. These areas should provide reasonable contractor employee access to the job site.

(2) Construction equipment parking. Contractor employees must park and service all construction vehicles in an area designated by the airport operator outside the OFZ and never in the safety area of an active runway or taxiway. Unless a complex setup procedure makes movement of specialized equipment infeasible, inactive equipment must not be parked on a closed taxiway or runway. If it is necessary to leave specialized equipment on a closed taxiway or runway at night, the equipment must be well lighted. Employees should also park construction vehicles outside the OFA when not in use by

construction personnel (for example, overnight, on weekends, or during other periods when construction is not active). Parking areas must not obstruct the clear line of sight by the ATCT to any taxiways or runways under air traffic control nor obstruct any runway visual aids, signs, or navigation aids. The FAA must also study those areas to determine effects on airport design criteria, surfaces established by 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace (Part 77), and on NAVAIDs and Instrument Approach Procedures (IAP). See paragraph 213.e(1) below for further information.

(3) Access and haul roads. Determine the construction contractor's access to the construction sites and haul roads. Do not permit the construction contractor to use any access or haul roads other than those approved. Access routes used by contractor vehicles must be clearly marked to prevent inadvertent entry to areas open to airport operations. Pay special attention to ensure that if construction traffic is to share or cross any ARFF routes that ARFF right of way is not impeded at any time, and that construction traffic on haul roads does not interfere with NAVAIDs or approach surfaces of operational runways.

(4) Marking and lighting of vehicles in accordance with AC 150/5210-5, Painting, Marking, and Lighting of Vehicles Used on an Airport.

(5) Description of proper vehicle operations on various areas under normal, lost communications, and emergency conditions.

(6) Required escorts.

(7) Training requirements for vehicle drivers to ensure compliance with the airport operator's vehicle rules and regulations. Specific training should be provided to those vehicle operators providing escorts. See AC 150/5210-20, Ground Vehicle Operations on Airports, for information on training and records maintenance requirements.

(8) Situational awareness. Vehicle drivers must confirm by personal observation that no aircraft is approaching their position (either in the air or on the ground) when given clearance to cross a runway, taxiway, or any other area open to airport operations. In addition, it is the responsibility of the escort vehicle driver to verify the movement/position of all escorted vehicles at any given time.

(9) Two-way radio communication procedures.

(a) General. The airport operator must ensure that tenant and construction contractor personnel engaged in activities involving unescorted operation on aircraft movement areas observe the proper procedures for communications, including using appropriate radio frequencies at airports with and without ATCT. When operating vehicles on or near open runways or taxiways, construction personnel must understand the critical importance of maintaining radio contact, as directed by the airport operator, with:

(i) Airport operations

(ii) ATCT

(iii) Common Traffic Advisory Frequency (CTAF), which may include UNICOM, MULTICOM.

(iv) Automatic Terminal Information Service (ATIS). This frequency is useful for monitoring conditions on the airport. Local air traffic will broadcast information regarding construction related runway closures and "shortened" runways on the ATIS frequency.

(b) Areas requiring two-way radio communication with the ATCT. Vehicular traffic crossing active movement areas must be controlled either by two-way radio with the ATCT, escort, flagman, signal light, or other means appropriate for the particular airport.

(c) Frequencies to be used. The airport operator will specify the frequencies to be used by the contractor, which may include the CTAF for monitoring of aircraft operations. Frequencies may also be assigned by the airport operator for other communications, including any radio frequency in compliance with Federal Communications Commission requirements. At airports with an ATCT, the airport operator will specify the frequency assigned by the ATCT to be used between contractor vehicles and the ATCT.

(d) Proper radio usage, including read back requirements.

(e) Proper phraseology, including the International Phonetic Alphabet.

(f) Light gun signals. Even though radio communication is maintained, escort vehicle drivers must also familiarize themselves with ATCT light gun signals in the event of radio failure. See the FAA safety placard "Ground Vehicle Guide to Airport Signs and Markings." This safety placard may be downloaded through the Runway Safety Program Web site at http://www.faa.gov/airports/runway_safety/publications/ (See "Signs & Markings Vehicle Dashboard Sticker".) or obtained from the FAA Airports Regional Office.

(10) Maintenance of the secured area of the airport, including:

(a) Fencing and gates. Airport operators and contractors must take care to maintain security during construction when access points are created in the security fencing to permit the passage of construction vehicles or personnel. Temporary gates should be equipped so they can be securely closed and locked to prevent access by animals and unauthorized people. Procedures should be in place to ensure that only authorized persons and vehicles have access to the AOA and to prohibit "piggybacking" behind another person or vehicle. The Department of Transportation (DOT) document DOT/FAA/AR-00/52, Recommended Security Guidelines for Airport Planning and Construction, provides more specific information on fencing. A copy of this document can be obtained from the Airport Consultants Council, Airports Council International, or American Association of Airport Executives.

(b) Badging requirements.

(c) Airports subject to 49 CFR Part 1542, Airport Security, must meet standards for access control, movement of ground vehicles, and identification of construction contractor and tenant personnel.

210. Wildlife Management. The CSPP and SPCD must be in accordance with the airport operator's wildlife hazard management plan, if applicable. See also AC 150/5200-33, Hazardous Wildlife Attractants On or Near Airports, and Certalert 98-05, Grasses Attractive to Hazardous Wildlife. Construction contractors must carefully control and continuously remove waste or loose materials that might attract wildlife. Contractor personnel must be aware of and avoid construction activities that can create wildlife hazards on airports, such as:

a. Trash. Food scraps must be collected from construction personnel activity.

b. Standing Water.

c. Tall Grass and Seeds. Requirements for turf establishment can be at odds with requirements for wildlife control. Grass seed is attractive to birds. Lower quality seed mixtures can contain seeds of plants (such as clover) that attract larger wildlife. Seeding should comply with the guidance in AC 150/5370-10, Standards for Specifying Construction of Airports, Item T-901, Seeding. Contact the local office of the United Sates Department of Agriculture Soil Conservation Service or the State University Agricultural Extension Service (County Agent or equivalent) for assistance and recommendations. These agencies can also provide liming and fertilizer recommendations.

d. Poorly Maintained Fencing and Gates. See 209.b(10)(a) above.

e. Disruption of Existing Wildlife Habitat. While this will frequently be unavoidable due to the nature of the project, the CSPP should specify under what circumstances (location, wildlife type) contractor personnel should immediately notify the airport operator of wildlife sightings.

211. Foreign Object Debris (FOD) Management. Waste and loose materials, commonly referred to as FOD, are capable of causing damage to aircraft landing gears, propellers, and jet engines. Construction contractors must not leave or place FOD on or near active aircraft movement areas. Materials capable of creating FOD must be continuously removed during the construction project. Fencing (other than security fencing) may be necessary to contain material that can be carried by wind into areas where aircraft operate. See AC 150/5210-24, Foreign Object Debris (FOD) Management.

212. Hazardous Materials (HAZMAT) Management. Contractors operating construction vehicles and equipment on the airport must be prepared to expeditiously contain and clean-up spills resulting from fuel or hydraulic fluid leaks. Transport and handling of other hazardous materials on an airport also requires special procedures. See AC 150/5320-15, Management of Airport Industrial Waste.

213. Notification of Construction Activities. The CSPP and SPCD must detail procedures for the immediate notification of airport users and the FAA of any conditions adversely affecting the operational safety of the airport. It must address the notification actions described below, as applicable.

a. List of Responsible Representatives/ points of contact for all involved parties, and procedures for contacting each of them, including after hours.

b. NOTAMs. Only the airport operator may initiate or cancel NOTAMs on airport conditions, and is the only entity that can close or open a runway. The airport operator must coordinate the issuance, maintenance, and cancellation of NOTAMs about airport conditions resulting from construction activities with tenants and the local air traffic facility (control tower, approach control, or air traffic control center), and must provide information on closed or hazardous conditions on airport movement areas to the FAA Flight Service Station (FSS) so it can issue a NOTAM. The airport operator must file and maintain a list of authorized representatives with the FSS. Refer to AC 150/5200-28, Notices to Airmen (NOTAMs) for Airport Operators, for a sample NOTAM form. Only the FAA may issue or cancel NOTAMs on shutdown or irregular operation of FAA owned facilities. Any person having reason to believe that a NOTAM is missing, incomplete, or inaccurate must notify the airport operator. See paragraph 207.a(1) above regarding issuing NOTAMs for partially closed runways versus runways with displaced thresholds.

c. Emergency notification procedures for medical, fire fighting, and police response.

d. Coordination with ARFF. The CSPP must detail procedures for coordinating through the airport sponsor with ARFF personnel, mutual aid providers, and other emergency services if construction requires:

- The deactivation and subsequent reactivation of water lines or fire hydrants, or
- The rerouting, blocking and restoration of emergency access routes, or
- The use of hazardous materials on the airfield.

e. Notification to the FAA.

(1) Part 77. Any person proposing construction or alteration of objects that affect navigable airspace, as defined in Part 77, must notify the FAA. This includes construction equipment and proposed

parking areas for this equipment (i.e. cranes, graders, other equipment) on airports. FAA Form 7460-1, Notice of Proposed Construction or Alteration, can be used for this purpose and submitted to the appropriate FAA Airports Regional or District Office. See Appendix 1, Related Reading Material, to download the form. Further guidance is available on the FAA web site at oeaaa.faa.gov.

(2) Part 157. With some exceptions, Title 14 CFR Part 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports, requires that the airport operator notify the FAA in writing whenever a non-Federally funded project involves the construction of a new airport; the construction, realigning, altering, activating, or abandoning of a runway, landing strip, or associated taxiway; or the deactivation or abandoning of an entire airport. Notification involves submitting FAA Form 7480-1, Notice of Landing Area Proposal, to the nearest FAA Airports Regional or District Office. See Appendix 1, Related Reading Material to download the form.

(3) NAVAIDS. For emergency (short-notice) notification about impacts to both airport owned and FAA owned NAVAIDs, contact: 866-432-2622.

(a) Airport owned/FAA maintained. If construction operations require a shutdown of more than 24 hours, or more than 4 hours daily on consecutive days, of a NAVAID owned by the airport but maintained by the FAA, provide a 45-day minimum notice to FAA ATO/Technical Operations prior to facility shutdown.

(b) FAA owned.

(i) General. The airport operator must notify the appropriate FAA ATO Service Area Planning and Requirements (P&R) Group a minimum of 45 days prior to implementing an event that causes impacts to NAVAIDs. (Impacts to FAA equipment covered by a Reimbursable Agreement (RA) do not have to be reported by the airport operator.)

(ii) Coordinate work for an FAA owned NAVAID shutdown with the local FAA ATO/Technical Operations office, including any necessary reimbursable agreements and flight checks. Detail procedures that address unanticipated utility outages and cable cuts that could impact FAA NAVAIDs. In addition, provide seven days notice to schedule the actual shutdown.

214. Inspection Requirements.

a. Daily Inspections. Inspections should be conducted at least daily, but more frequently if necessary to ensure conformance with the CSPP. A sample checklist is provided in Appendix 3, Safety and Phasing Plan Checklist. See also AC 150/5200-18, Airport Safety Self-Inspection.

b. 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 (ACSI) to determine if a final inspection will be necessary.

215. Underground Utilities. The CSPP and/or SPCD must include procedures for locating and protecting existing underground utilities, cables, wires, pipelines, and other underground facilities in excavation areas. This may involve coordinating with public utilities and FAA ATO/Technical Operations. Note that “One Call” or “Miss Utility” services do not include FAA ATO/Technical Operations

216. Penalties. The CSPP should detail penalty provisions for noncompliance with airport rules and regulations and the safety plans (for example, if a vehicle is involved in a runway incursion). Such penalties typically include rescission of driving privileges or access to the AOA.

217. Special Conditions. The CSPP must detail any special conditions that affect the operation of the

airport and will require the activation of any special procedures (for example, low-visibility operations, snow removal, aircraft in distress, aircraft accident, security breach, Vehicle / Pedestrian Deviation (VPD) and other activities requiring construction suspension/resumption).

218. Runway and Taxiway Visual Aids. Includes marking, lighting, signs, and visual NAVAIDS. The CSPP must ensure that areas where aircraft will be operating are clearly and visibly separated from construction areas, including closed runways. Throughout the duration of the construction project, verify that these areas remain clearly marked and visible at all times and that marking, lighting, signs, and visual NAVAIDs remain in place and operational. The CSPP must address the following, as appropriate:

a. General. Airport markings, lighting, signs, and visual NAVAIDs must be clearly visible to pilots, not misleading, confusing, or deceptive. All must be secured in place to prevent movement by prop wash, jet blast, wing vortices, or other wind currents and constructed of materials that would minimize damage to an aircraft in the event of inadvertent contact.

b. Markings. Markings must be in compliance with the standards of AC 150/5340-1, Standards for Airport Markings. Runways and runway exit taxiways closed to aircraft operations are marked with a yellow X. The preferred visual aid to depict temporary runway closure is the lighted X signal placed on or near the runway designation numbers. (See paragraph 218.b(1)(b) below.)

(1) Closed Runways and Taxiways.

(a) Permanently Closed Runways. For runways, obliterate the threshold marking, runway designation marking, and touchdown zone markings, and place Xs at each end and at 1,000-foot (300 m) intervals.

(b) Temporarily Closed Runways. For runways that have been temporarily closed, place an X at the each end of the runway directly on or as near as practicable to the runway designation numbers. Figure 2-1 illustrates.

Figure 2-1 Markings for a Temporarily Closed Runway

(c) Partially Closed Runways and Displaced Thresholds. When threshold markings are needed to identify the temporary beginning of the runway that is available for landing, the markings must comply with AC 150/5340-1. An X is not used on a partially closed runway or a runway with a displaced threshold. See paragraph 207.a(1) above for the difference between partially closed runways and runways with displaced thresholds.

(i) Partially Closed Runways. Pavement markings for temporary closed portions of the runway consist of a runway threshold bar and yellow chevrons to identify pavement areas that are unsuitable for takeoff or landing (see AC 150/5340-1).

(ii) Displaced Thresholds. Pavement markings for a displaced threshold consist of a runway threshold bar and white arrowheads with and without arrow shafts. These markings are required to identify the portion of the runway before the displaced threshold to provide centerline guidance for pilots during approaches, takeoffs, and landing rollouts from the opposite direction. See AC 150/5340-1.

(d) Taxiways.

(i) Permanently Closed Taxiways. AC 150/5300-13 notes that it is preferable to remove the pavement, but for pavement that is to remain, place an X at the entrance to both ends of the closed section. Obliterate taxiway centerline markings, including runway leadoff lines, leading to the closed taxiway. Figure 2-2 illustrates.

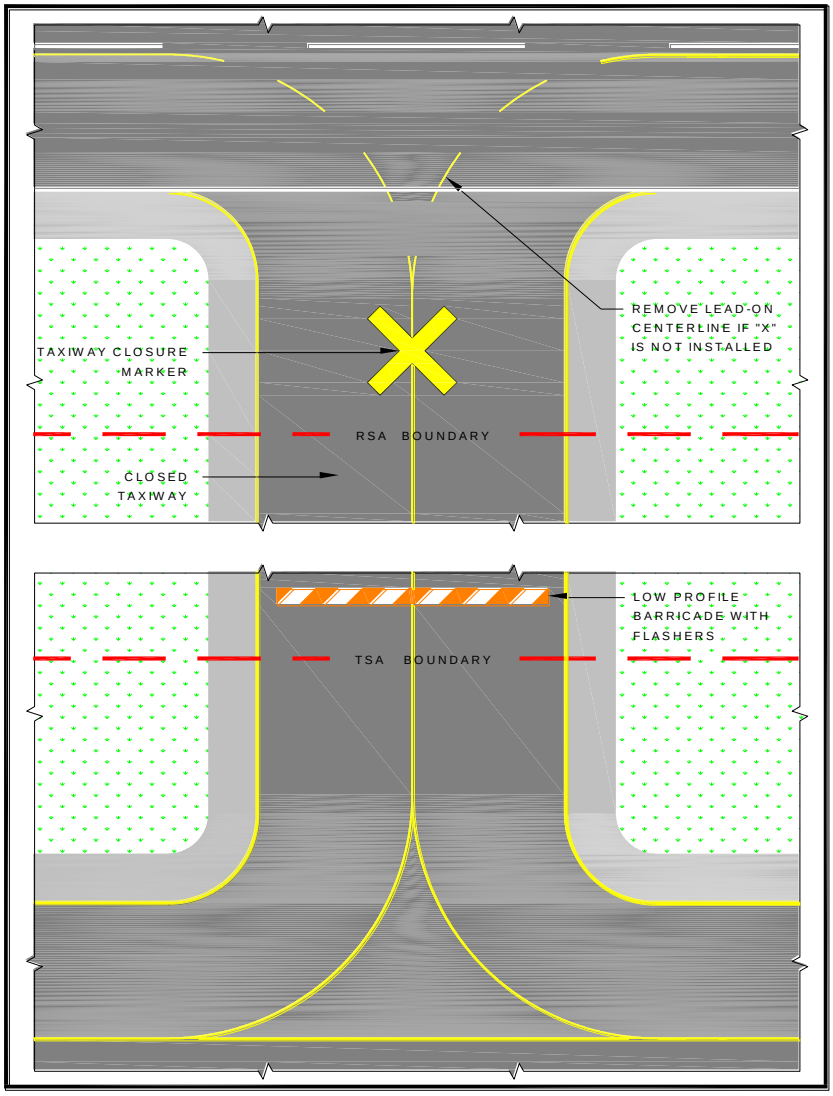

Figure 2-2 Taxiway Closure

(ii) Temporarily Closed Taxiways. Place barricades outside the safety area of intersecting taxiways. For runway/taxiway intersections, place an X at the entrance to the closed taxiway from the runway. If the taxiway will be closed for an extended period, obliterate taxiway centerline markings, including runway leadoff lines, leading to the closed section. If the centerline markings will be reused upon reopening the taxiway, it is preferable to paint over the marking. This will result in less damage to the pavement when the upper layer of paint is ultimately removed.

(e) Temporarily Closed Airport. When the airport is closed temporarily, mark all the runways as closed.

(2) If unable to paint temporary markings on the pavement, construct them from any of the following materials: fabric, colored plastic, painted sheets of plywood, or similar materials. They must be properly configured and appropriately secured to prevent movement by prop wash, jet blast, or other wind currents.

(3) It may be necessary to remove or cover runway markings, including but not limited to, runway designation markings, threshold markings, centerline markings, edge stripes, touchdown zone markings and aiming point markings, depending on the length of construction and type of activity at the airport. When removing runway markings, apply the same treatment to areas between stripes or numbers, as the cleaned area will appear to pilots as a marking in the shape of the treated area.

(4) If it is not possible to install threshold bars, chevrons, and arrows on the pavement, temporary outboard markings may be used. Locate them outside of the runway pavement surface on both sides of the runway. The dimension along the runway direction must be the same as if installed on the pavement. The lateral dimension must be at least one-half that of on-pavement markings. If the markings are not discernible on grass or snow, apply a black background with appropriate material over the ground to ensure they are clearly visible.

(5) The application rate of paint to mark a short-term temporary runway and taxiway markings may deviate from the standard (see Item P-620, "Runway and Taxiway Painting," in AC 150/5370-10), but the dimensions must meet the existing standards.

c. Lighting and Visual NAVAIDs. This paragraph refers to standard runway and taxiway lighting systems. See below for hazard lighting. Lighting must be in conformance with AC 150/5340-30, Design and Installation Details for Airport Visual Aids, and AC 150/5345-50, Specification for Portable Runway and Taxiway Lights. When disconnecting runway and taxiway lighting fixtures, disconnect the associated isolation transformers. Alternately, cover the light fixture in such a way as to prevent light leakage. Avoid removing the lamp from energized fixtures because an excessive number of isolation transformers with open secondaries may damage the regulators and/or increase the current above its normal value. Secure, identify, and place any above ground temporary wiring in conduit to prevent electrocution and fire ignition sources.

(1) Permanently Closed Runways and Taxiways. For runways and taxiways that have been permanently closed, disconnect the lighting circuits.

(2) Temporarily Closed Runways. If available, use a lighted X, both at night and during the day, placed 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. See AC 150/5345-55, Specification for L-893, Lighted Visual Aid to Indicate Temporary Runway Closure. For runways that have been temporarily closed, but for an extended period, and for those with pilot controlled lighting, disconnect the lighting circuits or secure switches to prevent inadvertent activation. For runways that will be opened periodically, coordinate procedures with the FAA air traffic manager or, at airports without an ATCT, the airport operator. Activate stop bars if available. Figure 2-3 shows a lighted X by day. Figure 2-4 shows a lighted X at night.

Figure 2-3 Lighted X in Daytime

Figure 2-4 Lighted X at Night

(3) Partially Closed Runways and Displaced Thresholds. When a runway is partially closed, a portion of the pavement is unavailable for any aircraft operation, meaning taxiing and landing or

taking off in either direction. A displaced threshold, by contrast, is put in place to ensure obstacle clearance by landing aircraft. The pavement prior to the displaced threshold is available for takeoff in the direction of the displacement, and for landing and takeoff in the opposite direction. Misunderstanding this difference and issuance of a subsequently inaccurate NOTAM can result in a hazardous situation. For both partially closed runways and displaced thresholds, approach lighting systems at the affected end must be placed out of service

(a) Partially Closed Runways. Disconnect edge and threshold lights on that part of the runway at and behind the threshold (that is, the portion of the runway that is closed). Alternately, cover the light fixture in such a way as to prevent light leakage.

(b) Displaced Thresholds. Edge lighting in the area of the displacement emits red light in the direction of approach and yellow light in the opposite direction. Centerline lights are blanked out in the direction of approach if the displacement is 700 ft or less. If the displacement is over 700 ft, place the centerline lights out of service. See AC 150/5340-30 for details on lighting displaced thresholds.

(c) Temporary runway thresholds and runway ends must be lighted if the runway is lighted and it is the intended threshold for night landings or instrument meteorological conditions.

(d) A temporary threshold on an unlighted runway may be marked by retroreflective, elevated markers in addition to markings noted in paragraph 218.b(1)(c) above. Markers seen by aircraft on approach are green. Markers at the rollout end of the runway are red. At certificated airports, temporary elevated threshold markers must be mounted with a frangible fitting (see 14 CFR Part 139.309). At non-certificated airports, the temporary elevated threshold markings may either be mounted with a frangible fitting or be flexible. See AC 150/5345-39, Specification for L-853, Runway and Taxiway Retroreflective Markers.

(e) Temporary threshold lights and end lights and related visual NAVAIDs are installed outboard of the edges of the full-strength pavement only when they cannot be installed on the pavement. They are installed with bases at grade level or as low as possible, but not more than 3 in (7.6 cm) above ground. When any portion of a base is above grade, place properly compacted fill around the base to minimize the rate of gradient change so aircraft can, in an emergency, cross at normal landing or takeoff speeds without incurring significant damage. See AC 150/5370-10.

(f) Maintain threshold and edge lighting color and spacing standards as described in AC 150/5340-30. Battery powered, solar, or portable lights that meet the criteria in AC 150/5345-50 may be used. These systems are intended primarily for visual flight rules (VFR) aircraft operations but may be used for instrument flight rules (IFR) aircraft operations, upon individual approval from the Flight Standards Division of the applicable FAA Regional Office.

(g) Reconfigure yellow lenses (caution zone), as necessary. If the runway has centerline lights, reconfigure the red lenses, as necessary, or place the centerline lights out of service.

(h) Relocate the visual glide slope indicator (VGSI), such as VASI and PAPI; other airport lights, such as Runway End Identifier Lights (REIL); and approach lights to identify the temporary threshold. Another option is to disable the VGSI or any equipment that would give misleading indications to pilots as to the new threshold location. Installation of temporary visual aids may be necessary to provide adequate guidance to pilots on approach to the affected runway. If the FAA owns and operates the VGSI, coordinate its installation or disabling with the local ATO/Technical Operations Office. Relocation of such visual aids will depend on the duration of the project and the benefits gained from the relocation, as this can result in great expense.

(i) Issue a NOTAM to inform pilots of temporary lighting conditions.

(4) Temporarily Closed Taxiways. If possible, deactivate the taxiway lighting circuits. When deactivation is not possible (for example other taxiways on the same circuit are to remain open),

cover the light fixture in such a way as to prevent light leakage.

d. Signs. To the extent possible, signs must be in conformance with AC 150/5345-44, Specification for Runway and Taxiway Signs and AC 150/5340-18, Standard for Airport Sign Systems. Any time a sign does not serve its normal function; it must be covered or removed to prevent misdirecting pilots. Note that information signs identifying a crossing taxiway continue to perform their normal function even if the crossing taxiway is closed. For long term construction projects, consider relocating signs, especially runway distance remaining signs.

219. Marking and Signs for Access Routes. The CSPP should indicate that pavement markings and signs for construction personnel will conform to AC 150/5340-18 and, to the extent practicable, with the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) and/or State highway specifications. Signs adjacent to areas used by aircraft must comply with the frangibility requirements of AC 150/5220-23, Frangible Connections, which may require modification to size and height guidance in the MUTCD.

220. Hazard Marking, Lighting and Signing.

a. Hazard Marking and Lighting Prevents Pilots from entering areas closed to aircraft, and prevents construction personnel from entering areas open to aircraft. The CSPP must specify prominent, comprehensible warning indicators for any area affected by construction that is normally accessible to aircraft, personnel, or vehicles. Hazard marking and lighting must also be specified to identify open manholes, small areas under repair, stockpiled material, waste areas, and areas subject to jet blast. Also consider less obvious construction-related hazards and include markings to identify FAA, airport, and National Weather Service facilities cables and power lines; instrument landing system (ILS) critical areas; airport surfaces, such as RSA, OFA, and OFZ; and other sensitive areas to make it easier for contractor personnel to avoid these areas.

b. Equipment.

(1) Barricades, including traffic cones, (weighted or sturdily attached to the surface) are acceptable methods used to identify and define the limits of construction and hazardous areas on airports. Careful consideration must be given to selecting 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. The spacing of barricades must be such that a breach is physically prevented barring a deliberate act. For example, if barricades are intended to exclude vehicles, gaps between barricades must be smaller than the width of the excluded vehicles, generally 4 ft. Provision must be made for ARFF access if necessary. If barricades are intended to exclude pedestrians, they must be continuously linked. Continuous linking may be accomplished through the use of ropes, securely attached to prevent FOD.

(2) Lights must be red, either steady burning or flashing, and must meet the luminance requirements of the State Highway Department. Batteries powering lights will last longer if lights flash. Lights must be mounted on barricades and spaced at no more than 10 ft. Lights must be operated between sunset and sunrise and during periods of low visibility whenever the airport is open for operations. They may be operated by photocell, but this may require that the contractor turn them on manually during periods of low visibility during daytime hours.

(3) Supplement barricades with signs (for example “No Entry,” “No Vehicles”) as necessary.

(4) Air Operations Area – General. Barricades are not permitted in any active safety area. Within a runway or taxiway object free area, and on aprons, use orange traffic cones, flashing or steady burning red lights as noted above, collapsible barricades marked with diagonal, alternating orange and

white stripes; and/or signs to separate all construction/maintenance areas from the movement area. Barricades may be supplemented with alternating orange and white flags at least 20 by 20 in (50 by 50 cm) square and securely fastened to eliminate FOD. All barricades adjacent to any open runway or taxiway / taxilane safety area, or apron must be as low as possible to the ground, and no more than 18 in high, exclusive of supplementary lights and flags. Barricades must be of low mass; easily collapsible upon contact with an aircraft or any of its components; and weighted or sturdily attached to the surface to prevent displacement from prop wash, jet blast, wing vortex, or other surface wind currents. If affixed to the surface, they must be frangible at grade level or as low as possible, but not to exceed 3 in (7.6 cm) above the ground. Figure 2-5 and Figure 2-6 show sample barricades with proper coloring and flags.

Figure 2-5 Interlocking Barricades

Figure 2-6 Low Profile Barricades

(5) Air Operations Area – Runway/Taxiway Intersections. Use highly reflective barricades with lights to close taxiways leading to closed runways. Evaluate all operating factors when determining how to mark temporary closures that can last from 10 to 15 minutes to a much longer period of time. However, 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.

(6) Air Operations Area – Other. Beyond runway and taxiway object free areas and

aprons, barricades intended for construction vehicles and personnel may be many different shapes and made from various materials, including railroad ties, sawhorses, jersey barriers, or barrels.

(7) Maintenance. The construction specifications must include a provision requiring the contractor to have a person on call 24 hours a day for emergency maintenance of airport hazard lighting and barricades. The contractor must file the contact person's information with the airport operator. Lighting should be checked for proper operation at least once per day, preferably at dusk.

221. Protection of Runway and Taxiway Safety Areas. Runway and taxiway safety areas, Obstacle Free zones (OFZ), object free areas (OFA), and approach surfaces are described in AC 150/5300-13. Protection of these areas includes limitations on the location and height of equipment and stockpiled material. An FAA airspace study may be required. Coordinate with the appropriate FAA Airports Regional or District Office if there is any doubt as to requirements or dimensions (See paragraph 213.e above.) as soon as the location and height of materials or equipment are known. The CSPP should include drawings showing all safety areas, object free areas, obstacle free zones and approach departure surfaces affected by construction.

a. Runway Safety Area (RSA). A runway safety area is the defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway (see AC 150/5300-13). Construction activities within the existing RSA are subject to the following conditions:

(1) No construction may occur within the existing RSA while the runway is open for aircraft operations. The RSA dimensions may be temporarily adjusted if the runway is restricted to aircraft operations requiring an RSA that is equal to the RSA width and length beyond the runway ends available during construction. (see AC 150/5300-13). The temporary use of declared distances and/or partial runway closures may provide the necessary RSA under certain circumstances. Coordinate with the appropriate FAA Airports Regional or District Office to have declared distances information published. See AC 150/5300-13 for guidance on the use of declared distances.

(2) The airport operator must coordinate the adjustment of RSA dimensions as permitted above with the appropriate FAA Airports Regional or District Office and the local FAA air traffic manager and issue a NOTAM.

(3) The CSPP and SPCD must provide procedures for ensuring adequate distance for protection from blasting operations, if required by operational considerations.

(4) Excavations.

(a) Open trenches or excavations are not permitted within the RSA while the runway is open. If possible, backfill trenches before the runway is opened. If the runway must be opened before excavations are backfilled, cover the excavations appropriately. Covering for open trenches must be designed to allow the safe operation of the heaviest aircraft operating on the runway across the trench without damage to the aircraft.

(b) Construction contractors must prominently mark open trenches and excavations at the construction site with red or orange flags, as approved by the airport operator, and light them with red lights during hours of restricted visibility or darkness.

(5) Erosion Control. Soil erosion must be controlled to maintain RSA standards, that is, the RSA must be cleared and graded and have no potentially hazardous ruts, humps, depressions, or other surface variations, and capable, under dry conditions, of supporting snow removal equipment, aircraft rescue and fire fighting equipment, and the occasional passage of aircraft without causing structural damage to the aircraft.

b. Runway Object Free Area (ROFA). Construction, including excavations, may be permitted in the ROFA. However, equipment must be removed from the ROFA when not in use, and material should not be stockpiled in the ROFA if not necessary. Stockpiling material in the OFA requires submittal of a 7460-1 form and justification provided to the appropriate FAA Airports Regional or District Office for approval.

c. Taxiway Safety Area (TSA). A taxiway safety area is a defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway. (See AC 150/5300-13.) Construction activities within the TSA are subject to the following conditions:

(1) No construction may occur within the TSA while the taxiway is open for aircraft operations. The TSA dimensions may be temporarily adjusted if the taxiway is restricted to aircraft operations requiring a TSA that is equal to the TSA width available during construction (see AC 150/5300-13, Table 4-1).

(2) The airport operator must coordinate the adjustment of the TSA width as permitted above with the appropriate FAA Airports Regional or District Office and the FAA air traffic manager and issue a NOTAM.

(3) The CSPP and SPCD must provide procedures for ensuring adequate distance for protection from blasting operations.

(4) Excavations.

(a) Open trenches or excavations are not permitted within the TSA while the taxiway is open. If possible, backfill trenches before the taxiway is opened. If the taxiway must be opened before excavations are backfilled, cover the excavations appropriately. Covering for open trenches must be designed to allow the safe operation of the heaviest aircraft operating on the taxiway across the trench without damage to the aircraft.

(b) Construction contractors must prominently mark open trenches and excavations at the construction site with red or orange flags, as approved by the airport operator, and light them with red lights during hours of restricted visibility or darkness.

(5) Erosion Control. Soil erosion must be controlled to maintain TSA standards, that is, the TSA must be cleared and graded and have no potentially hazardous ruts, humps, depressions, or other surface variations, and capable, under dry conditions, of supporting snow removal equipment, aircraft rescue and fire fighting equipment, and the occasional passage of aircraft without causing structural damage to the aircraft.

d. Taxiway Object Free Area (TOFA). Unlike the Runway Object Free Area, aircraft wings regularly penetrate the taxiway object free area during normal operations. Thus the restrictions are more stringent. Except as provided below, no construction may occur within the taxiway object free area while the taxiway is open for aircraft operations.

(1) The taxiway object free area dimensions may be temporarily adjusted if the taxiway is restricted to aircraft operations requiring a taxiway object free area that is equal to the taxiway object free area width available.

(2) Offset taxiway pavement markings may be used as a temporary measure to provide the required taxiway object free area. Where offset taxiway pavement markings are provided, centerline lighting or reflectors are required.

(3) Construction activity may be accomplished without adjusting the width of the taxiway object free area, subject to the following restrictions:

(a) Appropriate NOTAMs are issued.

(b) Marking and lighting meeting the provisions of paragraphs 218 and 220 above are implemented.

(c) Five-foot clearance is maintained between equipment and materials and any part of an aircraft (includes wingtip overhang). In these situations, flaggers must be used to direct construction equipment, and wing walkers will be necessary to guide aircraft. Wing walkers should be airline/aviation personnel rather than construction workers. If such clearance can only be maintained if an aircraft does not have full use of the entire taxiway width (with its main landing gear at the edge of the pavement), then it will be necessary to move personnel and equipment for the passage of that aircraft.

e. Obstacle Free Zone (OFZ). In general, personnel, material, and/or equipment may not penetrate the OFZ while the runway is open for aircraft operations. If a penetration to the OFZ is necessary, it may be possible to continue aircraft operations through operational restrictions. Coordinate with the FAA through the appropriate FAA Airports Regional or District Office.

f. Runway Approach/Departure Areas and Clearways. All personnel, materials, and/or equipment must remain clear of the applicable threshold siting surfaces, as defined in Appendix 2, "Threshold Siting Requirements," of AC 150/5300-13. Objects that do not penetrate these surfaces may still be obstructions to air navigation and may affect standard instrument approach procedures. Coordinate with the FAA through the appropriate FAA Airports Regional or District Office.

(1) Construction activity in a runway approach/departure area may result in the need to partially close a runway or displace the existing runway threshold. Partial runway closure, displacement of the runway threshold, as well as closure of the complete runway and other portions of the movement area also require coordination through the airport operator with the appropriate FAA air traffic manager (FSS if non-towered) and ATO/Technical Operations (for affected NAVAIDS) and airport users.

(2) Caution regarding partial runway closures. When filing a NOTAM for a partial runway closure, clearly state to OCC personnel that the portion of pavement located prior to the threshold is not available for landing and departing traffic. In this case, the threshold has been moved for both landing and takeoff purposes (this is different than a displaced threshold). There may be situations where the portion of closed runway is available for taxiing only. If so, the NOTAM must reflect this condition).

(3) Caution regarding displaced thresholds. : Implementation of a displaced threshold affects runway length available for aircraft landing over the displacement. Depending on the reason for the displacement (to provide obstruction clearance or RSA), such a displacement may also require an adjustment in the landing distance available and accelerate-stop distance available in the opposite direction. If project scope includes personnel, equipment, excavation, other work. within the existing RSA of any usable runway end, do not implement a displaced threshold unless arrivals and departures toward the construction activity are prohibited. Instead, implement a partial closure.

222. Other Limitations on Construction. The CSPP must specify any other limitations on construction, including but not limited to:

a. Prohibitions.

(1) No use of tall equipment (cranes, concrete pumps, and so on) unless a 7460-1 determination letter is issued for such equipment.

(2) No use of open flame welding or torches unless fire safety precautions are provided and the airport operator has approved their use.

(3) No use of electrical blasting caps on or within 1,000 ft (300 m) of the airport property.

See AC 150/5370-10.

(4) No use of flare pots within the AOA.

b. Restrictions.

(1) Construction suspension required during specific airport operations.

(2) Areas that cannot be worked on simultaneously.

(3) Day or night construction restrictions.

(4) Seasonal construction restrictions.

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Chapter 3. Guidelines for Writing a CSPP

301. General Requirements. The CSPP is a standalone document written to correspond with the subjects outlined in Chapter 2, Section 1, paragraph 204. The CSPP is organized by numbered sections corresponding to each subject listed in Chapter 2, Section 1, paragraph 204, and described in detail in Chapter 2, Section 2. Each section number and title in the CSPP matches the corresponding subject outlined in Chapter 2, paragraph 204 (for example, 1. Coordination, 2. Phasing, 3. Areas and Operations Affected by the Construction Activity, and so on.). With the exception of the project scope of work outlined in Section 2. Phasing, only subjects specific to operational safety during construction should be addressed.

302. Applicability of Subjects. Each section should, to the extent practical, focus on the specific subject. Where an overlapping requirement spans several sections, the requirement should be explained in detail in the most applicable section. A reference to that section should be included in all other sections where the requirement may apply. For example, the requirement to protect existing underground FAA Instrument Landing System (ILS) cables during trenching operations could be considered FAA ATO coordination (Section 1. Coordination, paragraph 205.c), an area and operation affected by the construction activity (Section 3. Areas and Operations Affected by the Construction Activity, paragraph 207.a(4)), a protection of a NAVAID (Section 4. Protection of Navigational Aids (NAVAIDs),paragraph 208), or a notification to the FAA of construction activities (Section 9. Notification of Construction Activities, paragraph 210.e(3)(b)). However, it is more specifically an underground utility requirement (Section 11. Underground Utilities, paragraph 215). The procedure for protecting underground ILS cables during trenching operations should therefore be described in Section 11: "*The contractor must coordinate with the local FAA System Support Center (SSC) to mark existing ILS cable routes along Runway 17-35. The ILS cables will be located by hand digging whenever the trenching operation moves within 10 feet of the cable markings.*" All other applicable sections should include a reference to Section 11: "*ILS cables shall be identified and protected as described in Section 11*" or "*See Section 11 for ILS cable identification and protection requirements.*" Thus, the CSPP should be considered as a whole, with no need to duplicate responses to related issues.

303. Graphical Representations. Construction safety drawings should be included in the CSPP as attachments. When other graphical representations will aid in supporting written statements, the drawings, diagrams, and/or photographs should also be attached to the CSPP. References should be made in the CSPP to each graphical attachment and may be made in multiple sections.

304. Reference Documents. The CSPP must not incorporate a document by reference unless reproduction of the material in that document is prohibited. In that case, either copies of or a source for the referenced document must be provided to the contractor.

305. Restrictions. The CSPP should not be considered as a project design review document. The CSPP should also avoid mention of permanent ("as-built") features such as pavements, markings, signs, and lighting, except when such features are intended to aid in maintaining operational safety during the construction.

306. Coordination. Include in this section a detailed description of conferences and meetings both before and during the project. Include appropriate information from AC 150/5300-9. Discuss coordination procedures and schedules for each required FAA ATO airway facility shutdown and restart and all required flight inspections.

307. Phasing. Include in this section a detailed scope of work description for the project as a whole and each phase of work covered by the CSPP. This includes all locations and durations of the work proposed. Attach drawings to graphically support the written scope of work. Detail in this section the sequenced phases of the proposed construction. Include a reference to paragraph 308 below, as appropriate.

308. Areas and Operations Affected By Construction. Focus in this section on identifying the areas and operations affected by the construction. Describe corresponding mitigation that is not covered in detail elsewhere in the CSPP. Include references to paragraphs below as appropriate. Attach drawings as necessary to graphically describe affected areas and mechanisms proposed. Tables and charts such as the following may be helpful in highlighting issues to be addressed.

Table 3-1 Sample Operations Effects

Project	Runway 15-33 Reconstruction	
Phase	Phase II: Reconstruct Runway 15 End	
Scope of Work	Reconstruct 1,000 ft of north end of Runway 15-33 with Portland Cement Concrete (PCC).	
Operational Requirements	**Normal (Existing)**	**Phase II (Anticipated)**
Runway 15 Average Aircraft Operations	Carrier: 52 /day GA: 26 /day Military: 11 /day	Carrier: 52 / day GA: 20 / day Military: 0 /day
Runway 33 Average Aircraft Operations	Carrier: 40 /day GA: 18 /day Military: 10 /day	Carrier: 20 /day GA: 5 /day Military: 0 /day
Runway 15-33 ARC	C-IV	C-IV
Runway 15 Approach Visibility Minimums	¾ mile	1 mile
Runway 33 Approach Visibility Minimums	¾ mile	1 mile
Runway 15 Declared Distances	TORA: 7,820	TORA: 6,420
	TODA: 7,820	TODA: 6,420
	ASDA: 7,820	ASDA: 6,420
	LDA: 7,820	LDA: 6,420
Runway 33 Declared Distances	TORA: 8,320	TORA: 6,920
	TODA: 8,320	TODA: 6,920
	ASDA: 8,320	ASDA: 6,920
	LDA: 7,820	LDA: 6,420
Runway 15 Approach Procedures	ILS	LOC only
	RNAV	N/A
	VOR	N/A
Runway 33 Approach Procedures	ILS	Visual only
	RNAV	N/A
	VOR	N/A
Runway 15 NAVAIDs	ILS/DME, MALSR, RVR	LOC/DME, PAPI (temp), RVR

Runway 33 NAVAIDs	ILS/DME, MALSF, PAPI, RVR	MALSF, PAPI, RVR
Taxiway G ADG	IV	IV (N/A between T/W H and R/W 15 end)
Taxiway E ADG	IV	IV
ATCT (hours open)	06:00 – 24:00 local	06:00 – 24:00 local
ARFF Index	D	D
Special Conditions	Air National Guard (ANG) military operations	Military operations relocated to alternate ANG Base
	Airline XYZ requires VGSI	Airline XYZ requires VGSI

Complete the following chart for each phase to determine the area that must be protected along the runway edges:

Runway	**Aircraft Approach Category* A, B, C, or D**	**Airplane Design Group* I, II, III, or IV**	**RSA Width in Feet Divided by 2***
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
*See AC 150/5300-13 to complete the chart for a specific runway.			

Complete the following chart for each phase to determine the area that must be protected before the runway threshold:

Runway End Number	**Airplane Design Group* I, II, III, or IV**	**Aircraft Approach Category* A, B, C, or D**	**Minimum Safety Area Prior to the Threshold***	**Minimum Distance to Threshold Based on Required Approach Slope***	
_____	_____	_____	_____ ft	_____ ft	_____: 1
_____	_____	_____	_____ ft	_____ ft	_____: 1
_____	_____	_____	_____ ft	_____ ft	_____: 1
_____	_____	_____	_____ ft	_____ ft	_____: 1
*See AC 150/5300-13 to complete the chart for a specific runway.					

309. Navigation Aid (NAVAID) Protection. List in this section all NAVAID facilities that will be affected by the construction. Identify NAVAID facilities that will be placed out of service at any time prior to or during construction activities. Identify individuals responsible for coordinating each shutdown and when each facility will be out of service. Include a reference to paragraph 306 above for FAA ATO NAVAID shutdown, restart, and flight inspection coordination. Outline in detail procedures to protect each NAVAID facility remaining in service from interference by construction activities. Include a reference to paragraph 314 for the issuance of NOTAMs as required. Include a reference to paragraph 316 for the protection of underground cables and piping serving NAVAIDs. If temporary visual aids are proposed to replace or supplement existing facilities, include a reference to paragraph 319. Attach drawings to graphically indicate the affected NAVAIDS and the corresponding critical areas.

310. Contractor Access. This will necessarily be the most extensive section of the CSPP. Provide

sufficient detail so that a contractor not experienced in working on airports will understand the unique restrictions such work will require. Due to this extent, it should be broken down into subsections as described below:

a. Location of Stockpiled Construction Materials. Describe in this section specific locations for stockpiling material. Note any height restrictions on stockpiles. Include a reference to paragraph 321 for hazard marking and lighting devices used to identify stockpiles. Include a reference to paragraph 311 for provisions to prevent stockpile material from becoming wildlife attractants. Include a reference to paragraph 312 for provisions to prevent stockpile material from becoming FOD. Attach drawings to graphically indicate the stockpile locations.

b. Vehicle and Pedestrian Operations. While there are many items to be addressed in this major subsection of the CSPP, all are concerned with one main issue: keeping people and vehicles from areas of the airport where they don't belong. This includes preventing unauthorized entry to the AOA and preventing the improper movement of pedestrians or vehicles on the airport. In this section, focus on mechanisms to prevent construction vehicles and workers traveling to and from the worksite from unauthorized entry into movement areas. Specify locations of parking for both employee vehicles and construction equipment, and routes for access and haul roads. In most cases, this will best be accomplished by attaching a drawing. Quote from AC 150/5210-5 specific requirements for contractor vehicles rather than referring to the AC as a whole, and include special requirements for identifying Hazardous Material (HAZMAT) vehicles. Quote from, rather than incorporate by reference, AC 150/5210-20 as appropriate to address the airport's rules for ground vehicle operations, including its training program. Discuss the airport's recordkeeping system listing authorized vehicle operators.

c. Two-Way Radio Communications. Include a special section to identify all individuals who are required to maintain communications with Air Traffic (AT) at airports with active towers, or monitor Common Traffic Advisory Frequencies (CTAF) at airports without or with closed ATCT. Include training requirements for all individuals required to communicate with AT. Individuals required to monitor AT frequencies should also be identified. If construction employees are also required to communicate by radio with Airport Operations, this procedure should be described in detail. Usage of vehicle mounted radios and/or portable radios should be addressed. Communication procedures for the event of disabled radio communication (that is, light signals, telephone numbers, others) must be included. All radio frequencies should by identified (Tower, Ground Control, CTAF, UNICOM, ATIS, and so on).

d. Airport Security. Address security as it applies to vehicle and pedestrian operations. Discuss TSA requirements, security badging requirements, perimeter fence integrity, gate security, and other needs. Attach drawings to graphically indicate secured and/or Security Identification Display Areas (SIDA), perimeter fencing, and available access points.

311. Wildlife Management. Discuss in this section wildlife management procedures. Describe the maintenance of existing wildlife mitigation devices, such as perimeter fences, and procedures to limit wildlife attractants. Include procedures to notify Airport Operations of wildlife encounters. Include a reference to paragraph 310 for security (wildlife) fence integrity maintenance as required.

312. Foreign Object Debris (FOD) Management. In this section, discuss methods to control and monitor FOD: worksite housekeeping, ground vehicle tire inspections, runway sweeps, and so on. Include a reference to paragraph 315 for inspection requirements as required.

313. Hazardous Materials (HAZMAT) Management. Describe in this section HAZMAT management procedures: fuel deliveries, spill recovery procedures, Material Safety Data Sheet (MSDS) availability, and other considerations. Any specific airport HAZMAT restrictions should also be

identified. Include a reference to paragraph 310 for HAZMAT vehicle identification requirements. Quote from, rather than incorporate by reference, AC 150/5320-15.

314. Notification of Construction Activities. List in this section the names and telephone numbers of points of contact for all parties affected by the construction project. We recommend a single list that includes all telephone numbers required under this section. Include emergency notification procedures for all representatives of all parties potentially impacted by the construction. Identify individual representatives – and at least one alternate – for each party. List both on-duty and off-duty contact information for each individual, including individuals responsible for emergency maintenance of airport construction hazard lighting and barricades. Describe procedures to coordinate immediate response to events that might adversely affect the operational safety of the airport (such as interrupted NAVAID service). Explain requirements for and the procedures for the issuance of Notices to Airmen (NOTAMs), notification to FAA required by 14 CFR Part 77 and Part 157 and in the event of affected NAVAIDs. For NOTAMs, identify an individual, and at least one alternate, responsible for issuing and cancelling each specific type of Notice to Airmen (NOTAM) required. Detail notification methods for police, fire fighting, and medical emergencies. This may include 911, but should also include direct phone numbers of local police departments and nearby hospitals. The local Poison Control number should be listed. Procedures regarding notification of Airport Operations and/or the ARFF Department of such emergencies should be identified, as applicable. If airport radio communications are identified as a means of emergency notification, include a reference to paragraph 310. Differentiate between emergency and nonemergency notification of ARFF personnel, the latter including activities that affect ARFF water supplies and access roads. Identify the primary ARFF contact person and at least one alternate. If notification is to be made through Airport Operations, then detail this procedure. Include a method of confirmation from the ARFF department.

315. Inspection Requirements. Describe in this section inspection requirements to ensure airfield safety compliance. Include a requirement for routine inspections by the resident engineer (RE) and the construction contractors. If the engineering consultants and/or contractors have a Safety Officer who will conduct such inspections, identify this individual. Describe procedures for special inspections, such as those required to reopen areas for aircraft operations. Part 139 requires daily airfield inspections at certificated airports, but these may need to be more frequent when construction is in progress. Discuss the role of such inspections on areas under construction. Include a requirement to immediately remedy any deficiencies, whether caused by negligence, oversight, or project scope change.

316. Underground Utilities. Explain how existing underground utilities will be located and protected. Identify each utility owner and include contact information for each company/agency in the master list. Address emergency response procedures for damaged or disrupted utilities. Include a reference to paragraph 314 above for notification of utility owners of accidental utility disruption as required.

317. Penalties. Describe in this section specific penalties imposed for noncompliance with airport rules and regulations, including the CSPP: SIDA violations, Vehicle/Pedestrian Deviations (VPD), and others.

318. Special Conditions. Identify any special conditions that may trigger specific safety mitigation actions outlined in this CSPP: low visibility operations, snow removal, aircraft in distress, aircraft accident, security breach, VPD, and other activities requiring construction suspension/resumption. Include a reference to paragraph 310 above for compliance with airport safety and security measures and for radio communications as required. Include a reference to paragraph 319 below for emergency notification of all involved parties, including police/security, ARFF, and medical services.

319. Runway and Taxiway Visual Aids. Include marking, lighting, signs, and visual NAVAIDS.

Detail temporary runway and taxiway marking, lighting, signs, and visual NAVAIDs required for the construction. Discuss existing marking, lighting, signs, and visual NAVAIDs that are temporarily, altered, obliterated, or shut down. Consider non-federal facilities and address requirements for reimbursable agreements necessary for alteration of FAA facilities and for necessary flight checks. Identify temporary TORA signs or runway distance remaining signs if appropriate. Identify required temporary visual NAVAIDs such as REIL or PAPI. Quote from, rather than incorporate by reference, AC 150/5340-1, Standards for Airport Markings, AC 150/5340-18, Standards for Airport Sign Systems, and AC 150/5340-30, as required. Attach drawings to graphically indicate proposed marking, lighting, signs, and visual NAVAIDs.

320. Marking and Signs for Access Routes. Detail plans for marking and signs for vehicle access routes. To the extent possible, signs should be in conformance with the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) and/or State highway specifications, not hand lettered. Detail any modifications to the guidance in the MUTCD necessary to meet frangibility/height requirements.

321. Hazard Marking and Lighting. Specify all marking and lighting equipment, including when and where each type of device is to be used. Specify maximum gaps between barricades and the maximum spacing of hazard lighting. Identify one individual and at least one alternate responsible for maintenance of hazard marking and lighting equipment in the master telephone list. Include a reference to paragraph 314 above. Attach drawings to graphically indicate the placement of hazard marking and lighting equipment.

322. Protection of Runway and Taxiway Safety Areas. This section should focus exclusively on procedures for protecting all safety areas, including those altered by the construction: methods of demarcation, limit of access, movement within safety areas, stockpiling and trenching restrictions, and so on. Reference AC 150/5300-13: Airport Design as required. Include a reference to paragraph 310 above for procedures regarding vehicle and personnel movement within safety areas. Include a reference to paragraph 310 above for material stockpile restrictions as required. Detail requirements for trenching, excavations, and backfill. Include a reference to paragraph 321 for hazard marking and lighting devices used to identify open excavations as required. If runway and taxiway closures are proposed to protect safety areas, or if temporary displaced thresholds and/or revised declared distances are used to provide adequate Runway Safety Area, include a reference to paragraphs 314 and 319 above. Detail procedures for protecting the runway OFZ, runway OFA, taxiway OFA and runway approach surfaces including those altered by the construction: methods of demarcation, limit of cranes, storage of equipment, and so on. Quote from, rather than incorporate by reference, AC 150/5300-13: Airport Design as required. Include a reference to paragraph 323 for height (i.e. crane) restrictions as required. One way to address the height of equipment that will move during the project is to establish a three-dimensional “box” within which equipment will be confined that can be studied as a single object. Attach drawings to graphically indicate the safety area, OFZ, and OFA boundaries.

323. Other Limitations on Construction. This section should describe what limitations must be applied to each area of work and when each limitation will be applied: limitations due to airport operations, height (i.e. crane) restrictions, areas which cannot be worked at simultaneously, day/night work restrictions, winter construction, and other limitations. Include a reference to paragraph 307 above for project phasing requirements based on construction limitations as required.

Appendix 1. Related Reading Material

Obtain the latest version of the following free publications from the FAA on its Web site at http://www.faa.gov/airports/.

AC	Title and Description
AC 150/5200-28	Notices to Airmen (NOTAMs) for Airport Operators
	Guidance for using the NOTAM System in airport reporting.
AC 150/5200-30	Airport Winter Safety and Operations
	Guidance for airport owners/operators on the development of an acceptable airport snow and ice control program and on appropriate field condition reporting procedures.
AC 150/5200-33	Hazardous Wildlife Attractants On or Near Airports
	Guidance on locating certain land uses that might attract hazardous wildlife to public-use airports.
AC 150/5210-5	Painting, Marking, and Lighting of Vehicles Used on an Airport.
	Guidance, specifications, and standards for painting, marking, and lighting vehicles operating in the airport air operations areas.
AC 150/5210-20	Ground Vehicle Operations on Airports
	Guidance to airport operators on developing ground vehicle operation training programs.
AC 150/5300-13	Airport Design
	FAA standards and recommendations for airport design, establishes approach visibility minimums as an airport design parameter, and contains the Object Free area and the obstacle free-zone criteria.
AC 150/5310-24	Airport Foreign Object Debris Management
	Guidance for developing and managing an airport foreign object debris (FOD) program
AC 150/5220-4	Water Supply Systems for Aircraft Fire and Rescue Protection.
	Guidance on selecting a water source and meeting standards for a distribution system to support aircraft rescue and fire fighting service operations on airports.
AC 150/5320-15	Management of Airport Industrial Waste
	Basic information on the characteristics, management, and regulations of industrial wastes generated at airports. Guidance for developing a Storm Water Pollution Prevention Plan (SWPPP) that applies best management practices to eliminate, prevent, or reduce pollutants in storm water runoff with particular airport industrial activities.
AC 150/5340-1	Standards for Airport Markings
	FAA standards for markings used on airport runways, taxiways, and aprons.
AC 150/5340-18	Standards for Airport Sign Systems
	FAA standards for the siting and installation of signs on airport runways and taxiways.
AC 150/5345-28	Precision Approach Path Indicator (PAPI) Systems
	FAA standards for PAPI systems, which provide pilots with visual glide slope guidance during approach for landing.

AC	Title and Description
AC 150/5340-30	Design and Installation Details for Airport Visual Aids
	Guidance and recommendations on the installation of airport visual aids.
AC 150/5345-39	Specification for L-853, Runway and Taxiway Retroreflective Markers
AC 150/5345-44	Specification for Runway and Taxiway Signs
	FAA specifications for unlighted and lighted signs for taxiways and runways.
AC 150/5345-53	Airport Lighting Certification Program
	Details on the Airport Lighting Equipment Certification Program (ALECP).
AC 150/5345-50	Specification for Portable Runway and Taxiway Lights
	FAA standards for portable runway and taxiway lights and runway end identifier lights for temporary use to permit continued aircraft operations while all or part of a runway lighting system is inoperative.
AC 150/5345-55	Specification for L-893, Lighted Visual Aid to Indicate Temporary Runway Closure
AC 150/5370-10	Standards for Specifying Construction of Airports
	Standards for construction of airports, including earthwork, drainage, paving, turfing, lighting, and incidental construction.
FAA Order 5200.11	FAA Airports (ARP) Safety Management System (SMS)
	Basics for implementing SMS within ARP. Includes roles and responsibilities of ARP management and staff as well as other FAA lines of business that contribute to the ARP SMS.
FAA Certalert 98-05	Grasses Attractive to Hazardous Wildlife
	Guidance on grass management and seed selection.
FAA Form 7460-1	Notice of Proposed Construction or Alteration
FAA Form 7480-1	Notice of Landing Area Proposal

Obtain the latest version of the following free publications from the Electronic Code of Federal Regulations at http://ecfr.gpoaccess.gov/.

Title 14 CFR Part 139	Certification of Airports
Title 49 CFR Part 1542	Airport Security

Obtain the latest version of the Manual on Uniform Traffic Control Devices from the Federal Highway Administration at http://mutcd.fhwa.dot.gov/.

Appendix 2. Definition of Terms

Term	Definition
7460-1	Notice Of Proposed Construction Or Alteration. For on-airport projects, the form submitted to the FAA regional or airports division office as formal written notification of any kind of construction or alteration of objects that affect navigable airspace, as defined in 14 CFR Part 77, safe, efficient use, and preservation of the navigable airspace. (See guidance available on the FAA web site at oeaaa.faa.gov.) The form may be downloaded at http://www.faa.gov/airports/resources/forms/, or filed electronically at: https://oeaaa.faa.gov.
7480-1	Notice Of Landing Area Proposal. Form submitted to the FAA Airports Regional Division Office or Airports District Office as formal written notification whenever a project without an airport layout plan on file with the FAA involves the construction of a new airport; the construction, realigning, altering, activating, or abandoning of a runway, landing strip, or associated taxiway; or the deactivation or abandoning of an entire airport The form may be downloaded at http://www.faa.gov/airports/resources/forms/.
AC	Advisory Circular
ACRC	Aircraft Reference Code
ACSI	Airport Certification Safety Inspector
ADG	Airplane Design Group
AIP	Airport Improvement Program
ALECP	Airport Lighting Equipment Certification Program
ANG	Air National Guard
AOA	Air Operations Area. Any area of the airport used or intended to be used for the landing, takeoff, or surface maneuvering of aircraft. An air operations area includes such paved or unpaved areas that are used or intended to be used for the unobstructed movement of aircraft in addition to its associated runways, taxiways, or aprons.
ARFF	Aircraft Rescue and Fire Fighting
ARP	FAA Office of Airports
ASDA	Accelerate-Stop Distance Available
ATCT	Airport Traffic Control Tower
ATIS	Automatic Terminal Information Service
ATO	Air Traffic Organization
Certificated Airport	An airport that has been issued an Airport Operating Certificate by the FAA under the authority of 14 CFR Part 139, Certification of Airports.
CFR	Code of Federal Regulations
Construction	The presence and movement of construction-related personnel, equipment, and materials in any location that could infringe upon the movement of aircraft.
CSPP	Construction Safety And Phasing Plan. The overall plan for safety and phasing of a construction project developed by the airport operator, or developed by the airport operator's consultant and approved by the airport operator. It is included in the invitation for bids and becomes part of the project specifications.

Term	Definition
CTAF	Common Traffic Advisory Frequency
Displaced Threshold	A threshold that is located at a point on the runway other than the designated beginning of the runway. The portion of pavement behind a displaced threshold is available for takeoffs in either direction or landing from the opposite direction.
DOT	Department of Transportation
EPA	Environmental Protection Agency
FOD	Foreign Object Debris
HAZMAT	Hazardous Materials
IFR	Instrument Flight Rules
ILS	Instrument Landing System
LDA	Landing Distance Available
LOC	Localizer antenna array
Movement Area	The runways, taxiways, and other areas of an airport that are used for taxiing or hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading aprons and aircraft parking areas (reference 14 CFR Part 139).
MSDS	Material Safety Data Sheet
MUTCD	Manual on Uniform Traffic Control Devices
NAVAID	Navigation Aid
NAVAID Critical Area	An area of defined shape and size associated with a NAVAID that must remain clear and graded to avoid interference with the electronic signal.
Non-Movement Area	The area inside the airport security fence exclusive of the Movement Area. It is important to note that the non-movement area includes pavement traversed by aircraft.
NOTAM	Notices to Airmen
Obstruction	Any object/obstacle exceeding the obstruction standards specified by 14 CFR Part 77, subpart C.
OE / AAA	Obstruction Evaluation / Airport Airspace Analysis
OFA	Object Free Area. An area on the ground centered on the runway, taxiway, or taxi lane centerline provided to enhance safety of aircraft operations by having the area free of objects except for those objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes. (See AC 150/5300-13, for additional guidance on OFA standards and wingtip clearance criteria.)
OFZ	Obstacle Free Zone. The airspace below 150 ft (45 m) above the established airport elevation and along the runway and extended runway centerline that is required to be clear of all objects, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function, in order to provide clearance protection for aircraft landing or taking off from the runway and for missed approaches. The OFZ is subdivided as follows: Runway OFZ, Inner Approach OFZ, Inner Transitional OFZ, and Precision OFZ. Refer to AC 150/5300-13 for guidance on OFZ.
OSHA	Occupational Safety and Health Administration
P&R	Planning and Requirements Group

Term	Definition
PAPI	Precision Approach Path Indicators
PFC	Passenger Facility Charge
PLASI	Pulse Light Approach Slope Indicators
Project Proposal Summary	A clear and concise description of the proposed project or change that is the object of Safety Risk Management.
RE	Resident Engineer
REIL	Runway End Identifier Lights
RNAV	Area Navigation
ROFA	Runway Object Free Area
RSA	Runway Safety Area. A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway, in accordance with AC 150/5300-13.
SIDA	Security Identification Display Area
SMS	Safety Management System
SPCD	Safety Plan Compliance Document. Details developed and submitted by a contractor to the airport operator for approval providing details on how the performance of a construction project will comply with the CSPP.
SRM	Safety Risk Management
Taxiway Safety Area	A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway, in accordance with AC 150/5300-13.
TDG	Taxiway Design Group
Temporary	Any condition that is not intended to be permanent.
Temporary Runway End	The beginning of that portion of the runway available for landing and taking off in one direction, and for landing in the other direction. Note the difference from a displaced threshold.
Threshold	The beginning of that portion of the runway available for landing. In some instances, the landing threshold may be displaced.
TODA	Takeoff Distance Available
TOFA	Taxiway Object Free Area
TORA	Takeoff Run Available. The length of the runway less any length of runway unavailable and/or unsuitable for takeoff run computations. See AC 150/5300-13 for guidance on declared distances.
TSA	Taxiway Safety Area Transportation Security Administration
UNICOM	A radio communications system of a type used at small airports.
VASI	Visual Approach Slope Indicators

Term	Definition
VGSI	Visual Glide Slope Indicator. A device that provides a visual glide slope indicator to landing pilots. These systems include precision approach path indicators (PAPI), visual approach slope indicators (VASI), and pulse light approach slope indicators (PLASI).
VFR	Visual Flight Rules
VOR	VHF Omnidirectional Radio Range
VPD	Vehicle / Pedestrian Deviation

Appendix 3. 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	

Coordination	Reference	Addressed			Remarks
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	

Coordination	Reference	Addressed			Remarks
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	

Coordination	Reference	Addressed			Remarks
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	

Coordination	Reference	Addressed			Remarks
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	

Coordination	Reference	Addressed			Remarks
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	

Coordination	Reference	Addressed			Remarks
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	

Appendix 4. 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.			☐

Item	Action Required	or	None
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.			☐

Item	Action Required	or	None
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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