**Checklist Purpose/Use:**

The purpose of this checklist is to provide construction safety inspectors (e.g. airport personnel, contractor personnel, or others) with a list of construction safety items that should be monitored on a daily basis. This checklist incorporates all the daily construction inspection items set forth in AC 150/5370-2G Appendix D entitled “Construction Project Daily Safety Inspection Checklist” and incorporates other common construction safety items, where appropriate. Items that have been added as additional construction safety items are highlighted in green.

The recommendations and guidance provided in this document are based on the current versions of FAA guidance materials in effect as of the date of this publication (November 2020). The FAA updates guidance materials from time to time. As a result, it is highly recommended that users check the FAA website to ensure they are utilizing the most current versions of published FAA guidance material.

This checklist should be customized to include any unique requirements that may be applicable to an individual airport or project. This checklist is structured to follow the CSPP template provided as part of the ACRP 08-03 Tool Kit to make it easier for airports to incorporate any unique construction safety requirements from a project’s CSPP and SPCD into this checklist. As a result, prior to utilizing this checklist, airport sponsors and consulting engineers/designers should review the checklist in its entirety to determine where the checklist should be customized for a given project.

Inspector (Name/Title):\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date & Time of Inspection:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

| Inspection Item | Action Required (Describe) | No Action Required | Repeated Discrepancy |
| --- | --- | --- | --- |
| **Area and Operations Affected by Construction Activity (Section 207)** |  |  |  |
| Restrictions on ARFF access from fire stations to the runway / taxiway system or airport buildings. |  |  |  |
| Contractor personnel or equipment operating outside of the authorized project limits. |  |  |  |
| Any internal barricades or fencing within the construction site meant to visually delineate the limits of construction personnel/equipment are not properly maintained. |  |  |  |

|  |  |  |  |
| --- | --- | --- | --- |
| **Navigation Aid Protection (Section 208)** |  |  |  |
| 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. |  |  |  |
| **Contractor Access (Section 209)** |  |  |  |
| Lack of radio communications with construction vehicles in airport movement areas. |  |  |  |
| 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. |  |  |  |
| Contractor vehicles are parked in unapproved areas. |  |  |  |
| Haul route locations that cross aircraft operational areas are not monitored by flaggers. |  |  |  |
| **Wildlife Management (Section 210)** |  |  |  |
| Wildlife attractants — such as trash (food scraps not collected from construction personnel activity), grass seeds, tall grass, or standing water — on or near airports. |  |  |  |
| Dumpsters or trash receptacles not adequately covered and secured. |  |  |  |
| Gaps below fences or at gates that could allow wildlife access to area field. |  |  |  |
| **Foreign Object Debris (Section 211)** |  |  |  |
| 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. |  |  |  |
| Materials being delivered to/from the construction site are not properly covered/secured to prevent FOD. |  |  |  |
| **Hazardous Material Management (Section 212)** |  |  |  |
| Spillage from vehicles (gasoline, diesel fuel, oil) on active pavement areas, such as runways, taxiways, aprons, and airport roadways. |  |  |  |
| All hazardous materials are not properly stored. |  |  |  |
| **Notification of Construction Activities (Section 213)** |  |  |  |
| Failure to issue, update, or cancel NOTAMs about airport or runway closures or other construction related airport conditions. |  |  |  |
| **Underground Utilities (Section 215)** |  |  |  |
| 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. |  |  |  |
| Failure to maintain drainage system integrity during construction (for example, no temporary drainage provided when working on a drainage system). |  |  |  |
| **Runway and Taxiway Visual Aids (Section 218)** |  |  |  |
| 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. |  |  |  |
| Obliterated or faded temporary markings on active operational areas. |  |  |  |
| Airfield lighting is damaged or inoperative in active operational areas. |  |  |  |
| Airfield lighting within the construction area has not been properly covered as discussed in the CSPP. |  |  |  |
| Temporary lightings systems (e.g. temporary taxiway edge lights, etc.) are not working properly. |  |  |  |
| **Access Routes – Marking and Signage (Section 219)** |  |  |  |
| Haul routes are not properly signed and marked, where required. |  |  |  |
| **Hazard Marking, Lighting and Signage (Section 220)** |  |  |  |
| 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. |  |  |  |
| Misleading or malfunctioning obstruction lights. Unlighted or unmarked obstructions in the approach to any open runway pose aviation hazards. |  |  |  |
| 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. |  |  |  |
| Work site lighting is improperly positioned toward ATCT and/or aircraft operating areas |  |  |  |
| Airfield signage is not covered as specified in the CSPP. |  |  |  |
| Runway lighted X’s are not functioning properly. |  |  |  |
| Construction barricades are not properly secured, spaced, or illuminated. |  |  |  |
| Construction vehicles or equipment are not properly flagged. |  |  |  |
| **Protection of Runway and Taxiway Safety Areas, Zones and Surfaces (Section 221)** |  |  |  |
| 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 inch (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. |  |  |  |
| 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. |  |  |  |
| Drainage in construction areas causing safety area erosion. |  |  |  |
| Improper parking of vehicles on closed runways/taxiways or withing protected areas. |  |  |  |
| Stakes or other markers are not removed from RSA or TSA prior to surface reopening. |  |  |  |
| **Other Limitations on Construction (Section 222)** |  |  |  |
| 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. |  |  |  |