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EUGENE AIRPORT

CONCOURSE A PASSENGER BOARDING BRIDGE UPGRADES

CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)





CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

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SECTION 1

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.

The CSPP sets forth benchmarks and requirements for the project to help ensure the highest levels of safety, security, and efficiency at the airport at the time of construction. Guideline requirements for the CSPP are developed from FAA Advisory Circular 150/5370-2G *Operational Safety on Airports during Construction*.

The CSPP is a standalone document, written to correspond with the safety and security requirements set forth in AC 150/5370-2G, the airport safety and security requirements, and local codes and requirements. The CSPP is to be used by all personnel involved in the project. The CSPP covers the actions of not only the construction personnel and equipment, but also the actions of inspection personnel, airport staff, aircraft, and aeronautical users.

This document has been developed to maximize the performance and safety of construction activity, reduce construction costs, and minimize interruptions to airport operations. Strict adherence to the provisions of the CSPP by all personnel assigned to or visiting the construction site is mandatory for AIP funded construction projects.

The Contractor shall be required to submit a SPCD to the Airport describing how the Contractor will comply with the requirements set forth in this CSPP. The SPCD shall be drafted as required in AC 150/5370-2G. The SPCD must be submitted to the Airport for approval prior to issuance of the Notice to Proceed. The SPCD must also include a certification statement by the contractor stating that it understands the operational safety requirements detailed in this CSPP and SPCD. The contractor's certification statement will also assert that there will be no deviation from the approved construction practices contained within either of these documents.

In the event the Contractor's activities are found in non-compliance with the provisions of the CSPP or the SPCD, the Airport Engineer will direct the Contractor, in writing, to immediately cease those operations in violation. In addition, a safety meeting will be conducted for the purpose of reviewing those provisions in the CSPP/SPCD which were violated. The Contractor will not be allowed to resume any construction operations until conclusion of the safety meeting and all corrective actions required by the contractor have been implemented.

SECTION 2

SCOPE OF WORK

Eugene Airport (EUG) is seeking to relocate Gate A6 to improve operational efficiency at the airport. This includes replacing the current jet bridge at Gate A6 and installing a new jet bridge with fixed bridge sections at a new location. The existing jet bridge at Gate A5 will also be replaced but in the current location.

Necessary construction locations, activities, and associated costs have been identified and their impact to airport operations has been assessed. The impact of work to Airport Operations Areas (AOA) is discussed in detail below in Section 3, Plan Requirements and graphically depicted in the attached Safety and Phasing exhibits referenced in the previous paragraph. These exhibits will be made part of the drawing set issued to the contractor for bidding and construction.

SECTION 3

PLAN REQUIREMENTS

3.1 PROJECT COORDINATION

Airport or tenants conducting construction on their properties will use pre-design, pre-bid, and pre-construction conferences to introduce the subject of airport operational safety during construction. In addition, construction progress meetings, scope of schedule changes, and meetings with the FAA Air Traffic Organization (ATO) will be coordinated as required through the performance of the contract.

3.1.1 Pre-design Conference

A pre-design conference was convened and conducted by the Airport. In attendance were representatives from EUG Operations, members of the EUG Staff, and representatives from RS&H. This meeting was used to discuss various items relating to design parameters, airport safety, routing of aircraft and equipment, sequencing of construction operations, environmental considerations, and any other requirements pertinent to the project. This pre-design conference was essential in identifying and outlining potential effects and/or conflicts to airport operations during construction.

3.1.2 Pre-bid Conference

The Airport will conduct a non-mandatory pre-bid conference to help clarify and explain construction methods, procedures, and safety measures required by the contract.

A focus of the Pre-bid Conference will be to cover relevant information concerning the contractor's requirements for developing and submitting an SPCD for review and approval. This will include both general and specific elements required in the SPCD. In addition, information on how the contractor shall format the

document to illustrate their plans for compliance with those provisions detailed out within this CSPP will also be provided.

Any changes or modifications recommended during the conference will be included in an addendum to the bid documents. A copy will be furnished to each prospective bidder who registered on the website.

3.1.3 Pre-Construction Conference

A pre-construction conference will be held with the contractor, Airport, Airport Stakeholders and RS&H to discuss operational safety and security, quality control testing, quality acceptance testing, labor requirements, environmental factors, and other issues. This meeting, among all parties affected by the construction, should assist in a better understanding of potential problems and possible solutions for the course of the performance of this contract.

The pre-construction conference shall be conducted as soon as practicable after the contract has been awarded and before issuance of the notice to proceed.

The expected participants for this meeting shall include the following parties:

1. Sponsor's engineer/architect
2. Resident engineer (as applicable)
3. Airport management
4. Testing laboratory representative
5. Contractor and subcontractor(s)
6. Contractor's project superintendent and administrator
7. Airport users impacted by the proposed construction
8. Utility companies affected by the proposed construction
9. Federal, state, or local agencies affected by the proposed construction
10. Representative of FAA Airports regional or field office

RS&H will prepare an agenda prior to the pre-construction conference. This will include but is not limited to:

1. The scope of the project and the sequence and timing of all operations.
2. Relationship between the Airport representative and the Contractor.
3. Relationship between the FAA and the sponsor.
4. Identification of the contractor's superintendent and a discussion of his/her authority and responsibilities.
5. Designation of sponsor representative responsible for notifying the Flight Service Station serving the airport of the proposed start and completion dates of construction or of any circumstances requiring a NOTAM. Planned coordination (Airport Management), control and communications needed for those closures and crossings identified for this project are discussed in detail in Section 3.9, Notification of Construction Activities.
6. Scheduling of work and the need to perform certain items at various stages of the project, including operational safety problems that might arise because of the proposed work.
7. Notice to proceed date.

8. Safety during construction, including the responsibility for marking and lighting of closed and hazardous areas. See AC 150/5370-2G Operational Safety on Airports During Construction and AC 150/5340-1M Standards for Airport Markings, current edition, for detailed information.
9. Security and Badging requirements
10. The need for continuing vigilance for potential or existing hazards relative to any of the items associated with construction operations on an active or closed airfield surface.

3.1.4 Contractor Progress Meetings

Weekly construction meetings shall be held to discuss work progress and to address current or potential security and safety concerns. These meetings may be adjusted to a day-to-day basis as necessary for specific work items. Operational safety and security shall be a standing agenda item for discussion during these weekly/daily construction progress meetings.

3.1.5 Scope of Schedule Changes

Changes in the scope and/or duration of the project may necessitate revisions to the CSPP. The FAA Airports Regional or District office shall be promptly notified of any proposed changes to this CSPP. Changes to this document require review and approval by the Airport and the FAA prior to implementation. In addition, coordinate proposed changes with all appropriate local or federal government agencies (i.e. EPA, OSHA, TSA, state environmental agencies, etc.).

3.1.6 FAA ATO Coordination

Early coordination with FAA ATO is required to schedule airway facility shutdowns and restarts. Coordination with FAA ATO will also be required to facilitate runway and taxiway closures as well as communicating open aircraft routes during construction. No runway or taxiway closures are expected to be required for this project.

It will remain the contractor's responsibility to be aware and cognizant of all activities on the airfield and to follow those procedures referenced above for work required in, around, or near any airfield NAVAIDs and Visual aids.

3.2 PHASING

Construction phasing for this project has been coordinated with the local Air Traffic personnel and airport users. The sequenced construction phases established in this CSPP have been incorporated into the project design and are reflected in the contract drawings and specifications.

The project areas are represented graphically in exhibits located in Appendix A of this document.

The performance of work for the phases will require the reduction of aircraft access, re-routing of aircraft around the project work area, and closures of various airfield surfaces. Exhibits showing the overall phasing layout and the safety and security elements associated with the phases have been provided in Appendix A of this report. In addition, reference Section 3.3 Areas and Operations Affected by the Construction Activity of this document for additional information regarding affected operations on the airfield by phase.

3.2.1 Phase Elements

The sequence of construction for this project has been phased to maximize the performance and safety of construction activity and to maintain aircraft operations at an acceptable level of efficiency at the airport for the duration of this contract. General elements of this sequencing and phasing are as follows:

- » Contractor staging and proposed batch plant areas – Reference Appendix A, for general safety and security notes as well as staging and batch plant area locations. Construction staging areas, batch plant areas and contractor employee parking areas are to remain outside of all Object Free and Safety Areas for all active airfield surfaces. No batch plants are planned for this project on site.
- » Construction access and haul routes –Applicable control along contractor haul routes for both safety and security must always be maintained. This is especially considered at those locations that require the contractor to cross or move through active airfield surfaces. Reference Section 3.5.2 Vehicle and Pedestrian Operations, Section 3.15 Marking and Signs for Access Routes, and Section 3.17 Protection of Runway and Taxiway Safety Areas of this document for additional information.
- » Aircraft access routes – Reference Appendix A for phase specific proposed aircraft routing. Aircraft routing around construction areas has been coordinated to maintain aircraft operations at an acceptable level of efficiency during the project.
- » ARFF access routes – Emergency ARFF access in and around the site will be maintained by the contractor, as required, for the duration of this project. Construction contractors must prominently mark open trenches and excavations within the construction site, with approval from Airport Operations and Engineering, and light them with red lights during hours of restricted visibility or darkness.
- » Required hazard marking and lighting – Low profile barricades, closed runway and taxiway markings, signs, lighting and/or safety flag details and usage requirements are provided in the attached exhibits, reference Appendix A. In addition, reference Section 3.15 Marking and Signs for Access Routes, Section 3.16 Hazard Marking and Lighting, and Section 3.17 Protection of Runway and Taxiway Safety Areas of this document for additional information.
- » Lead times for required notifications – The contractor is required to coordinate this with EUG Airport Engineering and Airfield Operations. Lead times for required notifications shall be established at the pre-construction meeting.

Phase specific elements addressed and taken into consideration during the development of the construction phasing for this project are as follows:

3.2.1.1 Phase 1 – 45 Calendar Days

1. Areas closed to aircraft operations – None
2. Areas closed to vehicle operations – VSR between Concourse A and Terminal building closed
3. Taxi routes – All taxiways will remain open.
4. Runways
 - a. Runway 16R-34L – Open
 - b. Runway 16L-34R – Open
5. Impacts to NAVAIDs – N/A
6. Marking changes – None
7. Night Work – Night work may be required as shown in the project documents. Coordination with EUG is required prior to commencing nightwork.

3.2.1.2 Phase 2 – 15 Calendar Days

1. Areas closed to aircraft operations – Gates C1 and A6 (brief closure for marking)
2. Areas closed to vehicle operations – VSR between Concourse A and Terminal building closed
3. Taxi routes – All taxiways will remain open.
4. Runways
 - a. Runway 16R-34L – Open
 - b. Runway 16L-34R – Open
5. Impacts to NAVAIDs – N/A
6. Marking changes – Existing markings at Gate A6 will be obliterated and new Gate A6 markings will be painted.
7. Night Work – Night work may be required as shown in the project documents. Coordination with EUG is required prior to commencing nightwork.

3.2.1.3 Phase 3 – 15 Calendar Days

1. Areas closed to aircraft operations – Gate A5
2. Areas closed to vehicle operations – None
3. Taxi routes – All taxiways will remain open.
4. Runways
 - a. Runway 16R-34L – Open
 - b. Runway 16L-34R – Open
5. Impacts to NAVAIDs – N/A
6. Marking changes – No marking changes are anticipated during this phase. Any markings damaged by construction activities shall be repainted in place.
7. Night Work – Night work may be required as shown in the project documents. Coordination with EUG is required prior to commencing nightwork.

3.2.2 Construction Safety Drawings

Graphical exhibits specifically indicating operational safety procedures and methods in areas affected by construction activities associated with this project have been provided with this CSPP and incorporated into the project drawing set. Reference Appendix A Exhibits of this document.

3.3 AREAS OF OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

Runways, taxiways, and other airfield surfaces shall remain in use by aircraft to the maximum extent possible without compromising safety. Minimal closures of airfield surfaces will be required for this contract. These areas are graphically illustrated in the attached exhibits, reference Appendix A. In addition, reference the previous section, Section 3.2 Phasing.

3.3.1 Identification of Affected Areas

See Section 3.2.2 Construction Safety Drawings above for graphical identification of areas affected by construction operations. Of concern is the following:

3.3.1.1 Closing, or partial closing, of runways, taxiways and aprons.

Portions of the Concourse A Apron will be closed for the duration of the project. Phase associated closures are identified in the previous section, Section 2 Phasing and graphically illustrated in the attached exhibits, reference Appendix A of this document.

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

Access into, through and/or around the project work area by ARFF vehicles may be reduced during construction. Right of way shall be given to ARFF vehicles by the contractor at all times.

3.3.1.3 Closing of Access Routes Used by Airport and Airline Support Vehicles

The portion of the VSR through the project work area will be closed for the duration of the project. Support vehicles may use the VSR that runs around Concourse A to access aircraft parked at gates.

3.3.1.4 Interruption of Utilities

Several utilities have been identified within the project limits. These include, but may not be limited to, sanitary sewer lines, water lines, electrical lines, and storm drain lines. These lines primarily serve Concourse A and the Terminal. All interruptions of utilities required to complete this project shall be coordinated with the Airport.

3.3.1.5 Approach/Departure Surfaces Affected by Heights of Objects

Contractor equipment conflicts or staging area heights of objects are not anticipated to impact approach/departure surfaces for open runways.

3.3.1.6 Construction Areas

These areas include the project work area, storage/stockpile areas, staging areas, and contractor haul routes near or through active airfield surfaces. The project work areas, staging areas and stockpile locations are not within active airfield surfaces. Any crossings will be controlled and monitored by dedicated traffic control flaggers familiar with airfield traffic control procedures on active airfields. These specific project areas are identified graphically in attached exhibits.

3.3.2 Mitigation of Effects

This CSPP has established specific requirements and operational procedures necessary to maintain the safety and efficiency of airport operations during the construction of this project.

All coordination pertaining to airport operations during construction will go through the Airport Engineer and the Operations Manager. Any required NOTAM's to be issued will be sent through the Engineer and issued by the Airport Operations Manager.

3.3.2.1 Temporary Changes to Runway and/or Taxiway Operations

No taxiways or runways are expected to be closed during this project. Portions of the Concourse A Apron closed to aircraft and service vehicle traffic will be barricaded using construction fence placed as shown in the exhibits provided in Appendix A.

3.3.2.2 Detours for ARFF and other Airport Vehicles

The project work site shall remain open to all ARFF vehicles in emergency situations. The contractor is required to maintain access in and around the project work area for all ARFF vehicles. Proper routing of this traffic will be effectively communicated to all supervisory personnel involved in the construction project.

3.3.2.3 Maintenance of Essential Utilities

Special attention shall be given to preventing unscheduled interruption of utility services and facilities. Where required due to construction purposes, the FAA shall locate all their underground utilities. The contractor shall locate and/or arrange for the location of all the underground utilities. The contractor should account for lead times for all utility locate requests. When an underground cable or utility is damaged due to the Contractor's negligence the Contractor shall immediately repair the affected cable or utility at his/her own expense. Full coordination between airport staff, field inspectors, and construction personnel will be exercised to ensure that all airport power and control cables are fully protected prior to any excavation. Locations of cabling and other underground utilities will be marked prior to beginning excavation.

3.3.2.4 Temporary Changes to Air Traffic Control Procedures

No changes to air traffic control procedures anticipated. Any changes to air traffic control procedures will be coordinated with airport ATO.

3.4 PROTECTION OF NAVIGATION AIDS (NAVAIDS)

Not used.

3.5 CONTRACTOR ACCESS

This CSPP details those areas to which the contractor must have access, and how contractor personnel will access those project work areas.

3.5.1 Location of Stockpiled Construction Materials

Stockpiled materials and equipment storage are not permitted within the RSA/TSA, OFZ or OFA of an operational runway or taxiway. Stockpiled material shall be constrained in a manner to prevent movement resulting from either aircraft jet blast or wind conditions more than ten miles per hour. Stockpile height shall not exceed 15 feet and shall not penetrate protected airspace (transitional surface or primary surface).

Open trenches exceeding 3 inches in depth and 5 inches in width or stockpiled material are not permitted within the limits of safety areas of operational runways or taxiways. Stockpiled material shall not be permitted within the protected areas of the runways or allowed to penetrate any of the protected airspace.

In addition, all demolished pavement materials and unclassified excavation materials shall be stockpiled at the locations shown on the attached Exhibits.

Reference Section 3.7 Foreign Object Debris (FOD) management and Section 3.17 Protection of Runway and Taxiway Safety Areas for additional information regarding stockpile management.

3.5.2 Vehicle and Pedestrian Operations

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 will coordinate requirements for vehicle operations with the affected airport tenants, contractors and the FAA air traffic manager. Specific vehicle and pedestrian requirements for this project are as follows:

All construction vehicles and personnel shall be restricted to the immediate work areas specified by the contract for this project. These areas include the haul routes into the work area, the designated contractor staging area and the area under construction. Use of alternate haul routes or staging areas by the contractor shall not be permitted without prior notification and approval by the Airport Engineer.

Access or haul routes used by contractor vehicles must be clearly marked to prevent inadvertent entry to areas open to airport operations. Construction traffic must remain on the haul road, never straying from the approved paths. Maintenance and upkeep of the haul roads are the responsibility of the contractor. Dust must be removed from the haul roads by mechanical sweeping. Application of water on dirt or gravel haul routes must be provided as often as necessary. Haul roads in any airport traffic areas must be especially monitored for dust and debris to prevent any potential Foreign Object Debris (FOD) situations. The contractor is responsible for any damage caused by construction traffic on the haul roads, regardless of whether such traffic is in an approved or un-approved traffic area. Following construction completion, the contractor shall grade, reseed, clean or otherwise restore the haul route areas to their original conditions prior to construction activities. Special attention must be given 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 do not interfere with NAVAIDs or approach surfaces of operational runways. Work necessary in maintaining the haul roads and compliance with safety and security requirements is considered incidental to the project, and therefore, shall not be directly paid for.

Contractor parking and equipment staging areas have been identified as the Contractor Staging Area and are graphically identified in the drawing set and the attached exhibits.

The Contractor must service all construction vehicles within the limits of the project work area or the contractor staging area. Parked construction vehicles must be outside the OFZ and never in the safety area of an active runway or taxiway. In some cases, a complex setup procedure makes movement of specialized equipment infeasible, inactive equipment must not be parked on closed taxiways or runways. If it is necessary to leave specialized equipment on a closed taxiway at night, the equipment must be well lighted. Employees shall 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 section 3.9.5 below for further information.

The project area shall be bounded by the low-profile barricades identifying contractor personnel and vehicle area operation limits. These barricaded project limits, haul routes, contractor staging areas, and associated safety and security details are also provided graphically in the attached exhibits, reference Appendix A.

At no time will vehicles or personnel enter portions of the secure AOA outside the contract area unless permitted and accompanied by an airport approved escort.

All construction-related activity taking place within any active area of the AOA requires the presence of a EUG approved and badged escort having radio communication with the FAA control tower unless prior approval is obtained from the Airport Operations Manager. Spotters and/or flaggers shall, at a minimum, be properly badged for access on the airfield. Reference the Airport's website for badging requirements. The contractor's flaggers and/or spotters shall always be required to monitor transceiver radios tuned to the ATCT Ground Control frequency at EUG. Enough quantity of radios shall be supplied by the Contractor. Such radios shall be used to obtain proper clearance for movement of equipment, personnel etc. on or across active AOA areas. In the rare occasion that emergency operations must occur due to an aircraft in distress or any other incident, the flagman monitoring the radio shall have the means to communicate with the superintendent or foreman of the project to stop truck traffic and perform the requests of the ATCT regarding routing traffic or vacating the site. Any command or instruction given by the control tower, EUG personnel, flaggers, or spotters shall be immediately obeyed by the equipment operator.

The contractor shall maintain radio communication with air traffic control and shall always monitor air traffic control frequencies. Air traffic control frequencies are as follows:

- » ATIS: 125.225 MHz
- » UNICOM: 122.95 MHz
- » EUGENE GROUND: 121.7 MHz / 269.5 MHz
- » EUGENE TOWER: 118.9 (16R/34L) / 124.15(16L/34R) / 371.9(E)

All vehicles operating on the airport and in the general vicinity of the safety area or in aircraft movement areas must be marked with flashing yellow/amber beacons or orange and white flags. Use of flags is limited to daylight hours. During hours of darkness or low visibility, vehicles shall be equipped with flashing yellow/amber beacons. In addition, all vehicles and equipment will have identifying symbols with block-type characters of contrasting color that are easily legible.

Beacons and flags must be maintained to standards and in good working and operational condition. Beacons must be located on the uppermost part of the vehicle structure, visible from any direction, and flash 75 +/- 15 flashes per minute. Flags shall be 3' by 3' with alternating 1' by 1' international orange and

white squares and shall be replaced by the contractor if they become faded, discolored, or ragged as determined by EUG.

At no time shall active taxiways or runways be crossed by construction vehicles or equipment without notification and proper approval/clearance from EUG Operations and air traffic control.

Aircraft traffic will continue to use existing runways, aprons, and taxiways of the Airport during the time that work under the project contract is being performed. The Contractor shall, always, conduct the work as to create no hindrance, hazard, or obstacle to aircraft using the Airport.

Airport operations and the Contractor must maintain a high level of security during construction when access points are created in the security fencing to permit access by construction vehicles to the project work site. Contractor access gates shall be equipped and/or manned by third party security personnel to prevent unauthorized access by vehicles, animals, or people. Procedures conforming to EUG security protocols will 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. Access shall always be made available to all airport emergency vehicles traveling to operations areas within the proximity of the construction work zone.

3.6 WILDLIFE MANAGEMENT

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.

3.6.1 Trash

Food scraps from construction personnel activity must be collected.

3.6.2 Standing Water

Water shall not be allowed to collect and pool for more than any single 24-hour period.

3.6.3 Poorly Maintained Fencing and Gates

Fencing and gates must be maintained in good condition. Any damage to the fence by the contractor shall be repaired as soon as possible. Gates shall be manned by a gate guard at all times while open to construction traffic, and shall be closed and locked when not in use.

3.7 FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

Special care and measures shall be taken to prevent Foreign Object Debris / Damage (FOD) when working in an airport environment. The Contractor shall be held responsible for implementing an approved FOD Management Plan as a part of the SPCD. The FOD Management Plan will have procedures for prevention, regular cleanup, and containment of construction material and debris. The Contractor will ensure all vehicles related to the construction project using paved surfaces in the AOA shall be free of any debris that could create a FOD hazard. Special attention will be given to the cleaning of cracks and pavement joints. All taxiways, aprons, and runways must remain clean. Waste containers with attached lids shall be required on construction sites.

Special attention will be given to securing lightweight construction material (concrete insulating blankets, tarps, insulation, etc.). Specific securing procedures and/or chain-link enclosures may be required.

Contractors will provide their own equipment for vehicle and equipment washing and clean up.

Immediate access to a vacuum truck or power sweeper is required when construction occurs on any pavement area inside the AOA unless an appropriate alternative has been approved by the Airport Engineer and Airport Operations Manager.

3.8 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, hydraulic fluid, or other chemical fluid leaks. Transport and handling of other hazardous materials on an airport also requires special procedures. To that end, the contractor is required to develop and implement spill prevention and response procedures for vehicle operations. The contractor shall incorporate these procedures into the SPCD. This includes maintenance of appropriate MSDS data and appropriate prevention and response equipment on-site.

3.9 NOTIFICATION OF CONSTRUCTION ACTIVITIES

The following is information and procedures for immediate notification of airport users and the FAA of any conditions adversely affecting the operational safety of the airport.

3.9.1 Points of Contact/List of Responsible Representatives

Emergency Telephone Number (Police/Fire/Rescue):

National Emergency Number:	911
Airport Operations Manager:	(541) 682-5430/ (541) 954-6584

Additional Information, Contacts:

EUG Airport:	(541) 682-5430
FAA:	(206) 231-4147

3.9.2 Notices to Airmen (NOTAM)

Only airport operations may initiate or cancel NOTAMs on airport conditions and is the only entity that can close or open a runway or taxiway. The Airport 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 must file and maintain a list of authorized representatives with the FSS. 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 Airport Operations.

Any NOTAMs for planned airfield closures for this project must be coordinated through the airport operations manager and the airports duly appointed construction management representative. Reference Section 3.2 Phasing for planned closures for this project, which require issuance of a NOTAM.

3.9.3 Emergency Notification Procedures

In the event of an emergency, the contractor shall be required to contact the Airport Police by dialing (541) 954-6584.

In the event of an aircraft emergency, severe weather conditions, or any issue that may affect aircraft operations as determined by EUG, the Contractor's personnel and/or equipment may be required to immediately vacate the areas affected. Points of contact for the various parties involved with the project shall be identified and shared at the pre-construction meeting among the various parties, reference Section 3.1.3 Pre-construction Conference. Specific emergency notification procedures shall be incorporated into the contractor's SPCD.

3.9.4 Coordination with ARFF Personnel

The contractor shall coordinate, through the duly appointed airport representative, with ARFF personnel, mutual aid providers, and other emergency services if construction requires the following:

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

Procedures and methods for addressing any planned or emergency response actions on the airfield concerning this project shall be established and implemented prior to the start of construction. ARFF personnel and vehicles always have priority within the movement areas during an emergency.

3.9.5 Notification to the FAA

3.9.5.1 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. This form will be completed by the airport and submitted for FAA review. The contractor is required to comply with any stipulations set forth in the approved 7460-1.

3.9.5.2 Part 157

Not used.

3.9.5.3 NAVAID's

Not used.

3.10 INSPECTION REQUIREMENTS

3.10.1 Daily (or more frequent) inspections

Inspections shall be conducted by the contractor at least daily, but more frequently if necessary, to ensure conformance with the CSPP. In addition to the Contractor's required inspections, airport operations will inspect the construction site to ensure compliance with the CSPP and the SPCD.

3.10.2 Final Inspections

Extended taxiway closures may require safety inspections at certificated airports prior to allowing air carrier service. Coordination is required with the FAA Airport Certification Safety Inspector (ACSI) to determine if a final inspection will be necessary.

3.11 UNDERGROUND UTILITIES

Special attention shall be given to preventing unscheduled interruption of utility services and facilities. Where required due to construction purposes, the FAA shall locate all their underground cables. The Contractor shall locate and/or arrange for the location of all the underground cables. When an underground cable is damaged due to the Contractor's negligence the Contractor shall immediately repair the cable affected at his/her own expense. Full coordination between airport staff, field inspectors, and construction personnel will be exercised to ensure that all airport power and control cables are fully protected prior to any excavation. Locations of cabling will be marked prior to beginning excavation.

3.12 PENALTIES

Failure on the part of the contractor to adhere to prescribed requirements may have consequences that jeopardize the health, safety, or lives of customers and employees at the airport. The Airport may issue warnings on the first offense based upon the circumstances of the incident. Individuals involved in non-compliance violations may be required to surrender their Airport ID badges and/or be prohibited from working at the airport, pending an investigation of the matter. Penalties for violations related to airport safety and security procedures include the following:

- » Warning citation, airport ID badge confiscation, (if applicable) retraining, and a letter from the employer stating what action if any has been taken to prevent this from happening again.
- » Project shutdown and/or removal of personnel involved from the AOA.
- » Class B Misdemeanor citation.

Note: project shutdown or misdemeanor citations may be issued on a first offense. When construction operations are suspended, activity shall not resume until all deficiencies are rectified.

3.13 SPECIAL CONDITIONS

In the event of an aircraft emergency, the Contractor's personnel and/or equipment may be required to immediately vacate the area. The contractor will receive notification from airport operations and/or airport engineering when special conditions require the construction site to be vacated. In any event, extreme care shall be exercised should construction personnel identify any ARFF (Airport Rescue and Fire-Fighting)

vehicle with emergency lights displayed. This will generally mean that an emergency is imminent. Reference Section 3.9.3 Emergency Notification Procedures.

3.14 RUNWAY AND TAXIWAY VISUAL AIDS

Not used.

3.15 MARKING AND SIGNS FOR ACCESS ROUTES

Location of haul routes on the airport site shall be as specified in the project drawing set and as provided graphically in the attached exhibits, reference Appendix A. It shall be the Contractor's responsibility to coordinate off-site haul routes with the appropriate owner who has jurisdiction over the affected route. The haul routes, to the extent possible, shall be marked and signed in accordance with FAA airfield signage requirements, the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) and/or state highway specifications. Signs adjacent to areas used by aircraft must meet the airfield general frangibility requirements as required by the airport and subsequent approval by the Owner. Meeting airfield frangibility requirements may require modification to size and height guidance in the MUTCD.

3.16 HAZARD MARKING AND LIGHTING

3.16.1 Purpose

Hazard marking and lighting prevents pilots from entering areas closed to aircraft and prevents construction personnel from entering areas open to aircraft traffic. To that end, comprehensible warning indicators for any area affected by construction that is normally accessible to aircraft, personnel, or vehicles shall be installed and maintained by the Contractor for the duration of construction operations.

3.16.2 Equipment

Type 1 - Low Profile Barricades of the type detailed in the project drawings with omnidirectional flashing red lights and orange and alternating white flags shall be placed outside the safety area of intersecting taxiways at the edge of the closed airfield surfaces and the project work limits. Layout locations for this equipment are as shown in the project drawing set and in the attached exhibits, reference Appendix A, Exhibits. The Contractor shall 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. Lighting shall be checked for proper operation at least once per day, preferably at dusk.

3.17 PROTECTION OF RUNWAY AND TAXIWAY SAFETY AREAS

Not used.

3.18

3.18 OTHER LIMITATIONS ON CONSTRUCTION

The following prohibitions are in effect for the duration of this project:

1. A 7460-1 determination letter must be issued prior to the use of any tall equipment (cranes, concrete pumps, etc).
2. No uses of open flame welding or torches unless fire safety precautions are provided, and the Airport has approved their use. No use of electrical blasting caps or explosives of any kind on or within 1,000 ft. of the airport property.
3. No use of flare pots within the AOA.

APPENDIX A

CONSTRUCTION SAFETY AND
PHASING PLANS



CONTRACTOR'S SAFETY AND SECURITY REQUIREMENTS

SAFETY

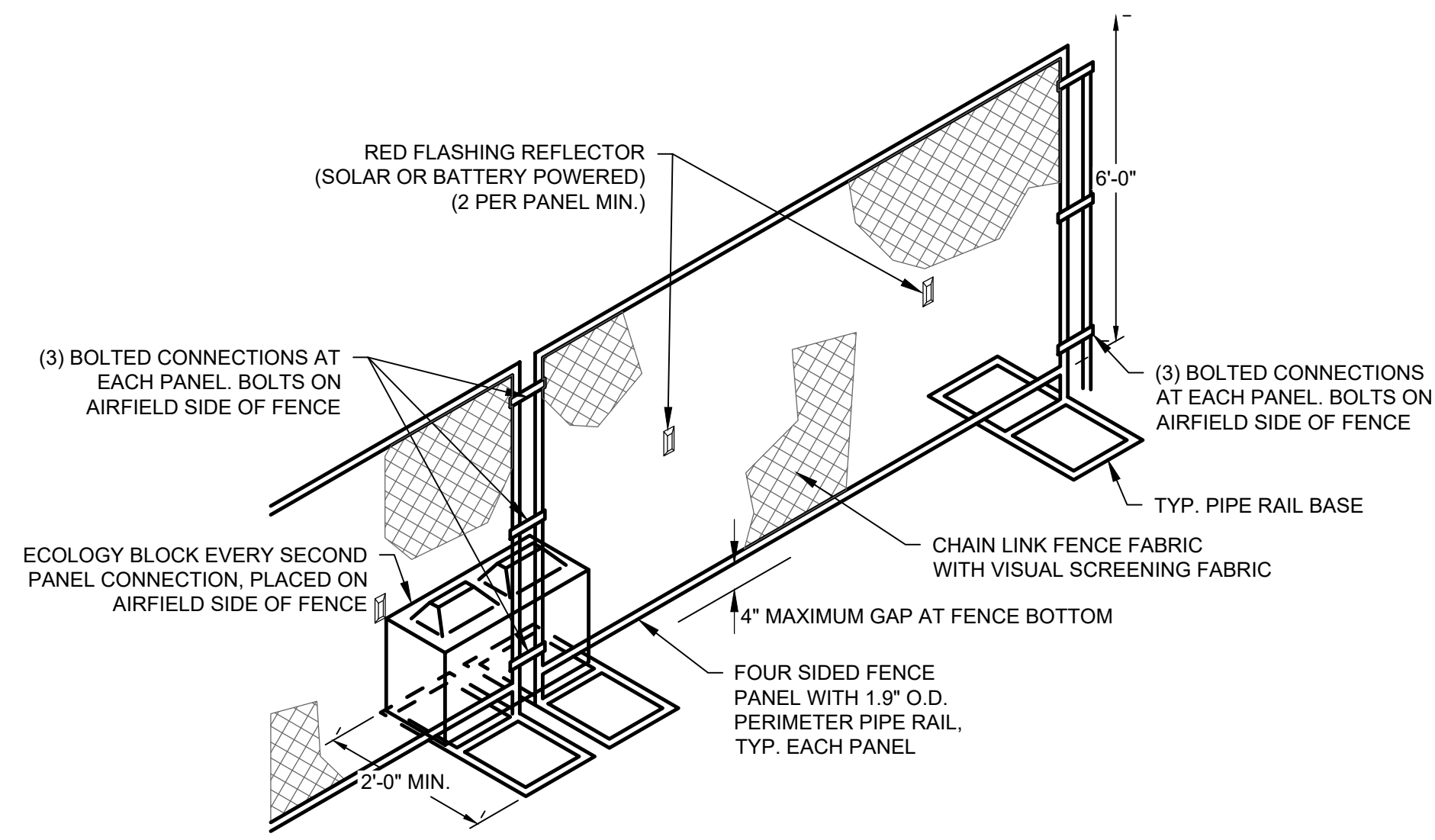
- 1. THE CONTRACTOR SHALL ACQUAINT THEIR SUPERVISORS AND EMPLOYEES OF THE AIRPORT ACTIVITY AND OPERATIONS THAT ARE INHERENT TO THIS ACTIVE AIR CARRIER AIRPORT AND SHALL CONDUCT THE CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES ON SAFETY AS SPECIFIED IN THE CONTRACT DOCUMENTS.
2. ALL CONTRACTOR VEHICLES OR EQUIPMENT THAT ARE AUTHORIZED TO OPERATE ON THE AIRPORT IN THE AIRCRAFT OPERATIONS AREA (AOA) SHALL DISPLAY IN FULL VIEW FLASHERS AND/OR DOME LIGHTS...
3. ALL NON-RADIO EQUIPPED CONTRACTOR VEHICLES THAT ARE REQUIRED TO OPERATE ON OR ACROSS ACTIVE RUNWAYS, TAXIWAYS, APRONS AND RUNWAY APPROACH AND PROTECTION ZONES SHALL DO SO UNDER THE DIRECT CONTROL OF A RADIO EQUIPPED ESCORT VEHICLE...
4. NO RUNWAY, TAXIWAY, APRON OR AIRPORT ROADWAY SHALL BE CLOSED WITHOUT WRITTEN APPROVAL OF EUG OPERATIONS...
5. ANY CONSTRUCTION ACTIVITY WITHIN 48 FEET OF AN ACTIVE TAXIWAY EDGE (ADG III) OR OPEN EXCAVATIONS IN EXCESS OF THREE INCHES DEEP WITHIN THE ABOVE AREA, WILL REQUIRE CLOSURE OF THE AFFECTED TAXIWAY...
6. OPEN FLAME WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS HAVE BEEN TAKEN AND THE PROCEDURE APPROVED BY EUG.
7. STOCKPILED MATERIAL SHALL BE CONSTRAINED TO THE AREAS SHOWN AND APPROVED IN THE GSP. STOCKPILE HEIGHT SHALL BE LESS THAN 15 FEET, AND SHALL BE LOCATED OUTSIDE THE ACTIVE RUNWAY AND TAXIWAY OBJECT FREE AREAS...
8. ANY TEMPORARY WASTE AREA SHALL BE APPROVED BY THE ENGINEER AND SHALL BE KEPT IN A NEAT CONDITION. EUG MAY DIRECT THE CONTRACTOR TO REMOVE WASTE IF NOT PROPERLY MAINTAINED...
9. DEBRIS, WASTE AND LOOSE MATERIAL, CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEARS, PROPELLERS OR BEING INGESTED IN JET ENGINES SHALL NOT BE ALLOWED ON ACTIVE AIRCRAFT MOVEMENT AREAS...
10. THE ENGINEER WILL ARRANGE WITH EUG FOR INSPECTION PRIOR TO OPENING FOR AIRCRAFT USE ANY RUNWAY OR TAXIWAY THAT HAS BEEN CLOSED FOR WORK, ON OR ADJACENT THERETO, OR THAT HAS BEEN USED FOR A CROSSING POINT OR HAUL ROUTE BY THE CONTRACTOR.
11. THE CONTRACTOR IS DIRECTED TO COMPLY WITH AND ACQUAINT THEIR EMPLOYEES WITH THE FOLLOWING SAFETY GUIDELINES, RELATED MATERIALS AND FAA ADVISORY CIRCULARS:
150/5200-18D "AIRPORT SAFETY-SELF INSPECTION"
150/5210-5D "PAINTING, MARKING & LIGHTING OF VEHICLES USED ON AIRPORTS"
150/5370-2G "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION"
12. THE CONTRACTOR'S SAFETY AND SECURITY OFFICER (CSSO) WILL BE RESPONSIBLE FOR ALL SAFETY PRECAUTIONS. PRIOR TO COMMENCEMENT OF WORK, THE CSSO SHALL PROVIDE THE ENGINEER AN OUTLINE OF A PROPOSED ACCIDENT AND FIRE PROTECTION PLAN FOR ALL WORK CONTEMPLATED UNDER THE CONTRACT AND CONDUCT AT LEAST ONE SAFETY MEETING EACH MONTH FOR EACH SHIFT AND REQUIRE THE ATTENDANCE OF ALL SUPERVISORS AT SUCH MEETINGS...
13. CONSTRUCTION DURING THE PROJECT MAY BE HALTED AT ANY TIME BY THE ENGINEER, AND/OR EUG IF IT IS DETERMINED TO BE IN THE BEST INTEREST OF EUG OR SAFETY...
14. ALL COMMUNICATION WITH THE AIR TRAFFIC CONTROL TOWER OR OTHER ELEMENTS OF THE AIRPORT SHALL BE THROUGH THE ENGINEER AND EUG.
15. THE EMERGENCY NUMBER TO CALL FOR ANY INCIDENT ON THE PROJECT OR AIRPORT SHALL BE 541-682-5430 OR 541-954-6584 UNLESS OTHERWISE NOTIFIED BY EUG...
16. CONSTRUCTION SAFETY PHASING PLAN COMPLIANCE. THE CONTRACTOR SHALL PROVIDE A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) THAT OUTLINES HOW THE CONTRACTOR WILL COMPLY WITH THE REQUIREMENTS OF THE CONSTRUCTION SAFETY PHASING PLAN (CSPS)...
17. A DAILY SAFETY AND PROGRESS MEETING SHALL BE HELD BETWEEN THE ENGINEER, EUGENE OPERATIONS, AND THE CONTRACTOR'S SUPERINTENDENT TO DISCUSS REQUIREMENTS FOR THE NEXT NIGHTTIME WORK PERIOD...
18. HAUL ROUTES ON THE AIRFIELD SHALL BE DELINEATED WITH LIGHTED BARRICADES AS APPLICABLE, AND AS PRACTICAL TO GUIDE CONSTRUCTION TRAFFIC BUT NOT TO IMPEDE AIRCRAFT MOVEMENT...
19. EQUIPMENT TALLER THAN 25' SHALL NOT BE USED UNLESS SPECIFICALLY APPROVED BY EUG.
20. CONSTRUCTION EQUIPMENT AND VEHICLES SHALL NOT BE PARKED WITHIN THE LIMITS OF RUNWAY AND TAXIWAY OBJECT FREE AREAS...
21. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING AFFECTED ELECTRICAL CIRCUITS ARE DE-ENERGIZED, AND PROTECTED FROM BEING RE-ENERGIZED DURING CONSTRUCTION BY UTILIZING LOCK OUT PROCEDURES...
22. MATERIALS DELIVERY TO THE SITE: ALL CONTRACTOR'S MATERIAL ORDERS FOR DELIVERY TO THE WORK SITE WILL USE AS A DELIVERY ADDRESS, THE STREET NAME ASSIGNED TO THE ACCESS POINT AT THE CONTRACTOR'S STAGING SITE AT THE AIRPORT...
23. CONSTRUCTION AREA LIMITS: THE LIMITS OF CONSTRUCTION, MATERIAL STORAGE AREAS, PLANT SITE, EQUIPMENT STORAGE AREA, PARKING AREA AND OTHER AREAS DEFINED AS REQUIRED FOR THE CONTRACTOR'S EXCLUSIVE USE DURING CONSTRUCTION SHALL BE MARKED BY THE CONTRACTOR...
24. IDENTIFICATION-PERSONNEL: ALL EMPLOYEES, AGENTS, VENDORS, INVITEES, ETC. OF THE CONTRACTOR OR SUBCONTRACTORS REQUIRING ACCESS TO THE CONSTRUCTION SITE SHALL, IN ACCORDANCE WITH THE EUG SECURITY PROGRAM, BE REQUIRED TO DISPLAY AIRPORT ISSUED IDENTIFICATION OR BE UNDER ESCORT BY PROPERLY BADGED PERSONNEL...
25. IDENTIFICATION-VEHICLES: THE CONTRACTOR, THROUGH THE CSSO, SHALL ESTABLISH AND MAINTAIN A LIST OF CONTRACTOR AND SUBCONTRACTOR VEHICLES AUTHORIZED TO OPERATE ON THE SITE AND EUG OPERATIONS SHALL ISSUE AN AOA PERMIT TO EACH VEHICLE TO BE DISPLAYED ON THE FRONT WINDSHIELD...
26. SIDA AREA ACCESS: ALL VEHICLES WILL BE SUBJECT TO INSPECTION WHEN ENTERING THE SIDA AREA. VEHICLES WAITING TO ENTER THE SIDA AREA MAY NOT QUEUE ON AIRCRAFT PAVEMENTS OR AT THE SIDA GATE...
27. SEE SPECIAL CONDITIONS FOR DETAILED SECURITY REQUIREMENTS.

SECURITY

- 1. GENERAL INTENT: IT IS INTENDED THAT THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE AIRPORT SECURITY PLAN AND WITH THE SECURITY REQUIREMENTS SPECIFIED HEREIN, IN THE SPECIFICATIONS AND BY EUG. THE CONTRACTOR SHALL DESIGNATE TO THE ENGINEER AND EUG, IN WRITING, THE NAME OF HIS "CONTRACTOR SAFETY AND SECURITY OFFICER (CSSO)..."
2. CONTRACTOR PERSONNEL SECURITY ORIENTATION: THE CSSO SHALL BE RESPONSIBLE FOR BRIEFING ALL CONTRACTOR, SUBCONTRACTOR, AND VENDOR PERSONNEL ON SECURITY REQUIREMENTS...
3. MATERIALS DELIVERY TO THE SITE: ALL CONTRACTOR'S MATERIAL ORDERS FOR DELIVERY TO THE WORK SITE WILL USE AS A DELIVERY ADDRESS, THE STREET NAME ASSIGNED TO THE ACCESS POINT AT THE CONTRACTOR'S STAGING SITE AT THE AIRPORT...
4. CONSTRUCTION AREA LIMITS: THE LIMITS OF CONSTRUCTION, MATERIAL STORAGE AREAS, PLANT SITE, EQUIPMENT STORAGE AREA, PARKING AREA AND OTHER AREAS DEFINED AS REQUIRED FOR THE CONTRACTOR'S EXCLUSIVE USE DURING CONSTRUCTION SHALL BE MARKED BY THE CONTRACTOR...
5. IDENTIFICATION-PERSONNEL: ALL EMPLOYEES, AGENTS, VENDORS, INVITEES, ETC. OF THE CONTRACTOR OR SUBCONTRACTORS REQUIRING ACCESS TO THE CONSTRUCTION SITE SHALL, IN ACCORDANCE WITH THE EUG SECURITY PROGRAM, BE REQUIRED TO DISPLAY AIRPORT ISSUED IDENTIFICATION OR BE UNDER ESCORT BY PROPERLY BADGED PERSONNEL...
6. IDENTIFICATION-VEHICLES: THE CONTRACTOR, THROUGH THE CSSO, SHALL ESTABLISH AND MAINTAIN A LIST OF CONTRACTOR AND SUBCONTRACTOR VEHICLES AUTHORIZED TO OPERATE ON THE SITE AND EUG OPERATIONS SHALL ISSUE AN AOA PERMIT TO EACH VEHICLE TO BE DISPLAYED ON THE FRONT WINDSHIELD...
7. SIDA AREA ACCESS: ALL VEHICLES WILL BE SUBJECT TO INSPECTION WHEN ENTERING THE SIDA AREA. VEHICLES WAITING TO ENTER THE SIDA AREA MAY NOT QUEUE ON AIRCRAFT PAVEMENTS OR AT THE SIDA GATE...
8. SEE SPECIAL CONDITIONS FOR DETAILED SECURITY REQUIREMENTS.

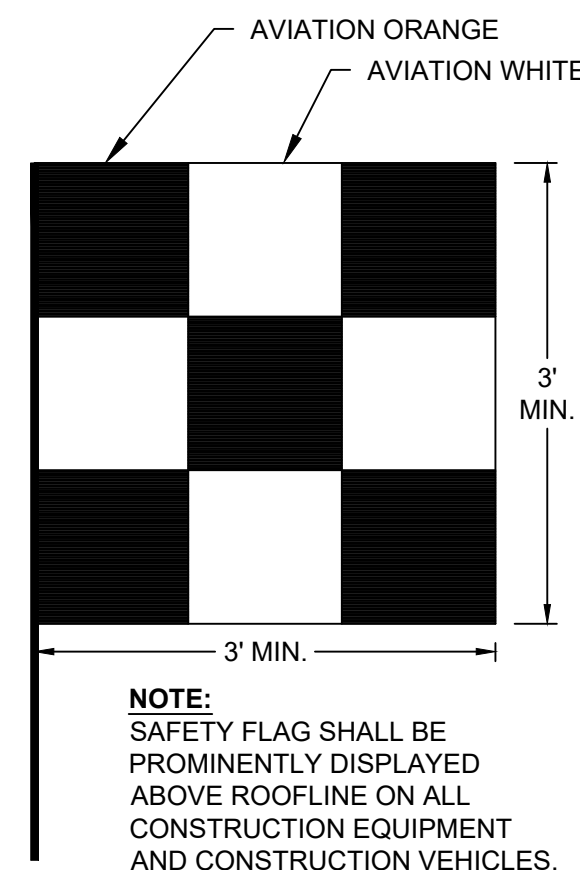
GENERAL CONTRACT NOTES

- 1. EMPLOYEE PARKING: NO CONTRACTOR'S PERSONAL EMPLOYEE VEHICLES WILL BE ALLOWED WITHIN THE AOA. THE CONTRACTOR SHALL REQUIRE EMPLOYEES TO PARK PERSONAL VEHICLES IN THE DESIGNATED STAGING AREA OUTSIDE THE AOA FENCE.
2. UTILITY ACCESS: WATER MAY BE AVAILABLE FROM THE HYDRANT(S) IDENTIFIED ON THE PLAN. THE CONTRACTOR SHALL OBTAIN PERMISSION FROM THE LOCAL WATER UTILITY TO USE SUCH HYDRANTS...
3. SITE ACCESS: THE CONTRACTOR STAGING AREA IS OUTSIDE THE AOA FENCE AS SHOWN ON SHEET C005. ENTRANCE TO THE WORK SITE SHALL BE THROUGH THE AOA ACCESS GATES AS CALLED OUT ON CONTRACT LAYOUT PLAN...
4. ESCORTING: CONTRACTOR WILL BE REQUIRED TO HAVE AN ESCORT FOR ANY WORK THAT OCCURS IN AN ACTIVE MOVEMENT AREA...
5. WASTE DISPOSAL AND BORROW AREAS: CONCRETE RUBBLE AND UNSUITABLE EXCAVATION WASTE MATERIAL REMOVED FROM THE CONSTRUCTION AREA SHALL BE DISPOSED OFF THE AIRPORT PROPERTY...
6. CONSTRUCTION LIMITS AND FLAG PERSON: ALL CONTRACTOR VEHICLES AND TRAFFIC SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES...
7. COORDINATION OF CONSTRUCTION ACTIVITIES: THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING CONSTANT COORDINATION BETWEEN THE SUBCONTRACTORS IN ADDITION TO COORDINATION WITH THE ENGINEER...
8. AOA SPEED LIMIT: THE CONTRACTOR SHALL OPERATE WITHIN SPEED LIMITS AS DICTATED BY AIRPORT OPERATIONS.
9. UTILITY LOCATES: THE CONTRACTOR IS REQUIRED TO HIRE A PRIVATE LOCATE COMPANY AND IS RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL UTILITIES AND STRUCTURES IN THE PROJECT AREA.
10. RESTORATION: ALL BORROW, STOCKPILE STORAGE, AND HAUL ROUTE AREAS, SHALL BE RESTORED BY THE CONTRACTOR BY TOPSOILING AND SEEDING PER THE SPECIFICATIONS...
11. WORKING HOURS: COORDINATE WORKING HOURS WITH AIRPORT OPERATIONS. INTERIOR WORK HOURS MAY BE RESTRICTED TO NIGHTTIME HOURS ONLY...
12. HAUL ROUTES: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER...
13. HAUL ROUTE SIGNAGE: CONTRACTOR SHALL PROVIDE SIGNAGE FOR THE PROJECT HAUL ROUTES ALONG ALL VEHICLE SERVICE ROADS AND AT ALL VEHICLE SERVICE ROAD (VSR) CROSSINGS...
14. TRACKED EQUIPMENT: TRACKED CONSTRUCTION EQUIPMENT SHALL NOT BE USED ON EXISTING AIRCRAFT PAVEMENT TO REMAIN OR PROPOSED AIRCRAFT PAVEMENT...
15. AIRFIELD HAUL ROUTES: THERE IS NO RESTRICTION TO THE NUMBER OF TRUCKS THAT MAY BE BROUGHT ONTO THE AIRFIELD AT ONE TIME, AS LONG AS THE SITE CAN ACCOMMODATE THEM WITHOUT IMPACTING EXISTING, ONGOING CONSTRUCTION OPERATIONS, OR NORMAL AIRPORT OPERATIONS.



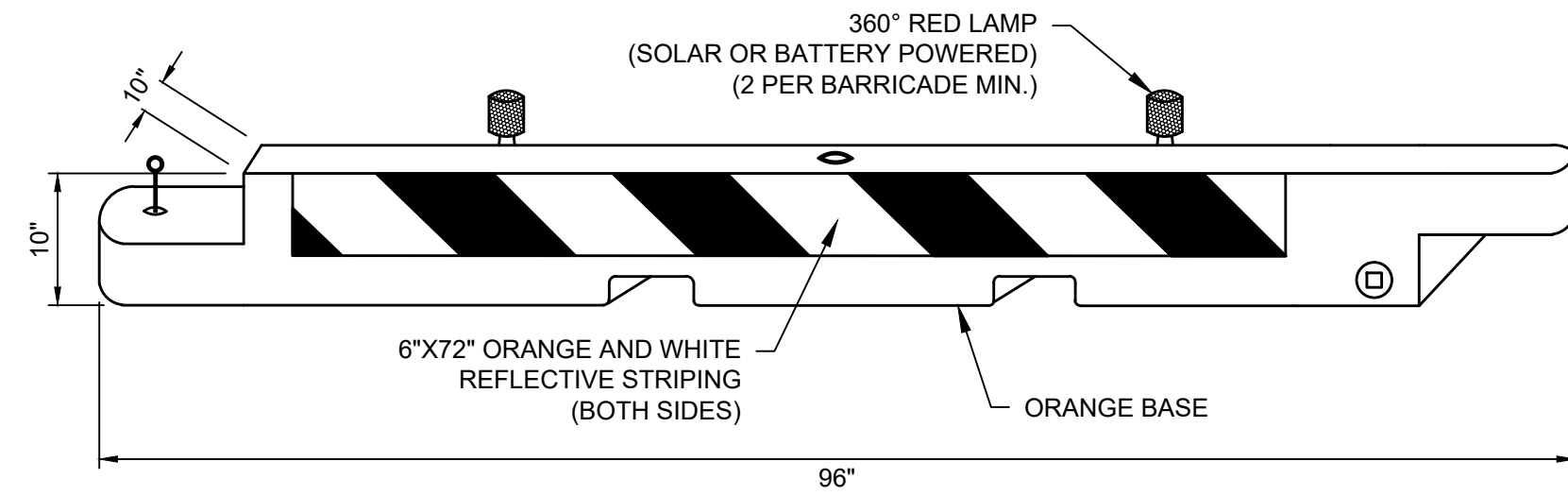
1 TEMPORARY CONSTRUCTION FENCE

- SCALE: NTS
NOTES:
1. IF HALF SIZED ECONOMY BLOCKS ARE USED, THEY SHALL BE PLACED ON EACH PLATFORM.
2. GATES OR OTHER OPENINGS IN FENCE SHALL BE SECURELY LOCKED WHEN CONTRACTOR PERSONNEL ARE NOT ON SITE.



2 CONSTRUCTION SAFETY FLAG

- SCALE: NTS



- NOTES:
1. LOW LEVEL, LIGHTED BARRICADES SHALL BE PLACED AROUND ALL OPEN EXCAVATIONS, HOLES, TRENCHES, PAVEMENT DROPOFFS, INFIELD SEPARATIONS, AND AREAS IDENTIFIED ON THE PHASING PLAN.
2. BARRICADES SHALL BE SHERWIN INDUSTRIES LOW-PROFILE BARRICADES MODEL AR-10X96 OR APPROVED EQUAL.
3. BARRICADES SHALL BE CONTINUOUSLY LINKED UNLESS OTHERWISE NOTED (SEE PHASING PLANS).
4. BARRICADES SHALL BE WEIGHTED WITH SAND OR WATER TO PREVENT MOVEMENT FROM JET OR PROP BLAST.
5. CONTRACTOR SHALL MAINTAIN AN INSPECTION LOG FOR BARRICADE CHECKS. BARRICADE CHECKS SHALL BE COMPLETED A MINIMUM OF ONCE A CONSTRUCTION SHIFT AND AFTER ANY CHANGE TO THE BARRICADE POSITIONING...
6. THE CONTRACTOR WILL PROVIDE A SUFFICIENT NUMBER OF BARRICADES TO CLOSE THE AFFECTED CONSTRUCTION AREAS...
7. TYPE 1 - LOW PROFILE SAFETY BARRICADE

3 TYPE 1 - LOW PROFILE SAFETY BARRICADE

- SCALE: NTS

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EUGENE AIRPORT logo

CITY OF EUGENE

PROJECT TITLE: CONCOURSE A PASSENGER BOARDING BRIDGE (PBB) INFRASTRUCTURE UPGRADES

PROJECT ADDRESS: 28801 DOUGLAS DRIVE EUGENE, OREGON 97402

Table with 3 columns: NO., DESCRIPTION, DATE. Row 1: 1, ISSUED FOR BID, 06/30/2026

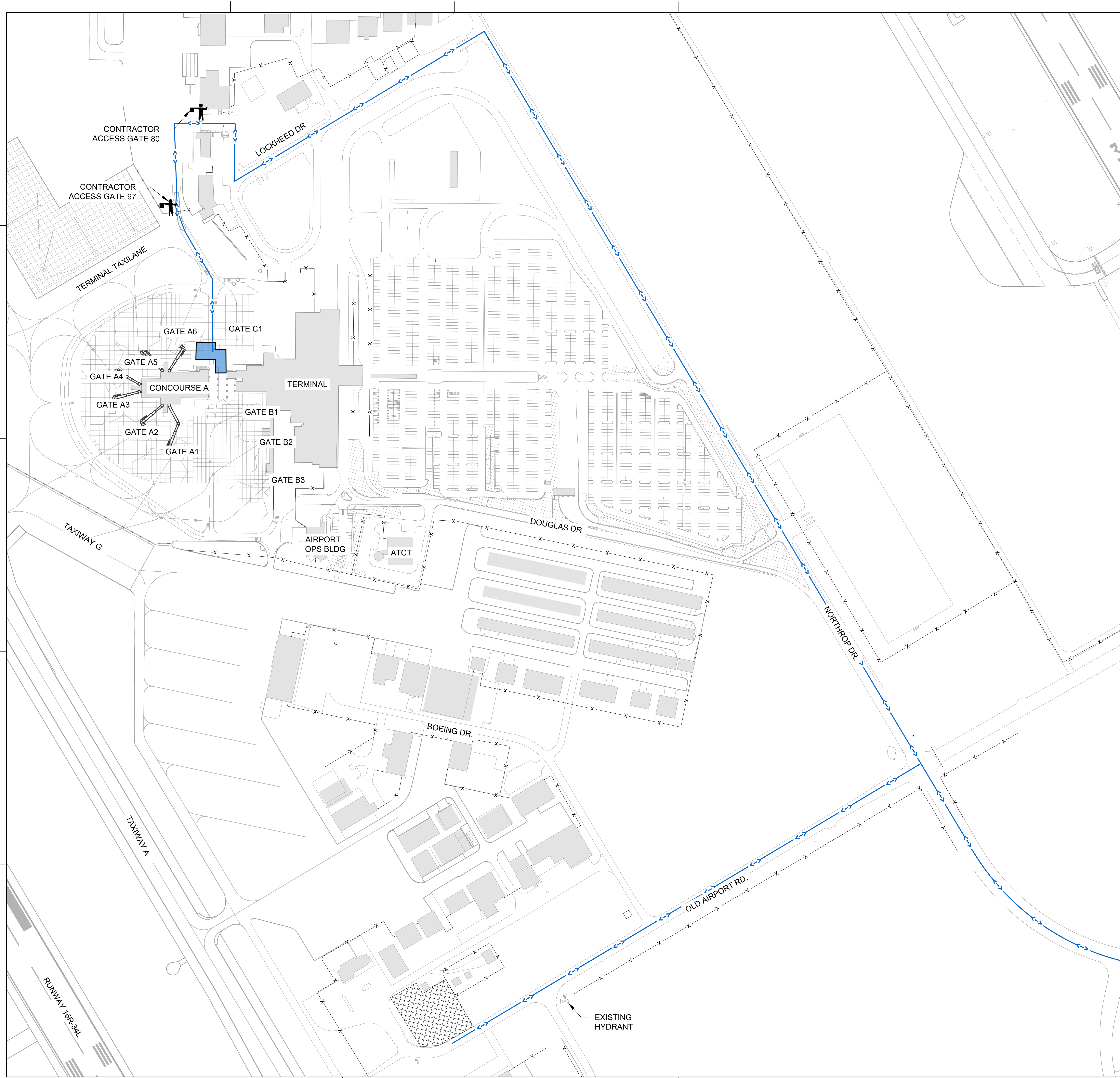
DATE ISSUED: 06/30/2026
REVIEWED BY: DJA
DRAWN BY: EJS
DESIGNED BY: RET
PROJECT NUMBER: 20245144006

Professional Engineer Seal for William J. Anderson, State of Oregon, License No. 96120786, Expires 12/31/2027

SHEET TITLE: SAFETY & SECURITY NOTES & DETAILS

SHEET ID: C004

PROJECT STATUS: ISSUED FOR BID



LEGEND:

- CONTRACTOR STAGING AREA
- PROJECT WORK AREA
- CONTRACTOR HAUL ROUTE
- GATE GUARD

- NOTES:**
1. THE CONTRACTOR SHALL MAINTAIN THE HAUL ROUTES USED AS NECESSARY THROUGHOUT CONSTRUCTION. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE PROJECT SPECIFICATIONS.
 2. CONTRACTOR'S ACCESS TO THE SITE SHALL BE AS SHOWN ON THE PLANS. NO OTHER ACCESS POINTS SHALL BE ALLOWED UNLESS APPROVED BY EUG. ALL CONTRACTOR TRAFFIC AUTHORIZED TO ENTER THE SITE SHALL BE EXPERIENCED IN THE ROLE AND GUIDED BY CONTRACTOR PERSONNEL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL TO AND FROM THE VARIOUS CONSTRUCTION AREAS ON THE SITE, AND FOR THE OPERATION AND SECURITY OF THE ACCESS GATES TO THE SITE. A CONTRACTOR'S FLAG PERSON OR TRAFFIC CONTROL PERSON SHALL MONITOR AND COORDINATE ALL CONTRACTOR TRAFFIC AT EACH ACCESS GATE AS SHOWN ON PLANS. THE CONTRACTOR SHALL NOT PERMIT ANY UNAUTHORIZED CONSTRUCTION PERSONNEL OR TRAFFIC ON THE SITE. ACCESS GATES TO THE SITE SHALL BE LOCKED AND SECURED AT ALL TIMES WHEN NOT ATTENDED BY THE CONTRACTOR. IF THE CONTRACTOR CHOOSES TO LEAVE ANY ACCESS GATE OPEN, IT SHALL BE ATTENDED BY THE CONTRACTOR'S SECURITY GUARDS WHO ARE FAMILIAR WITH THE REQUIREMENTS OF THE EUG SECURITY PROGRAM AND BADGED APPROPRIATELY. HAUL ROUTE MONITORS ARE REQUIRED TO ESCORT UNBADGED DELIVERY TRUCK DRIVERS. HAUL ROUTE MONITORS ARE ONLY NEEDED DURING HAULING OPERATIONS.
 3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR, THE ENGINEER AND AIRPORT REPRESENTATIVES. FENCINGS, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE AIRPORT OPERATIONS PRIOR TO THE WORK. ALL ON-SITE FAA ACCESS ROADS TO FAA FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES. PHOTOGRAPHS AND A VIDEO OF THE HAUL ROUTES SPECIFIED BY THE PLANS MUST BE PROVIDED BY THE CONTRACTOR BEFORE AND AFTER CONSTRUCTION TO THE AIRPORT ADMINISTRATION. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO HAUL ROUTES RESULTING FROM CONSTRUCTION TRAFFIC.
 4. CONTRACTOR SHALL PROVIDE SIGNAGE FOR THE PROJECT HAUL ROUTES ALONG ALL VEHICLE SERVICE ROADS AND AT ALL VEHICLE SERVICE ROAD (VSR) CROSSINGS. ALL HAUL ROUTES SHALL BE SIGNED IN ACCORDANCE WITH STATE AND CITY LAWS AND REGULATIONS. HAUL ROUTE SIGNS SHALL APPROPRIATELY IDENTIFY THOSE ROUTES USED BY HEAVY CONSTRUCTION TRAFFIC. ROAD SIGNS SHALL BE MADE OF ALUMINUM AND SHALL BE MOUNTED ON SUITABLE SUPPORTS (GALVANIZED STEEL OR ALUMINUM). ALL SIGNS SHALL BE WEATHER PROOFED WITH A REFLECTORIZED AND SMOOTH SURFACE. ALL SIGNS SHALL CONFORM TO THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD, 2009). SIGNS SHALL BE ADEQUATELY MOUNTED TO ENSURE STABILITY WHILE IN USE.
 5. TRACKED CONSTRUCTION EQUIPMENT SHALL NOT BE USED ON EXISTING AIRCRAFT PAVEMENT TO REMAIN OR PROPOSED AIRCRAFT PAVEMENT. ANY DAMAGE TO VEHICLE SERVICE ROADS OR AIRCRAFT PAVEMENT SHALL BE REPAIRED BY CONTRACTOR AT THEIR EXPENSE.
 6. HAUL ROUTE CROSSES ACTIVE AIRCRAFT AREA. AIRCRAFT HAVE THE RIGHT OF WAY AT ALL TIMES. FLAGGERS SHALL BE USED AS NECESSARY WHERE HAUL ROUTE CROSSES ACTIVE AIRCRAFT ROUTES. ACTIVE AIRCRAFT AREA USED FOR HAULING SHALL BE KEPT CLEAN AND CLEAR OF FOD AND OTHER DEBRIS AT ALL TIMES.

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Denver, CO 80237
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Oregon Registration No. 0871AF



CITY OF EUGENE

PROJECT TITLE:
CONCOURSE A PASSENGER
BOARDING BRIDGE (PBB)
INFRASTRUCTURE UPGRADES

PROJECT ADDRESS:
28801 DOUGLAS DRIVE
EUGENE, OREGON 97402

REVISIONS

NO.	DESCRIPTION	DATE
1	ISSUED FOR BID	06/30/2026

DATE ISSUED: 06/30/2026
REVIEWED BY: DJA
DRAWN BY: EJS
DESIGNED BY: RET

PROJECT NUMBER:
20245144006
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SHEET TITLE:
CONTRACT
LAYOUT PLAN

SHEET ID:
C005

PROJECT STATUS:
ISSUED FOR BID

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LEGEND:

- EXISTING BUILDING
- PHASE 1
- PHASE 2
- PHASE 3
- STAGING AREA FOR ADJACENT PROJECT BY OTHERS

- OVERALL PHASING NOTES:**
1. ANY WORK REQUIRED BEYOND THE CONSTRUCTION FENCE OR BARRICADES IN ACTIVE AIRCRAFT AREA REQUIRES 72 HOUR NOTIFICATION TO AIRPORT OPERATIONS. WORK BEYOND THIS BOUNDARY WILL NEED TO BE COMPLETED WITH AN ESCORT PROVIDED BY THE AIRPORT AND MAY INCLUDE PULL BACK OPERATIONS AND/OR NIGHT WORK.
 2. ACCESS FOR EMERGENCY VEHICLE USE SHALL BE MAINTAINED ON ALL ACTIVE TAXIWAYS AND TO OPEN AIRCRAFT BOARDING GATES. THE ACCESS SHALL BE COORDINATED WITH AIRPORT OPERATIONS PRIOR TO CLOSING ANY PAVEMENTS.
 3. AT THE CONCLUSION OF EACH CONSTRUCTION SHIFT, THE CONTRACTOR SHALL SWEEP ALL PAVEMENT SURFACES WITHIN THE PROJECT AREA TO THE SATISFACTION OF THE AIRPORT AND ENGINEER. CONTRACTOR SHALL KEEP CLEAN ALL AREAS USED FOR CROSSING OVER ACTIVE AIRCRAFT PAVEMENTS.
 4. UPON PROJECT COMPLETION THE CONTRACTOR SHALL RESTORE CONTRACTOR STAGING AND EMPLOYEE PARKING AREAS TO ORIGINAL CONDITION. THIS COULD INCLUDE GRADING, TOPSOILING, SEEDING AND MULCHING. THIS COULD INCLUDE DEMOLITION/MILLING OF EXISTING ROAD, REPAVING, GRADING, TOPSOILING, SEEDING AND MULCHING. RESTORATION OF THE CONTRACTOR STAGING AREA AND HAUL ROAD RESTORATION SHALL BE INCIDENTAL TO C-105-6.1 AND PERFORMED IN ACCORDANCE WITH APPLICABLE PROJECT SPECIFICATIONS.
 5. NO CONTRACTOR TRAFFIC ALLOWED OUTSIDE OF DESIGNATED HAUL ROUTE AND PROJECT AREA. CONTRACTOR IS REQUIRED TO REPAINT ANY MARKINGS DAMAGED BY CONSTRUCTION EQUIPMENT OUTSIDE OF PROJECT AREAS.
 6. ALL AIRPORT ACCESS GATES SHALL BE CLOSED AND LOCKED WHEN NOT IN USE. GATE GUARDS TO BE PRESENT AT ALL TIMES GATES ARE OPEN AND/OR ARE UNLOCKED.

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 Denver, CO 80237
 303-409-9700
 www.rsandh.com
 Oregon Registration No. 0871AF



CITY OF EUGENE

PROJECT TITLE:
 CONCOURSE A PASSENGER
 BOARDING BRIDGE (PBB)
 INFRASTRUCTURE UPGRADES

PROJECT ADDRESS:
 28801 DOUGLAS DRIVE
 EUGENE, OREGON 97402

REVISIONS

NO.	DESCRIPTION	DATE
1	ISSUED FOR BID	06/30/2026

DATE ISSUED: 06/30/2026
 REVIEWED BY: DJA
 DRAWN BY: EJS
 DESIGNED BY: RET

PROJECT NUMBER:
 20245144006
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SEAL:

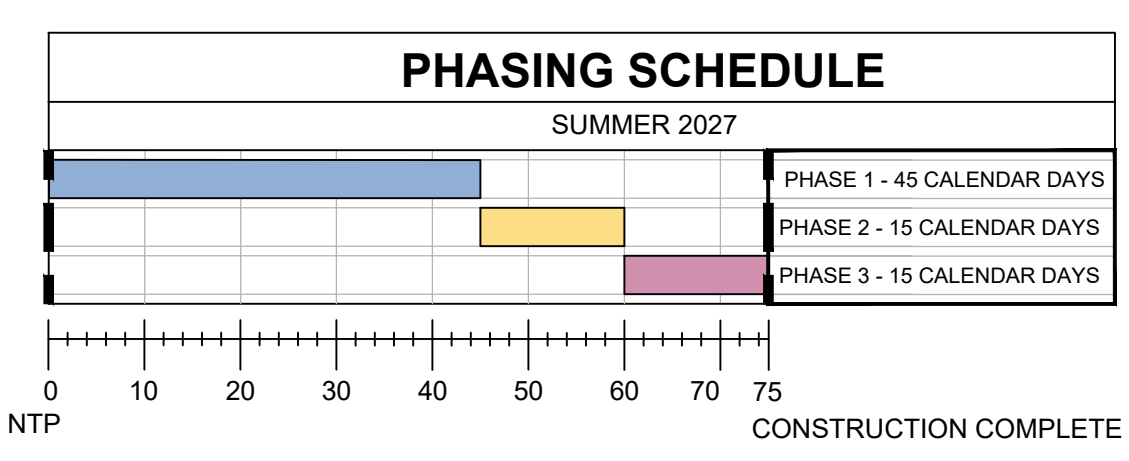
SHEET TITLE:
 OVERALL PHASING
 PLAN

SHEET ID:
 C010

PROJECT STATUS:
 ISSUED FOR BID

PHASING SCHEDULE NOTES:

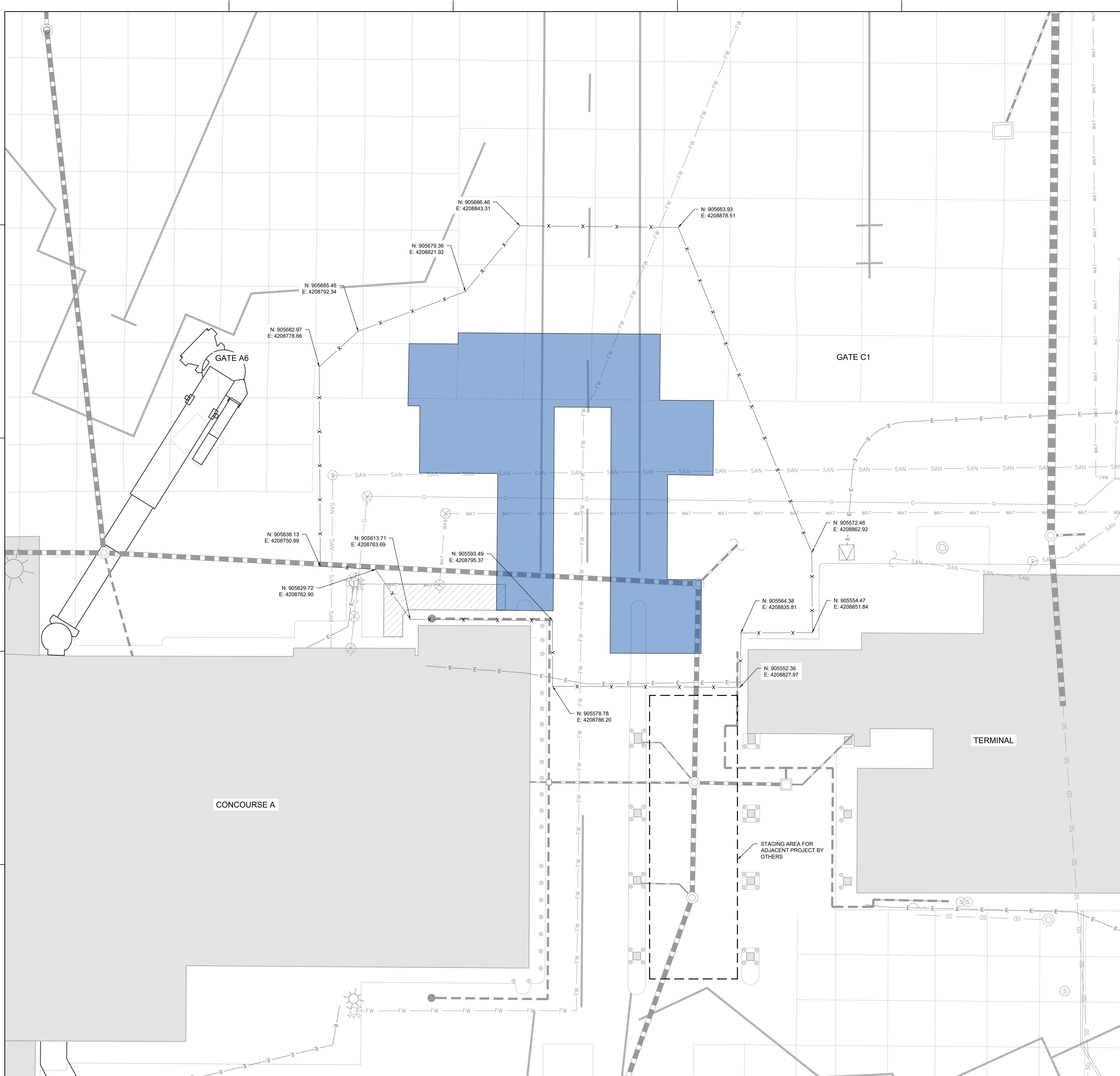
- CONSTRUCTION NTP ANTICIPATED MAY 2027.
- PHASE 1 - 45 CALENDAR DAYS**
- ASPHALT AND CONCRETE PAVEMENT DEMOLITION
 - BOARDING BRIDGE AND HEIGHT RESTRICTION SIGN FOUNDATIONS
 - FULL DEPTH ASPHALT PAVEMENT AND CONCRETE SIDEWALK
- PHASE 2 - 15 CALENDAR DAYS**
- GATE A6 BRIDGE INSTALLATION AND COMMISSIONING
 - HEIGHT RESTRICTION SIGN INSTALLATION
 - PAVEMENT MARKING
- PHASE 3 - 15 CALENDAR DAYS**
- EXISTING GATE A6 BRIDGE DECOMMISSIONING AND REMOVAL
 - EXISTING GATE A5 BRIDGE DECOMMISSIONING AND REMOVAL
 - PROPOSED GATE A5 BRIDGE INSTALLATION AND COMMISSIONING



NORTH

SCALE: 1" = 20'-0"

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LEGEND:

- EXISTING BUILDING
- PHASE 1
- TEMPORARY CONSTRUCTION FENCE (SEE DETAIL 1 ON SHEET C004)
- STAGING AREA FOR ADJACENT PROJECT BY OTHERS
- EXISTING STORM MANHOLE TO REMAIN
- EXISTING HYDRANT TO REMAIN
- EXISTING WATER STRUCTURE TO REMAIN
- EXISTING GAS STRUCTURE TO REMAIN
- EXISTING SANITARY STRUCTURE TO REMAIN
- EXISTING STORM DRAIN TO REMAIN
- EXISTING UNVERIFIED STORM DRAIN TO REMAIN
- EXISTING UNDERGROUND ELECTRICAL TO REMAIN
- EXISTING GAS PIPE TO REMAIN
- EXISTING SANITARY SEWER TO REMAIN
- EXISTING WATER PIPE TO REMAIN
- EXISTING FIRE WATER PIPE TO REMAIN

NOTES:

1. WORK IN THIS PHASE INCLUDES, BUT IS NOT LIMITED TO DEMOLITION OF PAVEMENT, CONSTRUCTION OF NEW FOUNDATIONS, CONSTRUCTION OF NEW FULL DEPTH PAVEMENT, CONCRETE SIDEWALK AND CURB AND GUTTER, AND PAVEMENT MARKING (REPAINTING OF VSR MARKINGS).
2. SCHEDULE: PHASE 1 IS ANTICIPATED TO START MAY 2027, AND SHALL BE NO LONGER THAN 45 CALENDAR DAYS.
3. SEE STRUCTURAL SHEETS FOR PROPOSED FOUNDATIONS.
4. VSR WILL BE CLOSED FOR THE DURATION OF THIS PHASE.
5. CONTRACTOR SHALL SURVEY LOCATIONS FOR TEMPORARY FENCE AND PLACE FENCE WHERE SHOWN ON THIS PLAN.

OPERATIONAL IMPACTS:

- CLOSED**
1. VSR UNDERNEATH CONCOURSE A
- OPEN**
1. GATE A5
 2. GATE A6
 3. GATE C1
 4. ALL OTHER GATES NOT LISTED ABOVE
 5. ALL TAXIWAYS
 6. RUNWAYS 16L-34R AND 16R-34L

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CITY OF EUGENE

PROJECT TITLE:
CONCOURSE A PASSENGER BOARDING BRIDGE (PBB) INFRASTRUCTURE UPGRADES

PROJECT ADDRESS:
28801 DOUGLAS DRIVE
EUGENE, OREGON 97402

REVISIONS

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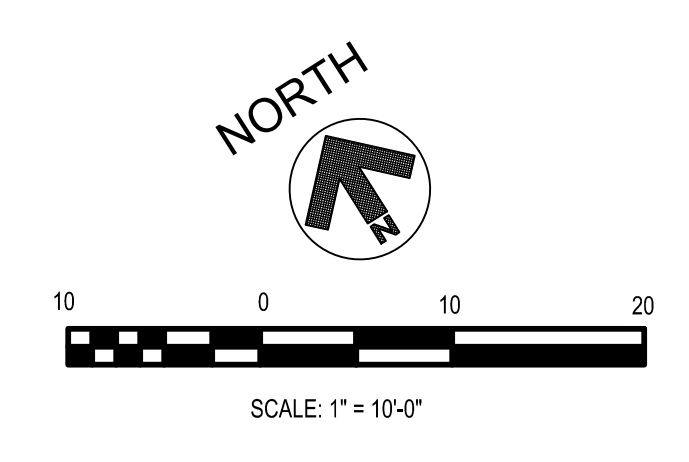
DATE ISSUED: 06/30/2026
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DRAWN BY: EJS
DESIGNED BY: RET
PROJECT NUMBER:
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SEAL:

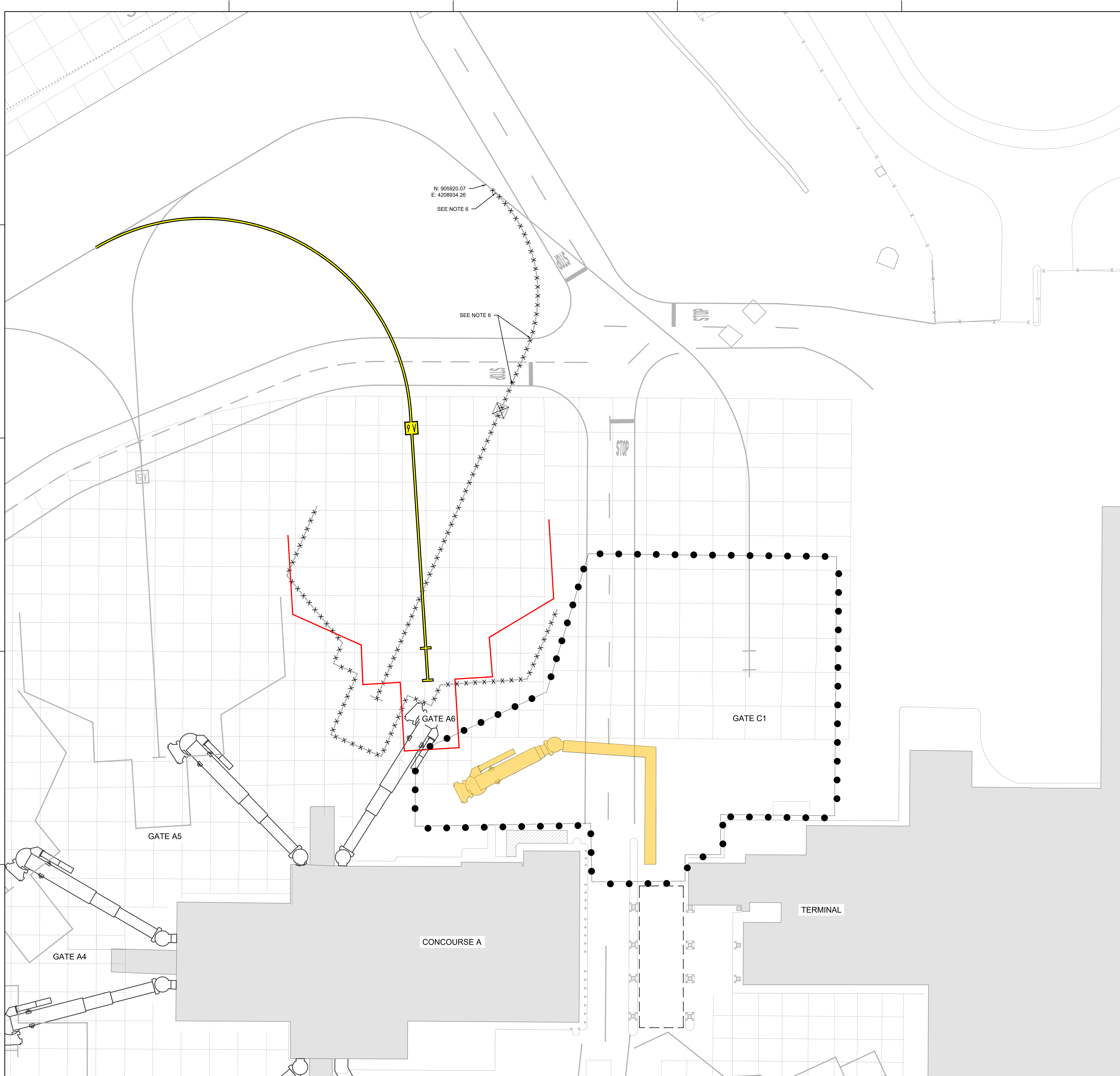
SHEET TITLE:
PHASING PLAN - PHASE 1

SHEET ID:
C011

PROJECT STATUS:
ISSUED FOR BID



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LEGEND:

- EXISTING BUILDING
- PHASE 2
- STAGING AREA FOR ADJACENT PROJECT BY OTHERS
- EXISTING AIRFIELD MARKINGS
- PROPOSED TAXIWAY MARKINGS - YELLOW
- PROPOSED TAXIWAY MARKINGS - BLACK
- PROPOSED ENVELOPE MARKINGS
- MARKING OBLITERATION
- LOW PROFILE BARRICADE (SEE DETAIL 3 ON SHEET C004)

NOTES:

1. WORK IN THIS PHASE INCLUDES, BUT IS NOT LIMITED TO INSTALLATION OF NEW GATE A6 BOARDING BRIDGE, COMMISSIONING OF NEW BRIDGE, INSTALLATION OF NEW HEIGHT RESTRICTION SIGNS, OBLITERATION OF EXISTING MARKINGS AND PAINTING OF NEW MARKINGS.
2. VSR AND GATE C1 SHALL BE CLOSED DURING INSTALLATION OF NEW BOARDING BRIDGE. CRANE SHALL BE NOT BE TALLER THAN 150' ABOVE GROUND LEVEL. CRANE SHALL BE LOWERED WHEN NOT IN USE, AT NIGHT, DURING PERIODS OF LOW VISIBILITY, AND AT OTHER TIMES AS DIRECTED BY AIRPORT OPERATIONS. NOTIFY THE AIRPORT AT LEAST 72 HOURS PRIOR TO BRINGING CRANE ONTO THE AIRFIELD.
3. AFTER THE INSTALLATION OF GATE A6 BOARDING BRIDGE IS COMPLETE, THE BARRICADES SHALL BE PULLED BACK AND THE CRANE SHALL BE REMOVED FROM THE AIRFIELD OR POSITIONED SUCH THAT GATE C1 MAY BE REOPENED TO AIRCRAFT TRAFFIC.
4. PAVEMENT MARKINGS SHALL NOT BE OBLITERATED AND INSTALLED UNTIL AFTER THE NEW BOARDING BRIDGE IS INSTALLED AND COMMISSIONED. MARKING WORK SHALL BE PERFORMED IN COORDINATION WITH AIRPORT OPERATIONS AND MAY REQUIRE NIGHTWORK AND/OR PULLBACK OPERATIONS.
5. SEE SHEET C700 FOR LOCATION OF NEW MARKINGS.
6. ANY MARKINGS DESIGNATED TO REMAIN THAT ARE DAMAGED DURING MARKING OBLITERATION SHALL BE REPAINTED AT NO ADDITIONAL EXPENSE TO THE OWNER.
7. SCHEDULE: PHASE 2 SHALL BE NO LONGER THAN 15 CALENDAR DAYS. CONTRACTOR ACTIVITIES REQUIRING GATE CLOSURES SHALL LAST NO LONGER THAN 4 CALENDAR DAYS. ACTIVITIES REQUIRING GATE CLOSURES SHALL BE COORDINATED WITH THE AIRPORT AT LEAST 72 HOURS IN ADVANCE, AND SHALL BE TIMED TO MINIMIZE DISRUPTION TO AIRPORT OPERATIONS.

OPERATIONAL IMPACTS:

- CLOSED**
1. VSR UNDERNEATH CONCOURSE A
 2. GATE C1
- OPEN**
1. GATE A5
 2. GATE A6
 3. ALL OTHER GATES NOT LISTED ABOVE
 4. ALL TAXIWAYS
 5. RUNWAYS 16L-34R AND 16R-34L

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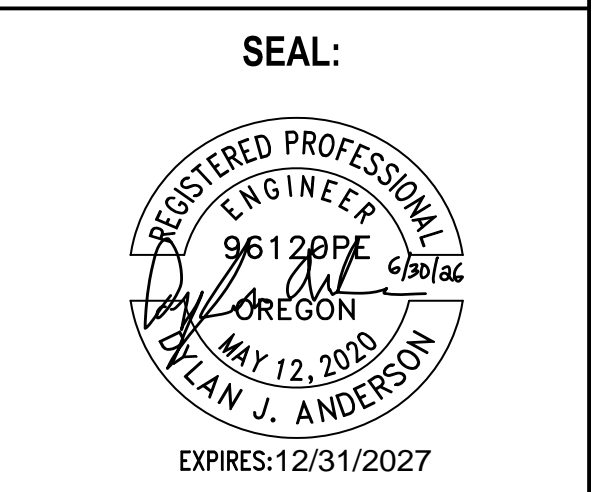
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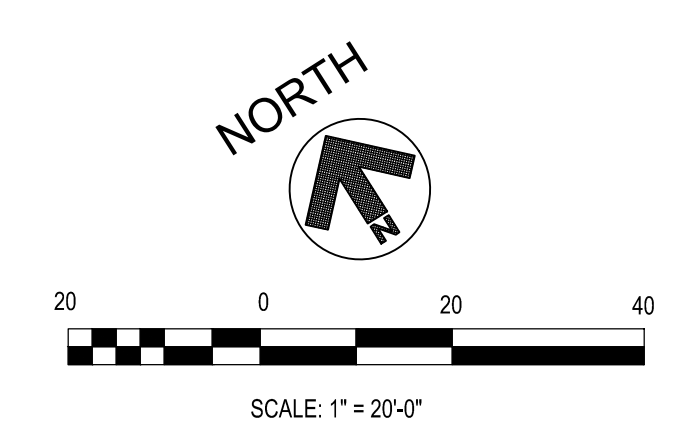
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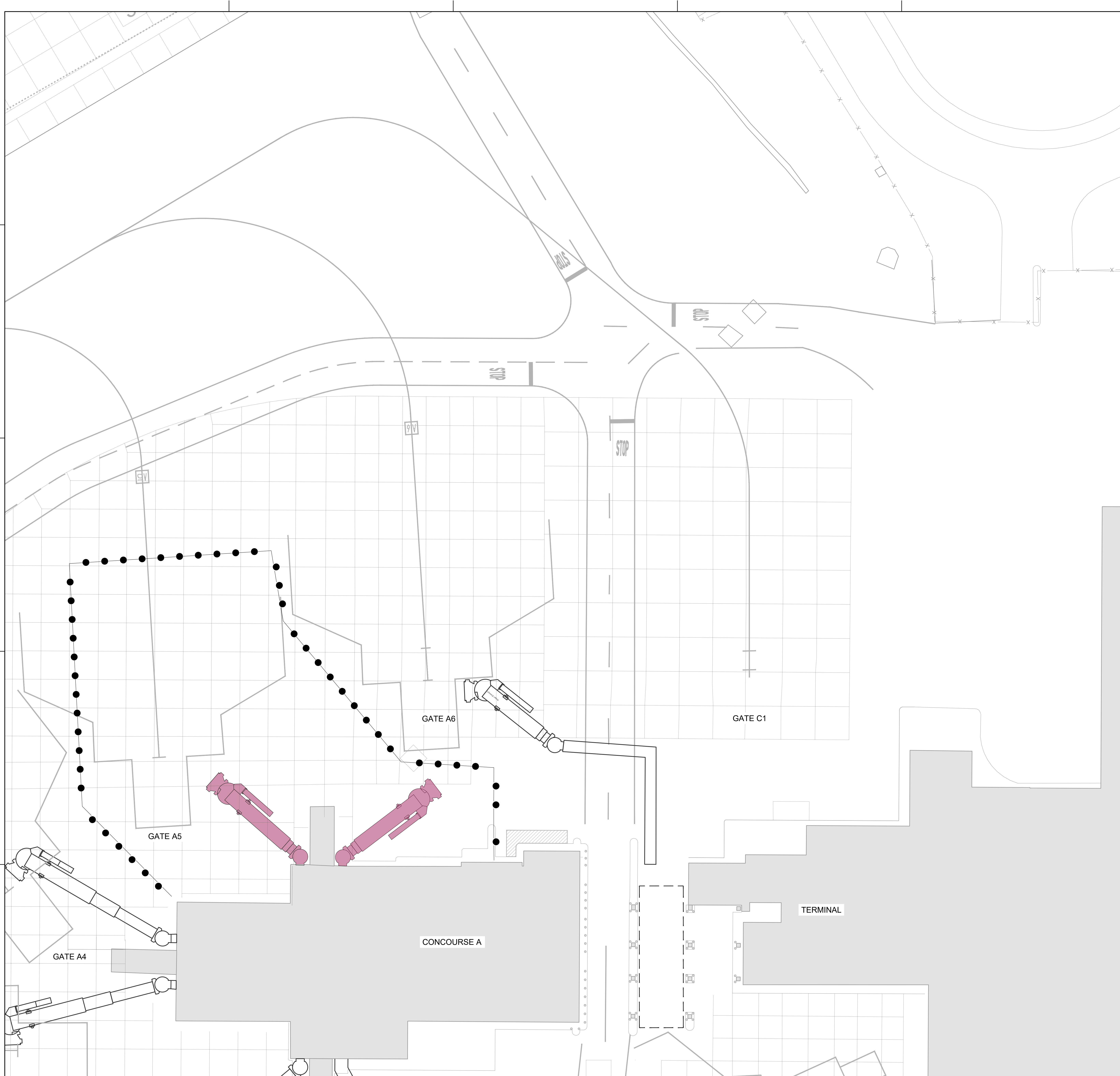
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 PHASING PLAN -
 PHASE 2

SHEET ID:
 C012

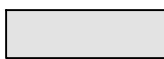



PROJECT STATUS:
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LEGEND:

-  EXISTING BUILDING
-  PHASE 3
-  LOW PROFILE BARRICADE (SEE DETAIL 3 ON SHEET C004)
-  STAGING AREA FOR ADJACENT PROJECT BY OTHERS

NOTES:

1. WORK IN THIS PHASE INCLUDES, BUT IS NOT LIMITED TO DECOMMISSIONING AND REMOVAL OF EXISTING A6 BOARDING BRIDGE; DECOMMISSIONING AND REMOVAL OF EXISTING A5 BOARDING BRIDGE; AND INSTALLATION AND COMMISSIONING OF PROPOSED A5 BOARDING BRIDGE.
2. GATE A5 SHALL BE CLOSED FOR THE DURATION OF THIS PHASE. CRANE SHALL BE NOT BE TALLER THAN 150' ABOVE GROUND LEVEL. CRANE SHALL BE LOWERED WHEN NOT IN USE, AT NIGHT, DURING PERIODS OF LOW VISIBILITY, AND AT OTHER TIMES AS DIRECTED BY AIRPORT OPERATIONS. NOTIFY THE AIRPORT AT LEAST 72 HOURS PRIOR TO BRINGING CRANE ONTO THE AIRFIELD.
3. SCHEDULE: PHASE 3 SHALL BE NO LONGER THAN 15 CALENDAR DAYS. CONTRACTOR ACTIVITIES REQUIRING GATE CLOSURES SHALL LAST NO LONGER THAN 4 CALENDAR DAYS. ACTIVITIES REQUIRING GATE CLOSURES SHALL BE COORDINATED WITH THE AIRPORT AT LEAST 72 HOURS IN ADVANCE, AND SHALL BE TIMED TO MINIMIZE DISRUPTION TO AIRPORT OPERATIONS.

OPERATIONAL IMPACTS:

- CLOSED**
1. GATE A5
- OPEN**
1. GATE A6
 2. GATE C1
 3. VSR
 4. ALL OTHER GATES NOT LISTED ABOVE
 5. ALL TAXIWAYS
 6. RUNWAYS 16L-34R AND 16R-34L



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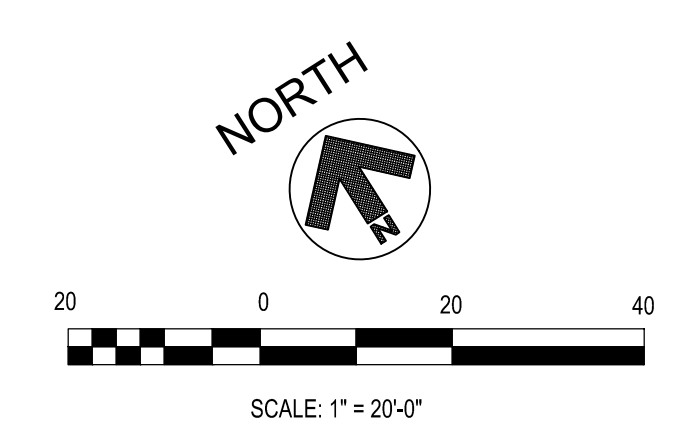
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SHEET TITLE:
PHASING PLAN -
PHASE 3

SHEET ID:
C013

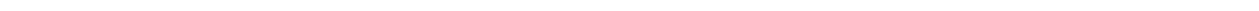
PROJECT STATUS:
ISSUED FOR BID



APPENDIX B

*CONSTRUCTION DAILY SAFETY
INSPECTION CHECKLIST*

FAA Advisory Circular 150/5370-2G Appendix D



APPENDIX D. 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 including information such as the date, time and name of the person conducting the inspection.

Table D-1. Potentially Hazardous Conditions

Item	Action Required (Describe)	No Action Required (Check)
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.		
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		

Item	Action Required (Describe)	No Action Required (Check)
approach zones.		
Improperly positioned or malfunctioning lights or unlighted airport hazards, such as holes or excavations, on any apron, open taxiway, or open taxi lane or in a related safety, approach, or departure area.		
Obstacles, loose pavement, trash, and other debris on or near AOA. Construction debris (gravel, sand, mud, paving materials) on airport pavements may result in aircraft propeller, turbine engine, or tire damage. Also, loose materials may blow about, potentially causing personal injury or equipment damage.		
Inappropriate or poorly maintained fencing during construction intended to deter human and animal intrusions into the AOA. Fencing and other markings that are inadequate to separate construction areas from open AOA create aviation hazards.		
Improper or inadequate marking or lighting of runways (especially thresholds that have been displaced or runways that have been closed) and taxiways that could cause pilot confusion and provide a potential for a runway incursion. Inadequate or improper methods of marking, barricading, and lighting of temporarily closed portions of AOA create aviation hazards.		
Wildlife attractants — such as trash (food scraps not collected from construction personnel activity), grass seeds, tall grass, or standing water — on or near airports.		
Obliterated or faded temporary markings on active operational areas.		
Misleading or malfunctioning obstruction lights. Unlighted or unmarked obstructions in the approach to any open runway pose aviation hazards.		

Item	Action Required (Describe)	No Action Required (Check)
Failure to issue, update, or cancel NOTAMs about airport or runway closures or other construction related airport conditions.		
Failure to mark and identify utilities or power cables. Damage to utilities and power cables during construction activity can result in the loss of runway / taxiway lighting; loss of navigation, visual, or approach aids; disruption of weather reporting services; and/or loss of communications.		
Restrictions on ARFF access from fire stations to the runway / taxiway system or airport buildings.		
Lack of radio communications with construction vehicles in airport movement areas.		
Objects, regardless of whether they are marked or flagged, or activities anywhere on or near an airport that could be distracting, confusing, or alarming to pilots during aircraft operations.		
Water, snow, dirt, debris, or other contaminants that temporarily obscure or derogate the visibility of runway/taxiway marking, lighting, and pavement edges. Any condition or factor that obscures or diminishes the visibility of areas under construction.		
Spillage from vehicles (gasoline, diesel fuel, oil) on active pavement areas, such as runways, taxiways, aprons, and airport roadways.		
Failure to maintain drainage system integrity during construction (for example, no temporary drainage provided when working on a drainage system).		

Item	Action Required (Describe)	No Action Required (Check)
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.		