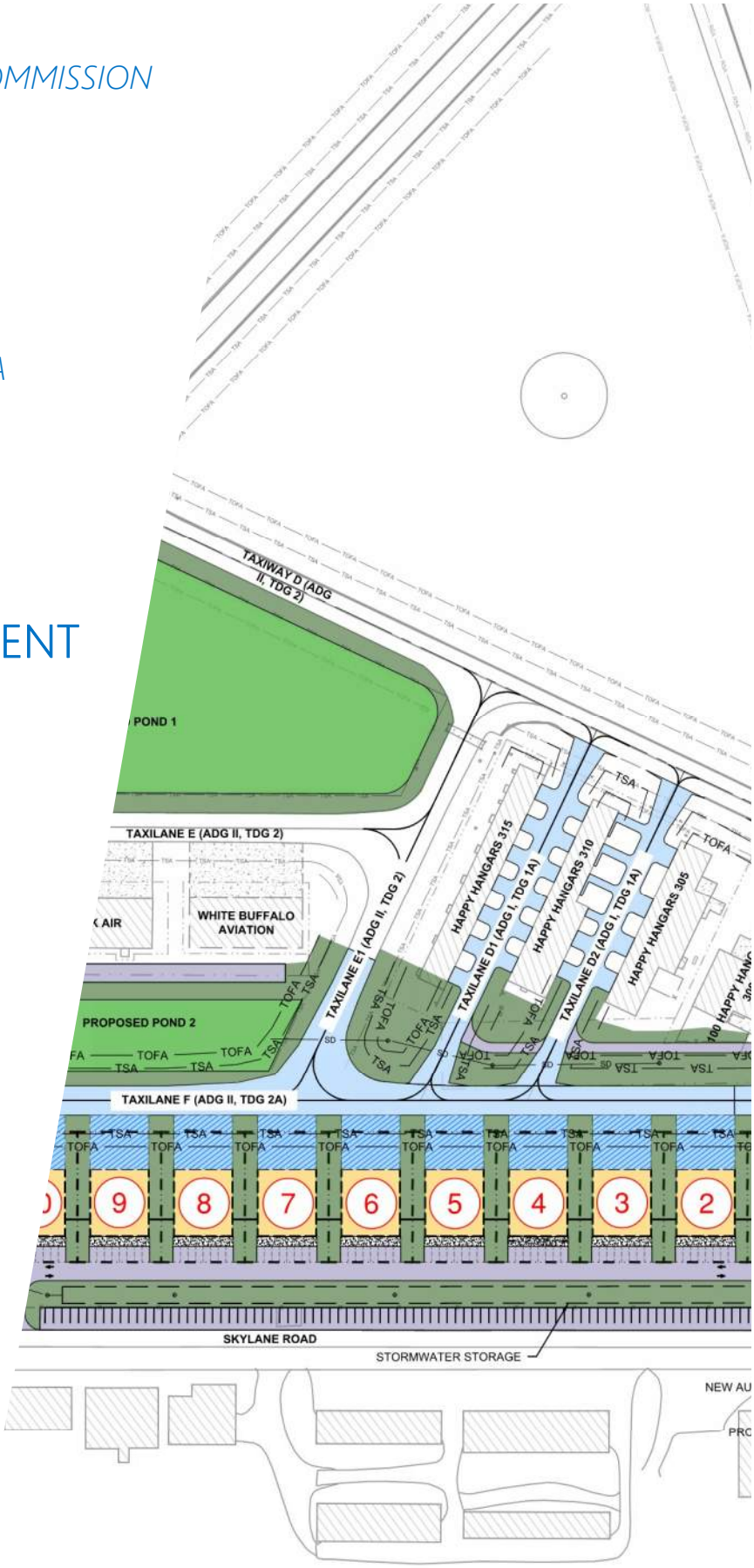
GLYNN COUNTY AIRPORT COMMISSION
BRUNSWICK, GEORGIA

St. Simons Island Airport At McKinnon Field

ST. SIMONS ISLAND, GEORGIA

CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) FOR

SKYLANE DEVELOPMENT INFRASTRUCTURE – PHASE 2



FAA Project No.: (TBD)
GDOT Aviation Project No.: (TBD)
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ADDENDUM 01

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Table of Contents

CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

ST SIMONS ISLAND AIRPORT AT MCKINNON FIELD
SKYLANE DEVELOPMENT INFRASTRUCTURE – PHASE 2

PURPOSE

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 action of inspection personnel and airport staff.

This document has been developed in order to minimize interruptions to airport operations, reduce construction costs, and maximize the performance and safety of construction activity. Strict adherence to the provisions of the CSPP by all personnel assigned to or visiting the construction site is mandatory for construction projects at Part 139 certified airports.

The Contractor shall be required to submit a Safety Plan Compliance Document (SPCD) to the airport operator describing how the Contractor will comply with the requirements set forth in this CSPP and the requirements set forth in AC 150/5370-2G. The SPCD must be submitted to the airport operator for approval prior to issuance of the Notice to Proceed.

In the event the Contractor's activities are found in non-compliance with the provisions of the CSPP or the SPCD, the Airport Owner's Representative 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.

SCOPE

The construction operations intended for this project at the St Simons Island Airport (SSI) include building the infrastructure necessary to support the development of the proposed Skylane Hangar Infrastructure Development – Phase 2. Proposed infrastructure improvements include grading, paving, stormwater management and conveyance, utility infrastructure, paving (milling/demo), paving marking, fencing, landscaping and airfield lights and signage. This project is located east of Taxiway A, west of Runway 16-34, south of Taxiway D and north of Skylane Road. The limits of the project area are identified in Appendix A, See **Sheet G010– Contract Layout Key Plan**.

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 C, PLAN REQUIREMENTS and graphically depicted in the Safety and Phasing exhibits (**G004-G005, G020-G023**) provided in the Appendix. This exhibit will be made part of the drawing set issued to the contractor for bidding and construction.

PLAN REQUIREMENTS

205. Coordination:

Airport operators and/or tenants impacted during construction have been or will have the opportunity to pose questions at pre-design, pre-bid, and pre-construction conferences. In addition, construction progress meetings, scope of schedule changes, and meetings with the FAA Air Traffic Organization (ATO) will be held as required through the performance of the contract.

a. Pre-design Conference

A pre-design conference along with several design review meetings were held throughout the design process at the BQK Airport Conference Room and via conference call. In attendance were representatives from St Simons Island Airport (SSI) and RS&H, Inc. (RS&H). These meetings were 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. The pre-design conference and design review meetings were essential in identifying and outlining potential affects and/or conflicts to airport operations during construction.

b. Pre-bid Conference

SSI and RS&H shall conduct a pre-bid conference to help clarify and explain construction methods, procedures, and safety measures required by the contract.

The non-mandatory meeting shall be held prior to the bid opening date.

Typical agenda items included for this meeting are construction methods, construction procedures (i.e. acceptance testing), operational safety requirements, Disadvantaged Business Enterprise (DBE) and other civil rights and labor requirements.

One of the primary focuses 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 had requested a set of bid documents.

Copies of the proceedings, containing all items discussed, including responses to questions, will be made available to each of the participants, upon request.

c. Pre-construction Conference

A pre-construction conference convened and conducted by SSI and RS&H shall be used to discuss operational safety, testing, quality control, quality acceptance, security, safety, 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:

- Sponsor's engineer.
- Resident project representative (RPR).
- Airport management.
- Testing laboratory representative.
- Contractor and subcontractor(s).
- Contractor's project superintendent.
- Contractor's project clerk.
- Airport users impacted by the proposed construction.
- Utility companies affected by the proposed construction.
- Federal, state, or local agencies affected by the proposed construction such as GDOT, FAA, etc.
- Representative of FAA Airports regional or field office.

The FAA Airports regional or field office should ensure that all appropriate FAA offices (Air Traffic, Flight Standards, etc.), military installations, and Federal agencies that may have an interest in the project are notified.

The engineer will prepare an agenda prior to the pre-construction conference. This will include but is not limited to:

- The scope of the project and the sequence and timing of all operations.
- Relationship between the Airport representative and the Contractor.
- Relationship between the FAA and the sponsor.
- Identification of the contractor's superintendent and a discussion of his/her authority and responsibilities.
- Designation of sponsor representative responsible for notifying the Fixed Base Operator 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 9, *Notification of construction activities*.

- 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.
- Notice to proceed date.
- 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.
- Security requirements.
- 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.

d. 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.

e. Scope or 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 operator and the FAA prior to implementation. In addition, the engineer shall coordinate proposed changes with any and all appropriate local or federal government agencies (i.e. EPA, OSHA, TSA, state environmental agencies, etc.).

f. FAA ATO Coordination.

Coordination with FAA ATO will be made throughout the design to schedule airway facility shutdowns and restarts. Portions of the Airfield shall be closed during construction as outlined in the Phasing Plan included in the Contract Documents. Prior to reopening these pavements back to air traffic, a thorough inspection must be performed by the RPR and the contractor.

206. Phasing:

Construction phasing for this project will be coordinated with the local Air Traffic personnel, SSI Operations 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.

Components of the project include:

- Asphalt pavement milling/demolition

- Clearing and grubbing
- Concrete pavement construction
- Asphalt pavement construction
- Drainage infrastructure
- Pavement marking
- Fencing/Gates Installation
- Signage Installation
- Topsoiling, Seeding, and sodding, as required for disturbed areas
- Utility Infrastructure (water, sewer)
- Landside/ Airfield electrical improvements

Phasing for the project has been established to minimize impacts to the Aircraft Operations Area (AOA). The approach to minimize impacts is to create a phased approach to work being completed within the Taxiway Safety Area (TSA). All work will be performed outside of the taxiway and runway safety areas of all open pavement during each of the phases. Work within the taxiway and runway safety areas will be performed only when those taxiways and runways are closed to air traffic. Breaking the project into multiple phases in this manner will minimize the risk of construction interfering with aircraft operations.

The contractor staging area for this project shall be located north of Skylane Road. Construction site access shall be through the existing gate along Skylane Road, reference **Sheet G010.** A flagman shall be provided at the security gate whenever contractor access is required. This will be the only project ingress/egress point to/from the airport property.

a. Phase Elements.

The sequence of construction for this project has been phased in order 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:

Construction staging areas – Reference Appendix A, **Sheet G010** for staging area location and general safety and security notes concerning use of the staging areas. Construction staging areas and contractor employee parking areas will be within the project site.

Construction access and haul routes – Reference Appendix A, **Sheet G010** for access and haul routing layouts. Applicable control along contractor haul routes for both safety and security must be maintained at all times. Reference Section 5.b *Vehicle and pedestrian operations*, Section 15 *Marking and signs for access routes*, and Section 17 *Protection of Runway and Taxiway Safety Areas* of this document for additional information.

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. Contractor 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 taxiway markings, signs, lighting and/or safety flag details and usage requirements are provided in the attached exhibits, reference Appendix A, **Sheet G004-G005**. In addition, reference Section 15 *Marking and signs for access routes*, Section 16 *Hazard marking and lighting*, and Section 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 the RPR and Airport Operations. Lead times for required notifications shall be established at the pre-construction meeting.

Phase 1
Phase 1 consists of the construction of the Taxilane F, Taxilane E1 (south of the end of Taxilane E1) and Taxiway C (outside of Taxiway D Taxiway object free area), roadside parking and roadway. Components include clearing and grubbing, new concrete pavement, new asphalt pavement, associated drainage infrastructure, grading, utility removal and installation, pond installations, associated airfield lighting/signage and power relocation/maintenance of power of existing facilities. Taxiway E1 closed south of Taxilane E.

Phase 1A
Phase 1A consists of drainage improvements and pavement restoration. Taxilane E closed west and east of construction.

Phase 2
Phase 2 includes the reconstruction of Taxilane G1, G2 and G3, including mill and overlay, pavement marking and associated airfield signage. Taxilane G1, G2, G3 remain closed during duration of this phase.

Phase 2A
Phase 2A includes the reconstruction of Taxilane G1, G2 and G3, along with associated drainage improvements and pavement restoration. Components consist of mill and overlay operations and pavement markings within the Taxiway A OFA and an additional 10 feet beyond the OFA. Taxiway A between south of Taxiway D TOFA and north of Taxiway A3 remain closed for the duration of this phase.

Phase 3
Phase 3 consists of the construction of Taxilane D1 and D2. Components include new asphalt pavement, pavement marking and drainage improvements. Taxilane D1 and D2 (outside of Taxiway D TOFA with an additional 10 feet) remain closed. Taxilane F also remains closed.

Phase 3A
Phase 3A consists of the construction Taxilane D1, D2, Taxiway C within the Taxiway D safety area. Components include new asphalt pavement and pavement marking. Taxiway D will be closed between Taxilane E1 OFA and Runway 16-34 OFA.

b. Construction Safety Drawings.

Graphical exhibits specifically indicating operational safety procedures and methods in areas affected by construction activities associated with this project (by phase) have been provided with this CSPP and incorporated into the project drawing set. Reference Appendix A, **Sheets G020-G023**.

207. Areas and operations affected by the construction activity:

Runways and taxiways and other airfield surfaces shall remain in use by aircraft to the maximum extent possible without compromising safety. The performance of this contract will require the closure of Taxiway A scheduled on a phased basis. These phase areas are graphically illustrated in the attached exhibits, Appendix A and Section 206 *Phasing*.

TABLE 1 – OPERATIONS EFFECTS

Project	Skylane Development Infrastructure – Phase 2 at St. Simons Island Airport at McKinnon Field	
Phase	**Phase 1 – 240 Calendar Days**	
Scope of Work	Utility removal and installation, grading and drainage improvements, Taxilane F construction, Taxiway C construction, vehicle parking construction, service roadway construction, pond installations, pavement marking installation, lighting and signage improvements	
Operational Requirements	Pre-Phase 1	During Phase 1
Runway 4-22	Up to Group II	Open (No impacts)
Runway 16-34	Up to Group II	Open (No impacts)
Taxiway A	Up to Group II	Open (No impacts)
Taxiway E	Up to Group II	Open (No impacts)
Taxiway E1	Up to Group II	Closed south of Taxilane E
Taxiway D	Up to Group II	Open (No impacts)
Taxiway D1	Up to Group I	Open (No impacts)
Taxiway D2	Up to Group I	Open (No impacts)
Taxiway G1	Up to Group I	Open (No impacts)
Taxiway G2	Up to Group I	Open (No impacts)
Taxiway G3	Up to Group I	Open (No impacts)

*Temporary Closures may be required and will be coordinated with RPR and Airport Operations.

Project	Skylane Development Infrastructure – Phase 2 at St. Simons Island Airport at McKinnon Field	
Phase	**Phase 1A – 2 Calendar Days**	
Scope of Work	Drainage improvements, pavement restoration and pavement marking	
Operational Requirements	Pre-Phase 1	During Phase 1
Runway 4-22	Up to Group II	Open (No impacts)
Runway 16-34	Up to Group II	Open (No impacts)
Taxiway A	Up to Group II	Open (No impacts)
Taxiway E	Up to Group II	Closed west and east of construction (See sheet G021)
Taxiway E1	Up to Group II	Open (No impacts)
Taxiway D	Up to Group II	Open (No impacts)
Taxiway D1	Up to Group I	Open (No impacts)
Taxiway D2	Up to Group I	Open (No impacts)
Taxiway G1	Up to Group I	Open (No impacts)
Taxiway G2	Up to Group I	Open (No impacts)
Taxiway G3	Up to Group I	Open (No impacts)

*Temporary Closures may be required and will be coordinated with RPR and Airport Operations.

Project	Skylane Development Infrastructure – Phase 2 at St. Simons Island Airport at McKinnon Field	
Phase	**Phase 2 – 21 Calendar Days**	
Scope of Work	Mill and overlay, pavement marking and associated airfield signage	
Operational Requirements	Pre-Phase 1	During Phase 1
Runway 4-22	Up to Group II	Open (No impacts)
Runway 16-34	Up to Group II	Open (No impacts)
Taxiway A	Up to Group II	Open (No impacts)
Taxiway E	Up to Group II	Open (No impacts)
Taxiway E1	Up to Group II	Open (No impacts)
Taxiway D	Up to Group II	Open (No impacts)
Taxiway D1	Up to Group I	Open (No impacts)
Taxiway D2	Up to Group I	Open (No impacts)
Taxiway G1	Up to Group I	Open (No impacts)
Taxiway G2	Up to Group I	Open (No impacts)
Taxiway G3	Up to Group I	Open (No impacts)

*Temporary Closures may be required and will be coordinated with RPR and Airport Operations.

Project	Skylane Development Infrastructure – Phase 2 at St. Simons Island Airport at McKinnon Field	
Phase	**Phase 2A – 7 Calendar Days**	
Scope of Work	Mill and overlay operations and pavement markings	
Operational Requirements	Pre-Phase 1	During Phase 1
Runway 4-22	Up to Group II	Open (No impacts)
Runway 16-34	Up to Group II	Open (No impacts)
Taxiway A	Up to Group II	Closed between south of Taxiway D TOFA and north of Taxiway A3
Taxiway E	Up to Group II	Open (No impacts)
Taxiway E1	Up to Group II	Open (No impacts)
Taxiway D	Up to Group II	Open (No impacts)
Taxiway D1	Up to Group I	Open (No impacts)
Taxiway D2	Up to Group I	Open (No impacts)
Taxiway G1	Up to Group I	Closed
Taxiway G2	Up to Group I	Closed
Taxiway G3	Up to Group I	Closed

*Temporary Closures may be required and will be coordinated with RPR and Airport Operations.

Project	Skylane Development Infrastructure – Phase 2 at St. Simons Island Airport at McKinnon Field	
Phase	**Phase 3 – 28 Calendar Days**	
Scope of Work	New asphalt pavement, pavement marking and drainage improvements.	
Operational Requirements	Pre-Phase 1	During Phase 1
Runway 4-22	Up to Group II	Open (No impacts)
Runway 16-34	Up to Group II	Open (No impacts)
Taxiway A	Up to Group II	Open (No impacts)
Taxiway E	Up to Group II	Open (No impacts)
Taxiway E1	Up to Group II	Open (No impacts)
Taxiway D	Up to Group II	Open (No impacts)
Taxiway D1	Up to Group I	Closed
Taxiway D2	Up to Group I	Closed
Taxiway G1	Up to Group I	Open (No impacts)
Taxiway G2	Up to Group I	Open (No impacts)
Taxiway G3	Up to Group I	Open (No impacts)

*Temporary Closures may be required and will be coordinated with RPR and Airport Operations.

Project	Skylane Development Infrastructure – Phase 2 at St. Simons Island Airport at McKinnon Field	
Phase	**Phase 3A – 7 Calendar Days**	
Scope of Work	New asphalt pavement, pavement marking and drainage improvements.	
Operational Requirements	Pre-Phase 1	During Phase 1
Runway 4-22	Up to Group II	Open (No impacts)
Runway 16-34	Up to Group II	Open (No impacts)
Taxiway A	Up to Group II	Open (No impacts)
Taxiway E	Up to Group II	Open (No impacts)
Taxiway E1	Up to Group II	Open (No impacts)
Taxiway D	Up to Group II	Closed between west of RWY 16-35 and east of Taxilane E1
Taxiway D1	Up to Group I	Open (No impacts)
Taxiway D2	Up to Group I	Open (No impacts)
Taxiway G1	Up to Group I	Open (No impacts)
Taxiway G2	Up to Group I	Open (No impacts)
Taxiway G3	Up to Group I	Open (No impacts)

*Temporary Closures may be required and will be coordinated with RPR and Airport Operations.

a. Identification of affected areas.

See 206.b *Construction Safety Drawings and Phasing* drawings above for graphical identification of areas affected by construction operations. Of particular concern are the following:

i. Closing, or partial closing, of runways, taxiways and aprons:

ii. Closing of Aircraft Rescue and Fire Fighting (ARFF) access routes:
Access into, through, and/or around the project work area by ARFF vehicles shall not be impacted during construction.

iii. Closing of access routes used by airport support vehicles:
Access into, through, and/or around the project work area by service vehicles shall not be impacted during construction.

iv. Interruption of utilities, including water supplies for firefighting:
No utility impacts will be impacted by this project.

v. Approach/departure surfaces affected by heights of objects:
There are not any anticipated impacts to any approach or departure surfaces because of equipment heights in this project.

vi. Construction areas:
These areas include the project work area, storage/stockpile areas, staging areas, and contractor haul routes near active airfield surfaces. These areas are identified graphically in attached exhibits.

b. 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 RPR and Airport Operations. Any required NOTAM's to be issued will be sent through the RPR and issued by Airport Operations.

a. Temporary Changes to runway and/or taxiway operations:

The affected taxiway identified in the previous section as being closed entirely to aircraft traffic, will be barricaded by the use of low profile, lighted barricades placed as shown in the exhibits provided in Appendix A. In addition, required NOTAM's shall be issued on the various temporary changes to aircraft access through the affected areas.

b. 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.

c. 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 of their underground utilities. The contractor shall locate and/or arrange for the location of all the underground utilities. 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.

d. Temporary Changes to air traffic control procedures:

Changes to air traffic control procedures must be coordinated with airport ATO.

208. Protection of navigation aids (NAVAIDs):

Before commencing construction activity, parking vehicles, or storing construction equipment and materials near a NAVAID, coordination with the appropriate FAA ATO to evaluate the effects of construction activity and the required distances and direction from the NAVAID is required. (See section 9.e.3 *NAVAIDS* below). Construction activities, materials/equipment storage, and vehicle parking near electronic NAVAIDs are not anticipated in this project.

209. Contractor Access:

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

a. Location of stockpiled construction materials.

Stockpiled materials and equipment storage are not permitted within the Runway Safety Area/ Taxiway Safety Area (RSA/TSA), Obstacle Free Zone (OFZ) or Object Free Area (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 in excess of ten miles per hour. In addition, stockpiled material shall have silt fence located around the material to prevent FOD from moving onto the airfield pavements or polluting watercourses.

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 into any of the protected airspace.

In addition, all demolished unsuitable materials shall be removed and legally disposed of off airport property and not stockpiled on airport property.

b. 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 operator 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 apron 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 RPR.

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 designated haul routes, never straying from the approved paths. Maintenance and upkeep of the haul routes are the responsibility of the contractor. Dust must be removed from any haul route pavement 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 routes, regardless of whether 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 clean, turfed condition. 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. Any work necessary in 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, reference Appendix A, **Sheet G010**.

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 OFA 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 or runway 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 9.e.3 below for further information.

Portions of the project area(s) shall be bounded by the low profile barricades identifying contractor personnel and vehicle area operation limits. The locations of any barricaded project limits, haul routes, contractor staging areas, and associated safety and security details are also provided graphically in the attached exhibits.

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 airport defined movement area requires the presence of an authorized Airport escort having radio communication with the FAA control tower unless prior approval is obtained from Airport Operations. Spotters and/or flaggers having radio or telephone contact with the Airport may be used with the approval of the on shift Airport Operations Manager. Any command or instruction given by the control tower, the flaggers, or spotters shall be immediately obeyed by the operator.

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 during daylight hours. In addition the vehicles and equipment will have identifying symbols at a minimum of 8-inch block-type characters of contrasting color that are easily legible. During hours of darkness or low visibility they shall be marked with at least flashing yellow/amber beacons.

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 Airport Operations or the RPR.

At no time shall active taxiways or taxilanes be crossed by construction equipment without notification and proper approval/clearance from radio-trained gate guards or Airport Operations.

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

Airport operators and contractors must also maintain a high level of security during construction when access points are created in the security fencing to permit construction vehicle access. Temporary gates shall be equipped and/or manned by construction personnel to prevent unauthorized access by vehicles, animals or people. Procedures conforming to Airport security protocols 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. Access shall be made available at all times to all airport emergency vehicles traveling to operations areas within the proximity of the construction work zone.

210. 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.

a. Trash.

Food scraps from construction personnel activity must be collected.

b. Standing water.

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

c. Tall grass and seeds.

The use of millet seed in turfing and seeding operations shall not be permitted.

d. Poorly maintained fencing and gates.

Contractor shall ensure the integrity of all perimeter fencing and gates, no gaps greater than 3 inches shall be permitted. Contractor shall modify fences to ensure wildlife does not cross the perimeter.

e. Disruption of existing wildlife habitat.

Not applicable to this project.

211. 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 should 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 power sweeper is required when construction occurs on any pavement area inside the AOA, unless an appropriate alternative has been approved by the RPR and Airport Operations Manager.

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, 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.

213. 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.

a. Points of contact/list of responsible representatives.

Information, Compliance, and Assistance:
Airport Operations Communications Center: (813) 523-6266 (24 hrs/day, 7 days/wk)

b. Notices to Airmen (NOTAM).

Only the airport operator may initiate or cancel NOTAMs on airport conditions, and is the only entity that can close or open a runway or taxiway. 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. 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 section 3.a above regarding issuing NOTAMs for partially closed runways versus runways with displaced thresholds.

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 2 *Phasing* for planned closures for this project, which require issuance of a NOTAM.

c. Emergency notification procedures.

In the event of an emergency, the contractor shall be required to contact emergency services by calling (813) 523-6266.

In the event of an aircraft emergency, severe weather conditions, or any issue as determined by the Airport that may affect aircraft operations, the Contractor's personnel and/or equipment may be required to immediately vacate the area(s) 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 1.c *Pre-construction Conference*. Specific emergency notification procedures shall be incorporated into the contractor's SPCD.

d. 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.

e. Notification to the FAA.

i. 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 appropriated FAA Airports Regional or District Office.

ii. Part 157.

With some exceptions, Title 14CFR 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. It is not anticipated that Part 157 notifications will be required for this project.

iii. NAVAIDS.

For emergency (short-notice) notification about impacts to both airport owned and FAA owned NAVAIDs, contact (813) 523-6266.

1. **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.

2. **FAA owned.** The airport operator must notify the appropriated 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). 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 (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. A sample checklist is provided in Appendix B of this document. In addition to contractor's required inspections, airport operations will inspect the construction site three (3) times a day to ensure compliance with the CSPP and the SPCD. The RPR will have full-time inspectors monitoring activity throughout construction.

b. Final inspections.

A final inspection with the RPR, Airport and FAA will take place prior to allowing airport operations.

215. 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 of 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.

216. 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 will be established by the Airport.

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.

217. 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 when special conditions require the construction site to be vacated. In any event, extreme care should be exercised should construction personnel identify any ARFF (Airport Rescue and Fire-Fighting) vehicle moving toward the Runway with emergency lights displayed. This will generally mean that an emergency situation is imminent.

218. Runway and taxiway visual aids:

Marking, lighting, signs, and visual NAVAIDs. Those areas where aircraft will be operating shall be clearly and visibly separated from construction areas, including closed runways. Throughout the duration of the construction project, the contractor shall inspect and 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.

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, current edition, and the drawings and technical specifications of this project.

c. Lighting and visual NAVAIDs.

All taxiway edge lights in those sections of taxiways closed to aircraft traffic will be either de-energized or blacked out by use of an appropriately cut length of PVC pipe. Centerline lighting that conflicts with the temporarily relocated or closed taxiway routing shall be either de-energized, removed from the circuit by use of jumpers or as detailed in the project drawing set.

d. Signs.

Airfield signage will be installed and/or replaced along impacted taxiways and taxilanes.

219. 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, **Sheet G010**. 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.

220. Hazard marking and lighting:

a. Purpose.

Hazard marking and lighting prevents pilots from entering areas closed to aircraft, and prevents construction personnel from entering areas open to aircraft. 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.

b. Equipment.

Type 1 - Low Profile Barricades of the type detailed in the project drawings with omnidirectional flashing lights 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 attached exhibits, reference Appendix A. 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 operator. Lighting should be checked for proper operation at least once per day, preferably at dusk.

221. Protection of Runway and Taxiway Safety Areas:

Safety area encroachments, improper ground vehicle operations and unmarked or uncovered holes and trenches in the vicinity of aircraft operation surfaces and construction areas are the three most recurring threats to safety during construction. Protection of runway and taxiway safety areas, object free areas, obstacle free zones, and approach/departure surfaces shall be a standing requirement for the duration of construction operations. Reference Section 9 *Notification of construction activities* and Section 14 *Runway and taxiway visual aids* for taxiway closure requirements. Reference Section 16 *Hazard marking and lighting* for hazard marking. Reference Section 18 *Other limitations on construction* for height restrictions (as required).

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 by aircraft.

Runway	*RSA Distance from Centerline (ft)*	*RSA Width (ft)*	*Length Beyond Threshold*
Runway 4-22 (C-II)	200’	400’	1000’
Runway 16-34 (B-1(S))	60’	120’	240’

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.

Runway	*ROFA Distance from Centerline (ft)*	*ROFA Width (ft)*	*Length Beyond Threshold*
Runway 4-22	400’	800’	1000’
Runway 16-34	125’	250’	240’

c. Taxiway Safety Area (TSA).

The 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. No construction may occur within the TSA while the taxiway is open for aircraft operations.

Taxiway	*TSA Distance from Centerline (ft)*	*TSA Width (ft)*
Taxiway A	39.5	79
Taxiway C	39.5	79
Taxiway D	39.5	79
Taxilane D1	24.5	49
Taxilane D2	24.5	49
Taxilane E	39.5	79
Taxilane E1	39.5	79
Taxilane F	39.5	79
Taxilane G1	24.5	49
Taxilane G2	24.5	49
Taxilane G3	24.5	49

Open trenches or excavations are not permitted within the TSA while the taxiway is open. The contractor must backfill trenches before the taxiway is opened. Coverings are not allowed in taxiway safety areas.

After the Taxiway has been closed, 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.

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 firefighting equipment, and the occasional passage of aircraft without causing structural damage to the aircraft.

d. Taxiway and Taxilane Object Free Area (TOFA).

Unlike the Runway Object Free Area, aircraft wings regularly penetrate the taxiway/taxilane object free area during normal operations. Thus the restrictions are more stringent. No construction equipment may be parked within the TOFA while the taxiway/taxilane is open for aircraft operations.

Taxiway	*TOFA Distance from Centerline (ft)*	*TOFA Width (ft)*
Taxiway A	65.5	131
Taxiway C	65.5	131
Taxiway D	65.5	131
Taxilane D1	39.5	79
Taxilane D2	39.5	79
Taxilane E	57.5	115
Taxilane E1	57.5	115
Taxilane F	57.5	115
Taxilane G1	39.5	79
Taxilane G2	39.5	79
Taxilane G3	39.5	79

e. Obstacle Free Zone (OFZ).

Construction personnel, material, and/or equipment may not penetrate the OFZ while the runway is open for aircraft operations. The OFZ is a defined volume of airspace centered about and above the runway centerline.

f. Runway approach/departure surfaces.

All personnel, materials, and/or equipment must remain clear of the applicable threshold siting surfaces. 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.

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.

222. Other limitations on construction:

a. Prohibitions.

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

i. No use of open flame welding or torches unless fire safety precautions are provided and the airport operator has approved their use.

ii. No use of electrical blasting caps or explosives of any kind on or within 1,000 ft (300 m) of the airport property.

iii. No use of flare pots within the AOA.

b. Restrictions.

i. Construction suspension required during specific airport operations – N.A.

ii. Areas that cannot be worked on simultaneously – NA

iii. Day or night construction restrictions – For the performance of any night work, reference section 5.b *Vehicle and pedestrian operations*.

Appendix A

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CONTRACTOR'S SAFETY AND SECURITY REQUIREMENTS

SAFETY

THE CONTRACTOR SHALL ACQUAINT HIS SUPERVISORS AND EMPLOYEES OF THE AIRPORT ACTIVITY AND OPERATIONS THAT ARE INHERENT TO THIS ACTIVE GENERAL AVIATION 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.

ALL CONTRACTOR VEHICLES THAT ARE AUTHORIZED TO OPERATE ON THE AIRPORT IN OR NEAR THE ACTIVE AIRCRAFT OPERATIONS AREA (AOA) SHALL DISPLAY IN FULL VIEW A FLASHING YELLOW DOME-TYPE LIGHT OR ABOVE THE VEHICLE A 3' X 3' OR LARGER, ORANGE AND WHITE CHECKERBOARD FLAG, EACH CHECKERBOARD COLOR BEING 1-FOOT SQUARE, (SEE CONSTRUCTION SAFETY FLAG DETAIL), AND ESCORTED UNDER THE CONTROL OF ONE CONTRACTOR MOBILE (TWO-WAY) RADIO OPERATOR ON THE JOB AT ALL TIMES. ANY VEHICLE OPERATING IN OR NEAR THE ACTIVE AOA DURING THE HOURS OF DARKNESS SHALL BE EQUIPPED WITH A FLASHING YELLOW DOME LIGHT, MOUNTED ON TOP OF THE VEHICLE AND BE OF SUCH INTENSITY TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES.

ALL NON-RADIO EQUIPPED CONTRACTOR VEHICLES THAT ARE REQUIRED TO OPERATE ON, NEAR 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. ESCORT VEHICLES, OPERATORS, AND RADIO EQUIPMENT SHALL BE APPROVED BY THE AIRPORT OPERATIONS STAFF. ESCORT VEHICLES SHALL BE MARKED AND LIGHTED AS DESCRIBED IN PARAGRAPH NO. 2 ABOVE AND SHALL BE EQUIPPED WITH AN APPROVED AVIATION BAND RADIO. RADIO EQUIPPED VEHICLES SHALL CONTINUOUSLY MONITOR GROUND CONTROL FREQUENCY 123.05 MHZ. ALL AIRCRAFT TRAFFIC ON RUNWAYS, TAXIWAYS AND APRONS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC.

NO RUNWAY, TAXIWAY, APRON OR AIRPORT ROADWAY SHALL BE CLOSED WITHOUT WRITTEN APPROVAL OF AIRPORT OPERATIONS STAFF. TO ENABLE NECESSARY "NOTICES TO AIRMEN" (NOTAM) OR ADVISORIES TO AIRPORT SERVICES OR TENANTS, A MINIMUM OF 48 HOURS WRITTEN NOTICE REQUESTING CLOSING SHALL BE DIRECTED TO THE RESIDENT PROJECT REPRESENTATIVE (RPR) AND/OR ENGINEER WHO WILL COORDINATE THE REQUEST WITH AIRPORT OPERATIONS STAFF.

ANY CONSTRUCTION ACTIVITY WITHIN 75 FEET OF AN ACTIVE RUNWAY CENTERLINE OR 39.5 FEET FROM AN ACTIVE TAXIWAY CENTERLINE OR OPEN EXCAVATIONS IN EXCESS OF THREE INCHES DEEP WITHIN THE ABOVE AREAS, WILL REQUIRE CLOSURE OF THE AFFECTED RUNWAY OR TAXIWAY, UNLESS OTHERWISE APPROVED BY AIRPORT OPERATIONS STAFF. CLOSURE REQUIRES THE SAME PROVISIONS AS PARAGRAPH NO. 4 ABOVE.

OPEN FLAME WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS HAVE BEEN TAKEN AND THE PROCEDURE APPROVED BY THE RPR AND/OR AIRPORT OPERATIONS STAFF.

STOCKPILED MATERIAL SHALL BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT RESULTING FROM AIRCRAFT JET BLAST OR WIND CONDITIONS IN EXCESS OF TEN MILES PER HOUR. STOCKPILE HEIGHT SHALL BE LESS THAN 15 FEET AND OUTSIDE THE RUNWAY AND TAXIWAY OBJECT FREE AREAS. IN ADDITION, STOCKPILED MATERIAL SHALL HAVE SILT FENCE LOCATED AROUND THE MATERIAL TO PREVENT FOD FROM MOVING ONTO THE AIRFIELD PAVEMENTS OR POLLUTING WATERCOURSES.

OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL LOCATED IN OR NEAR THE AOA SHALL BE PROMINENTLY MARKED WITH FLAGS AND LIGHTED BY APPROVED LIGHT UNITS DURING HOURS OF RESTRICTED VISIBILITY AND DARKNESS.

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 OR NEAR ACTIVE AIRCRAFT MOVEMENT AREAS. IF THESE MATERIALS ARE OBSERVED TO BE ON OR NEAR ACTIVE AIRCRAFT MOVEMENT AREAS, THE CONTRACTOR SHALL REMOVE SUCH MATERIALS IMMEDIATELY AND CONTINUOUSLY DURING CONSTRUCTION.

THE CONTRACTOR IS DIRECTED TO COMPLY WITH AND ACQUAINT HIS/HER EMPLOYEES WITH THE FOLLOWING SAFETY GUIDELINES, RELATED MATERIALS AND FAA ADVISORY CIRCULARS:

FAA ORDER "SAFETY REQUIREMENT ON AIRPORTS DURING AGENCY FUNDED CONSTRUCTION AND MAINTENANCE ACTIVITIES"
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"

COPIES OF THESE DOCUMENTS ARE AVAILABLE AT THE FOLLOWING WEBSITE:
WWW.FAA.GOV/AIRPORTS_AIRTRAFFIC/AIRPORTS/RESOURCES/ADVISORY_CIRCULARS

CONTRACTOR RESPONSIBLE FOR STAYING UP-TO-DATE WITH ANY UPDATES OR REVISIONS TO THE ADVISORY CIRCULARS LISTED ABOVE.

CONSTRUCTION DURING THE PROJECT MAY BE HALTED AT ANY TIME BY THE RPR, ENGINEER, AND/OR AIRPORT OPERATIONS STAFF IF IT IS DETERMINED TO BE IN THE BEST INTEREST OF AIRPORT OPERATIONS OR SAFETY. THE CONTRACTOR MAY BE DIRECTED TO REMOVE EQUIPMENT AND/OR EVACUATE THE SITE IN ORDER TO ENABLE AIRCRAFT OPERATIONS. NECESSARY EXTENSIONS IN CONTRACT TIME WILL BE GRANTED OR A STOP WORK ORDER WILL BE ISSUED DUE TO THESE DELAYS, HOWEVER, THERE WILL BE NO ADJUSTMENTS IN CONTRACT PRICE DUE TO THESE DELAYS.

THE CONTRACTOR SHALL PREPARE SAFETY PLANS SPECIFIC TO DAYTIME AND NIGHTTIME CONSTRUCTION OPERATIONS, AS WELL AS A CONTINGENCY PLAN TO ADDRESS CASES OF ABNORMAL FAILURES OR UNEXPECTED DISASTERS. THE CONTRACTOR SHALL ALSO PREPARE A DESTRUCTIVE WEATHER PLAN TO SET FORTH GENERAL GUIDANCE AND INFORMATION FOR THE CONTRACTOR TO COORDINATE PREPAREDNESS PLANS WHEN DESTRUCTIVE WEATHER THREATENS THE AIRPORT. THE DESTRUCTIVE WEATHER PLAN FORM IS PROVIDED IN THE SPECIFICATIONS.

TRUCK HAUL ROUTES ON THE AIRFIELD SHALL BE DELINEATED WITH LIGHTED BARRICADES. OTHER MEANS TO CLEARLY MARK THE ROUTES TO THE WORK SITE MAY BE APPROVED BY THE RPR, ENGINEER, AND/OR AIRPORT OPERATIONS STAFF.

THE CONTRACTOR SHALL PROVIDE A VACUUM TRUCK AT THE STARTUP OF CONSTRUCTION TO CONTINUOUSLY VACUUM ALL PAVEMENTS AFFECTED BY CONSTRUCTION. THE VACUUM TRUCK SHALL REMAIN ON-SITE FOR THE DURATION OF THE PROJECT AND SHALL BE AVAILABLE AT THE DIRECTION OF THE OWNER TO VACUUM PAVEMENT AREAS ADJACENT TO THE CONSTRUCTION AREAS TO ENSURE NO FOD IS PRESENT ON PAVEMENTS WITHIN 500 FEET OF ANY CONSTRUCTION AREA. VACUUM TRUCK SHALL BE ELGIN GEOVAC OR APPROVED EQUAL AND SHALL BE ON SITE PRIOR TO START OF CONSTRUCTION OR THE CONTRACTOR WILL NOT BE AUTHORIZED TO PROCEED WITH CONSTRUCTION. THE COST OF THE VACUUM TRUCK SHALL BE INCLUDED IN THE SAFETY AND SECURITY BID ITEM.

ALL COMMUNICATION WITH THE FBO OPERATIONS PERSONNEL OR OTHER ELEMENTS OF THE AIRPORT SHALL BE THROUGH THE RPR, ENGINEER, AND/OR AIRPORT OPERATIONS STAFF.

16. THE CONTRACTOR SHALL INSTALL ALL REQUIRED BARRICADES AT DESIGNATED PLAN LOCATIONS AND AS REQUIRED TO CONTROL TRAFFIC, HAVE ALL ACCESS GATES GUARDED AND LOCKABLE WITH CONTRACTOR SUPPLIED LOCKS, HAVE ALL EQUIPMENT EITHER FLAGGED OR FITTED WITH FLASHING YELLOW DOME-TYPE LIGHT ON TOP OF THE VEHICLES. ALL THESE ITEMS SHALL CONSIST OF THE SAFETY AND SECURITY SYSTEM. THE CONTRACTOR SHALL INSTALL THE COMPONENTS OF THE SYSTEM AT THE APPROPRIATE TIMES AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL INSPECT EVERY ASPECT OF THE SAFETY AND SECURITY SYSTEM ON A DAILY BASIS AND ENSURE ALL COMPONENTS ARE FUNCTIONING PROPERLY. THE RESIDENT PROJECT REPRESENTATIVE (RPR) SHALL ALSO DAILY INSPECT THE SYSTEM AND IF ANY DEFICIENCIES ARE NOTED, THE CONTRACTOR SHALL HAVE THAT DAY'S PRORATED SAFETY AND SECURITY COST DEDUCTED FROM THE CONTRACTOR'S EARNINGS. THE SYSTEM ELEMENTS TO BE INSPECTED AND DEFICIENCIES NOTED ARE AS FOLLOWS:

*BARRICADES SET PROPERLY AND ALL FLASHING WARNING LIGHTS OPERATING PROPERLY.
*ALL CONTRACTOR PERSONNEL AND EQUIPMENT ACCESS GATES MANNED AND SECURITY PROCEDURES IN PLACE.
*ALL EQUIPMENT FLAGGED OR OUTFITTED WITH FLASHING YELLOW DOME-TYPE LIGHTS.
*CONTRACTOR USE OF UNAUTHORIZED AIRPORT ACCESS GATES CHECKED.

ANY OF THE ABOVE SAFETY AND SECURITY ITEMS FOUND TO BE DEFICIENT AT THE BEGINNING OF THE DAY BY THE RPR AND/OR AIRPORT OPERATIONS STAFF WILL RESULT IN THAT DAY'S PRORATED SAFETY AND SECURITY BID ITEM LOST AND BEING DEDUCTED PERMANENTLY FROM THE CONTRACTOR'S EARNINGS. THE CONTRACTOR SHALL MAKE A CONCERTED EFFORT TO ENSURE ALL SAFETY AND SECURITY ITEMS ARE IN PROPER WORKING ORDER EACH DAY DUE TO THE HEIGHTENED SECURITY STATUS OF THE AIRPORT AND THE CONSIDERABLE LIABILITY ASSOCIATED WITH THE SAFETY AND SECURITY WORK.

17. NO PERSONNEL MAY OPERATE VEHICLES ON THE AIRSIDE UNLESS THEY HAVE FIRST ATTENDED AN AIRPORT APPROVED DRIVERS TRAINING CLASS.

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 BY AIRPORT OPERATIONS STAFF. THE CONTRACTOR SHALL DESIGNATE TO THE ENGINEER AND AIRPORT OPERATIONS STAFF, IN WRITING, THE NAME OF HIS "CONTRACTOR SECURITY & SAFETY OFFICER (CSSO)." THE CSSO SHALL REPRESENT THE CONTRACTOR ON THE SECURITY REQUIREMENTS FOR THE CONTRACT. THE CSSO SHALL PROVIDE TELEPHONE NUMBERS WHICH ALLOW THE RPR AND/OR AIRPORT OPERATIONS STAFF THE CAPABILITY TO CONTACT THE CSSO 24 HOURS A DAY.

2. CONTRACTOR PERSONNEL SECURITY ORIENTATION: THE CSSO SHALL BE RESPONSIBLE FOR BRIEFING ALL CONTRACTOR PERSONNEL AND SUBCONTRACTOR ON SECURITY REQUIREMENTS. ALL NEW CONTRACTOR AND SUBCONTRACTOR EMPLOYEES SHALL BE BRIEFED ON SECURITY REQUIREMENTS PRIOR TO WORKING IN THE CONSTRUCTION AREA.

3. ACCESS TO THE SITE: CONTRACTOR'S ACCESS TO THE SITE SHALL BE AS SHOWN ON THE PLANS. NO OTHER ACCESS POINTS SHALL BE ALLOWED UNLESS APPROVED BY AIRPORT OPERATIONS STAFF. ALL CONTRACTOR TRAFFIC AUTHORIZED TO ENTER THE SITE SHALL BE EXPERIENCED IN THE ROUTE OR GUIDED BY AUTHORIZED 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 GATE TO THE SITE. A CONTRACTOR'S FLAGMAN OR TRAFFIC CONTROL PERSON SHALL MONITOR AND COORDINATE ALL CONTRACTOR TRAFFIC AT THE ACCESS GATE WITH AIRPORT SECURITY PERSONNEL. 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 CONTRACTOR PERSONNEL WHO ARE FAMILIAR WITH THE REQUIREMENTS OF THE AIRPORT OPERATIONS SECURITY PROGRAM. THE CONTRACTOR IS RESPONSIBLE FOR THE IMMEDIATE CLEANUP OF ANY DEBRIS DEPOSITED ALONG THE ACCESS ROUTE AS A RESULT OF HIS CONSTRUCTION TRAFFIC. DIRECTIONAL SIGNING FROM THE ACCESS GATE ALONG THE DELIVERY ROUTE TO THE STORAGE AREA, PLANT SITE OR WORK SITE SHALL BE AS DIRECTED BY AIRPORT OPERATIONS STAFF.

4. 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. THE NAME "MALCOLM MCKINNON ST. SIMONS ISLAND AIRPORT" SHALL NOT BE USED IN THE DELIVERY ADDRESS AT ANY TIME. THIS WILL PRECLUDE DELIVERY TRUCKS FROM ENTERING INTO THE TERMINAL COMPLEX, OR TAKING SHORT CUTS THROUGH THE PERIMETER GATES AND ENTERING INTO AIRCRAFT OPERATIONS AREAS INADVERTENTLY.

5. 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. THE CONTRACTOR SHALL ERECT AND MAINTAIN AROUND THE PERIMETER OF THESE AREAS SUITABLE FENCING, MARKING AND WARNING DEVICES VISIBLE FOR DAY/NIGHT USE. TEMPORARY BARRICADES, FLAGGING AND FLASHING WARNING LIGHTS WILL BE REQUIRED AT CRITICAL ACCESS POINTS. TYPE OF MARKING, FENCING, AND WARNING DEVICES SHALL BE APPROVED BY AIRPORT OPERATIONS STAFF.

6. IDENTIFICATION--PERSONNEL: ALL EMPLOYEES, AGENTS, VENDORS, INVITEES, ETC. OF THE CONTRACTOR OR SUBCONTRACTORS REQUIRING ACCESS TO THE CONSTRUCTION SITE SHALL, IN ACCORDANCE WITH THE REQUIREMENTS OF THE GCAC, WILL BE REQUIRED TO DISPLAY IDENTIFICATION SHOWING THEIR ASSOCIATION WITH THE CONTRACTOR. SINCE WORK WILL BE ACCOMPLISHED NEAR ACTIVE AIRPORT OPERATIONS AREAS AND DUE TO THE NATURE OF AIRCRAFT OPERATIONS AT THIS AIRPORT, IT IS IMPERATIVE THAT THE CONTRACTOR MAINTAIN CONTROL OVER WHO IS ON THE AIRPORT PROPERTY REPRESENTING THE CONTRACTOR AND ENSURING NO AREAS OF THE AIRPORT ARE BREACHED WHERE UNAUTHORIZED PERSONNEL HAVE POTENTIAL ACCESS.

7. 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 SHALL ISSUE A PERMIT TO EACH VEHICLE TO BE MADE AVAILABLE UPON DEMAND BY THE GLYNN COUNTY AIRPORT COMMISSION (GCAC), THE ENGINEER, OR ANY OTHER AIRPORT REPRESENTATIVE.

8. CONTRACTOR SHALL ISSUE PERMITS TO ONLY AUTHORIZED EMPLOYEES (SUPERINTENDENT, PROJECT MANAGER, OFFICERS, ETC.) AND SUBCONTRACTORS (SUPERINTENDENT, PROJECT MANAGER, OFFICERS, ETC.) AND SUPPLIERS (DELIVERY VEHICLES).

FINES: PAYMENT OF ALL FINES ASSESSED TO MCKINNON ST. SIMONS ISLAND AIRPORT OR THE GCAC DUE TO VIOLATIONS BY THE CONTRACTOR OF FAA SECURITY OR SAFETY REQUIREMENTS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. ANY FINES IMPOSED BY THE FAA, GDOT, THE GCAC OR IT'S STAFF SHALL BE DEDUCTED FROM THE CONTRACTOR'S EARNINGS EACH MONTH FROM THE CONTRACTOR'S MONTHLY APPLICATIONS FOR PAYMENT.

SAFETY PLAN NARRATIVE

A. GENERAL: THE CONTRACTOR DEVELOPED CONSTRUCTION SAFETY PLAN SHALL CONSIST OF SHEETS G003-G004, G010 AND G020-G023 ALONG WITH REQUIREMENTS ESTABLISHED IN THE CONTRACT DOCUMENTS AND AS SET FORTH IN AC 150/5370-2F, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.

B. AIRPORT OPERATIONS STAFF SHALL DEVELOP PROCEDURES THAT THE CONTRACTOR SHALL FOLLOW IN THE EVENT OF A WATER LINE OR FIRE HYDRANTS MUST BE DEACTIVATED OR IF EMERGENCY ACCESS MUST BE REROUTED OR BLOCKED. THE CONTRACTOR SHALL ACKNOWLEDGE, IN WRITING, THAT HE HAS READ THE PROCEDURES, IS FAMILIAR WITH THE PROCEDURES AND SHALL FOLLOW THE PROCEDURES
C. DURING THE PROJECT LIFE.

D. THE AIRPORT OPERATIONS STAFF HAS A PROCEDURE IN THE EVENT MEDICAL OR POLICE RESPONSE IS REQUIRED. THE CONTRACTOR SHALL ACKNOWLEDGE, IN WRITING, THAT HE HAS READ THE PROCEDURES, IS FAMILIAR WITH THE PROCEDURES, AND SHALL FOLLOW THE PROCEDURES DURING THE PROJECT LIFE.

E. THE CONTRACTOR SHALL FOLLOW ALL GUIDELINES AND REQUIREMENTS ESTABLISHED BY AUTHORITIES HAVING JURISDICTION (EITHER LOCAL, STATE, OR FEDERAL) RELATING TO HAZARDOUS MATERIALS (HAZMAT) DURING THE LIFE OF THE CONSTRUCTION.

F.

G. AIRCRAFT OPERATIONS WILL CONTINUE DURING CONSTRUCTION. TYPE OF AIRCRAFT OPERATIONS DURING CONSTRUCTION: DESIGN GROUP I AND II, AND APPROACH CATEGORY A AND B. LARGER AIRCRAFT ARE KNOW TO UTILIZE THIS FACILITY. ACCESS SHALL NOT BE IMPAIRED BY CONSTRUCTION.

BASIS FOR TEMPORARY DISPLACED THRESHOLDS: NOT APPLICABLE.

BASIS FOR DEVIATING FROM STANDARDS: NOT APPLICABLE.

H. TYPE AND HEIGHT (NOT-TO-EXCEED) OF CONSTRUCTION EQUIPMENT:
1. TRUCKS (DUMP, FLATBED, PANEL, PICKUP, CONCRETE) - 25 FEET
2. FRONT END LOADERS - 15 FEET
3. DOZERS - 15 FEET
4. CRANE - 25 FEET
5. BATCH PLANT - 60 FEET
6. ROLLERS AND COMPACTORS - 15 FEET

DATES FOR START AND COMPLETION:
ESTIMATED START: SEPTEMBER 1, 2026
ESTIMATED COMPLETE: JUNE 1, 2027
CONSTRUCTION TIME: 275 CALENDAR DAYS

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St. Simons Island Airport At McKinnon Field

ST. SIMONS AIRPORT AT McKINNON FIELD

SKYLANE DEVELOPMENT INFRASTRUCTURE - PHASE II

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: FEBRUARY 2026
REVIEWED BY: BCT
DRAWN BY: PMZ
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PROJECT NUMBER
10210199007

SHEET TITLE

SAFETY AND SECURITY NOTES

SHEET NUMBER

G004

BID DOCUMENTS

Drawing: P:\Glynn_Co_Airport_Comm\10210199007_SSI_Skylane_Development_Infrastructure\03.00 Project Execution\03.05 Dwgs_Models\CADD\SSI-G 003 Safety and Security Notes.dwg
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Plotted by: Zenon, Pam

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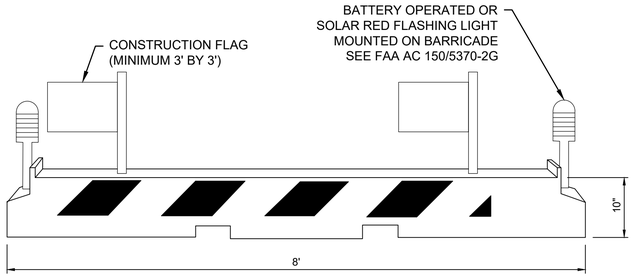
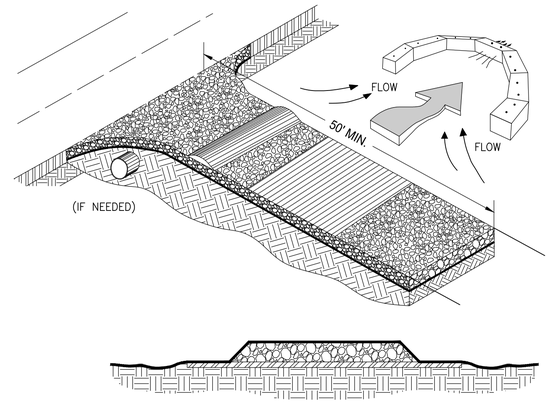


1 LOW-PROFILE CONSTRUCTION BARRICADE

SCALE: NTS

BARRICADE PLACEMENT NOTES

1. LOW LEVEL LIGHTED BARRICADES SHALL BE PLACED AROUND ALL PAVEMENT DROP-OFFS AND AREAS IDENTIFIED ON THE PHASING PLAN.
2. PLACE BARRICADES AT A MAXIMUM OF 4 FT. APART ON PAVED SURFACES AND A MAXIMUM OF 50 FT. APART IN TURF AREAS UNLESS OTHERWISE NOTED, ALTERNATE ORANGE AND WHITE.
3. HIGH INTENSITY FLASHING LIGHTS SHALL BE LOCATED ON ALL BARRICADES. ALL BARRICADE LIGHTS MUST BE CHECKED NIGHTLY AND REPLACED BY THE CONTRACTOR IF NOT FUNCTIONING.
4. BARRICADES SHALL BE AR-10X96 LOW-PROFILE BARRICADES (MANUFACTURED BY MULTI-BARRIER) OR APPROVED EQUAL.
5. WEIGH DOWN EACH BARRICADE BY FILLING WITH WATER.
6. ALL COSTS ASSOCIATED WITH THE MATERIALS, LABOR, AND MAINTENANCE OF LOW PROFILE BARRICADES SHALL BE INCIDENTAL TO ITEM P-105-5.1 "TEMPORARY CONSTRUCTION ITEMS".
7. ALL BARRICADES SHALL REMAIN THE CONTRACTOR'S AT THE CLOSE OF THE PROJECT.

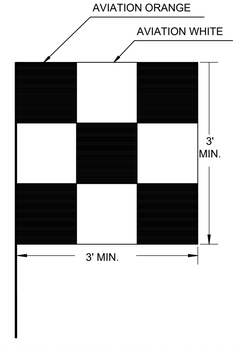


2 Co - CRUSHED STONE CONSTRUCTION EXIT

SCALE: NTS

CONSTRUCTION ENTRANCE NOTES

1. AVOID LOCATING ON STEEP SLOPES OR AT CURVES ON PUBLIC ROADS.
2. REMOVE ALL VEGETATION AND OTHER UNSUITABLE MATERIAL FROM THE FOUNDATION AREA, GRADE, AND CROWN FOR POSITIVE DRAINAGE.
3. AGGREGATE SIZE SHALL BE IN ACCORDANCE WITH NATIONAL STONE ASSOCIATION R-2 (1.5"-3.5" STONE).
4. GRAVEL PAD SHALL HAVE A MINIMUM THICKNESS OF 6".
5. PAD WIDTH SHALL BE EQUAL FULL WIDTH AT ALL POINTS OF VEHICULAR EGRESS, BUT NO LESS THAN 20'.
6. A DIVERSION RIDGE SHOULD BE CONSTRUCTED WHEN GRADE TOWARD PAVED AREA IS GREATER THAN 2%..
7. INSTALL PIPE UNDER THE ENTRANCE IF NEEDED TO MAINTAIN DRAINAGE DITCHES.
8. WHEN WASHING IS REQUIRED, IT SHOULD BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN (DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM THE ENTRANCE TO A SEDIMENT CONTROL DEVICE).
9. WASHRACKS AND/OR TIRE WASHERS MAY BE REQUIRED DEPENDING ON SCALE AND CIRCUMSTANCE. IF NECESSARY, WASHRACK DESIGN MAY CONSIST OF ANY MATERIAL SUITABLE FOR TRUCK TRAFFIC THAT REMOVE MUD AND DIRT.
10. MAINTAIN AREA IN A WAY THAT PREVENTS TRACKING AND/OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.

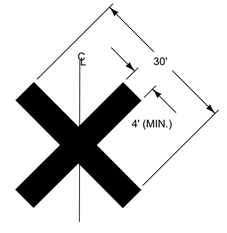


3 CONSTRUCTION SAFETY FLAG

SCALE: NTS

TAXIWAY CLOSURE MARKING NOTES

1. SAFETY FLAG SHALL BE PROMINENTLY DISPLAYED ON ALL CONSTRUCITION EQUIPMENT. (SEE NOTE 2 UNDER SAFETY)



4 TAXIWAY CLOSURE MARKING

SCALE: NTS

TAXIWAY CLOSURE MARKING NOTES

1. TEMPORARY MARKINGS SHALL BE YELLOW AND CONSTRUCTED OF ANY MATERIAL APPROVED BY THE RESIDENT PROJECT REPRESENTATIVE.
2. THE CLOSURE MARKINGS SHALL BE SECURELY ANCHORED TO THE PAVEMENT TO PREVENT DISLOCATION FROM WIND OR JET/PROP BLAST.

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ST. SIMONS AIRPORT AT McKINNON FIELD

SKYLANE DEVELOPMENT INFRASTRUCTURE - PHASE II

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

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DRAWN BY: PMZ
DESIGNED BY: PMZ

PROJECT NUMBER
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SAFETY AND SECURITY DETAILS

SHEET NUMBER
G005

BID DOCUMENTS

Drawing: P:\Glynn_Co_Airport_Comm\10210199007_SSI_Skylane_Development_Infrastructure\03.00 Project Execution\03.05 Dwgs_Models\CAD\GIS\S4-G 005 Safety and Security Details.dwg
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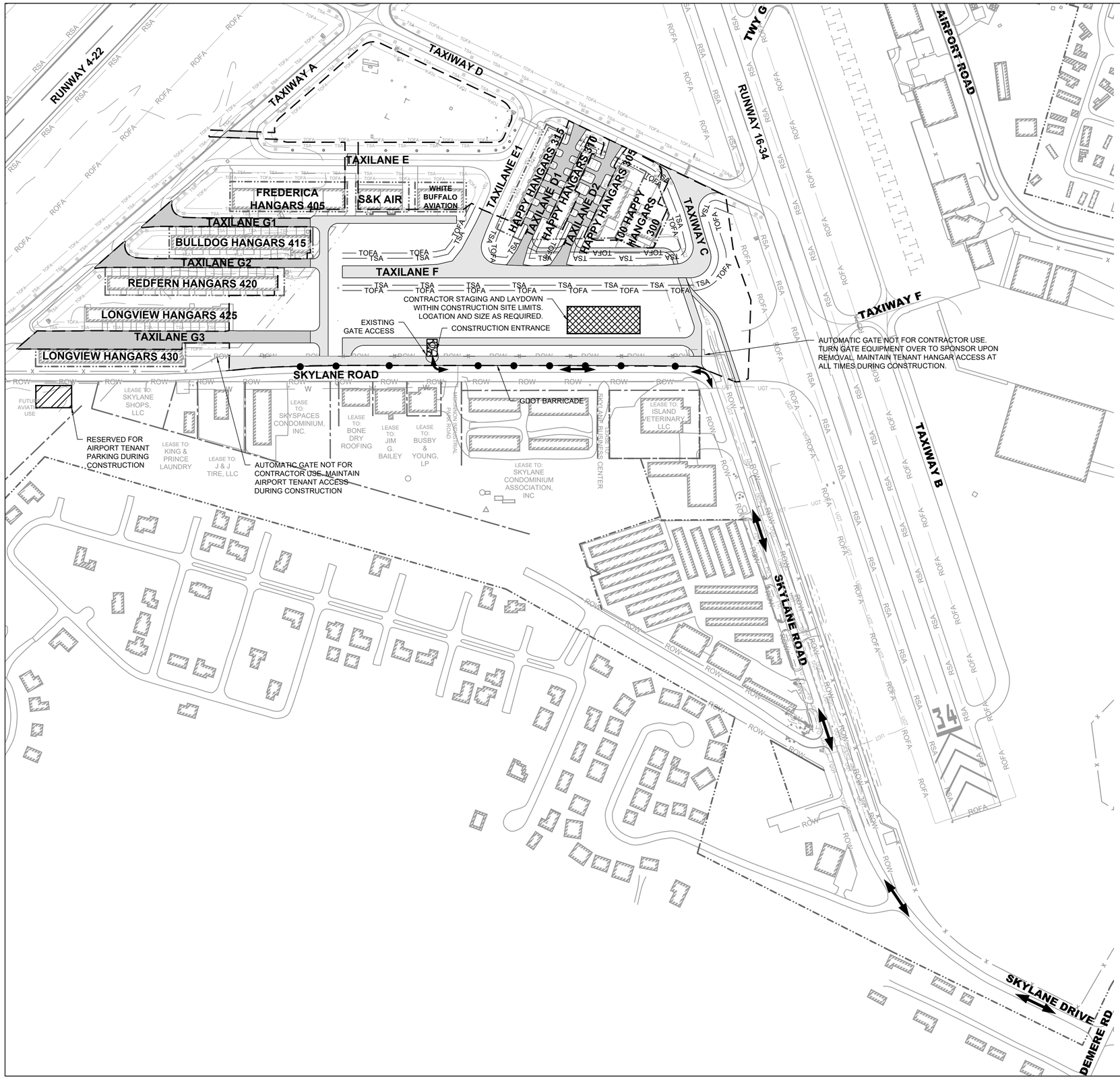

LEGEND

- LIMITS OF NEW BASE BID PAVEMENT
- LIMITS OF NEW ALT BID PAVEMENT
- CONTRACTOR HAUL AND ACCESS ROUTES
- CONTRACTOR STAGING AREA AND EMPLOYEE PARKING AREA
- AIRPORT TENANT PARKING AREA
- AIRPORT PROPERTY LINE
- GDOT BARRICADE
- LIMITS OF WORK
- AOA FENCE
- LEASE LINE

GENERAL CONTRACT NOTES

1. HAUL ROUTES: LOCATION OF HAUL ROUTES ON THE AIRPORT SITE SHALL BE AS SPECIFIED ON THE PLANS OR AS APPROVED BY THE RPR. 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 AND OBTAIN HAUL PERMITS NECESSARY AS REQUIRED BY THE LOCAL JURISDICTION. 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 PRE- AND POST-CONSTRUCTION CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR, THE RPR, AND APPROPRIATE AIRPORT REPRESENTATIVES. FENCING, 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 RPR 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 OWNER'S REPRESENTATIVE. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO HAUL ROUTES RESULTING FROM CONSTRUCTION TRAFFIC. ANY SERVICE, ACCESS OR FAA ROADWAY CROSSED BY CONSTRUCTION TRAFFIC SHALL BE PROTECTED AGAINST DAMAGE AND ALL DAMAGE OCCURRING WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE WITH NO ADDITIONAL COMPENSATION OR CONTRACT TIME. THE CONTRACTOR SHALL DETERMINE THE DEPTH OF THE ASPHALT PAVEMENT LOCATIONS WHERE THE CONTRACTOR MUST CROSS TO GET TO THE CONSTRUCTION SITE. ANY PAVEMENTS CROSSED BY THE CONSTRUCTION EQUIPMENT SHALL BE REMOVED AND REPLACED TO AT LEAST 10 FEET ON EACH SIDE OF THE MOST EXTREME OUTER TIRE MARKS TO ENSURE ALL PAVEMENT TRAVERSED BY THE CONSTRUCTION EQUIPMENT IS REMOVED AND REPLACED.
2. WASTE DISPOSAL AND BORROW AREAS: CONCRETE AND ASPHALT RUBBLE AND EXCAVATION WASTE MATERIAL REMOVED FROM THE CONSTRUCTION AREA SHALL BE DISPOSED OF OFF THE AIRPORT PROPERTY. NO MATERIAL SHALL BE WASTED ON THE AIRPORT SITE UNLESS APPROVED BY AIRPORT OPERATIONS STAFF. ANY ON-AIRPORT APPROVED WASTE AND DISPOSAL AREA SHALL BE SEEDED AND RESTORED IN A SMOOTH, GRADED AND DRAINABLE CONDITION. PRIOR TO REMOVAL WORK, THE CONTRACTOR SHALL OBTAIN WRITTEN PERMISSION FROM THE SITE WHICH HE PLANS TO DUMP WASTE MATERIAL AND PROVIDE IT TO AIRPORT OPERATIONS.
3. CONTRACTOR UTILITIES: STAGING AREAS DO NOT HAVE UTILITIES. ANY UTILITIES REQUIRED BY THE CONTRACTOR SHALL BE COORDINATED WITH THE UTILITY COMPANIES AND SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
4. PROTECTION AND REPAIR OF DAMAGE TO EXISTING CABLES: ALL UNDERGROUND CABLES SHALL BE PROTECTED AND DAMAGES REPAIRED EXPEDITIOUSLY AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE OWNER.
5. CONSTRUCTION LIMITS AND FLAGMEN: ALL CONTRACTOR VEHICLES AND TRAFFIC SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES. ABSOLUTELY NO CONTRACTOR VEHICLES WILL BE ALLOWED ON ACTIVE AIRFIELD OPERATIONS AREAS. FLAGMEN SHALL BE PROVIDED AT ALL TIMES WHENEVER CONSTRUCTION ACCESS IS REQUIRED THROUGH A DESIGNATED GATE.
6. PERMITS: IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN AND PAY FOR ALL APPLICABLE PERMITS FOR CONSTRUCTION AND EQUIPMENT.
7. COORDINATION OF CONSTRUCTION ACTIVITIES: THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR MAINTAINING CONSTANT COORDINATION BETWEEN THE SUBCONTRACTORS AND THE RPR. ALL CONSTRUCTION ACTIVITIES PLANNED BY THE CONTRACTOR SHALL BE REVIEWED AND APPROVED BY THE RPR AND AIRPORT OPERATIONS STAFF.
8. EXCESS CONSTRUCTION MATERIALS: ALL ON SITE EXCESS AND/OR STORED MATERIAL SHALL BE REMOVED FROM AIRPORT PROPERTY AND DISPOSED OF.
9. UTILITIES: IT WILL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND PROTECT ANY PUBLIC UTILITIES THAT ARE IN OR ADJACENT TO THE WORK AREA. THE UTILITIES WILL BE FLAGGED ONE TIME BY THE VARIOUS UTILITY COMPANIES. THESE FLAGS SHALL BE PROTECTED AND MAINTAINED BY THE CONTRACTOR AT ALL TIMES. IF FLAGS ARE LOST OR REMOVED BY THE CONTRACTOR, THEY WILL BE FLAGGED AGAIN AT THE CONTRACTOR'S EXPENSE. ALL UTILITIES SHALL BE PROTECTED AND DAMAGES REPAIRED EXPEDITIOUSLY AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE OWNER.
10. EMPLOYEE PARKING: NO CONTRACTOR EMPLOYEE VEHICLES WILL BE ALLOWED WITHIN THE AOA AREA. CONTRACTOR EMPLOYEE PARKING SHALL BE IN THE AREAS DESIGNATED ON THE PLANS OR IN ANOTHER AREA DESIGNATED BY AIRPORT PERSONNEL. ANY CONTRACTOR EMPLOYEE VEHICLE NOT PARKED IN THE DESIGNATED CONTRACTOR EMPLOYEE PARKING AREA IS SUBJECT TO BEING TOWED FROM THE AREA AT THE EXPENSE OF THE EMPLOYEE.
11. TEMPORARY DRAINAGE: THROUGHOUT THE COURSE OF CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE AND INSTALL ANY DRAINAGE PROVISIONS NECESSARY TO MAINTAIN POSITIVE (CONTINUOUS AND FLOWING) DRAINAGE AND NOT RESTRICT THE EXISTING DRAINAGE FLOW PATTERN. AT END OF PROJECT CONTRACTOR SHALL RESTORE ALL GRADES, PER DESIGN PLANS, AND REMOVE ALL TEMPORARY DRAINAGE PIPES AND FACILITIES AT NO ADDITIONAL COST TO OWNER.

N

GRAPHIC SCALE

150' 0' 150' 300'

1" = 150' (22x34)

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St. Simons Island Airport At McKinnon Field

ST. SIMONS AIRPORT AT McKINNON FIELD

SKYLANE DEVELOPMENT INFRASTRUCTURE - PHASE II

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: FEBRUARY 2026
REVIEWED BY: BCT
DRAWN BY: PMZ
DESIGNED BY: PMZ

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10210199007

SHEET TITLE

CONSTRUCTION LAYOUT KEY PLAN

SHEET NUMBER
G010

BID DOCUMENTS

Drawing: P:\Glynn_Co_Airport_Comm\10210199007_SSI_Skylane_Development_Infrastructure\03.00 Project Execution\03.05 Dwgs_Models\CAD\G\SSI-G 010 Construction Layout Plan.dwg
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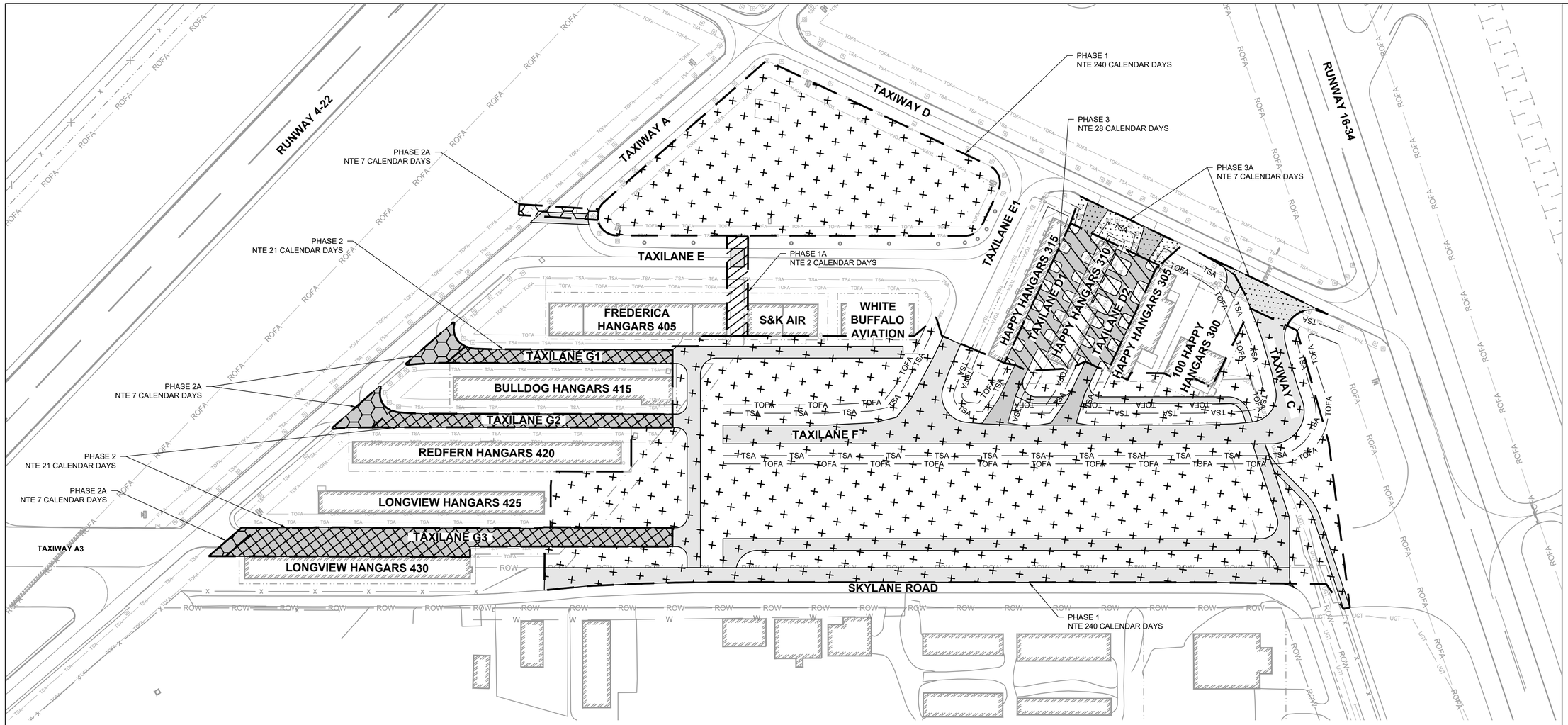
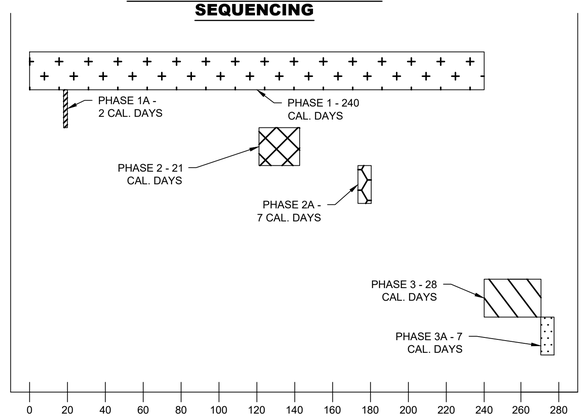


LEGEND

- PHASE 1: 240 CALENDAR DAYS
- PHASE 1A: 2 CALENDAR DAYS
- PHASE 2: 21 CALENDAR DAYS
- PHASE 2A: 7 CALENDAR DAYS
- PHASE 3: 28 CALENDAR DAYS
- PHASE 3A: 7 CALENDAR DAYS
- PROPOSED POND

SCHEMATIC CONSTRUCTION SEQUENCING



GENERAL PHASING NOTES:

1. THE CONSTRUCTION PHASING OUTLINED IN THE ATTACHED PLANS IS BROKEN INTO MULTIPLE PHASES OF WORK. SOME PHASES OF WORK ARE WITHIN THE AIRCRAFT OPERATIONS AREA (AOA). DUE TO THE IMPORTANCE OF MAINTAINING AIRFIELD OPERATIONS, SAFETY AND SECURITY DURING CONSTRUCTION WITHIN THESE AREAS, IT IS THE CONTRACTOR'S RESPONSIBILITY TO BE APPRAISED OF AND IMPLEMENT THE GUIDELINES ESTABLISHED IN THE SPECIAL PROVISIONS UNDER SAFETY AND SECURITY AND SPECIFICATION ITEM P-102 SAFETY AND SECURITY.
2. THE CONTRACTOR SHALL, AT ALL TIMES, COORDINATE HIS WORK EFFORTS WITHIN THE AOA WITH THE RPR AND AIRPORT OPERATIONS. IF ANY PROBLEMS OR CHANGES ARISE DURING CONSTRUCTION SEQUENCING, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE RPR REQUESTING ACTIONS TO RESOLVE SAID PROBLEMS PRIOR TO CONTINUING THE WORK.
3. THE CONTRACTOR SHALL PROVIDE DESIGNATED FLAGMEN TO OBSERVE ALL AIRCRAFT ACTIVITIES ADJACENT TO THE CONSTRUCTION AREAS FOR AIRCRAFT TAXIING TO OR FROM ACTIVE AIRFIELD PAVEMENTS. THE FLAGMEN WILL BE RESPONSIBLE FOR STOPPING ANY CONSTRUCTION TRAFFIC THAT CROSSES THE PATH OF TAXIING AIRCRAFT, AND IF NECESSARY, REQUIRE THE CONSTRUCTION EQUIPMENT TO MOVE BACK OUTSIDE THE OFA TO ALLOW SAFE PASSAGE OF THE AIRCRAFT. THE FLAGMEN MUST HAVE RADIOS AND LISTEN TO THE AIRPORT'S GROUND CONTROL FREQUENCY. THEY MUST BE TRAINED BY AIRPORT OPERATIONS TO MONITOR GROUND CONTROL.
4. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN UP DURING EACH PHASE OF THE PROJECT AND SHALL PERFORM FINAL CLEAN UP WORK PRIOR TO A FINAL INSPECTION. THE CONTRACTOR SHALL SWEEP ON A DAILY BASIS AS NECESSARY OR AS DIRECTED BY THE RPR. THE CONTRACTOR SHALL ENSURE THAT ALL FOREIGN OBJECT DEBRIS (FOD) DEPOSITED BY AUTOMOBILE OR CONSTRUCTION EQUIPMENT OR BY WIND BLOWN DEBRIS OR MATERIALS ONTO THOSE ACTIVE AREAS IS IMMEDIATELY CLEANED UP, PARTICULARLY PRIOR TO TAXIING AIRCRAFT TRAVEL ADJACENT TO THE CONSTRUCTION AREAS. THE CONTRACTOR SHALL UTILIZE A VEHICLE-MOUNTED VACUUM AND OTHER NECESSARY METHODS TO ENSURE THE AIRCRAFT ACTIVE AREAS ARE KEPT CLEAN. IT IS IMPERATIVE THAT NO DAMAGE BE DONE TO ANY AIRCRAFT DUE TO FOD. ANY DAMAGE TO AIRCRAFT ATTRIBUTABLE TO FOD FROM THE CONSTRUCTION AREAS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL AND TAKE APPROPRIATE MEASURES AS NECESSARY OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
6. ANY AREAS UTILIZED AS FIELD OPERATIONS AND STAGING AREAS SHALL BE MAINTAINED AT ALL TIMES IN A CLEAN AND ENVIRONMENTALLY SAFE CONDITION. THE CONTRACTOR SHALL PROVIDE A STABLE SURFACE FOR THE STORAGE EQUIPMENT AND MATERIALS. ANY MATERIALS UTILIZED TO PROVIDE A STABLE SURFACE WILL BE REMOVED AT THE END OF THE PROJECT AND DISPOSED OF AT A LOCATION ACCEPTABLE TO THE OWNER. A STABLE BASE EXTENDING FROM EXISTING PAVEMENT, NOT SCHEDULED FOR DEMOLITION, TO THE FIELD OFFICES SHALL BE PROVIDED FOR CLEAN ACCESS.
7. APPROPRIATE EROSION CONTROL MEASURES AS REQUIRED BY THE CONTRACT DOCUMENTS SHALL BE ACCOMPLISHED PRIOR TO BEGINNING THE RESPECTIVE PHASE. REMOVAL OF TEMPORARY EROSION CONTROL SHALL BE ACCOMPLISHED BY THE CONTRACTOR EITHER AT THE COMPLETION OF THE ASSOCIATED PHASE OR THEREAFTER AS DIRECTED BY THE OWNER'S REPRESENTATIVE AND/OR OWNER.
8. THE COMPLETION OF ANY PHASE OF WORK AND SUBSEQUENT USAGE BY THE OWNER DOES NOT DEFINE FINAL ACCEPTANCE OF THE WORK IN THAT PHASE. WHEN ALL PHASES AND SUBPHASES ARE COMPLETE AND A FINAL INSPECTION OF THE ENTIRE PROJECT HAS OCCURRED AND ALL ASSOCIATED PUNCH LIST ITEMS HAVE BEEN COMPLETED TO THE SATISFACTION OF THE AIRPORT MANAGEMENT AND RPR, THEN THE ENTIRE PROJECT WILL BE ACCEPTED.
9. BARRICADES SHALL BE INSTALLED AT THE LOCATIONS SHOWN ON THE PLANS. THE BARRICADES SHALL BE INSTALLED AT THE BEGINNING OF EACH PHASE WITH THE TYPE AND LOCATIONS INDICATED ON THE PLANS AND SHALL REMAIN IN PLACE THROUGHOUT THE PHASE EXCEPT WHERE NOTED. IN THE EVENT BARRICADES ARE ADJUSTED OR REMOVED TO ALLOW VEHICLE TRAFFIC THROUGH OR FOR CONSTRUCTION WORK, THE CONTRACTOR SHALL SUPPLY FLAG PERSONS TO PREVENT AIRCRAFT FROM INADVERTENTLY ENTERING INTO THE WORK AREA. THE FLAG PERSON SHALL REMAIN UNTIL THE BARRICADE IS REPLACED IN THE ORIGINAL POSITION. LOCATION AND SCHEDULE SHALL BE COMPLETED WITH APPROVAL OF THE OWNER'S REPRESENTATIVE AND AIRPORT OPERATIONS.

N

GRAPHIC SCALE

100' 0' 100' 200'

1" = 100' (22x34)

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St. Simons Island Airport At McKinnon Field

ST. SIMONS AIRPORT AT McKINNON FIELD

SKYLANE DEVELOPMENT INFRASTRUCTURE - PHASE II

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DATE ISSUED: FEBRUARY 2026
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PROJECT NUMBER
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SHEET TITLE

OVERALL PHASING PLAN

SHEET NUMBER

G020

BID DOCUMENTS

Drawing: P:\Glynn_Co_Airport_Comm\10210199007_SSI_Skylane_Development_Infrastructure\03.00 Project Execution\03.05 Dwgs_Models\CAD\G\SSI-G 020 Phasing Plan.dwg
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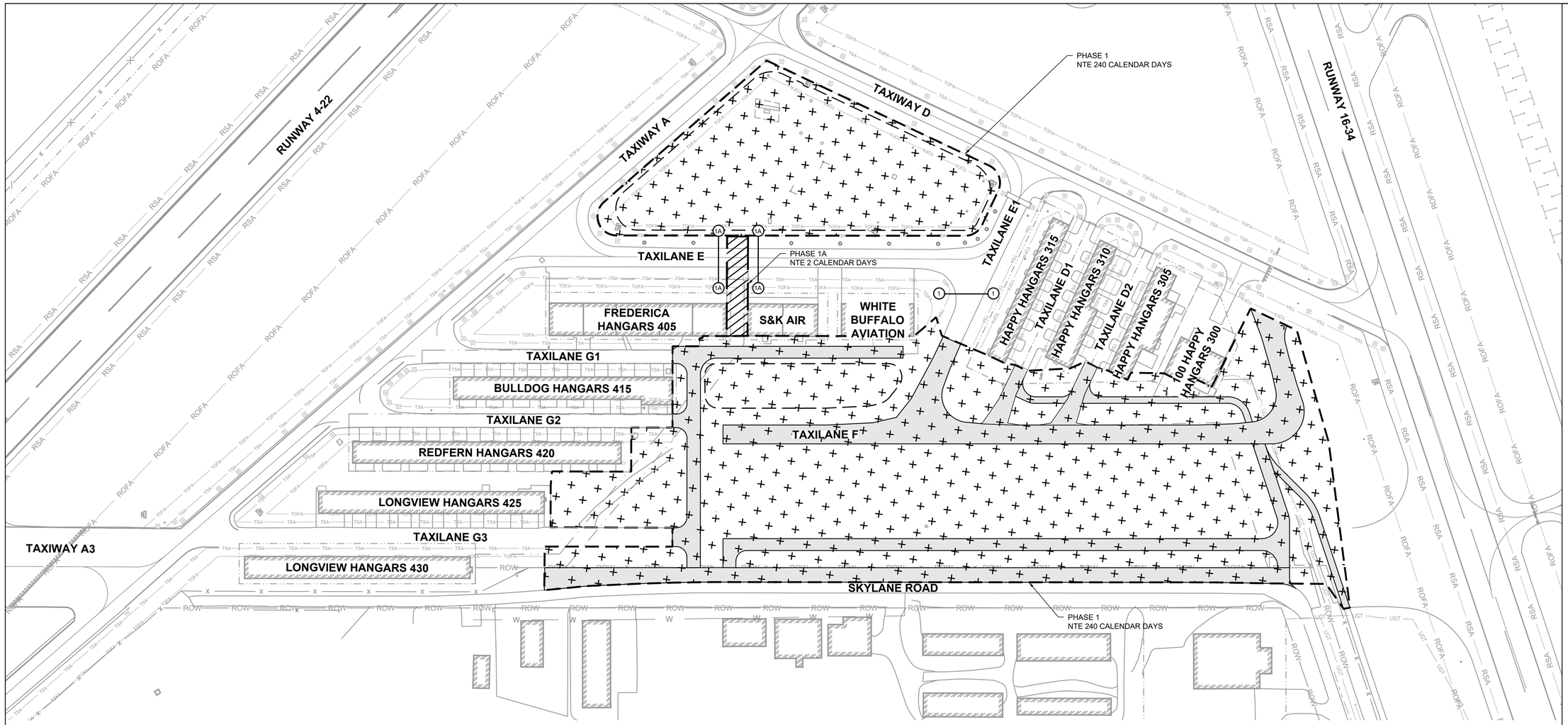

LEGEND

- PHASE 1: 240 CALENDAR DAYS
- PHASE 1A: 2 CALENDAR DAYS
- LOW PROFILE BARRICADE (PLACEMENT AS INDICATED)
- HAUL ROUTE
- RSA — RUNWAY SAFETY AREA (RSA)
- ROFA — RUNWAY OBJECT FREE AREA (ROFA)
- TSA — TAXIWAY/TAXILANE SAFETY AREA (TSA)
- TOFA — TAXIWAY/TAXILANE OBJECT FREE AREA (TOFA)

PHASE 1 CONSTRUCTION ACTIVITIES

1. UTILITY REMOVAL AND INSTALLATION
2. GRADING AND DRAINAGE IMPROVEMENTS
3. TAXILANE F CONSTRUCTION
4. TAXIWAY C CONSTRUCTION
5. VEHICLE PARKING CONSTRUCTION
6. SERVICE ROADWAY CONSTRUCTION
7. POND INSTALLATIONS
8. PAVEMENT MARKING INSTALLATION
9. LIGHTING AND SIGNAGE IMPROVEMENTS

PHASE 1A CONSTRUCTION ACTIVITIES

1. DRAINAGE IMPROVEMENTS
2. PAVEMENT RESTORATION

OPERATIONAL RESTRICTIONS

TABLE 1: PHASE 1 OPERATIONAL IMPACTS	
TAXIWAY A	OPEN TO AIRCRAFT OPERATIONS
TAXIWAY D	OPEN TO AIRCRAFT OPERATIONS
TAXLANE E	OPEN TO AIRCRAFT OPERATIONS
TAXLANE E1	CLOSED SOUTH OF E
TAXILANE G1, G2, G3	OPEN TO AIRCRAFT OPERATIONS
TAXIWAY A3	OPEN TO AIRCRAFT OPERATIONS
TAXILANE D1, D2	OPEN TO AIRCRAFT OPERATIONS
TAXIWAY E6, E7	OPEN TO AIRCRAFT OPERATIONS
RUNWAY 4-22	OPEN TO AIRCRAFT OPERATIONS
RUNWAY 16-34	OPEN TO AIRCRAFT OPERATIONS

TABLE 2: PHASE 1A OPERATIONAL IMPACTS	
TAXIWAY A	OPEN TO AIRCRAFT OPERATIONS
TAXIWAY D	OPEN TO AIRCRAFT OPERATIONS
TAXLANE E	PARTIAL CLOSURE AT UTILITY CROSSING. HANGARS REMAIN ACCESSIBLE.
TAXLANE E1	CLOSED SOUTH OF E
TAXILANE G1, G2, G3	OPEN TO AIRCRAFT OPERATIONS
TAXIWAY A3	OPEN TO AIRCRAFT OPERATIONS
TAXILANE D1, D2	OPEN TO AIRCRAFT OPERATIONS
TAXIWAY E6, E7	OPEN TO AIRCRAFT OPERATIONS
RUNWAY 4-22	OPEN TO AIRCRAFT OPERATIONS
RUNWAY 16-34	OPEN TO AIRCRAFT OPERATIONS

PHASING NOTES

1. PHASE 1 MUST BE COMPLETED WITHIN TWO HUNDRED AND FORTY (240) DAYS OF PHASE COMMENCEMENT.
2. PHASE 1A MUST BE COMPLETED WITHIN TWO (2) DAYS OF PHASE COMMENCEMENT.
3. CONTRACTOR TO PERFORM REQUIRED WORK WITHIN THE LIMITS SHOWN.
4. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN UP DURING EACH PHASE OF THE PROJECT AND SHALL PERFORM FINAL CLEAN UP WORK PRIOR TO A FINAL INSPECTION. THE CONTRACTOR SHALL SWEEP ON A DAILY BASIS AS NECESSARY OR AS DIRECTED BY THE RPR. THE CONTRACTOR SHALL ENSURE THAT ALL FOREIGN OBJECT DEBRIS (FOD) DEPOSITED BY AUTOMOBILE OR CONSTRUCTION EQUIPMENT OR BY WIND BLOWN DEBRIS OR MATERIALS ONTO THOSE ACTIVE AREAS IS IMMEDIATELY CLEANED UP, PARTICULARLY PRIOR TO TAXIING AIRCRAFT TRAVEL ADJACENT TO THE CONSTRUCTION AREAS. THE CONTRACTOR SHALL UTILIZE A VEHICLE-MOUNTED VACUUM AND OTHER NECESSARY METHODS TO ENSURE THE AIRCRAFT ACTIVE AREAS ARE KEPT CLEAN. IT IS IMPERATIVE THAT NO DAMAGE BE DONE TO ANY AIRCRAFT DUE TO FOD. ANY DAMAGE TO AIRCRAFT ATTRIBUTABLE TO FOD FROM THE CONSTRUCTION AREAS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL AND TAKE APPROPRIATE MEASURES AS NECESSARY OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
6. ANY AREAS UTILIZED AS FIELD OPERATIONS AND STAGING AREAS SHALL BE MAINTAINED AT ALL TIMES IN A CLEAN AND ENVIRONMENTALLY SAFE CONDITION. THE CONTRACTOR SHALL PROVIDE A STABLE SURFACE FOR THE STORAGE EQUIPMENT AND MATERIALS. ANY MATERIALS UTILIZED TO PROVIDE A STABLE SURFACE WILL BE REMOVED AT THE END OF THE PROJECT AND DISPOSED OF AT A LOCATION ACCEPTABLE TO THE OWNER.

N

GRAPHIC SCALE

100' 0' 100' 200'

1" = 100' (22x34)

RS&H, INC.
10748 Deerwood Park Blvd. South
Jacksonville, Florida 32256-0597
904-256-2500 Fax 904-256-2503

St. Simons Island Airport At McKinnon Field

ST. SIMONS AIRPORT AT McKINNON FIELD

SKYLANE DEVELOPMENT INFRASTRUCTURE - PHASE II

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: FEBRUARY 2026
REVIEWED BY: BCT
DRAWN BY: PMZ
DESIGNED BY: PMZ

PROJECT NUMBER
10210199007

SHEET TITLE

PHASING PLAN- PHASE 1

SHEET NUMBER

G021

BID DOCUMENTS

Drawing: P:\Glynn_Co_Airport_Comm\10210199007_SSI_Skylane_Development_Infrastructure\03;00 Project Execution\03.05 Dwgs_Models\CAD\G\SS8-G 021 Phasing 1 Plan.dwg
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Plotted by: Zenon, Pam

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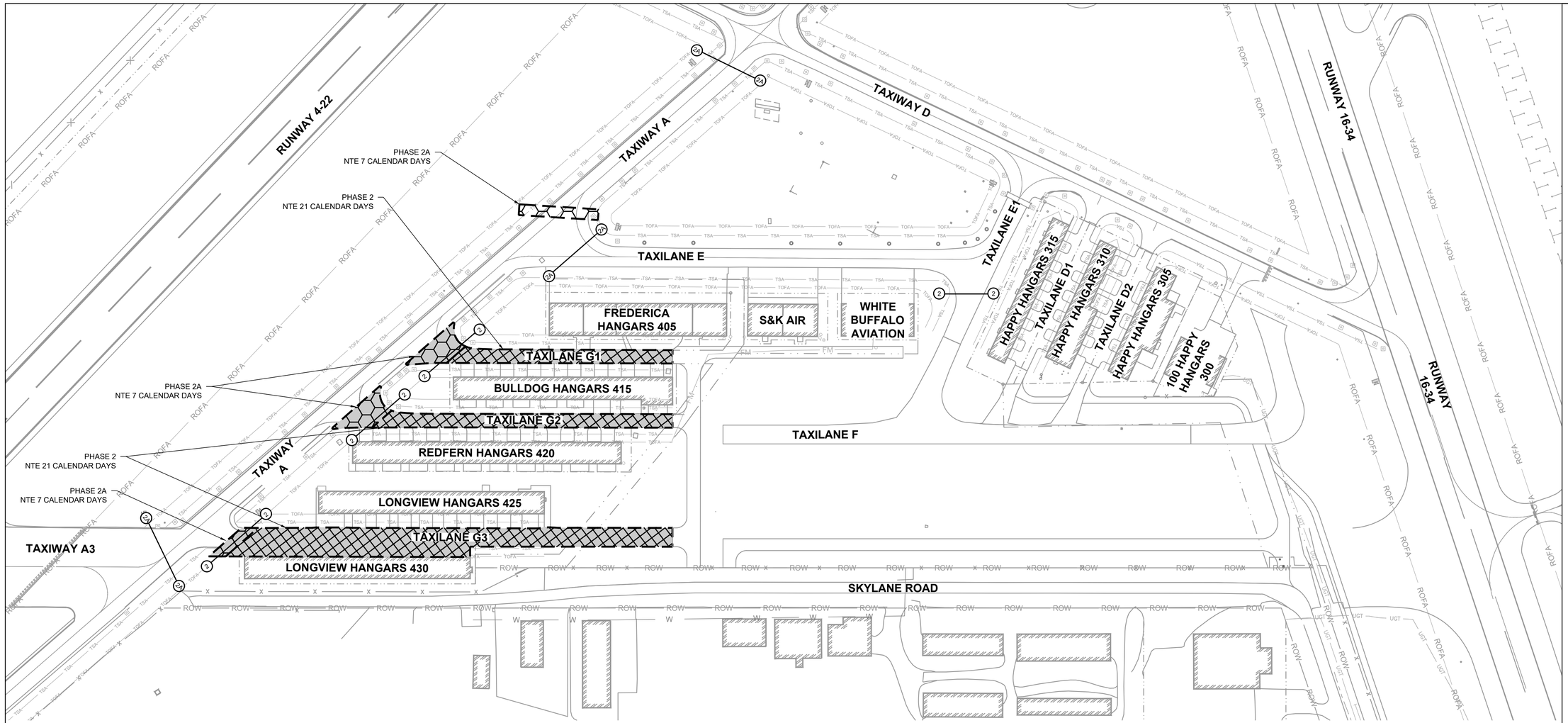

LEGEND

- PHASE 2: 21 CALENDAR DAYS
- PHASE 2A: 7 CALENDAR DAYS
- LOW PROFILE BARRICADE (PLACEMENT AS INDICATED)
- HAUL ROUTE
- RSA — RUNWAY SAFETY AREA (RSA)
- ROFA — RUNWAY OBJECT FREE AREA (ROFA)
- TSA — TAXIWAY/TAXILANE SAFETY AREA (TSA)
- TOFA — TAXIWAY/TAXILANE OBJECT FREE AREA (TOFA)

PHASE 2 CONSTRUCTION ACTIVITIES

1. MILL AND OVERLAY TAXILANE "G1", "G2", "G3", 10 FEET OUTSIDE OF TAXIWAY "A" TOFA.

PHASE 2A CONSTRUCTION ACTIVITIES

1. MILL AND OVERLAY TAXILANE "G1", "G2", "G3" WITHIN TAXIWAY "A" TOFA AND 10 FEET OUTSIDE OF TAXIWAY "A" TOFA.
2. DRAINAGE IMPROVEMENTS ACROSS TAXIWAY A.

OPERATIONAL RESTRICTIONS

TABLE 1: PHASE 2 OPERATIONAL IMPACTS	
TAXIWAY A	OPEN TO AIRCRAFT OPERATIONS
TAXIWAY D	OPEN TO AIRCRAFT OPERATIONS
TAXLANE E	OPEN TO AIRCRAFT OPERATIONS
TAXLANE E1	OPEN TO AIRCRAFT OPERATIONS
TAXILANE G1, G2, G3	CLOSED
TAXIWAY A3	OPEN TO AIRCRAFT OPERATIONS
TAXILANE D1, D2	OPEN TO AIRCRAFT OPERATIONS
TAXIWAY E6, E7	OPEN TO AIRCRAFT OPERATIONS
RUNWAY 4-22	OPEN TO AIRCRAFT OPERATIONS
RUNWAY 16-34	OPEN TO AIRCRAFT OPERATIONS

TABLE 2: PHASE 2A OPERATIONAL IMPACTS	
TAXIWAY A	CLOSED BETWEEN TAXIWAY D AND TAXIWAY A3
TAXIWAY D	OPEN TO AIRCRAFT OPERATIONS
TAXILANE E	CLOSED TO ACCESS TAXIWAY A
TAXILANE E1	CLOSED SOUTH OF E
TAXILANE G1, G2, G3	CLOSED
TAXIWAY A3	OPEN TO AIRCRAFT OPERATIONS
TAXILANE D1, D2	OPEN TO AIRCRAFT OPERATIONS
TAXIWAY E6, E7	OPEN TO AIRCRAFT OPERATIONS
RUNWAY 4-22	OPEN TO AIRCRAFT OPERATIONS
RUNWAY 16-34	OPEN TO AIRCRAFT OPERATIONS

PHASING NOTES

1. PHASE 2 MUST BE COMPLETED WITHIN TWENTY ONE (21) DAYS OF PHASE COMMENCEMENT.
2. PHASE 2A MUST BE COMPLETED WITHIN SEVEN (7) DAYS OF PHASE COMMENCEMENT.
3. CONTRACTOR TO PERFORM REQUIRED WORK WITHIN THE LIMITS SHOWN.
4. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN UP DURING EACH PHASE OF THE PROJECT AND SHALL PERFORM FINAL CLEAN UP WORK PRIOR TO A FINAL INSPECTION. THE CONTRACTOR SHALL SWEEP ON A DAILY BASIS AS NECESSARY OR AS DIRECTED BY THE RPR. THE CONTRACTOR SHALL ENSURE THAT ALL FOREIGN OBJECT DEBRIS (FOD) DEPOSITED BY AUTOMOBILE OR CONSTRUCTION EQUIPMENT OR BY WIND BLOWN DEBRIS OR MATERIALS ONTO THOSE ACTIVE AREAS IS IMMEDIATELY CLEANED UP, PARTICULARLY PRIOR TO TAXIING AIRCRAFT TRAVEL ADJACENT TO THE CONSTRUCTION AREAS. THE CONTRACTOR SHALL UTILIZE A VEHICLE-MOUNTED VACUUM AND OTHER NECESSARY METHODS TO ENSURE THE AIRCRAFT ACTIVE AREAS ARE KEPT CLEAN. IT IS IMPERATIVE THAT NO DAMAGE BE DONE TO ANY AIRCRAFT DUE TO FOD. ANY DAMAGE TO AIRCRAFT ATTRIBUTABLE TO FOD FROM THE CONSTRUCTION AREAS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL AND TAKE APPROPRIATE MEASURES AS NECESSARY OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
6. ANY AREAS UTILIZED AS FIELD OPERATIONS AND STAGING AREAS SHALL BE MAINTAINED AT ALL TIMES IN A CLEAN AND ENVIRONMENTALLY SAFE CONDITION. THE CONTRACTOR SHALL PROVIDE A STABLE SURFACE FOR THE STORAGE EQUIPMENT AND MATERIALS. ANY MATERIALS UTILIZED TO PROVIDE A STABLE SURFACE WILL BE REMOVED AT THE END OF THE PROJECT AND DISPOSED OF AT A LOCATION ACCEPTABLE TO THE OWNER.

N

GRAPHIC SCALE

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ST. SIMONS AIRPORT AT McKINNON FIELD

SKYLANE DEVELOPMENT INFRASTRUCTURE - PHASE II

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: FEBRUARY 2026
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DRAWN BY: PMZ
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10210199007

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PHASING PLAN- PHASE 2

SHEET NUMBER
G022

BID DOCUMENTS

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Plotted by: Zenon, Pam

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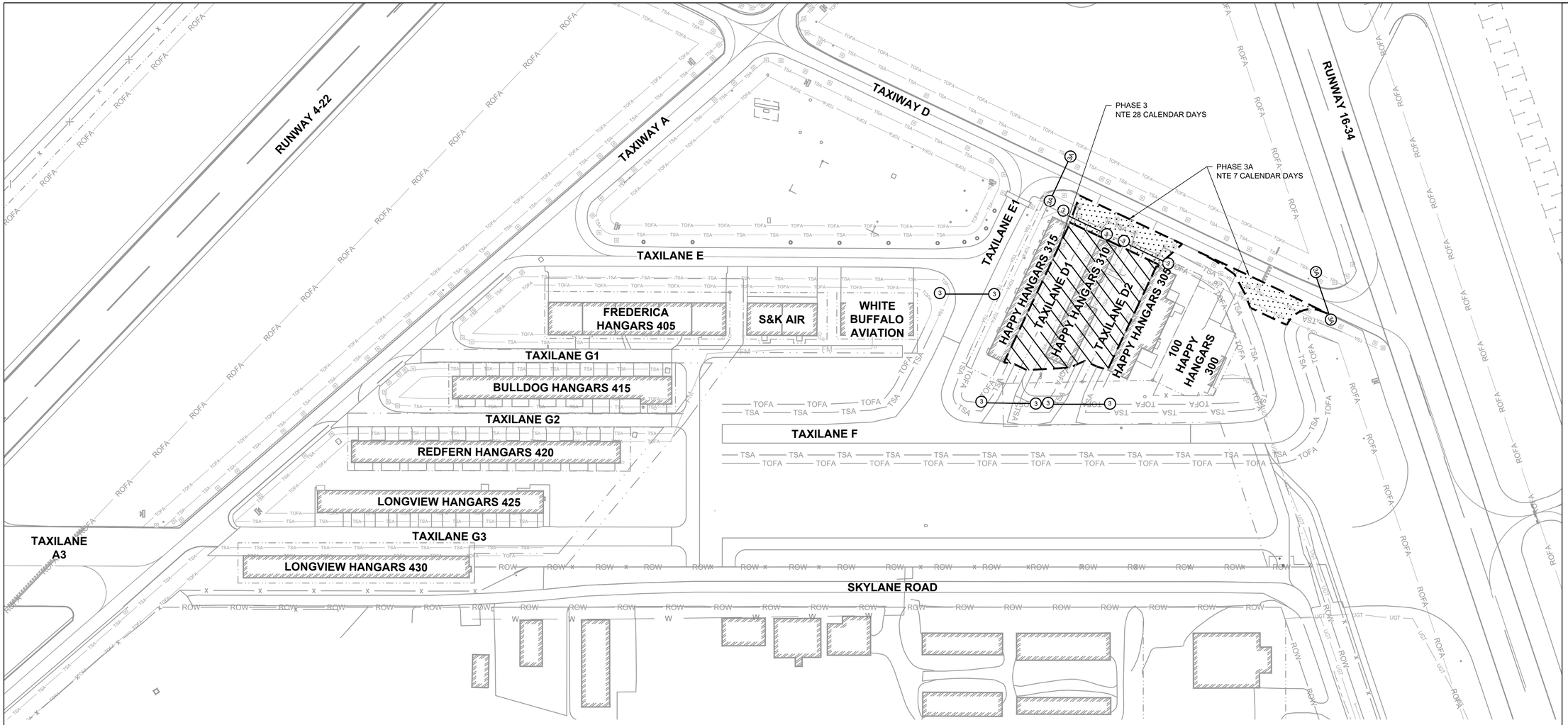

LEGEND

- PHASE 3: 28 CALENDAR DAYS
- PHASE 3A: 7 CALENDAR DAYS
- LOW PROFILE BARRICADE (PLACEMENT AS INDICATED)
- HAUL ROUTE
- RSA — RUNWAY SAFETY AREA (RSA)
- ROFA — RUNWAY OBJECT FREE AREA (ROFA)
- TSA — TAXIWAY/TAXILANE SAFETY AREA (TSA)
- TOFA — TAXIWAY/TAXILANE OBJECT FREE AREA (TOFA)

PHASE 3 CONSTRUCTION ACTIVITIES

1. TAXILANE D1 AND D2 CONSTRUCTION; 10 FEET OUTSIDE TAXIWAY "D" TOFA.
2. DRAINAGE IMPROVEMENTS.
3. PAVEMENT MARKING AND SIGNAGE.

PHASE 3A CONSTRUCTION ACTIVITIES

1. TAXILANE D1 AND D2 CONSTRUCTION; WITHIN TAXIWAY "D" TOFA AND 10 FEET OUTSIDE OF TAXIWAY "D" TOFA.
2. EDGE LIGHTS, REFLECTORS, AND SIGNAGE.

OPERATIONAL RESTRICTIONS

TABLE 1: PHASE 3 OPERATIONAL IMPACTS	
TAXIWAY A	OPEN TO AIRCRAFT OPERATIONS
TAXIWAY D	OPEN TO AIRCRAFT OPERATIONS
TAXLANE E	OPEN TO AIRCRAFT OPERATIONS
TAXLANE E1	OPEN TO AIRCRAFT OPERATIONS
TAXILANE G1, G2, G3	OPEN TO AIRCRAFT OPERATIONS
TAXIWAY A3	OPEN TO AIRCRAFT OPERATIONS
TAXILANE D1, D2	CLOSED
TAXIWAY E6, E7	OPEN TO AIRCRAFT OPERATIONS
RUNWAY 4-22	OPEN TO AIRCRAFT OPERATIONS
RUNWAY 16-34	OPEN TO AIRCRAFT OPERATIONS

TABLE 2: PHASE 3A OPERATIONAL IMPACTS	
TAXIWAY A	CLOSED BETWEEN TAXIWAY D AND TAXIWAY A3
TAXIWAY D	OPEN TO AIRCRAFT OPERATIONS
TAXILANE E	CLOSED TO ACCESS TAXIWAY A
TAXILANE E1	CLOSED SOUTH OF E
TAXILANE G1, G2, G3	OPEN TO AIRCRAFT OPERATIONS
TAXIWAY A3	OPEN TO AIRCRAFT OPERATIONS
TAXILANE D1, D2	CLOSED
TAXIWAY E6, E7	OPEN TO AIRCRAFT OPERATIONS
RUNWAY 4-22	OPEN TO AIRCRAFT OPERATIONS
RUNWAY 16-34	OPEN TO AIRCRAFT OPERATIONS

PHASING NOTES

1. PHASE 3 MUST BE COMPLETED WITHIN TWENTY EIGHT (28) DAYS OF PHASE COMMENCEMENT.
2. PHASE 3A MUST BE COMPLETED WITHIN SEVEN (7) DAYS OF PHASE COMMENCEMENT.
3. CONTRACTOR TO PERFORM REQUIRED WORK WITHIN THE LIMITS SHOWN.
4. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN UP DURING EACH PHASE OF THE PROJECT AND SHALL PERFORM FINAL CLEAN UP WORK PRIOR TO A FINAL INSPECTION. THE CONTRACTOR SHALL SWEEP ON A DAILY BASIS AS NECESSARY OR AS DIRECTED BY THE RPR. THE CONTRACTOR SHALL ENSURE THAT ALL FOREIGN OBJECT DEBRIS (FOD) DEPOSITED BY AUTOMOBILE OR CONSTRUCTION EQUIPMENT OR BY WIND BLOWN DEBRIS OR MATERIALS ONTO THOSE ACTIVE AREAS IS IMMEDIATELY CLEANED UP, PARTICULARLY PRIOR TO TAXIING AIRCRAFT TRAVEL ADJACENT TO THE CONSTRUCTION AREAS. THE CONTRACTOR SHALL UTILIZE A VEHICLE-MOUNTED VACUUM AND OTHER NECESSARY METHODS TO ENSURE THE AIRCRAFT ACTIVE AREAS ARE KEPT CLEAN. IT IS IMPERATIVE THAT NO DAMAGE BE DONE TO ANY AIRCRAFT DUE TO FOD. ANY DAMAGE TO AIRCRAFT ATTRIBUTABLE TO FOD FROM THE CONSTRUCTION AREAS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
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St. Simons Island Airport At McKinnon Field

ST. SIMONS AIRPORT AT McKINNON FIELD

SKYLANE DEVELOPMENT INFRASTRUCTURE - PHASE II

CONSULTANTS

REVISIONS

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10210199007

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PHASING PLAN- PHASE 3

SHEET NUMBER

G023

BID DOCUMENTS

Drawing: P:\Glynn_Co_Airport_Comm\10210199007_SSI_Skylane_Development_Infrastructure\03.00 Project Execution\03.05 Dwgs_Models\CADD\SSI-G 021 Phasing 3 Plan.dwg Plotted on: 2/25/2026 9:30 PM Plotted by: Zenon, Pam

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Appendix B

1. SAFETY AND PHASING PLAN CHECKLIST ..... FAA AC 150/5370-2G

2. CONSTRUCTION PROJECT DAILY SAFETY INSPECTION CHECKLIST ..... FAA AC 150/5370-2G

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APPENDIX C. SAFETY AND PHASING PLAN CHECKLIST

This appendix is keyed to Chapter 2. 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 a required submittal.

Table C-1. CSPP Checklist

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
General Considerations					
Requirements for predesign, prebid, and preconstruction conferences to introduce the subject of airport operational safety during construction are specified.	2.5				
Operational safety is a standing agenda item for construction progress meetings.	2.5				
Scheduling of the construction phases is properly addressed.	2.6				
Any formal agreements are established.	2.5.3				
Areas and Operations Affected by Construction Activity					
Drawings showing affected areas are included.	2.7.1				
Closed or partially closed runways, taxiways, and aprons are depicted on drawings.	2.7.1.1				
Access routes used by ARFF vehicles affected by the project are addressed.	2.7.1.2				
Access routes used by airport and airline support vehicles affected by the project are addressed.	2.7.1.3				
Underground utilities, including water supplies for firefighting and drainage.	2.7.1.4				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
Approach/departure surfaces affected by heights of temporary objects are addressed.	2.7.1.5				
Construction areas, storage areas, and access routes near runways, taxiways, aprons, or helipads are properly depicted on drawings.	2.7.1				
Temporary changes to taxi operations are addressed.	2.7.2.1				
Detours for ARFF and other airport vehicles are identified.	2.7.2.2				
Maintenance of essential utilities and underground infrastructure is addressed.	2.7.2.3				
Temporary changes to air traffic control procedures are addressed.	2.7.2.4				
NAVAIDs					
Critical areas for NAVAIDs are depicted on drawings.	2.8				
Effects of construction activity on the performance of NAVAIDS, including unanticipated power outages, are addressed.	2.8				
Protection of NAVAID facilities is addressed.	2.8				
The required distance and direction from each NAVAID to any construction activity is depicted on drawings.	2.8				
Procedures for coordination with FAA ATO/Technical Operations, including identification of points of contact, are included.	2.8, 2.13.1, 2.13.5.3.1, 2.18.1				
Contractor Access					
The CSPP addresses areas to which contractor will have access and how	2.9				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
the areas will be accessed.					
The application of 49 CFR Part 1542 Airport Security, where appropriate, is addressed.	2.9				
The location of stockpiled construction materials is depicted on drawings.	2.9.1				
The requirement for stockpiles in the ROFA to be approved by FAA is included.	2.9.1				
Requirements for proper stockpiling of materials are included.	2.9.1				
Construction site parking is addressed.	2.9.2.1				
Construction equipment parking is addressed.	2.9.2.2				
Access and haul roads are addressed.	2.9.2.3				
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.	2.9.2.4				
Proper vehicle operations, including requirements for escorts, are described.	2.9.2.5, 2.9.2.6				
Training requirements for vehicle drivers are addressed.	2.9.2.7				
Two-way radio communications procedures are described.	2.9.2.9				
Maintenance of the secured area of the airport is addressed.	2.9.2.10				
Wildlife Management					
The airport operator’s wildlife management procedures are addressed.	2.10				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
Foreign Object Debris Management					
The airport operator's FOD management procedures are addressed.	2.11				
Hazardous Materials Management					
The airport operator's hazardous materials management procedures are addressed.	2.12				
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.	2.13				
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.	2.13.1				
A list of local ATO/Technical Operations personnel is included.	2.13.1				
A list of ATCT managers on duty is included.	2.13.1				
A list of authorized representatives to the OCC is included.	2.13.2				
Procedures for coordinating, issuing, maintaining and cancelling by the airport operator of NOTAMS about airport conditions resulting from construction are included.	2.8, 2.13.2, 2.18.3.3.9				
Provision of information on closed or hazardous conditions on airport movement areas by the airport operator to the OCC is specified.	2.13.2				
Emergency notification procedures for medical, fire fighting, and police	2.13.3				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
response are addressed.					
Coordination with ARFF personnel for non-emergency issues is addressed.	2.13.4				
Notification to the FAA under 14 CFR parts 77 and 157 is addressed.	2.13.5				
Reimbursable agreements for flight checks and/or design and construction for FAA owned NAVAIDs are addressed.	2.13.5.3.2				
Inspection Requirements					
Daily and interim inspections by both the airport operator and contractor are specified.	2.14.1, 2.14.2				
Final inspections at certificated airports are specified when required.	2.14.3				
Underground Utilities					
Procedures for protecting existing underground facilities in excavation areas are described.	2.15				
Penalties					
Penalty provisions for noncompliance with airport rules and regulations and the safety plans are detailed.	2.16				
Special Conditions					
Any special conditions that affect the operation of the airport or require the activation of any special procedures are addressed.	2.17				
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.	2.18.1				
Frangibility of airport markings, lighting, signs, and visual NAVAIDs is specified.	2.18.1, 2.18.3, 2.18.4.2, 2.20.2.4				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
The requirement for markings to be in compliance with AC 150/5340-1, *Standards for Airport Markings*, is specified.	2.18.2				
Detailed specifications for materials and methods for temporary markings are provided.	2.18.2				
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.	2.18.3				
The use of a lighted X is specified where appropriate.	2.18.2.1.2, 2.18.3.2				
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.	2.18.4				
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.	2.18.4.2				
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.	2.20.1				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
Hazard marking and lighting are specified to identify open manholes, small areas under repair, stockpiled material, and waste areas.	2.20.1				
The CSPP considers less obvious construction-related hazards.	2.20.1				
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.	2.20.2.1				
The spacing of barricades is specified such that a breach is physically prevented barring a deliberate act.	2.20.2.1				
Red lights meeting the luminance requirements of the State Highway Department are specified.	2.20.2.2				
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 inch high.	2.20.2.3				
Barricades are specified to indicate construction locations in which no part of an aircraft may enter.	2.20.2.3				
Highly reflective barriers with lights are specified to barricade taxiways leading to closed runways.	2.20.2.5				
Markings for temporary closures are specified.	2.20.2.5				
The provision of a contractor's representative on call 24 hours a day for emergency maintenance of airport hazard lighting and barricades is specified.	2.20.2.7				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
Work Zone Lighting for Nighttime Construction					
If work is to be conducted at night, the CSPP identifies construction lighting units and their general locations and aiming in relationship to the ATCT and active runways and taxiways.	2.21				
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.	2.22.1.1, 2.22.3.1				
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.	2.22.1.2, 2.22.3.2				
Procedures for ensuring adequate distance for protection from blasting operations, if required by operational considerations, are detailed.	2.22.3.3				
The CSPP specifies that open trenches or excavations are not permitted within a safety area while the associated runway or taxiway is open, subject to approved exceptions.	2.22.1.4				
Appropriate covering of excavations in the RSA or TSA that cannot be backfilled before the associated runway or taxiway is open is detailed.	2.22.1.4				
The CSPP includes provisions for prominent marking of open trenches and excavations at the construction site.	2.22.1.4				
Grading and soil erosion control to maintain RSA/TSA standards are	2.22.3.5				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
addressed.					
The CSPP specifies that equipment is to be removed from the ROFA when not in use.	2.22.2				
The CSPP clearly states that no construction may occur within a taxiway safety area while the taxiway is open for aircraft operations.	2.22.3				
Appropriate details are specified for any construction work to be accomplished in a taxiway object free area.	2.22.4				
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.	2.22.4.3.6				
Provisions for protection of runway approach/departure areas and clearways are included.	2.22.6				
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.	2.23.1.2				
The CSPP prohibits the use of electrical blasting caps on or within 1,000 ft (300 m) of the airport property.	2.23.1.3				

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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.		