

CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

FOR

RUNWAY 36 RSA GRADING PROJECT

AT



FOR

OCALA, FLORIDA

PREPARED BY:



5550 W. Idlewild Avenue, Suite 115
Tampa, Florida 33634

FL Certificate of Authorization No. 30862

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CONSTRUCTION SAFETY AND PHASING PLAN

For

RUNWAY 36 RSA GRADING PROJECT

AT

OCALA INTERNATIONAL AIRPORT

INTRODUCTION

Ocala International Airport is a public-use general aviation airport owned and operated by the City of Ocala. The airport serves as a key aviation facility in central Florida, supporting a mix of corporate, general aviation, and flight training operations. The airfield consists of two primary runways, including Runway 18-36, which is the airport's primary runway, along with an associated taxiway system, navigational aids, and supporting infrastructure. The airport plays an important role in regional connectivity and economic activity, requiring that construction activities be carefully planned to minimize operational impacts.

The project work is located at the north end of Runway 36, within the Runway Safety Area (RSA) and adjacent to Taxiway A-12 and A-13. The limits of construction include areas within the RSA and portions of the Runway Object Free Area (ROFA), as shown in the project plans. The work also occurs in proximity to existing airfield systems, including the Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), requiring careful coordination and protection during construction.

This CSPP has been prepared in accordance with the requirements of FAA AC 150/5370-2, and outlines the phasing, coordination, operational constraints, and safety measures necessary for the successful execution of the project. The primary scope of work consists of grading improvements within the Runway 36 RSA to bring the airfield into compliance with current FAA design standards. Work includes removal of an existing gravel service road, stockpiling and reuse of suitable material, placement of engineered fill, and re-establishment of compliant safety area grades. Additional work includes coordination with existing navigational aids and associated electrical infrastructure, as applicable.

This CSPP establishes the framework for maintaining safe operations during construction and will be supplemented by a Contractor-developed Construction Safety Plan Compliance Document (CSPCD), which will define the specific means and methods by which the Contractor will comply with the requirements set forth herein.

PROJECT DESCRIPTION

The project consists primarily of grading improvements within the Runway 36 RSA to bring the airfield into compliance with current FAA design standards. Work includes removal of an existing gravel service road, stockpiling and reuse of suitable material, placement of engineered fill, and re-

establishment of compliant safety area grades. Additional work includes coordination and minor adjustments related to existing navigational aids, including the Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), as applicable.

Construction activities will occur within the air operations area (AOA) and in proximity to active airfield facilities, requiring strict adherence to safety procedures, access control, and coordination with airport operations. Work is anticipated to be performed in a single phase and primarily during nighttime hours, with temporary operational impacts including runway closures as required to safely complete the work.

COORDINATION

Effective coordination between all parties is essential to ensure the safe and efficient execution of construction activities within the air operations area (AOA). This section defines the roles, responsibilities, and communication procedures required to maintain operational safety and minimize disruptions at Ocala International Airport during the Runway 36 RSA Grading Project.

This project will require continuous coordination among the Owner (City of Ocala), the Engineer, the Contractor, Airport Operations, and other stakeholders, including the Federal Aviation Administration (FAA), as applicable. All construction activities shall be conducted in accordance with the requirements of FAA AC 150/5370-2 and the approved CSPP.

Pre-Construction Coordination

Prior to the start of construction, a pre-construction conference shall be held with all key stakeholders, including the Owner, Engineer, Contractor, Airport Operations, and other affected parties. The purpose of this meeting is to review:

- The Construction Safety and Phasing Plan (CSPP)
- Project phasing and schedule
- Access routes and staging areas
- Runway closure procedures and operational constraints
- Communication protocols and points of contact
- Emergency procedures and contingency planning

No construction activities shall begin until all parties have reviewed and accepted the CSPP requirements and the Contractor has submitted an acceptable Construction Safety Plan Compliance Document (CSPCD).

Construction Scheduling and Phasing Coordination

Construction activities are anticipated to be performed in a single phase and primarily during nighttime hours, as shown in the project plans. The Contractor shall:

- Coordinate daily work activities with Airport Operations to ensure compliance with approved work windows
- Schedule work to minimize impacts to aircraft operations
- Ensure that all construction areas are secured and safe prior to reopening any affected airfield surfaces

Any deviations from the approved phasing or schedule shall require prior approval from the Owner and Engineer. The contractor, owner and RPR shall hold a bi-weekly coordination meeting to discuss/update the aforementioned items.

Coordination with Airport Operations

All work within the AOA shall be closely coordinated with Airport Operations. The Contractor shall:

- Maintain continuous communication with Airport Operations during all construction activities
- Coordinate all access to the AOA, including vehicle entry and escort requirements
- Comply with all airport safety, security, and badging requirements
- Ensure that at least one properly badged individual is present on-site at all times during construction activities

Airport Operations shall be responsible for issuing Notices to Air Missions (NOTAMs), as required, based on information provided by the Contractor and Engineer.

Coordination with FAA and Navigational Aids

Construction activities occurring in proximity to navigational aids, including the MALSR system associated with Runway 36, shall require coordination with the FAA. The Contractor shall:

- Coordinate any required shutdowns, adjustments, or protection measures with the Owner.
- Provide advance notice of any activities that may impact navigational aids or associated electrical systems
- Ensure that no equipment, stockpiles, or construction activities interfere with the operation or visibility of navigational aids

No work impacting FAA facilities shall proceed without proper authorization.

Emergency Coordination

In the event of an emergency, the Contractor shall immediately notify Airport Operations and follow established airport emergency procedures. The Contractor shall:

- Maintain clear access routes for emergency vehicles at all times
- Suspend construction activities as directed during emergency situations
- Coordinate with Airport Operations to ensure rapid response and resolution
- Contact emergency services in case of an emergency
 - Ocala Police: 352-369-7000
 - Matheny Fire and Emergency Ocala: (352) 629-6305
 - HCA Florida West Marion Hospital: (352) 291-3000

Communication channels shall be established with all the emergency departments prior to the

commencement of construction activities.

Utility and Infrastructure Coordination

The Contractor shall verify the location of all existing utilities and infrastructure within the project limits prior to construction. Coordination shall include:

- Protection of existing underground and aboveground utilities
- Coordination with utility owners, if applicable
- Immediate notification of any damage to existing infrastructure

PHASING

Construction activities will be performed in a single phase, as illustrated on the Construction Safety and Phasing Plan (CSPP) sheets (G3.1 and G3.2). All work will occur within defined project limits at the north end of Runway 36, including the Runway Safety Area (RSA) and adjacent areas.

Construction Phase (Phase 1)

The project will be executed as a single construction phase over an anticipated duration of 30 calendar days, as indicated in the project plans . All construction activities will be conducted during nighttime work windows only to minimize impacts to airport operations.

Due to the location of the work within the Runway 36 RSA, the runway must be closed during active construction operations. The Contractor shall ensure that all work areas are secured and cleared of equipment, materials, and personnel prior to reopening the runway for daily operations.

AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITIES

Construction activities for the Runway 36 Runway Safety Area (RSA) Grading Project will occur within the north end of Runway 18-36, specifically within the Runway Safety Area (RSA) and portions of the Runway Object Free Area (ROFA), as shown in the project plans.

Due to the location of the work within critical safety areas, construction activities will directly impact runway operations, requiring temporary runway closures during active work periods. As indicated in the Construction Safety and Phasing Plan, the runway will be closed during nighttime construction operations and reopened for daytime use following inspection and clearance of all construction equipment and materials. While the airfield operations are not expected to be significant, however, the taxiways system will remain operational.

Additional operational impacts include the presence of construction equipment within the Air Operations Area (AOA), increased vehicle traffic along designated haul routes, and potential temporary impacts to navigational aids and airfield lighting systems. These activities require strict adherence to safety procedures, including Foreign Object Debris (FOD) control, vehicle and personnel restrictions, and continuous coordination with Airport Operations. Overall, the areas affected by construction are confined to the defined project limits; however, due to the proximity to active airfield infrastructure, the project

will have direct and critical impacts on runway operations and indirect impacts on adjacent taxiway and airfield support systems.

Construction activities associated with the Runway 36 RSA Grading Project will require the temporary closure of Runway 18-36 during all active work periods due to the location of work within the Runway Safety Area (RSA) and Runway Object Free Area (ROFA), as shown in the project plans. In accordance with the Construction Safety and Phasing Plan (CSPP), all work will be performed during nighttime hours only, and the runway will be closed prior to the start of each construction shift and reopened prior to the resumption of daily aircraft operations. Runway closure procedures shall include the installation of lighted "X" closure markers at each runway end, placement of required barricades, and verification that all safety measures are in place prior to commencement of construction activities. The Contractor shall coordinate all closures with Airport Operations and the Engineer and shall provide sufficient advance notice to allow for the issuance of a Notice to Air Missions (NOTAM) by the Airport.

At the conclusion of each work period, the Contractor shall ensure that the runway and all affected safety areas are free of construction equipment, materials, and Foreign Object Debris (FOD). A final inspection shall be conducted in coordination with Airport Operations to confirm that the runway is safe for aircraft operations prior to reopening. Any failure to properly clear and restore the runway to operational condition may result in delays to reopening and potential penalties as defined in the contract documents. Strict adherence to the runway closure procedures is required to ensure the safety of aircraft operations, construction personnel, and airport users throughout the duration of the project.

PROTECTION OF NAVIGATION AIDS (NAVAIDS)

Construction activities for the Runway 36 RSA Grading Project will occur in proximity to existing navigational aids, including the Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) serving Runway 36, as well as associated electrical infrastructure such as ducts, cables, and equipment vaults located within or adjacent to the project limits. These facilities are critical to safe aircraft operations and shall be protected at all times during construction. The Contractor shall take all necessary precautions to prevent damage, disruption, or interference with NAVAIDS and associated systems. No construction equipment, stockpiled materials, or personnel shall encroach upon NAVAID protection areas or obstruct the line of sight of any lighting or guidance systems. All excavation and grading activities in the vicinity of NAVAID infrastructure shall be performed with extreme care, and the locations of underground electrical conduits and cables shall be verified prior to any ground disturbance. Any work that has the potential to impact NAVAIDS, including grading near MALSR components or exposure of electrical infrastructure, shall be coordinated in advance with the Owner, Airport Operations, and the Federal Aviation Administration (FAA). No shutdown, relocation, or modification of any NAVAID system shall occur without prior approval from the FAA. In the event that a temporary shutdown is required, it shall be scheduled in coordination with Airport Operations and supported by appropriate NOTAM issuance.

In the event of any accidental damage or interruption to a NAVAID system, the Contractor shall immediately notify Airport Operations and the Engineer and shall take all necessary actions to secure the area and facilitate prompt repair. All costs associated with damage caused by construction activities shall be the responsibility of the Contractor.

CONTRACTOR ACCESS

- a. The contractor shall use the access gate and road south of the project site, as shown on drawing G1.0 – in Appendix 'D'. The site shall be restored to its original condition upon the completion

of the project. The contractor is not to use runways and taxiways as a haul route except as identified on the plans or as approved by the Airport Manager. The contractor will not be allowed to cross any runway surface at any time with construction equipment and vehicles and will only be allowed on the runway pavement to the extent necessary to construct paving tie-ins.

- b. The airport shall remain secure at all times. All gates shall remain locked or have a gate guard provided by the contractor at all times. The contractor shall provide gate security when the gate is open.
- c. Radio Communications: The Ocala International Airport does have an Air Traffic Control Tower. The contractor shall maintain communication with the air traffic control tower using Ocala Ground frequency of 119.25 Hz.

WILDLIFE MANAGEMENT

No wildlife concerns have been identified at the Ocala International Airport that this project will affect. The following wildlife attractant mitigation procedures are in place:

- a. The contractor will be required to immediately collect and dispose of any food scraps from construction personnel activity.

FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

The contractor will be required to continuously clear the project site of any and all debris capable of being blown by wind onto active airfield areas. Any debris or dirt from the project site deposited on any airfield pavement shall be cleaned immediately by a motor driven sweeper or vacuum, which the contractor is required to have onsite at all times. Sweepers must be equipped with non-metallic bristles. A program of regular airfield pavement inspection shall be planned by the contractor and conducted with the Airport Manager and the Engineer. The contractor shall keep a water truck onsite at all times for the purpose of controlling dust.

NOTIFICATION OF CONSTRUCTION ACTIVITIES

- a. The Owner shall maintain and distribute a list of responsible representatives/points of contacts with phone numbers and e-mail addresses. For the Owner this shall include the Project Manager, Construction Manager, and Inspector(s). Contacts from the Contractor will include the Project Manager, Site Superintendent, Safety Officer, and any subcontractor representatives. It will also include representatives from the FAA ADO office, and the Engineer of Record. As required in Section 01030 "Airport Project Procedures" in the general requirements, the Contractor's Safety Officer shall be on call 24 hours a day for emergency maintenance of airport hazard lighting, barricades, and other safety features.
- b. The contractor shall notify the Ocala International Airport Project Manager or Inspector of upcoming work activity that will require a taxiway closure or allow a taxiway to be re-opened no less than 48 hours prior so that the Owner can request a Notice to Airmen (NOTAM).
- c. The contractor shall coordinate with the fire station team that is available at the airport before

the commencement of any construction work. Additionally, the contractor shall provide the ARFF team with construction maps that delineate their access/exit in case of emergency. The contractor shall establish communication guidelines with the ARFF team and provide the engineering team with an update on this channel periodically.

- d. The FAA will need to be notified of equipment and operations that affect navigable airspace. Upon notice of award, the contractor will be asked to provide the Airport Manager with a list of equipment and their heights so this can be reported to the FAA using form 7460-1 and/or the FAA OE/AAA website.

INSPECTION REQUIREMENTS

The Airport Authority will provide an inspector who will conduct daily inspections at a minimum. The Engineer of Record will make periodic inspection to verify compliance with the phasing and safety plan and as needed to resolve questions or disputes.

UNDERGROUND UTILITIES

There are no effected utilities as a result of this project; however, the contractor must verify that prior to the commencement of any excavation/construction work.

PENALTIES

Per Section 01030 of the contract documents:

Any fines or assessments levied against the Sponsor as a result of unauthorized intrusions in the AOA or other violations by the Contractor's personnel or those of his subcontractors will be passed on to the Contractor.

RUNWAY INCURSIONS: Punitive damages will be assessed for any runway incursion as defined by the FAA. The Contractor is to include airport familiarization in weekly meetings to reduce the possibility of the occurrence of runway incursions.

HAZARD MARKING AND LIGHTING

During all periods when Runway 18-36 is closed to aircraft operations, the Contractor shall furnish, install, operate, and maintain lighted "X" runway closure markers at each end of the runway in accordance with the approved Construction Safety and Phasing Plan (CSPP). The purpose of these markers is to provide a clear and unmistakable visual indication to pilots that the runway is closed and unavailable for use. Lighted "X" markers shall be installed prior to the commencement of any construction activities that require runway closure and shall remain in place for the duration of the closure period. The markers shall be positioned in accordance with FAA guidance such that they are clearly visible to approaching aircraft from both directions. During nighttime operations, the markers shall be illuminated and maintained in proper working condition at all times.

The Contractor shall be responsible for the daily installation and removal of the lighted "X" markers, as

required to accommodate nighttime construction operations and daytime reopening of the runway. Prior to reopening the runway for aircraft operations, the Contractor shall remove all closure markers and verify that the runway is free of construction equipment, materials, and Foreign Object Debris (FOD).

All installation, operation, and maintenance of runway closure markers shall be coordinated with Airport Operations. The Contractor shall ensure that closure markers are properly secured to prevent displacement due to wind or jet blast and shall promptly repair or replace any damaged or non-functioning markers.

PROTECTION OF RUNWAY AND TAXIWAY SAFETY AREAS AND OBJECT FREE 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 CSPP Section 11 Notification of construction activities and CSPP Section 16 Runway and taxiway visual aids for taxiway closure requirements. Reference CSPP Section 18 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.

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.

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. Construction may occur on a pull-back basis within the TSA while the taxiway is open for aircraft operations provided a dedicated observer is present. Open trenches or excavations are not permitted within the TSA while the taxiway is open except to the extent allowed by AC 150/5370-10H. 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.

- 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. The Engineer or Airport Director will 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 the Engineer or Airport Director to coordinate through the airport operator with the appropriate FAA air traffic manager (NOTAM Manager if non-towered) and ATO/Technical Operations (for affected NAVAIDS) and airport users.

OTHER LIMITATIONS ON CONSTRUCTION

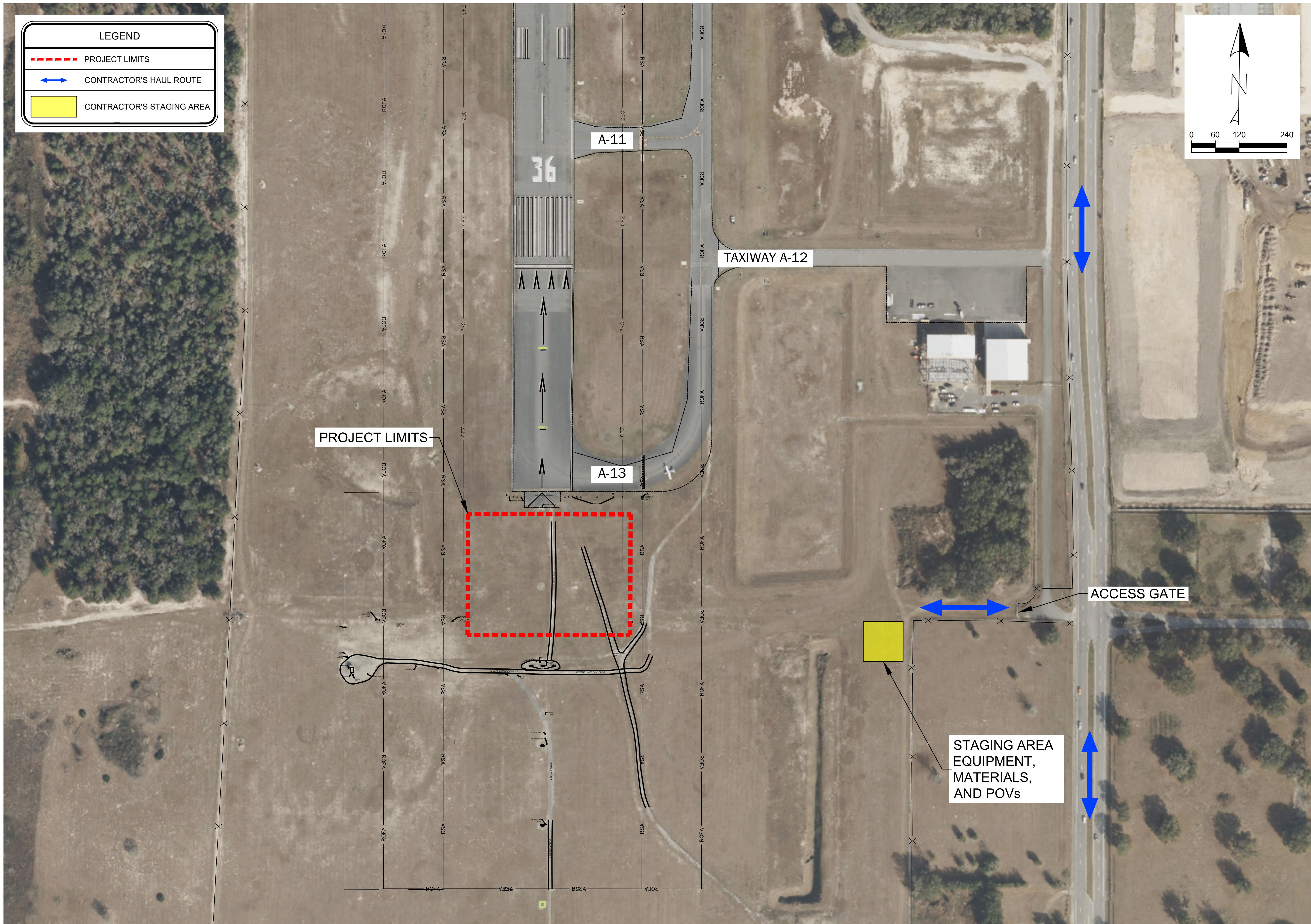
Beyond the limitations previously discussed in the Phasing section the following limitations apply:

- a. Construction equipment height will be limited to 25' maximum.
- b. Work will not be allowed at night or on weekends except as required by the contract documents or approved by the Airport.
- c. 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.
- d. 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 209.b *Vehicle and pedestrian operations*.

APPENDIX A

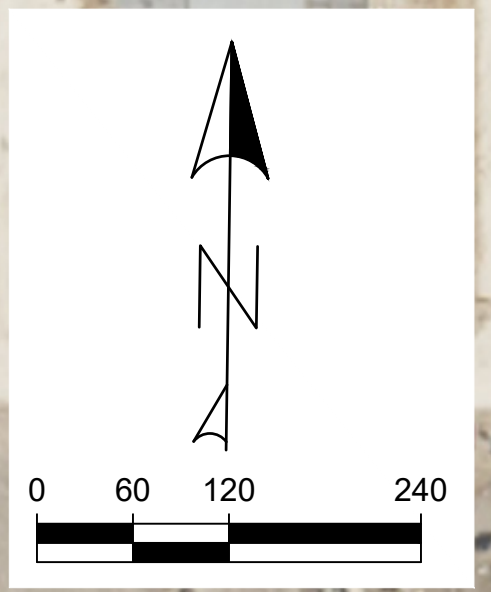
CONSTRUCTION PLAN SHEETS:

- G1.0 PROJECT LAYOUT PLAN AND HAUL ROUTES**
- G2.0 GENERAL NOTES**
- G3.1 CONSTRUCTION SAFETY & PHASING PLAN**
- G3.2 CSPP NOTES AND DETAILS**



LEGEND

- PROJECT LIMITS
- CONTRACTOR'S HAUL ROUTE
- CONTRACTOR'S STAGING AREA



5550 WEST IDLEWILD AVE. SUITE 115
TAMPA, FLORIDA 33634 (813) 330-2701
CERTIFICATE OF AUTHORIZATION NO.: 30862

Project Name:
RUNWAY 36 RSA GRADING

Designer: JM	Checked By: MA
Technician: JM	ICE Project Name: 26-031

Engineer of Record:

NOTES:

REVISIONS

NO.	DESCRIPTION	DATE	BY

Drawing Name:
PROJECT LAYOUT PLAN

FAA A.I.P. Project No.:
341-334-000-000-09-33173

FDOT Project No.:
341-334-000-000-09-33173

Date: APRIL 2026	Sheet Number: G1.0
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GENERAL NOTES

1. CONSTRUCTION STAKE-OUT SHALL BE PERFORMED BY CONTRACTOR IN ACCORDANCE WITH ARTICLE 50-06 OF THE GENERAL PROVISIONS OF THE CONTRACT DOCUMENTS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ALL MEASUREMENTS THAT MAY BE REQUIRED TO LAY OUT THE CONSTRUCTION. THE COST OF STAKING WILL NOT BE PAID FOR DIRECTLY AND SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS ITEMS OF WORK.
2. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE CLEANUP AND DISPOSAL OF ALL TRASH AND DEBRIS CREATED BY HIS WORK OR PERSONNEL. NO BURNING IS ALLOWED ON SITE. ALL TRASH AND DEBRIS MUST BE DISPOSED OF OFFSITE.
3. THE CONTRACTOR SHALL VISIT SITE TO DETERMINE EXISTING CONDITIONS PRIOR TO SUBMITTING BID. THE CONTRACTOR SHALL REPORT TO THE ENGINEER ANY VARIATIONS FROM THE INFORMATION SHOWN ON THE CONSTRUCTION PLANS.
4. EXISTING EASEMENTS TO OTHER PROPERTIES SHALL BE MAINTAINED AT ALL TIMES.
5. AIRFIELD PAVEMENTS SHALL BE KEPT FREE OF ALL DEBRIS, DIRT, ETC., AT ALL TIMES. ANY SPILLAGE OF EXCAVATION OR OTHER MATERIAL SHALL BE CLEANED UP IMMEDIATELY BY THE CONTRACTOR WITH A MOTOR DRIVEN SWEEPER OR VACUUM AS REQUIRED BY THE ENGINEER. A PROGRAM OF REGULAR AIRFIELD PAVEMENT INSPECTION WILL BE PLANNED BY THE CONTRACTOR, AIRPORT OPERATIONS AND THE OWNER'S REPRESENTATIVE. SWEEPERS ARE TO BE EQUIPPED WITH NON-METALLIC BROOMS.
6. ALL NON-PAVED AREAS OUTSIDE THE LIMITS OF CONSTRUCTION WHICH ARE DISTURBED BY THE CONTRACTOR'S OPERATIONS, SUCH AS THE CONTRACTOR'S ACCESS ROAD, STAGING AREA, HAUL ROUTES, ETC., SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND GRASSED PER ITEM T-901 UPON COMPLETION OF THE PROJECT.
7. ANY DAMAGES DONE TO AIRPORT PROPERTY OR UTILITIES (SUCH AS RUNWAY, TAXIWAYS, APRONS, FENCING, EXISTING CABLES) WILL BE REPAIRED BY THE CONTRACTOR TO THE APPROVAL OF THE OWNER OF THE FACILITY IN A SATISFACTORY MANNER. THE CONTRACTOR WILL BEAR ALL COSTS FOR REPAIRS USING INDUSTRY STANDARD PRACTICES AND MATERIALS.
8. THE CONTRACTOR SHALL MAINTAIN SECURITY WITHIN THE PROJECT SITE AT ALL TIMES. NO UNAUTHORIZED PERSONNEL SHALL BE ALLOWED ON THE SITE.
9. CONTRACTOR SHALL MAINTAIN ALL AIRFIELD SAFETY DEVICES SUCH AS STAKED LIMIT LINES, FOR THE DURATION OF THE PROJECT AS REQUIRED. DAMAGED STAKES OR FLAGGING SHALL BE REPLACED IMMEDIATELY. CONTRACTOR TO SUBMIT PLAN SHOWING LOCATION OF LIMIT LINES FOR EACH PHASE AND FOR PROJECT DURATION TO THE ENGINEER FOR APPROVAL.
10. THE CONTRACTOR SHALL OBTAIN ALL PERMITS NECESSARY FOR THE COMPLETION OF THIS PROJECT.
11. THE CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH ALL ENVIRONMENTAL RULES AND REGULATIONS OF THE CITY, COUNTY, STATE, ARMY CORPS OF ENGINEERS, AND ANY OTHER JURISDICTIONAL AGENCIES, AND ALL CONDITIONS SET FORTH IN ENVIRONMENTAL PERMITS.
12. AIRCRAFT OPERATING ON THE AIRFIELD MAKE THE CONSTRUCTION AREA A ZONE OF HIGH LEVEL NOISE. THE CONTRACTOR IS ADVISED TO TAKE THE NECESSARY PRECAUTIONS, SUCH AS THE USE OF EAR PLUGS AND EAR MUFFS TO PREVENT EAR INJURY TO ANY PERSONNEL WORKING IN THE AREA.
13. ALL DISPUTES ARISING FROM THE CONTRACTOR SHALL BE DECIDED BY THE ENGINEER, WHOSE DECISION SHALL BE FINAL.
14. BURNING OF DEBRIS WILL NOT BE ALLOWED ON AIRPORT PROPERTY.
15. ALL DEMOLISHED MATERIALS BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE SHOWN IN THE CONTRACT DOCUMENTS. CONSTRUCTION AND DEMOLITION DEBRIS SHALL BE LEGALLY DISPOSED OF OFF AIRPORT PROPERTY.
16. THE CONTRACTOR SHALL KEEP A WATER TRUCK ONSITE AT ALL TIMES FOR THE PURPOSE OF CONTROLLING DUST AS REQUIRED BY THE CONTRACT DOCUMENTS.
17. ALL CONSTRUCTION WITHIN A RESTRICTED AREA SHALL BE PERFORMED IN SUCH A MANNER THAT, AT THE END OF THE CLOSURE PERIOD, IT WILL LEAVE THE SAFETY AREA WITH NO ABRUPT GRADE CHANGES OR GRADES IN EXCESS OF 5 PERCENT, AND WITH NO TRENCHES WITH DEPTH OR WIDTH GREATER THAN 3 INCHES.

HAUL ROUTE / STAGING

18. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE STORAGE AND SECURITY OF HIS MATERIAL AND EQUIPMENT AND SHALL ERECT STORAGE FACILITIES AND FENCING AS NECESSARY. THE CONTRACTOR'S STORAGE AND STAGING AREA SHALL BE IN THE LOCATION SHOWN ON DRAWING G1.0.
19. THE CONTRACTOR'S STAGING AREA(S) AND HAUL ROUTES SHOWN ON THE PLANS ARE GENERAL AND FOR INFORMATIONAL PURPOSES ONLY. THE ACTUAL SIZE AND LOCATION OF STAGING AREAS AND HAUL ROUTES WILL BE APPROVED BY THE OWNER PRIOR TO CONSTRUCTION. CONTRACTOR SHALL RESTORE THE GROUND OF THE STAGING AREA AT THEIR COST.
20. CONTRACTOR WILL NOT BE ALLOWED TO USE ANY OF THE EXISTING RUNWAYS OR TAXIWAYS AS PART OF THE HAUL ROAD UNLESS SPECIFICALLY AUTHORIZED BY THE OWNER'S REPRESENTATIVE. UNDER NO CIRCUMSTANCE SHALL THE CONTRACTOR CROSS ANY RUNWAY AT ANY TIME WITH CONSTRUCTION VEHICLES OR EQUIPMENT.
21. ALL CONSTRUCTION TRAFFIC SHALL ENTER AND EXIT THE PROJECT AREA THROUGH THE

- PROJECT ACCESS ROUTES APPROVED BY THE ENGINEER ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SECURITY OF ALL GATES HE USES FOR ACCESS ONTO AIRPORT PROPERTY. THE CONTRACTOR SHALL POST A GUARD AT ANY ACCESS GATE THAT IS NOT LOCKED.
22. THE OWNER'S REPRESENTATIVE SHALL DESIGNATE AREAS TO BE USED BY THE CONTRACTOR FOR THE PARKING OF CONSTRUCTION EQUIPMENT AND VEHICLES WHEN NOT ENGAGED IN THE CONSTRUCTION DURING NON-WORKING DAYS AND NIGHTS AS WELL AS AREAS FOR CONTRACTOR'S EMPLOYEES AUTO PARKING.
 23. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PROVIDING ALL PERMANENT AND TEMPORARY UTILITY CONNECTIONS TO THE STAGING AREA.

MOVEMENT ON AIRFIELD

24. AREAS OUTSIDE THE PROJECT LIMITS ARE DESIGNATED AS RESTRICTED AREAS. THE CONTRACTOR'S FORCES ARE PROHIBITED FROM ENTERING RESTRICTED AREAS AT ANY TIME, UNLESS SPECIFICALLY AUTHORIZED BY THE OWNER'S REPRESENTATIVE OR AIRPORT OPERATIONS.
25. THE CONTRACTOR SHALL CONDUCT HIS CONSTRUCTION OPERATIONS AS SHOWN ON THE CONSTRUCTION SAFETY & PHASING PLAN, AND HIS APPROVED PHASING PLAN. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH THE OWNER'S REPRESENTATIVE TO MINIMIZE INTERFERENCE TO AIRCRAFT OPERATIONS DURING CONSTRUCTION.
26. NO CONTRACTOR VEHICLES, EQUIPMENT, OR PERSONNEL SHALL CROSS OR BE WITHIN ANY RUNWAY SAFETY AREA OR WITHIN ANY TAXIWAY OBJECT FREE AREA AS DELINEATED IN THE PLANS. THE CONTRACTOR SHALL NOT PARK OR LEAVE UNATTENDED ANY EQUIPMENT WITHIN THE RUNWAY OBJECT FREE AREA (ROFA) OR THE RUNWAY PROTECTION ZONE (RPZ). EQUIPMENT NOT MANNED AND BEING USED SHALL NOT BE ALLOWED WITHIN THE ROFA OR RPZ.
27. ALL VEHICLES USED ON THE AIRFIELD SHALL MEET FAA REQUIREMENTS FOR MARKINGS AND LIGHTING. (SEE AC 150/5210-5D).
28. ALL ACTIVE AIRPORT OPERATIONAL AREAS WHICH ARE ADJACENT TO A CONSTRUCTION WORK AREA SHALL BE SEPARATED BY TYPE II LOW PROFILE BARRICADES OR OTHER BARRIER APPROVED BY THE ENGINEER. NO CONSTRUCTION TRAFFIC WILL CROSS ACTIVE AIRPORT OPERATIONAL AREAS. THE CONTRACTOR SHALL PROVIDE AND INSTALL THE BARRIERS AS SHOWN ON THE DRAWINGS AND WHERE DIRECTED BY THE ENGINEER. SEE SPECIFICATION 01030 AND 01530 FOR ADDITIONAL INFORMATION.
29. THE CONTRACTOR SHALL WORK WITH THE ENGINEER IN SCHEDULING ALL TAXIWAY OPENINGS/CLOSINGS TO BE CONSISTENT WITH AIRFIELD OPERATIONS. WHEN THE CONTRACTOR'S OPERATIONS CROSS ACTIVE TAXIWAYS, HE SHALL BE REQUIRED TO PROVIDE A FLAGMAN ON EACH SIDE OF THE ACTIVE CROSSING TO DIRECT VEHICULAR TRAFFIC AND PROTECT AIRCRAFT TRAFFIC. THE CONTRACTOR SHALL ALSO HAVE SUITABLE EQUIPMENT APPROVED BY THE ENGINEER AT EACH CROSSING TO KEEP THE CROSSING CLEAN OF ALL DIRT AND DEBRIS AND SAFE FOR AIRCRAFT TRAFFIC.

BURIED UTILITIES

30. PRIOR TO DIGGING ANY TRENCHES, THE CONTRACTOR SHALL NOTIFY AIRPORT FOR ALL UTILITIES (ELECTRIC, GAS, TELEPHONE, WATER, FIBER, AND ETC.) AND OBTAIN LOCATIONS OF UNDERGROUND UTILITIES.
31. CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND IDENTIFICATION OF ALL EXISTING UTILITIES AND UNDERGROUND PIPELINES IN CONSTRUCTION AREA. ANY DAMAGES TO EXISTING UTILITIES OR UNDERGROUND PIPELINES ON OR OFF AIRPORT PROPERTY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ALL REPAIR WORK SHALL MEET THE APPROVAL OF THE OWNER OF THE DAMAGED UTILITY. NO REIMBURSEMENT WILL BE ALLOWED FOR UTILITY/PIPE REPAIR OR REPLACEMENT.
32. THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES, AIRFIELD LIGHTING AND NAVAIDS NOT CALLED OUT TO BE REMOVED OR ABANDONED. ANY DAMAGES DONE TO AIRPORT PROPERTY OR UTILITIES (INCLUDING, BUT NOT LIMITED TO RUNWAYS, TAXIWAYS, APRONS, FENCING, EXISTING CABLES, LIGHTING, SIGNS, NAVAIDS) WILL BE REPAIRED BY THE CONTRACTOR TO THE APPROVAL OF THE OWNER OF THE FACILITY IN A SATISFACTORY MANNER. THE CONTRACTOR WILL BEAR ALL COSTS FOR REPAIRS.
33. ANY UNPLANNED, UNAPPROVED, OR ACCIDENTAL SHUTDOWN OR INTERRUPTION OF SERVICE TO ANY LIGHTING CIRCUIT OR NAVIGATIONAL AID REQUIRES IMMEDIATE NOTIFICATION OF AIRPORT OPERATIONS AND THE OWNER'S REPRESENTATIVE BY THE CONTRACTOR. THE COST OF MATERIALS AND LABOR REQUIRED TO REPAIR THE LIGHTING CIRCUIT SHALL BE BORNE BY THE CONTRACTOR.

LIQUIDATED DAMAGES

36. LIQUIDATED DAMAGES AS SHOWN ON THE CITY'S BID DOCUMENTS SHALL BE ASSESSED FOR:
 - A. EACH DAY BEYOND THE SPECIFIED CONTRACT TIME FOR EACH PHASE THAT IS NOT SUBSTANTIALLY COMPLETE.
- BADGING**
37. A MINIMUM OF ONE EMPLOYEE MUST BE BADGED TO SUPERVISE CREWS AT ALL TIMES. NO COST FOR AIRPORT BADGE.



5550 WEST IDLEWILD AVE. SUITE 115
TAMPA, FLORIDA 33634 (813) 330-2701
CERTIFICATE OF AUTHORIZATION NO.: 30862

Project Name:

RUNWAY 36 RSA GRADING

Designer: JM	Checked By: MA
Technician: JM	ICE Project Name: 26-031

Engineer of Record:

NOTES:

REVISIONS

NO.	DESCRIPTION	DATE	BY

Drawing Name:

GENERAL NOTES

FAA A.I.P. Project No.:

341-334-000-000-09-33173

FDOT Project No.:

341-334-000-000-09-33173

Date:

APRIL 2026

Sheet Number:

G2.0

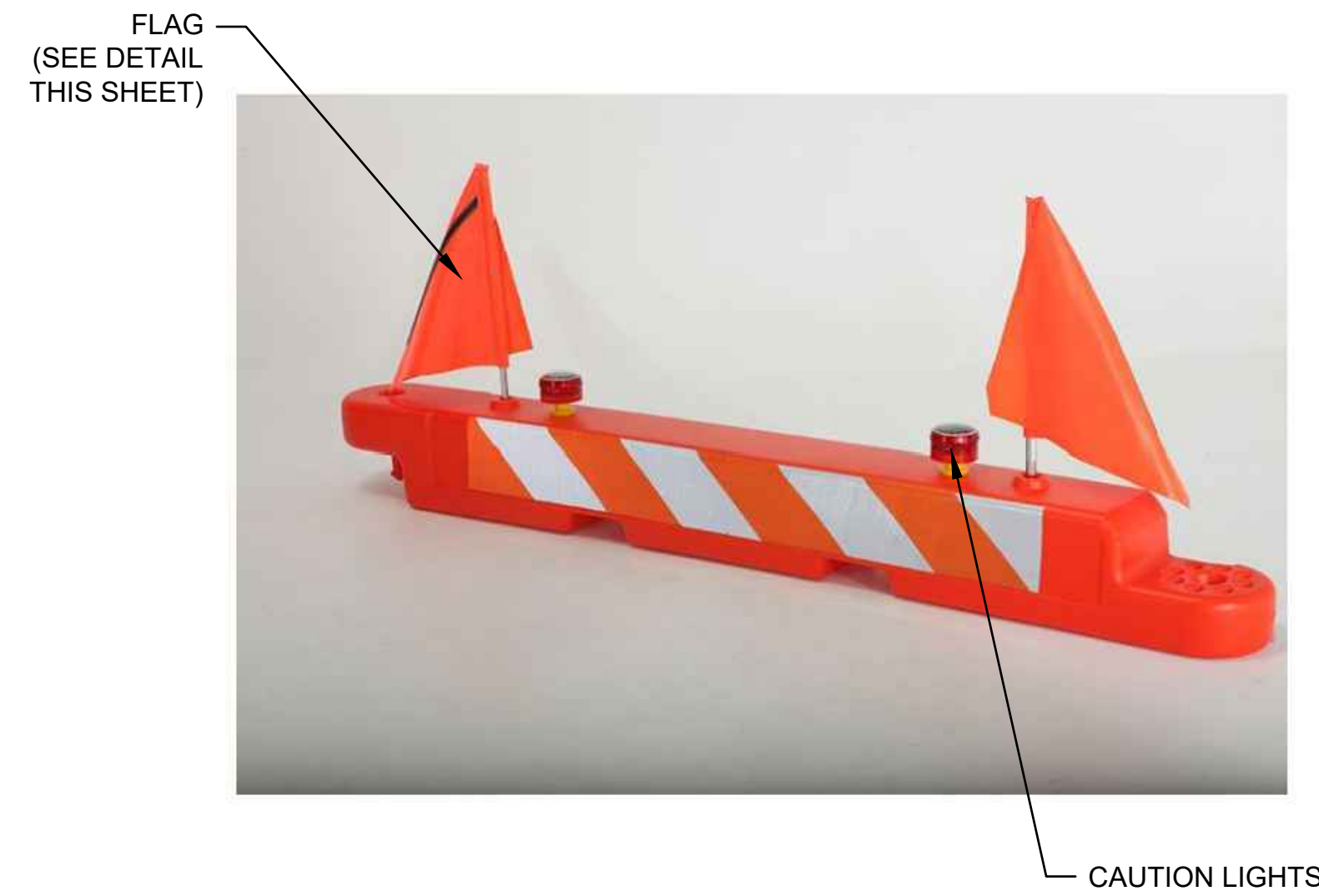
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90% DESIGN DOCUMENTS - NOT FOR CONSTRUCTION

NOTES

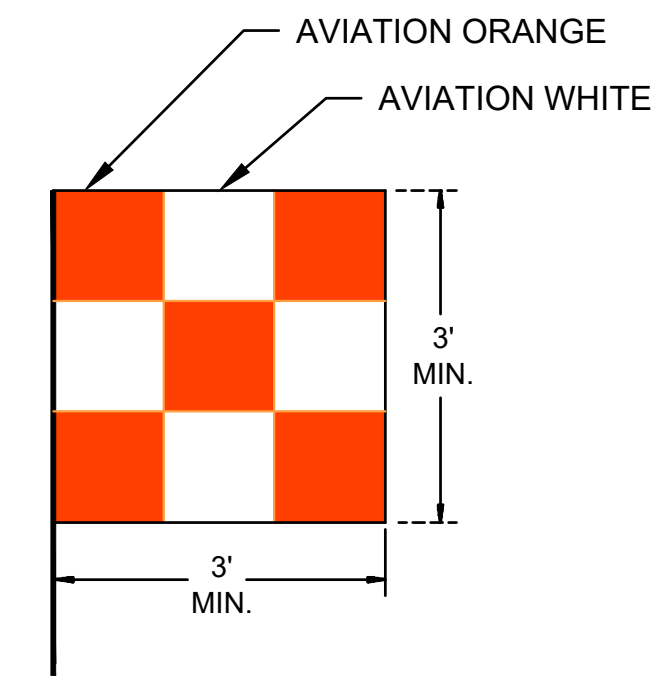
1. THE CONTRACTOR SHALL OBTAIN, HAVE KNOWLEDGE OF, AND INCORPORATE THE FOLLOWING SAFETY PROVISIONS INTO THE CONSTRUCTION PROJECT:
 - 1.1. OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION - AC 150/5370-2, LATEST EDITION.
 - 1.2. AIRPORT SAFETY SELF-INSPECTION - AC 150/5200-18, LATEST EDITION.
 - 1.3. PAINTING, MARKING AND LIGHTING OF VEHICLES USED ON AIRPORTS - AC 150/5210-5, LATEST EDITION.
 - 1.4. CODE OF FEDERAL REGULATIONS (CFR) PART 139
2. NOTICE TO AIRMEN (NOTAM) - THE AIRPORT WILL ISSUE ALL NOTAMS TO THE FAA FLIGHT SERVICE STATION RELATED TO THIS PROJECT IN ACCORDANCE WITH ESTABLISHED CRITERIA.
3. FOR OTHER CONDITIONS RELATED TO SAFETY, SEE SPECIFICATIONS.
4. PRIOR TO THE CLOSURE OF ANY AIRFIELD PAVEMENT, THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 3 DAYS NOTICE SO A NOTAM CAN BE ISSUED.
5. AIRCRAFT TRAFFIC SHALL HAVE THE RIGHT-OF-WAY AT ALL TIMES.
6. THE CONTRACTOR WILL NOT BE ALLOWED TO USE ANY OF THE EXISTING RUNWAYS, TAXIWAYS, OR VEHICLE PARKING AREAS AS PART OF THE HAUL ROAD UNLESS SPECIFICALLY AUTHORIZED BY THE OWNER.
7. THE CONTRACTOR SHALL CONDUCT THEIR CONSTRUCTION OPERATIONS AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH THE OWNER TO MINIMIZE INTERFERENCE TO AIRCRAFT OPERATIONS DURING CONSTRUCTION.
8. NO CONTRACTOR VEHICLES, EQUIPMENT, OR PERSONNEL SHALL CROSS OR BE WITHIN ANY RUNWAY, TAXIWAY, OR TAXILANE OBJECT FREE AREA UNLESS SPECIFICALLY AUTHORIZED BY THE OWNER.
9. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER IN SCHEDULING ALL AIRFIELD PAVEMENT OPENINGS/CLOSINGS TO BE CONSISTENT WITH AIRFIELD OPERATIONS. WHEN THE CONTRACTOR'S OPERATIONS CROSS ACTIVE TAXIWAYS OR RUNWAYS HE SHALL BE REQUIRED TO PROVIDE A FLAGMAN ON EACH SIDE OF ACTIVE CROSSING TO DIRECT VEHICULAR TRAFFIC AND PROTECT AIRCRAFT TRAFFIC. THE CONTRACTOR SHALL ALSO HAVE SUITABLE EQUIPMENT APPROVED BY THE ENGINEER AT EACH CROSSING TO KEEP THE CROSSING CLEAN OF ALL DIRT AND DEBRIS AND SAFE FOR AIRCRAFT TRAFFIC.
10. ALL AIRFIELD PAVEMENTS SHALL BE KEPT FREE OF DIRT AND ALL OTHER DEBRIS AT ALL TIMES. ANY SPILLAGE OF EXCAVATION OF OTHER MATERIAL SHALL BE CLEANED UP IMMEDIATELY BY THE CONTRACTOR USING A VACUUM OR MOTOR-DRIVEN SWEEPER. A PROGRAM OF REGULAR INSPECTION OF AIRFIELD PAVEMENTS SHALL BE IMPLEMENTED AS PART OF THE CONTRACTOR'S SAFETY PLAN COMPLIANCE DOCUMENT.
11. ANY UNPLANNED, UNAPPROVED, OR ACCIDENTAL SHUTDOWN OR INTERRUPTION OF SERVICE TO ANY LIGHTING CIRCUIT OR NAVIGATIONAL AID REQUIRES IMMEDIATE NOTIFICATION OF THE AIRPORT MANAGER AND ENGINEER BY THE CONTRACTOR. THE COST OF MATERIALS AND LABOR REQUIRED TO REPAIR THE LIGHTING CIRCUIT SHALL BE BORNE BY THE CONTRACTOR.
12. THE CONTRACTOR SHALL PROTECT ALL NAVIGATIONAL AIDS (NAVAIDS) DURING CONSTRUCTION. CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGE TO EXISTING NAVAIDS. ANY DAMAGE TO NAVAIDS MAY REQUIRE SUBMITTALS FOR REPAIR OF THE DAMAGED FACILITY TO BE APPROVED BY THE ENGINEER. THE ENGINEER SHALL BE NOTIFIED OF ANY DAMAGE AND IMMEDIATE REPAIR AT THE CONTRACTOR'S EXPENSE WILL BE REQUIRED.

13. CONTRACTOR SHALL MAINTAIN ALL AIRFIELD SAFETY DEVICES SUCH AS STAKED LIMIT LINES, FOR THE DURATION OF THE PROJECT AS REQUIRED. DAMAGED STAKES OR FLAGGING SHALL BE REPLACED IMMEDIATELY. CONTRACTOR TO SUBMIT PLAN SHOWING LOCATION OF LIMIT LINES FOR EACH PHASE AND FOR PROJECT DURATION TO THE ENGINEER FOR APPROVAL.
14. ALL ACTIVE AIRPORT OPERATIONAL AREAS WHICH ARE ADJACENT TO A CONSTRUCTION WORK AREA SHALL BE SEPARATED BY LOW PROFILE BARRICADES WITH RED FLASHING LIGHTS. THE CONTRACTOR SHALL PROVIDE, MAINTAIN, AND INSTALL THE BARRICADES.
15. BARRICADES USED TO CLOSE NON-AIRFIELD AREAS SUCH AS ROADS OR PARKING LOTS SHALL CONFORM TO FDOT INDEX 600. ACCEPTABLE OPTIONS INCLUDE PLASTIC DRUMS, TYPE I BARRICADE, TYPE II BARRICADE, OR TYPE III BARRICADE.
16. THE CONTRACTOR SHALL PROVIDE TEMPORARY R11-2, 48 x 30 "ROAD CLOSED" SIGNS TO BE USED IN CONJUNCTION WITH TRAFFIC BARRELS AT ALL LOCATIONS TO BE CLOSED TO VEHICULAR TRAFFIC.
17. CONTRACTOR MAY AT HIS OPTION PROVIDE TEMPORARY CHAIN LINK FENCE AROUND THE CONTRACTOR'S STAGING AREA. THE CITY ASSUMES NO RESPONSIBILITY FOR THE SECURITY OF EQUIPMENT, MATERIAL, OR ANY OTHER ELEMENTS RELATED TO THE CONTRACTOR'S OPERATIONS.
18. THE CONTRACTOR SHALL PROMINENTLY DISPLAY AVIATION SAFETY FLAGS ON ALL CONSTRUCTION EQUIPMENT AT THE HIGHEST POINT ON EACH PIECE OF EQUIPMENT. ALL VEHICLES MUST BE MARKED WITH CONTRACTOR OR SUBCONTRACTOR COMPANY NAME.
19. FOR OTHER CONDITIONS RELATING TO SAFETY, SEE CONSTRUCTION SAFETY AND PHASING DOCUMENT (CSPP).
20. GATES MUST REMAIN CLOSED AT ALL TIMES UNLESS GUARDED BY A COMPETENT EMPLOYEE OF THE CONTRACTOR.



LOW PROFILE BARRICADE DETAIL
N.T.S.

- NOTES:
- 1) ALL BARRICADES SHALL BE LINKED END TO END IN ALL LOCATIONS.
 - 2) FRANGIBLE, LOW PROFILE BARRICADES SHALL BE USED WHERE WORK IS ADJACENT TO ACTIVE AIRCRAFT OR INSIDE OF AN ACTIVE TAXIWAY'S SAFETY AREA. CAUTION LIGHTS TO BE RED IN COLOR AND FLASHING DURING HOURS OF DARKNESS.
 - 3) SECURE EACH BARRICADES WITH TWO SAND BAGS OR USE WATER FILLED.



CONSTRUCTION SAFETY FLAG

NOTE:
SAFETY FLAG SHALL BE PROMINENTLY DISPLAYED ON ALL CONSTRUCTION EQUIPMENT. AN AMBER FLASHING LIGHT IS REQUIRED FOR NIGHT WORK AND MAY BE SUBSTITUTED FOR THE FLAG DURING THE DAY.



TRAFFIC CONE
N.T.S.



Figure 2-6. Lighted X in Daytime

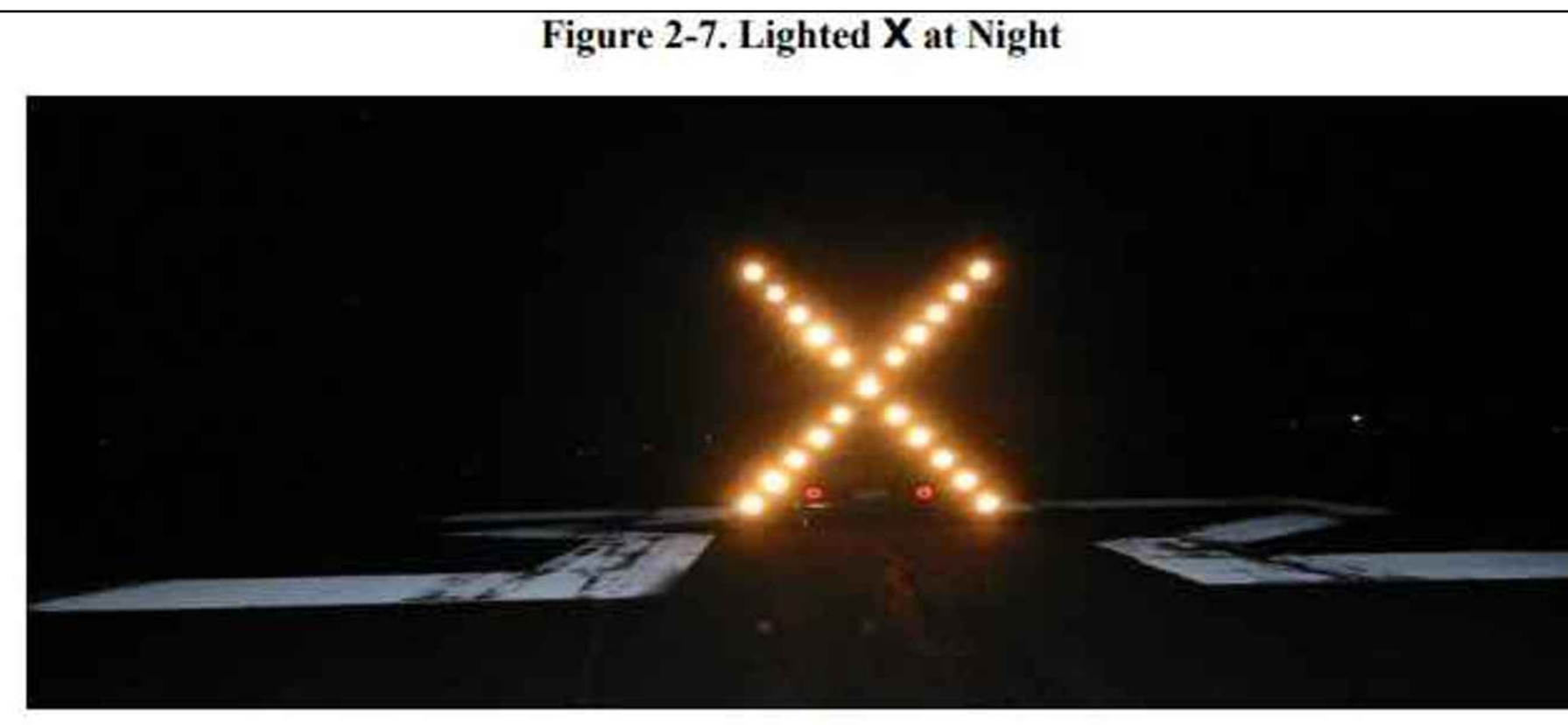


Figure 2-7. Lighted X at Night

LIGHTED "X" RUNWAY CLOSURE
N.T.S.



5550 WEST IDLEWILD AVE. SUITE 115
TAMPA, FLORIDA 33634 (813) 330-2701
CERTIFICATE OF AUTHORIZATION NO.: 30862

Project Name:

RUNWAY 36 RSA GRADING

Designer: JM	Checked By: MA
Technician: JM	ICE Project Name: 26-031

Engineer of Record:

NOTES:

REVISIONS

NO.	DESCRIPTION	DATE	BY

Drawing Name:

CSPP NOTES & DETAILS

FAA A.I.P. Project No.:
341-334-000-000-09-33173

FDOT Project No.:
341-334-000-000-09-33173

Date: APRIL 2026	Sheet Number: G3.2
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APPENDIX B

CONSTRUCTION PROJECT DAILY SAFETY INSPECTION CHECKLIST

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.		