

CONSTRUCTION SAFETY & PHASING PLAN (CSPP)

For

Ocala International Airport (OCF)

Ocala International Airport, Florida

Concrete Pads and T-Hangar Taxiway Rehabilitation

PREPARED FOR:



PREPARED BY:



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1. PURPOSE OF THE CSPP

The Construction Safety and Phasing Plan (CSPP) serves as a companion document to the plans and specifications and has been written in compliance with FAA AC 150-5370-2G, *Operational Safety on Airports During Construction*. The subsequent sections of this document will address scheduling, coordination, and airfield safety precautions as they relate to the Project.

This CSPP has been approved by the FAA. Any proposed changes to this CSPP shall be coordinated with the Airport/Owner and the FAA. The FAA shall review and approve of the CSPP before proposed changes can occur. Revisions to the CSPP may delay construction and the Contractor should plan accordingly.

2. PROJECT DESCRIPTION

The Project includes the design to rehabilitate existing taxilanes and to construct three new concrete pads.

The existing taxilanes will be rehabilitated to maintain existing taxilane layouts.

One concrete pad will be constructed to accommodate future fuel tanks. The second concrete pad will be constructed to accommodate an aircraft washing area, new asphalt taxilanes will be constructed to connect the washing area pad to existing taxilanes. The third concrete pad will be constructed for additional parking by the GA terminal. The project limits are located just north of the main apron except for the concrete pad installed by the GA terminal.

The major construction elements of this project include mill and overlay of existing taxilane pavement, unclassified excavation of existing subsurface materials necessary for the proposed layout of the concrete pads; installation and maintenance of construction erosion and sedimentation control best management practices; installation of new base materials, base materials, asphalt pavement and pavement markings, installation of Stormwater pipe and treatment, extension of water service, installation of electric conduits for future use; and all other incidental items for a completed project.

3. COORDINATION BEFORE AND DURING CONSTRUCTION

Safety considerations are paramount during airfield construction projects. Careful planning, scheduling, and coordination of construction activities before and during construction can minimize disruption of normal aircraft operations and avoid situations that compromise the airport's operational safety.

A complete list of the project contacts, including local emergency responders, has been included in Appendix A. The Contractor will be provided an electronic copy of this list and will update it to include contact information for its staff and sub-contractors including their Construction Safety Officer. The updated list will be included in an appendix of the Contractor's Safety Plan

Compliance Document (SPCD).

Design Meetings

<i>Date</i>	<i>Attendees</i>	<i>Description</i>
12/08/2025	OCF, McFarland Johnson	60% Design Meeting
01/27/2026	OCF, McFarland Johnson	90% Design Meeting
Date	OCF, McFarland Johnson, and FAA	CSPP Review

Prebid Meeting

- Held prior to the Bid Opening on Date/Time to be Determined
- The CSPP will be reviewed and discussed.
- Key attendees will include the Airport, McFarland Johnson, and Potential Bidders

Preconstruction Meeting

- Held prior to the issuance of the Notice to Proceed on Date/Time to be Determined
- The CSPP the Contractor's Safety Plan Compliance Document (SPCD) will be reviewed and discussed. The Airport will approve of the SPCD before construction can begin.
- Key Attendees will include the Airport, McFarland Johnson, Resident Engineer, Contractor Superintendent, Subcontractor Representative(s), and FAA Tech Ops Representative(s).
- At least 10 days prior to the start of construction activities, the Contractor shall provide a construction schedule for the project.
- At least 45 days prior to the start of construction activities, the Airport will notify the FAA Air Traffic Organization for the NAVAIDs impacted by construction.
- At least 10 days prior to the start of construction activities, the Airport will notify the Aircraft Rescue and Fire Fighting (ARFF) of construction.

During Construction -- Daily Coordination Meetings

- Meeting will be held prior to starting work each day and will discuss the day's activities and safety of the project site. The Contractor will communicate the following at each meeting:
 - a. Work areas where construction is active/scheduled.
 - b. Major work items to be accomplished.
 - c. Number of personnel to be on site, including subcontractors.
 - d. Type and quantity of equipment to be on site.
 - e. Any anticipated closing of facilities that will be required.
 - f. Any anticipated power outages and/or system to be inoperable including anticipated length of downtime in hours.
 - g. Other information requested by Airport Operations or Resident Engineer.
- Key attendees will include the Resident Engineer, Contractor Superintendent, and Subcontractor Representative(s) as applicable.

During Construction -- Weekly Progress Meetings

- At each weekly meeting, a standing agenda item will be construction safety and project phasing.
- Key Attendees will include the Airport, McFarland Johnson, Resident Engineer,

Contractor Superintendent, Subcontractor Representative(s), and FAA Tech Ops Representative(s).

- At each of the weekly project meetings, the Contractor will be required to provide at least a 2-week “look ahead” schedule. Should the overall schedule change during the course of construction, the overall schedule will be updated and distributed to stakeholders.
- ARFF shall be notified of any routes used that would be affected by the project construction or activities.

4. PHASING

The proposed construction sequencing has endeavored to minimize impacts on aircraft operations while maintaining a safe working environment during construction. To accomplish this construction is divided into three phases. The sequence of phases is presented in Table 1 below. Major work activities included in each phase are presented thereafter.

Table 1 – Anticipated Construction Schedule and Sequence of Phases

	Start Date	End Date	Duration
Phase 1			14 cal. Days
Phase 2			14 cal. Days
Phase 3			14 cal. Days
Phase 4			14 cal. Days
Phase 5			14 cal. Days
Phase 6			50 cal. Days
Phase 7			25 cal. Days
Phase 8			5 cal. Days
150 cal. Days			

Calendar days are consecutive, unless otherwise noted in the Specifications. Once work has begun in an area the area must be worked continuously until the work area is complete, unless otherwise allowed by the phasing plans in Appendix B. The Contractor’s work hours will not be limited unless noted on the phasing plans in Appendix B or deemed necessary by Airport Operations or Management.

PHASE 1:

Includes all work required to rehabilitate taxilane.

Duration: 14 consecutive calendar days

Closures:

- Section of Taxilanes and T-hangars as seen on plans

Liquidated damages: none

Primary work to be completed:

- Mill and Overlay
- Installation of new pavement markings

PHASE 2:

Includes all work required to rehabilitate taxilane.

Duration: 14 consecutive calendar days

Closures:

- Section of Taxilanes and T-hangars as seen on plans

Liquidated damages: none

Primary work to be completed:

- Mill and Overlay
- Installation of new pavement markings

PHASE 3:

Includes all work required to rehabilitate taxilane.

Duration: 14 consecutive calendar days

Closures:

- Section of Taxilanes and T-hangars as seen on plans

Liquidated damages: none

Primary work to be completed:

- Mill and Overlay
- Installation of new pavement markings

PHASE 4:

Includes all work required to rehabilitate taxilane.

Duration: 14 consecutive calendar days

Closures:

- Section of Taxilanes and T-hangars as seen on plans

Liquidated damages: none

Primary work to be completed:

- Mill and Overlay
- Installation of new pavement markings

PHASE 5:

Includes all work required to rehabilitate taxilane.

Duration: 14 consecutive calendar days

Closures:

- Section of Taxilanes and T-hangars as seen on plans

Liquidated damages: none

Primary work to be completed:

- Mill and Overlay
- Installation of new pavement markings

PHASE 6:

Includes all work required to rehabilitate taxilane and install new Concrete Wash rack pad and asphalt fillets.

Duration: 50 consecutive calendar days

Closures:

- Section of Taxilanes and T-hangars as seen on plans

Liquidated damages: none

Primary work to be completed:

- Mill and Overlay
- Earthwork
- Installation of new electric conduit
- Installation of new drainage
- Installation of new water service line
- Installation of Concrete and base course.
- Installation of asphalt and base course
- Erosion control BMP
- Installation of new pavement markings

PHASE 7:

Includes all work required to rehabilitate taxilane and install new Concrete Fuel pad.

Duration: 25 consecutive calendar days

Closures:

- South edge of OAS apron.
- T-hangars as seen on plans
- Fuel farm closed to aircraft traffic.
- Fuel delivery truck deliveries to be coordinated.

Liquidated damages: none

Primary work to be completed:

- Mill and Overlay
- Earthwork
- Installation of new electric conduit
- Installation of Concrete and underlying base course.
- Erosion control BMP
- Installation of new pavement markings

PHASE 8:

Includes all work required to install concrete parking pad.

Duration: 5 consecutive calendar days

Closures:

- none

Liquidated damages: none

Primary work to be completed:

- Installation of Concrete and base course.
- Installation of new pavement markings

5. AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION

The affected aircraft operations areas, and other Airport areas, for this project are shown on the Construction Safety and Phasing Plans located in Appendix B. The work locations for the project located within the AOA Movement Area will require careful coordination and advanced notification in accordance with Section 3, *Coordination Before and During Construction*.

Any Runway Safety Area (RSA) or Taxiway Safety Area (TSA) allowed to be opened during non-working hours shall be temporarily graded and stabilized, if required, to provide a smooth transition without any pavement drops or ruts greater than 3 inches. No construction may occur within an RSA while the runway is open for aircraft operations. No construction may occur within the Taxiway Object Free Area (TOFA) while the taxiway is open for aircraft operations.

Refer to Section 13, *Underground Utilities* for underground utilities impacted by the construction.

Contained within the tables below are anticipated operational impacts to Airport Operations throughout the course of the project. The Contractor is required to coordinate with Airport Operations and ARFF prior to starting work in the next work area and before impacting operations on the Airport.

Table 2 – Runway Safety Areas (RSA), Runway Object Free Area (ROFA), and Runway Obstacle Free Zone (ROFZ)

Runway	Aircraft Approach Category	Airplane Design Group	Runway Safety Area Width	Runway Object Free Area Width	Runway Obstacle Free Zone Width	Runway Safety Area from Edge of Runway Pavement	Length Beyond/Prior to Threshold
Runway 18-36	D	II	500	800	400	175	600
Runway 8-26	B	II	150	500	250	50	300

Table 3 – Taxiway Safety Areas (TSA) and Taxiway Object Free Area (TOFA)

Taxiway	Taxiway Design Group (TDG)	Airplane Design Group	Taxiway Safety Area Width	Taxiway Object Free Area Width	Taxiway Safety Area from Edge of Taxiway Pavement
Taxiway A (A1 to A11)	3	II	79	124	Varies
Taxiway B (B1 to B6)	2	II	79	124	Varies

PHASE 1 – CONSTRUCTION IMPACTS		
PROJECT	CONCRETE PADS AND T-HANGAR TAXILANE REHABILITATION	
SCOPE OF WORK	INCLUDES ALL WORK REQUIRED TO REHABILITATE TAXILANE.	
OPERATIONAL REQUIREMENTS	Normal (Existing)	Phase 1 (Anticipated)
RW 18-36 ARC	D-II	NO CHANGE
RW 18 Declared Distances	TORA: 7,467 & TODA: 7,467 ASDA: 6,717 & LDA: 6,557	NO CHANGE
RW 18 Approach Procedures	RNAV	NO CHANGE
RW 18 NAVAIDS	PAPI	NO CHANGE
RW 36 Declared Distances	TORA: 7,195 & TODA: 7,195 ASDA: 6,907 & LDA: 6,347	NO CHANGE
RW 36 Approach Procedures	ILS	NO CHANGE
RW 36 NAVAIDS	ILS, MALSR, PAPI	NO CHANGE
RW 8-26 ARC	B-II	NO CHANGE
RW 8 Declared Distances		NO CHANGE
RW 8 Approach Procedures	VISUAL	NO CHANGE
RW 8 NAVAIDS	NONE	NO CHANGE
RW 26 Declared Distances		NO CHANGE
RW 26 Approach Procedures	VISUAL	NO CHANGE
RW 26 NAVAIDS	NONE	NO CHANGE
Taxiways A/A1-A11 ADG	II	NO CHANGE
Taxiways B/B1-B6 ADG	II	NO CHANGE
ARFF Index	A	NO CHANGE
Special Conditions	N/A	NO CHANGE

PHASE 2 – CONSTRUCTION IMPACTS		
PROJECT	CONCRETE PADS AND T-HANGAR TAXILANE REHABILITATION	
SCOPE OF WORK	INCLUDES ALL WORK REQUIRED TO REHABILITATE TAXILANE.	
OPERATIONAL REQUIREMENTS	Normal (Existing)	Phase 2 (Anticipated)
RW 18-36 ARC	D-II	NO CHANGE
RW 18 Declared Distances	TORA: 7,467 & TODA: 7,467 ASDA: 6,717 & LDA: 6,557	NO CHANGE
RW 18 Approach Procedures	RNAV	NO CHANGE
RW 18 NAVAIDS	PAPI	NO CHANGE
RW 36 Declared Distances	TORA: 7,195 & TODA: 7,195 ASDA: 6,907 & LDA: 6,347	NO CHANGE
RW 36 Approach Procedures	ILS	NO CHANGE
RW 36 NAVAIDS	ILS, MALSR, PAPI	NO CHANGE
RW 8-26 ARC	B-II	NO CHANGE
RW 8 Declared Distances		NO CHANGE
RW 8 Approach Procedures	VISUAL	NO CHANGE
RW 8 NAVAIDS	NONE	NO CHANGE
RW 26 Declared Distances		NO CHANGE
RW 26 Approach Procedures	VISUAL	NO CHANGE
RW 26 NAVAIDS	NONE	NO CHANGE
Taxiways A/A1-A11 ADG	II	NO CHANGE
Taxiways B/B1-B6 ADG	II	NO CHANGE
ARFF Index	A	NO CHANGE
Special Conditions	N/A	NO CHANGE

PHASE 3 – CONSTRUCTION IMPACTS		
PROJECT	CONCRETE PADS AND T-HANGAR TAXILANE REHABILITATION	
SCOPE OF WORK	INCLUDES ALL WORK REQUIRED TO REHABILITATE TAXILANE.	
OPERATIONAL REQUIREMENTS	Normal (Existing)	Phase 3 (Anticipated)
RW 18-36 ARC	D-II	NO CHANGE
RW 18 Declared Distances	TORA: 7,467 & TODA: 7,467 ASDA: 6,717 & LDA: 6,557	NO CHANGE
RW 18 Approach Procedures	RNAV	NO CHANGE
RW 18 NAVAIDS	PAPI	NO CHANGE
RW 36 Declared Distances	TORA: 7,195 & TODA: 7,195 ASDA: 6,907 & LDA: 6,347	NO CHANGE
RW 36 Approach Procedures	ILS	NO CHANGE
RW 36 NAVAIDS	ILS, MALSR, PAPI	NO CHANGE
RW 8-26 ARC	B-II	NO CHANGE
RW 8 Declared Distances		NO CHANGE
RW 8 Approach Procedures	VISUAL	NO CHANGE
RW 8 NAVAIDS	NONE	NO CHANGE
RW 26 Declared Distances		NO CHANGE
RW 26 Approach Procedures	VISUAL	NO CHANGE
RW 26 NAVAIDS	NONE	NO CHANGE
Taxiways A/A1-A11 ADG	II	NO CHANGE
Taxiways B/B1-B6 ADG	II	NO CHANGE
ARFF Index	A	NO CHANGE
Special Conditions	N/A	NO CHANGE

PHASE 4 – CONSTRUCTION IMPACTS		
PROJECT	CONCRETE PADS AND T-HANGAR TAXILANE REHABILITATION	
SCOPE OF WORK	INCLUDES ALL WORK REQUIRED TO REHABILITATE TAXILANE.	
OPERATIONAL REQUIREMENTS	Normal (Existing)	Phase 4 (Anticipated)
RW 18-36 ARC	D-II	NO CHANGE
RW 18 Declared Distances	TORA: 7,467 & TODA: 7,467 ASDA: 6,717 & LDA: 6,557	NO CHANGE
RW 18 Approach Procedures	RNAV	NO CHANGE
RW 18 NAVAIDS	PAPI	NO CHANGE
RW 36 Declared Distances	TORA: 7,195 & TODA: 7,195 ASDA: 6,907 & LDA: 6,347	NO CHANGE
RW 36 Approach Procedures	ILS	NO CHANGE
RW 36 NAVAIDS	ILS, MALSR, PAPI	NO CHANGE
RW 8-26 ARC	B-II	NO CHANGE
RW 8 Declared Distances		NO CHANGE
RW 8 Approach Procedures	VISUAL	NO CHANGE
RW 8 NAVAIDS	NONE	NO CHANGE
RW 26 Declared Distances		NO CHANGE
RW 26 Approach Procedures	VISUAL	NO CHANGE
RW 26 NAVAIDS	NONE	NO CHANGE
Taxiways A/A1-A11 ADG	II	NO CHANGE
Taxiways B/B1-B6 ADG	II	NO CHANGE
ARFF Index	A	NO CHANGE
Special Conditions	N/A	NO CHANGE

PHASE 5 – CONSTRUCTION IMPACTS		
PROJECT	CONCRETE PADS AND T-HANGAR TAXILANE REHABILITATION	
SCOPE OF WORK	INCLUDES ALL WORK REQUIRED TO REHABILITATE TAXILANE.	
OPERATIONAL REQUIREMENTS	Normal (Existing)	Phase 5 (Anticipated)
RW 18-36 ARC	D-II	NO CHANGE
RW 18 Declared Distances	TORA: 7,467 & TODA: 7,467 ASDA: 6,717 & LDA: 6,557	NO CHANGE
RW 18 Approach Procedures	RNAV	NO CHANGE
RW 18 NAVAIDS	PAPI	NO CHANGE
RW 36 Declared Distances	TORA: 7,195 & TODA: 7,195 ASDA: 6,907 & LDA: 6,347	NO CHANGE
RW 36 Approach Procedures	ILS	NO CHANGE
RW 36 NAVAIDS	ILS, MALSR, PAPI	NO CHANGE
RW 8-26 ARC	B-II	NO CHANGE
RW 8 Declared Distances		NO CHANGE
RW 8 Approach Procedures	VISUAL	NO CHANGE
RW 8 NAVAIDS	NONE	NO CHANGE
RW 26 Declared Distances		NO CHANGE
RW 26 Approach Procedures	VISUAL	NO CHANGE
RW 26 NAVAIDS	NONE	NO CHANGE
Taxiways A/A1-A11 ADG	II	NO CHANGE
Taxiways B/B1-B6 ADG	II	NO CHANGE
ARFF Index	A	NO CHANGE
Special Conditions	N/A	NO CHANGE

PHASE 6 – CONSTRUCTION IMPACTS		
PROJECT	CONCRETE PADS AND T-HANGAR TAXILANE REHABILITATION	
SCOPE OF WORK	INCLUDES ALL WORK REQUIRED TO REHABILITATE TAXILANE AND INSTALL NEW CONCRETE WASH RACK PAD AND ASPHALT FILLETS.	
OPERATIONAL REQUIREMENTS	Normal (Existing)	Phase 6 (Anticipated)
RW 18-36 ARC	D-II	NO CHANGE
RW 18 Declared Distances	TORA: 7,467 & TODA: 7,467 ASDA: 6,717 & LDA: 6,557	NO CHANGE
RW 18 Approach Procedures	RNAV	NO CHANGE
RW 18 NAVAIDS	PAPI	NO CHANGE
RW 36 Declared Distances	TORA: 7,195 & TODA: 7,195 ASDA: 6,907 & LDA: 6,347	NO CHANGE
RW 36 Approach Procedures	ILS	NO CHANGE
RW 36 NAVAIDS	ILS, MALSR, PAPI	NO CHANGE
RW 8-26 ARC	B-II	NO CHANGE
RW 8 Declared Distances		NO CHANGE
RW 8 Approach Procedures	VISUAL	NO CHANGE
RW 8 NAVAIDS	NONE	NO CHANGE
RW 26 Declared Distances		NO CHANGE
RW 26 Approach Procedures	VISUAL	NO CHANGE
RW 26 NAVAIDS	NONE	NO CHANGE
Taxiways A/A1-A11 ADG	II	NO CHANGE
Taxiways B/B1-B6 ADG	II	NO CHANGE
ARFF Index	A	NO CHANGE
Special Conditions	N/A	NO CHANGE

PHASE 7 – CONSTRUCTION IMPACTS		
PROJECT	CONCRETE PADS AND T-HANGAR TAXILANE REHABILITATION	
SCOPE OF WORK	INCLUDES ALL WORK REQUIRED TO REHABILITATE TAXILANE AND INSTALL NEW CONCRETE FUEL PAD.	
OPERATIONAL REQUIREMENTS	Normal (Existing)	Phase 7 (Anticipated)
RW 18-36 ARC	D-II	NO CHANGE
RW 18 Declared Distances	TORA: 7,467 & TODA: 7,467 ASDA: 6,717 & LDA: 6,557	NO CHANGE
RW 18 Approach Procedures	RNAV	NO CHANGE
RW 18 NAVAIDS	PAPI	NO CHANGE
RW 36 Declared Distances	TORA: 7,195 & TODA: 7,195 ASDA: 6,907 & LDA: 6,347	NO CHANGE
RW 36 Approach Procedures	ILS	NO CHANGE
RW 36 NAVAIDS	ILS, MALSR, PAPI	NO CHANGE
RW 8-26 ARC	B-II	NO CHANGE
RW 8 Declared Distances		NO CHANGE
RW 8 Approach Procedures	VISUAL	NO CHANGE
RW 8 NAVAIDS	NONE	NO CHANGE
RW 26 Declared Distances		NO CHANGE
RW 26 Approach Procedures	VISUAL	NO CHANGE
RW 26 NAVAIDS	NONE	NO CHANGE
Taxiways A/A1-A11 ADG	II	NO CHANGE
Taxiways B/B1-B6 ADG	II	NO CHANGE
ARFF Index	A	NO CHANGE
Special Conditions	N/A	NO CHANGE

PHASE 8 – CONSTRUCTION IMPACTS		
PROJECT	CONCRETE PADS AND T-HANGAR TAXILANE REHABILITATION	
SCOPE OF WORK	INCLUDES ALL WORK REQUIRED TO INSTALL CONCRETE PARKING PAD.	
OPERATIONAL REQUIREMENTS	Normal (Existing)	Phase 8 (Anticipated)
RW 18-36 ARC	D-II	NO CHANGE
RW 18 Declared Distances	TORA: 7,467 & TODA: 7,467 ASDA: 6,717 & LDA: 6,557	NO CHANGE
RW 18 Approach Procedures	RNAV	NO CHANGE
RW 18 NAVAIDS	PAPI	NO CHANGE
RW 36 Declared Distances	TORA: 7,195 & TODA: 7,195 ASDA: 6,907 & LDA: 6,347	NO CHANGE
RW 36 Approach Procedures	ILS	NO CHANGE
RW 36 NAVAIDS	ILS, MALSR, PAPI	NO CHANGE
RW 8-26 ARC	B-II	NO CHANGE
RW 8 Declared Distances		NO CHANGE
RW 8 Approach Procedures	VISUAL	NO CHANGE
RW 8 NAVAIDS	NONE	NO CHANGE
RW 26 Declared Distances		NO CHANGE
RW 26 Approach Procedures	VISUAL	NO CHANGE
RW 26 NAVAIDS	NONE	NO CHANGE
Taxiways A/A1-A11 ADG	II	NO CHANGE
Taxiways B/B1-B6 ADG	II	NO CHANGE
ARFF Index	A	NO CHANGE
Special Conditions	N/A	NO CHANGE

6. NAVIGATIONAL AID (NAVAID) PROTECTION

The Airport-owned and FAA-owned NAVAIDS will not be affected.

FAA-owned NAVAIDS will be turned off by local FAA Tech Ops personnel, as noted in Section 3, *Coordination Before and During Construction*. Airport-owned NAVAIDS will be turned off by Airport Operations.

There shall be no construction activities, equipment operation, materials storage, or vehicle parking near any active NAVAID without notifying the Resident Engineer.

Interference from construction equipment or activities which may affect any NAVAID for low visibility operations shall require a shutdown notification through a NOTAM. If these conditions are absolutely necessary for the construction to progress, a NOTAM will need to be issued.

If necessary, before commencing construction activities or operating construction equipment near a NAVAID, the Contractor shall coordinate, through the Airport, FAA, and Engineer to evaluate the effect of construction activity and the required distance to keep away from the NAVAID to protect it.

All construction activities near a NAVAID must not obstruct access to the equipment for maintenance by Airport personnel.

The Contractor is solely responsible for locating all existing NAVAID feeds and other utilities within the project limits. Prior to initiation of any construction in the field, the Contractor shall provide a written notice (return receipt requested) to each of the impacted utility companies, as applicable. The Contractor shall provide the Engineer with a copy of the receipt of said written notification to each of the utility companies. This requirement is in addition to any other state laws regarding public notification prior to excavation.

7. CONTRACTOR ACCESS

Site Access

Refer to the Construction Safety and Phasing plans in Appendix B for site access points, haul routes, and the Staging Area (which includes employee parking). Upon completion of the Project, the Contractor shall restore access points, haul routes, and the Staging Area to their original, pre-construction conditions.

Ingress and Egress Procedures

The Contractor is responsible for the security of the work areas. The Contractor is to install Contractor-furnished locks on gates used during construction and distribute lock keys to essential Contractor personnel only. Gates will have Contractor and Airport locks chained together.

The Contractor is responsible for unlocking and locking Airport gates needed for access at the beginning and end of all shifts. The Contractor will contact the Airport each day before unlocking

gates and upon leaving each day when locking gates.

During working hours, the Contractor shall control all construction access through the Airport gates at all times. Such gates shall be closed (but not locked) when not in use and opened only when access through the gates is needed. While a gate is open it shall be continuously monitored by the Contractor to allow authorized personnel only access to the airfield. During non-working hours, gates shall be closed and locked.

The Contractor shall not allow any unauthorized vehicles to enter through the construction access gates. The Contractor is liable for any fines issued by the FAA and TSA for security violations.

Vehicle Operations within the AOA

All construction employee vehicles will park in the Staging Area only and are not allowed to drive in the AOA.

Airport Operations will immediately suspend all construction if 1) a Contractor's or subcontractor's employee enters the AOA outside of the designated work area without authorization or 2) any unescorted construction vehicle operates within the AOA. Airport Operations will allow construction work to resume only when the discrepancy is corrected.

Contractor's construction equipment will not be allowed access to portions of the Airport that have not been designated as a work area, haul route, or staging areas. Construction equipment cannot operate in areas that are open to aircraft traffic.

With the Engineer's approval, the Contractor is permitted to stage equipment in a work area if that equipment is needed for the immediate task at hand. At the end of each day or when not in regular use during the day, all equipment shall park in the portion of the work area that is outside of controlled aircraft operations areas (RPZ, ROFA, TOFA, etc.).

Vehicle Identification

Each Contractor's motorized vehicle operating on airport property shall be equipped with an operating yellow flashing beacon displayed in full view above the vehicle. The Contractor's construction equipment shall have a checkered flag. The 3' x 3' flag shall be made of 1' x 1' international orange and white squares. The flag should be placed at the highest point on the vehicle to allow for an unobstructed view of the flag. Any vehicles not meeting these criteria will be denied access to the work zones until the problem is rectified. Any vehicle operating on the movement areas during hours of darkness, or reduced visibility, must be equipped with a yellow flashing beacon, the color of which is in accordance with FAA Advisory Circular 150/5210-5D.

In addition, all Contractors vehicles operating on the airfield shall have a company placard/logo plainly visible on both sides of the vehicle in order to identify the vehicle. The signage may be applied either by using tape or a water-soluble paint to facilitate removal. Magnetic signs are also acceptable.

Radio Communications

The Contractor's supervisor/foreman and escort personnel shall continuously monitor all local air and ground traffic broadcasting on the Ocala UNICOM radio frequency of 119.25 MHz using two-

way handheld air-to-ground radios furnished by the Contractor,

Airport Security

Contractor personnel will be required to obtain an airport security badge for Ocala International Airport. As part of this badging process, personnel will be required to review airport safety procedures and learn proper driving techniques on an airport.

All personnel with regular job duties and responsibilities within the AOA, including contractors, subcontractors, vendors, and/or general workers shall be aware of airfield security and safety procedures. The Contractor shall instruct all employees entering the Airport about safe driving within the AOA and to stay clear of any active aircraft operations. If any employee does not follow the security and safety regulations, the individual may be prohibited from entering the AOA for the remainder of the Project.

Airport Operations staff regularly monitor security procedures and protocols at the Airport. All personnel and vehicles that are granted access to the AOA may be subject to random security and safety inspections conducted by law enforcement or Airport Operations staff. Random inspections may occur at anytime and anywhere on the Airport.

In addition, the Contractor will immediately notify Airport Operations of any suspicious persons or behavior near or on Airport property.

Stockpile Locations

Material stockpiles shall be located only in the Contractor's Staging Area and outside of all RPZs, ROFAs, RSAs, and TOFAs shown on the Construction Safety and Phasing Plans included in Appendix B. Stockpiles are limited to 10 feet tall. See Section 11 for stockpiles greater than 10 feet above ground level.

8. WILDLIFE MANAGEMENT

Outside of the work area, the Airport is responsible for wildlife management. Inside the work area, however, the Contractor is responsible for developing and maintaining procedures that prevent the attraction of wildlife as outlined in their SPCD. The SPCD shall be in accordance with the Airport's wildlife hazard management plan and approved by the Airport prior to construction.

The Contractor's personnel and subcontractors must be aware of and avoid construction activities that can create wildlife hazards on airports, such as:

- **Trash**. Trash shall be removed from the work areas daily and placed in a covered trash bin provided by the Contractor. The trash bin shall be located inside the staging area and emptied weekly (at a minimum) by the Contractor. Should the Airport determine this frequency be inadequate, the Contractor will be asked to increase trash removal to two or more times weekly.
- **Standing Water**. Standing water shall not stand for more than 48 hours. The Contractor will take precautions and have ready, at no additional cost to the project, a pump to remove standing water from the project area by pumping to the nearest outfall location.
- **Grass**. The Contractor is responsible for maintaining the staging, parking, and work areas

free from tall stands of grass. Grass in these areas shall not be over 14 inches in height. When it reaches 14 inches tall, the Contractor shall mow to a height no taller than 7 inches. The Airport may require the Contractor to collect grass clippings.

- Poorly Maintained Fencing and Gates. The Airport conducts periodic perimeter fence and gate inspections to ensure they are functioning correctly to keep wildlife from entering the AOA. The Contractor shall operate those gates used for construction access in accordance with Section 7 to prevent wildlife from entering the AOA.
- Disruption of Existing Wildlife Habitat. While construction makes this unavoidable, the Contractor shall immediately notify the Airport by phone of any wildlife siting with the AOA. The Airport, not the Contractor, is responsible for harassing wildlife from the AOA.

9. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

Description of FOD

FOD at airports includes any object found in an inappropriate location that can damage aircraft, equipment, or airport personnel. Related to construction, FOD is typically loose gravel, blowing sand, wire bristles from sweeper heads, food wrappers, and material packaging. The presence of FOD in the AOA poses a significant threat to air travel as it has the potential to damage aircraft during critical phases of flight. This can lead to catastrophic loss of life and/or aircraft. As such, everyone inside the AOA is responsible for removal of FOD immediately regardless of its origin.

Contractor's Responsibilities for Managing FOD

- The Contractor shall maintain a clean project site free of FOD.
- All construction personnel will secure any FOD regardless of its source that could be carried by wind into the AOA.
- To reduce the risk of FOD, all construction vehicles shall not drive on grass/dirt and then drive on airfield pavement.
- The Contractor shall furnish and retain at the construction site, equipment for the removal of FOD from airfield pavement. The Contractor shall use a street sweeper or vacuum truck to clean airfield pavement closed to aircraft prior to re-opening them. The Airport has final authority on the acceptance of cleaned pavements and areas prior to re-opening them to aircraft.

Contractor's Responsibilities for Controlling Dust

- The Contractor shall be responsible for dust control within the Staging Area and work areas and along any construction access road of this Project. The operation of runways, taxiways, and associated NAVAIDs are especially sensitive to dust.
- The Contractor shall furnish and retain at the construction site, equipment for the application of water to control dust within the construction site and on haul roads. The equipment shall be equipped with a shut-off control valve controlled by the driver/operator. The Contractor shall apply water for dust control as necessary to prevent dust from the construction site and/or haul roads from being a hazard to aircraft and from being a nuisance or hazard to the flying public as directed by the Engineer
- The Engineer reserves the right to suspend construction activities to bring dust under control.

10. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

The Contractor's SPCD shall address the management of hazardous and non-hazardous waste in accordance FAA AC 150/5320-15A, *Management of Airport Industrial Waste*. The management plan shall address such issues as fuel deliveries, spill recovery procedures, availability of Material Safety Data Sheets (MSDS), and other considerations.

Other HAZMAT requirements:

- All construction vehicles shall be fueled only in the Staging Area.
- Any vehicles transporting fuel or potentially harmful substances shall be equipped with a spill control plan and required decontamination equipment as required by Federal, State and local regulations.
- The Contractor will immediately notify the Airport Manager by phone of all spills, regardless of quantity spilled.

11. NOTIFICATION OF CONSTRUCTION ACTIVITIES

Contact List and Emergency Notification

A list of Airport, Engineer, and Contractor personnel and emergency contacts is in Appendix A. The primary contact for construction activities is the Resident Engineer. The contacts for the Airport will be as assigned by Airport Management.

Construction Schedule

The Contractor shall be required to submit a construction schedule per the specifications (General Provision 80-03) at least 10 days prior to the start of work.

Notification to FAA

Any construction project that affects navigable airspace, as defined in Part 77, must notify the FAA. This includes construction equipment and proposed parking areas for this equipment on airports. FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, can be used for this purpose. The Contractor must submit a plan to the Engineer showing where construction equipment reaching higher than 25 feet will be used and parked and stockpiles greater than 25 feet above ground level will be located. Should the Contractor want to stockpile materials to exceed 25 feet tall, they will be required to submit Form 7460-1 electronically through the FAA's OE/AAA website to receive a determination letter and must be acceptable to the FAA PM prior to construction.

Cranes and other equipment taller than 25 feet (i.e. concrete pumpers, etc.) cannot be deployed without a Form 7460-1 approval determination letter. All equipment booms shall be lowered at the close of each day's work or when stored. If the height of the equipment exceeds 25 feet, a Form 7460-1 approval determination letter must be obtained. The Engineer, on behalf of the Airport, will submit a Form 7460-1 electronically for construction equipment with a maximum height of 25 feet tall.

Notification to Pilots

The Notice to Air Missions (NOTAM) system provides essential information to personnel concerned with flight and airport operations. NOTAMs provide timely information on unanticipated or temporary changes to components of or hazards to the National Airspace System, which includes temporary closure of runways.

The construction of this project will require NOTAMs to be issued. A minimum of 72 hours written notice (weekends excluded) of requested closing any portion of the airfield and NAVAIDs shall be directed from the Contractor to the Airport. The Airport will issue all NOTAMs for the temporary closure of any portion of the airfield. The FAA will issue all NOTAMs for temporary FAA-owned NAVAID service outages and Flight Procedures changes.

Notification to Airport Users

The Airport has been in contact with airport users and key stakeholders and will continue to keep them informed during construction. ARFF will be notified of any construction and any conditions that may adversely affect the operational safety of the airport.

12. INSPECTION REQUIREMENTS**FOD Inspections**

The Contractor shall keep the project site and vehicles clean by employing a “clean as you go” approach during construction. The entire work area is to be inspected for FOD periodically throughout the workday and at the end of each day’s work.

Daily Inspections

- The Contractor, Airport Operations, and the Resident Engineer will conduct joint daily airfield inspections. All airfield-paved areas, safety areas, and airfield lighting will be inspected to ensure safe operations.
- Before leaving the site each day, the Contractor shall inspect all traffic control devices to ensure they are in the proper location and good working order. The Contractor should complete the daily safety checklist found in Appendix D of FAA Advisory Circular 150/5370-2G. The Contractor shall provide an emergency contact for maintenance of traffic control devices after work hours.

Work Area Reopening Inspections

As soon as the work in a phase is completed, the area shall be cleaned and made available for inspection. Pavements must be free of all dirt, sand, gravel, wire bristles or any other objects that could cause damage to aircraft engines. All soil areas must be free of dirt clods, ruts, or surface irregularities that could damage an aircraft should it leave the pavement. All airfield lighting and appropriate NAVAIDs shall be in good working order.

Prior to re-opening work areas and pavements to aircraft operations, the Contractor shall coordinate a joint inspection with Airport Operations and the Resident Engineer. Upon acceptance by Airport Operations and the Resident Engineer shall be re-opened.

Final Inspection

Coordinate with Airport Operations and the Resident Engineer the final inspection to determine if the work within a given phase is substantially complete to re-open and generate the punch list.

13. UNDERGROUND UTILITIES

Locations of utilities and underground cables shown are based on record documents and field survey. The accuracy of the utility locations is not guaranteed, nor warranted to be complete.

Prior to commencement of any excavation, the Contractor shall verify utility locations. The Contractor will contact Dig Safe to delineate all utilities (even if all construction is “Airside”) a minimum of seven (7) days prior to any excavation work. The Contractor’s UDig NC # for the project is: _____ (to be filled in upon start of work).

The Contractor will coordinate all work on and in the vicinity of the underground utilities and cables with the Resident Engineer and Airport Operations.

Should the Contractor damage any underground utilities, the Contractor will suspend all construction activity and notify the Resident Engineer, who will in turn notify Airport Operations. The Contractor shall then repair or replace the underground utility immediately prior to continuing any other work at his or her expense to the satisfaction of the Resident Engineer.

14. PENALTIES

The penalty for non-compliance with the Airport’s driving rules, regulations and/or safety plans may be suspension of driving privileges and/or suspension of all airport access.

During working hours, the Contractor is responsible for controlling access to the work area and ensuring that the security of all construction gates is maintained at all times. The FAA can impose fines of \$10,000 or more for security violations of the AOA.

The Contractor shall pay all fines assessed against the Airport due to violations caused by the Contractor and his/her personnel, subcontractors, and vendors.

The airport has a zero-tolerance approach to FOD, and the Contractor may be subject to fines from the Airport, FAA, or other agencies for failure to properly manage FOD during construction.

15. SPECIAL CONDITIONS**Aircraft in Distress**

Airport Operations, the Resident Engineer, and/or the Contractor Superintendent will immediately clear all construction personnel of all runways and approach areas upon monitoring a distress call

on the CTAF/UNICOM frequency.

Aircraft Accident

All construction personnel will immediately vacate airport property and remain off until cleared by the Airport. If an accident involves the Contractor, emergency authorities, the Airport shall be contacted and all construction personnel not involved in the accident will immediately vacate airport property and remain off until cleared by the Airport.

Runway Incursion

A runway incursion is an occurrence at an airport involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and takeoff of aircraft. Here are four categories of runway incursions:

- Category A is a serious incident in which a collision was narrowly avoided.
- Category B is an incident in which separation decreases and there is a significant potential for collision, which may result in a time critical corrective/evasive response to avoid a collision.
- Category C is an incident characterized by ample time and/or distance to avoid a collision.
- Category D is an incident that meets the definition of runway incursion, such as incorrect presence of a single vehicle/person/aircraft on the protected area of a surface designated for the landing and take-off of aircraft, but with no immediate safety consequences.

Incursions will be prevented by thorough training of ground vehicle operators; radio communication; coordination among all parties; and clearly marking the boundaries of construction operations established in this safety plan. In the event of a runway incursion, all construction personnel will immediately go to the Staging Area and remain until cleared to return to work by Airport Operations or Management. Construction related runway incursions will be subject to penalties as described in Section 14, *Penalties*.

Vehicle / Pedestrian Deviation (V/PD)

Airport Operations or Management may temporarily suspend construction in the event of a non-construction related V/PD.

Blasting Operations

Blasting will not be allowed on this project.

Non-aircraft Emergencies

In the event of an emergency requiring an immediate medical, fire, and/or police response the Contractor shall call 911 and then Airport Operations.

16. RUNWAY AND TAXIWAY VISUAL AIDS

Runway Closures:

There will be no runway closures during the duration of the project.

Temporary Taxiway Closures:

Closures are as noted in the above phase summary sections.

Runway Obstacle Free Zone (ROFZ):

The Contractor will delineate work areas that abut the Runway Object Free Zone, or other aircraft protection areas identified, with traffic cone/stake delineation or barricades, as indicated on Airside phasing plan, or other measures acceptable to Airport Operations or the Resident Engineer.

Taxiway Visual Aids:

The Contractor will be required to provide temporary “jumpers”, as required, to keep portions of a taxiway edge light system operational in order to bypass closed portions of a taxiway. Where temporary jumpers are impractical, the Contractor will cover edge lights with sections of PVC to prevent light emission.

Guidance signs on taxiways, which are to be closed for the entire phase duration, shall be covered or disconnected from its power supply. Guidance signs for taxiways and/or runways guidance signs for phases having a daily closure on consecutive days shall also be covered or disconnected from their power supply.

Temporary Pavement Markings:

Temporary pavement markings are not required for this project.

17. MARKINGS AND SIGNS FOR ACCESS ROUTES

The Contractor shall place lighted low-profile barricades, orange snow fence, flagging, or other approved devices adjacent to active aircraft areas to restrict construction traffic from entering areas open to aircraft. The Contractor shall provide additional markings or signs if the Resident Engineer or Airport Operations determines a potential safety issue needs to be addressed.

18. HAZARD MARKING AND LIGHTING

Construction low-profile barricades will be used to delineate all closed construction airfield movement areas from the active aircraft. Barricades shall be provided as shown in the Construction Safety and Phasing Plan Details sheet in Appendix B. These devices will delineate closed taxi routes that are not available to air traffic and will ensure that the Contractor’s vehicles will not interfere with any airport operations. Barricades shall be weighted to protect against inadvertent movement from wind currents or prop/jet wash. These materials will be securely fastened to prevent FOD.

For night-time closures, low-profile barricades shall be used per the phasing details.

Barricades will be used, as required, to limit vehicle movement from active aircraft areas. The

Contractor shall maintain all barricades as required and will have an “On-Call” person available for 24 hours/day, for emergency maintenance.

19. PROTECTION OF AREAS, ZONES, & SURFACES

Any construction-related Runway Incursion will require immediate suspension of all construction activity on the airport until a thorough investigation of the cause is completed. Any construction related delay costs will be the Contractor’s responsibility.

The Airport will remain open during the project. Construction equipment will not penetrate any approach or departure surface. See Section 11, *Notification of Construction Activities*, for 7460 case file information.

All Safety Areas (SAs), Object Free Areas (OFAs) and Obstacle Free Zones (OFZs) of open aviation pavement will be protected from construction activity using the temporary barricades described in Section 18, Hazard Marking & Lighting, and as depicted on Phasing Plans and in Appendix B.

The existing perimeter fence is the Airport’s secure perimeter and must remain intact. Any relocation efforts required for the fence shall be planned to minimize the time the fence is removed. While the fence is being removed and relocated the Contractor shall provide a watch to ensure there is no breach of the perimeter.

The Contractor will be responsible to instruct all workers and subcontractors on where travel is permitted on the Airport property. The Contractor will also instruct all subcontractors on the vehicle identification requirements as described in Section 7, *Contractor Access*.

Open trenches or excavations are not permitted within the safety area adjacent to active Runways or Taxiways. All trenching and excavation must be backfilled, covered by a heavy-duty road plate, or smoothly transitioned to existing grade before the Runway or Taxiway may be opened.

20. OTHER LIMITS ON CONSTRUCTION

Smoking is prohibited within the AOA.

The use of open flame welding or torches is prohibited unless fire safety precautions are provided, and Airport Operations has approved their use.

Night work procedures must be approved by Airport Operations and sufficient lighting must be provided to ensure a comparable degree of accuracy, workmanship, and conditions regarding safety as would be obtained in daylight. Nighttime construction shall comply with 2.21 of AC 150/5370-2G.

21. AIRPORT WATCH PROGRAM

An “Airport Watch Program” will be established to visually remind all Airport employees, users, and tenants of their role in maintaining a safe and secure Airport. If you see something suspicious, report it to Airport Operations immediately. With the willing assistance of many watchful eyes and alert ears, the Airport will remain a safe and secure environment for all Airport users, employees, contractors, and the general public.

APPENDIX A

KEY PERSONNEL CONTACT LIST

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CSPP Appendix A – Key Personnel Contact List
KEY PERSONNEL CONTACT LIST

Emergency: (24-hour line) 911

Name	Airport Director	Airport
Office:	(352) 629-8377	1770 SW 60 TH Ave, Suite 600
		Ocala, FL 34474
E-Mail:	mgrow@ocalafl.gov	

Name	FAA Airports Div. Airport Engineer	FAA Airports Southern Region
Office:	(407) 487-7237	Southern Region
Cell:	901-322-8182	8427 South Park Circle, Suite 524
Fax:	N/A	Orlando, FL 32819
E-mail:	Jennifer.ganley@faa.gov	

UNICOM Frequency: 119.25 MHz

Police	Ocala Police Department
Non Emergency:	(352) 369-7000
Emergencies:	911

Fire/EMS	Ocala Fire Rescue Station #4
Non Emergency:	(352) 629-8513
Emergencies:	911

Hospital	AdventHealth Care Pavilion Heathbrook
Non Emergency:	(352) 401-8800
Emergencies:	911

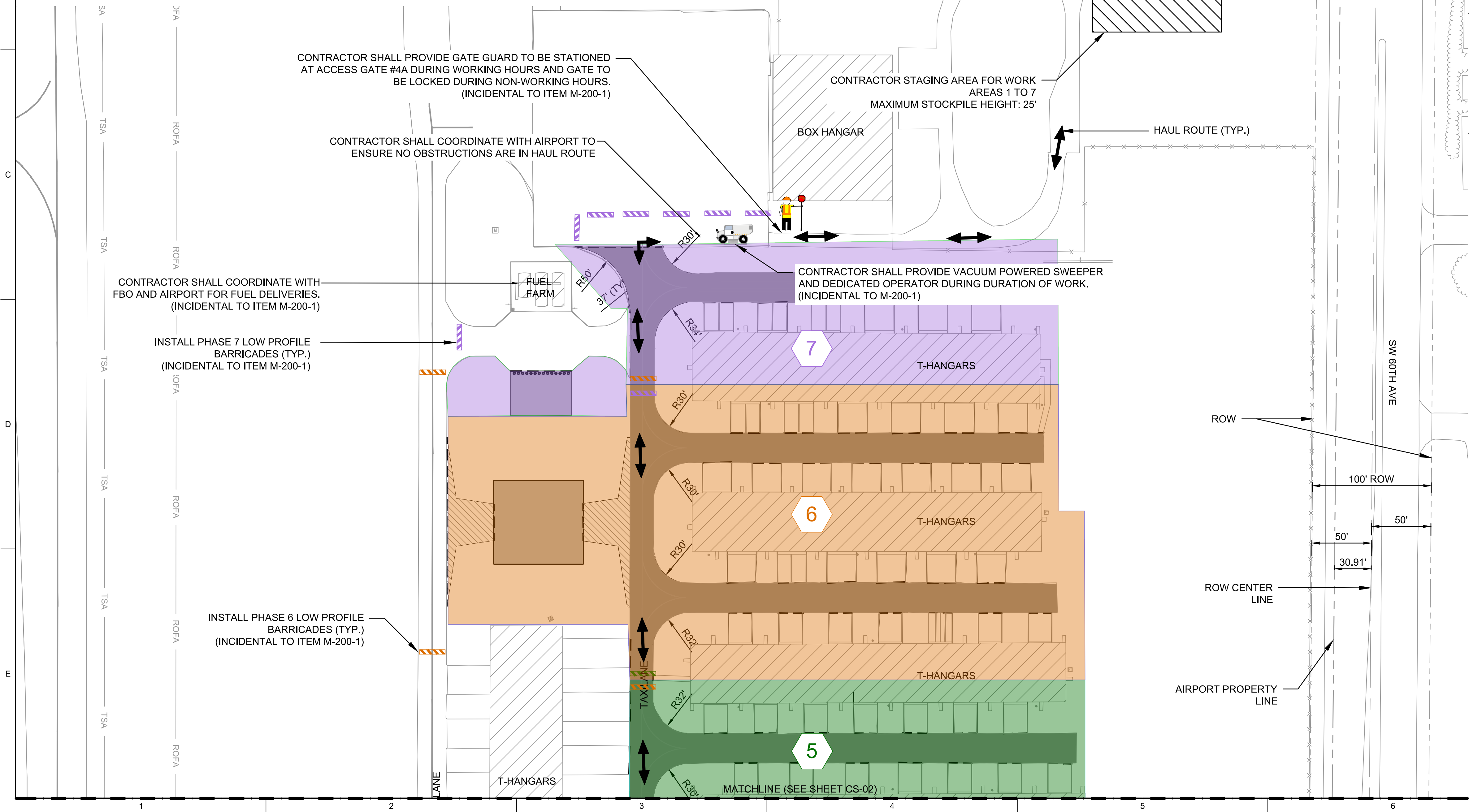
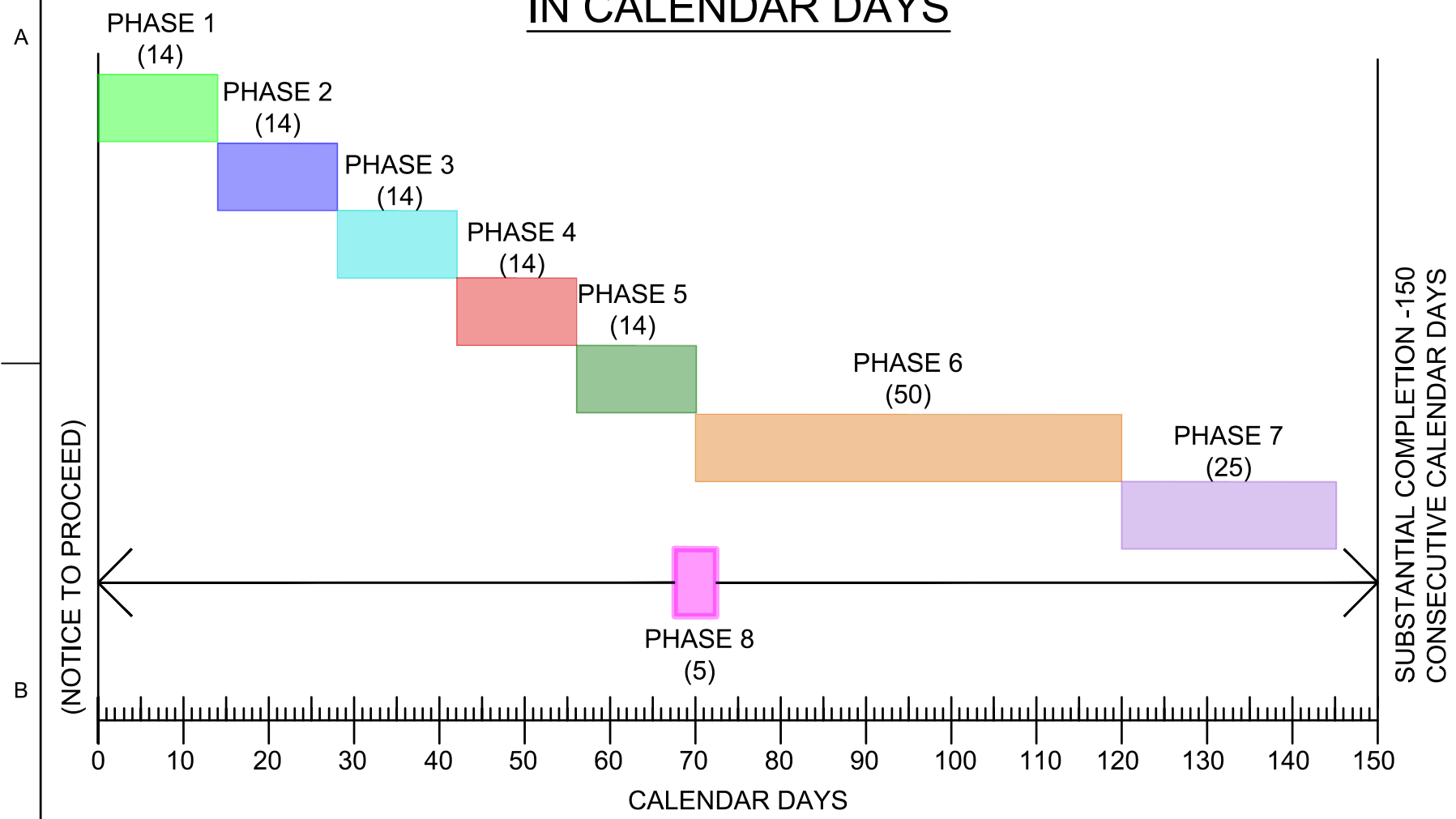
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APPENDIX B

AIRSIDE CONSTRUCTION SAFETY AND PHASING PLAN

CONTRACTOR CALENDAR TIME:
150 CONSECUTIVE CALENDAR DAYS

SCHEMATIC CONSTRUCTION SEQUENCING
IN CALENDAR DAYS



OVERALL CONSTRUCTION SAFETY AND PHASING PLAN
NOTES

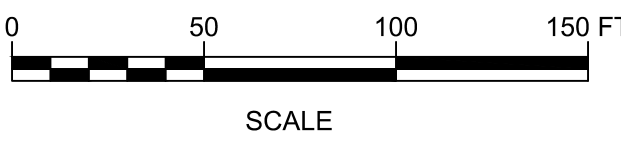
- ALL CONSTRUCTION PERSONNEL AND EQUIPMENT SHALL REMAIN WITHIN ACTIVE WORK AREAS.
- ALL VEHICLES FROM THE CONSTRUCTION WORK AREAS SHALL BE CLEAR FROM FOREIGN OBJECT DEBRIS (FOD) PRIOR TO ENTERING OR EXITING THE OCALA INTERNATIONAL AIRPORT. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A VACUUM SWEEPER WITH DEDICATED OPERATOR AT ALL TIMES.
- ALL DUMP BODY VEHICLES SHALL HAVE RETRACTABLE TARPS EQUIPPED FOR THE PURPOSE OF COVERING THEIR LOAD IN AN EFFORT TO PREVENT FOD.
- ACCESS TO THE AIRPORT WILL BE VIA THE EXISTING GATE AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL STATION A CONTRACTOR SUPPLIED GATE GUARD AT THE GATE DURING WORKING HOURS.
- ALL CONTRACTOR ACCESS AND HAUL ROUTES SHALL BE COORDINATED WITH THE AIRPORT PRIOR TO START OF WORK.
- ANY PAVEMENT OR OTHER STRUCTURE DAMAGED DUE TO CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- ANY PAVEMENT MARKING DAMAGED OR OBSCURED DUE TO HEAVY TRAFFIC SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- STOCKPILE HEIGHTS SHALL NOT EXCEED 25'.
- TYPICAL ALLOWABLE CONTRACTOR WORK HOURS ARE SUNRISE TO SUNSET, AIRPORT OPERATIONS HAS THE RIGHT TO DELAY THE START AND END OF WORK DUE TO WEATHER OR AIRPORT EMERGENCIES.
- PHASES 6 AND 7 ARE PROHIBITED FROM BEING PERFORMED CONCURRENTLY
- PHASE 8 MAY BE PERFORMED ANYTIME WITHIN THE 150 CALENDAR DAYS
- CONTRACTOR SHALL PERIODICALLY SWEEP EXISTING ON-SITE PAVED SURFACES AS WELL AS SW 60TH AVE TO KEEP THOSE SURFACES IN A SUBSTANTIALLY SEDIMENT-FREE CONDITION. SWEEPING SHALL BE DONE ON A PERIODIC, AS-NEEDED BASIS THROUGHOUT THE WORK WEEK AND AT MINIMUM AFTER EVERY RAIN EVENT AND EVERY FRIDAY AFTERNOON PRIOR TO CEASING WORK FOR THE WEEK. CONTRACTOR SHALL PERFORM ADDITIONAL SWEEPING AS DIRECTED BY THE RPR.
- ALL MATERIALS, MACHINERY, AND VEHICLES SHALL BE STORED ON-SITE IN AN ORDERLY ORGANIZED FASHION.

LEGEND

- PROPERTY LINE
- RIGHT OF WAY CENTERLINE
- RIGHT OF WAY
- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- HAUL ROUTE
- LOW PROFILE BARRICADE
- VACUUM SWEEPER
- STAGING AREA

WORK AREA DESIGNATION

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 5
- PHASE 6
- PHASE 7
- PHASE 8



1522 PENMAN ROAD; SUITE 14
JACKSONVILLE, FLORIDA 32250

Ocala International Airport

CLIENT: OCALA INTERNATIONAL AIRPORT
OCALA, FLORIDA

PROJECT: CONCRETE PADS AND T-HANGAR TAXILANE REHABILITATION

REVISIONS		
NO.	DATE	DESCRIPTION

STAMP

PROJECT MILESTONE

BID DOCUMENTS

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECT DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

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DESIGNED	CLH
CHECKED	RBO
SCALE	1"=50'
DATE	AUGUST 2026
PROJECT	19033.11

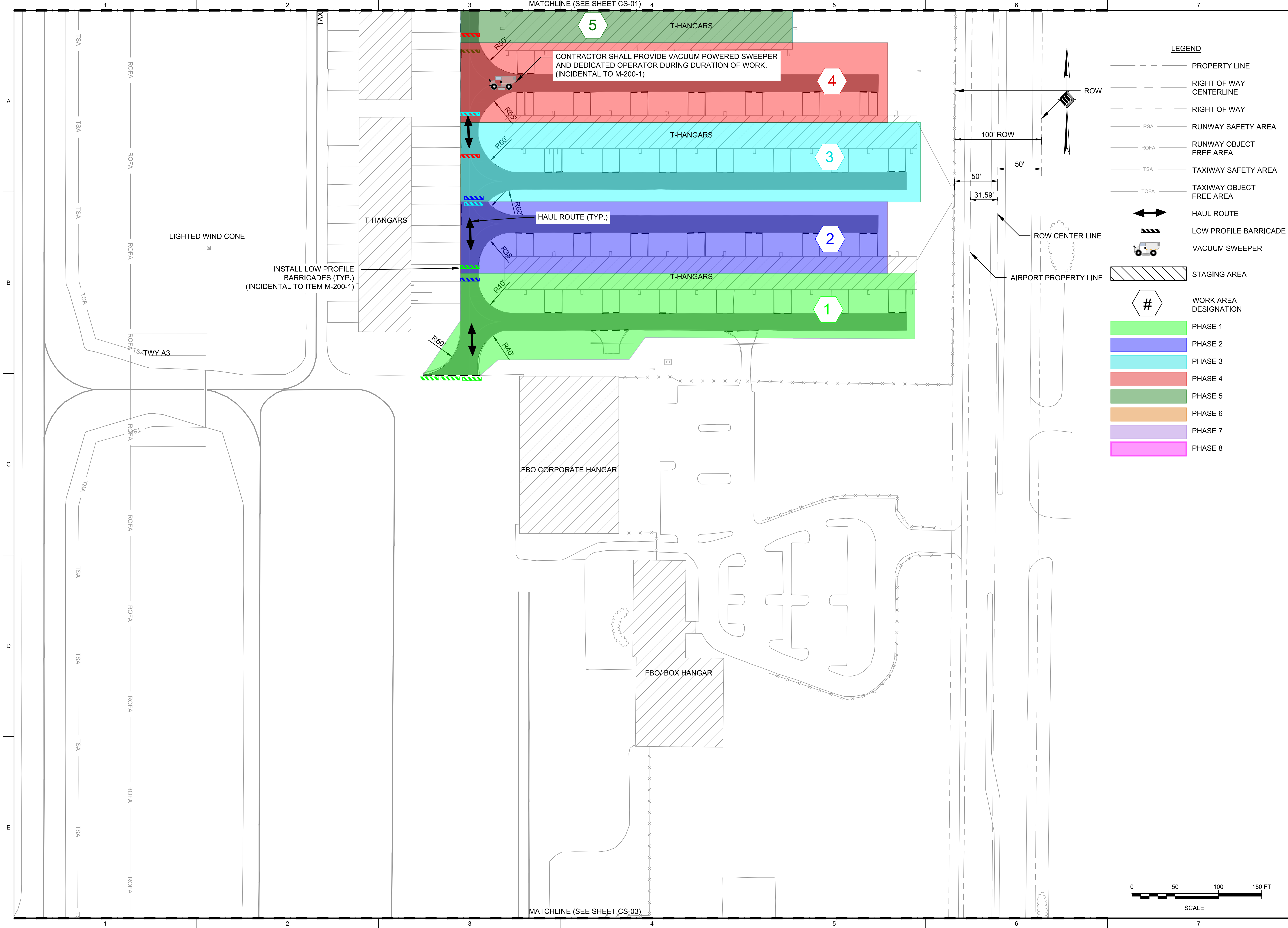
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CONSTRUCTION SAFETY AND PHASING PLAN - 1 OF 3

DRAWING NUMBER

CS-01

5 OF 42



1522 PENMAN ROAD; SUITE 14
JACKSONVILLE, FLORIDA 32250

Ocala International Airport

CLIENT:

OCALA INTERNATIONAL AIRPORT

OCALA, FLORIDA

PROJECT:

CONCRETE PADS AND T-HANGAR TAXILANE REHABILITATION

REVISIONS		
NO.	DATE	DESCRIPTION

STAMP

PROJECT MILESTONE

BID DOCUMENTS

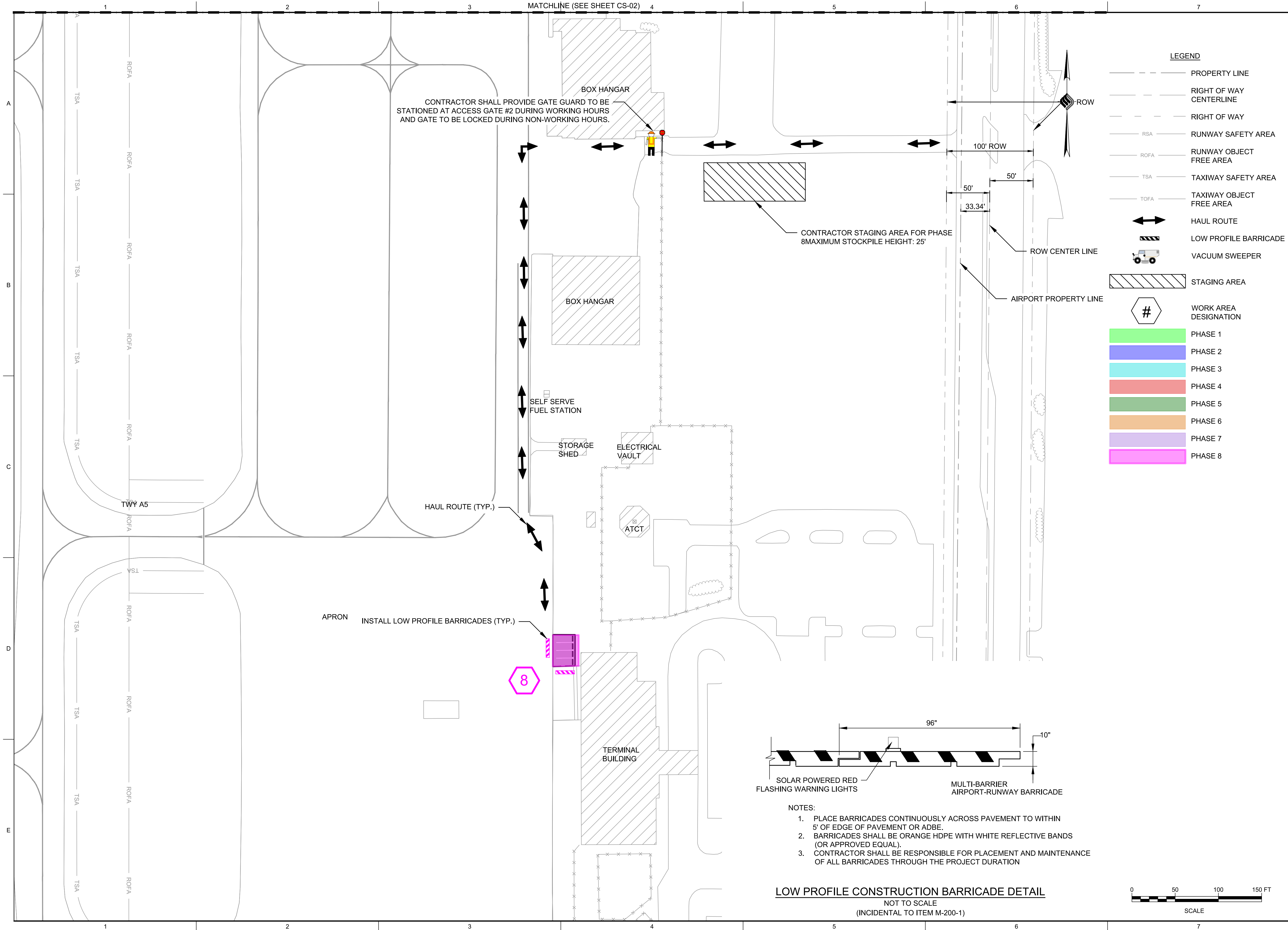
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECT DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

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SCALE	1"=50'
DATE	AUGUST 2026
PROJECT	19033.11

DRAWING TITLE

CONSTRUCTION SAFETY AND PHASING PLAN - 2 OF 3

DRAWING NUMBER	CS-02
6 OF 42	



APPENDIX C

DAILY SAFETY INSPECTION CHECKLIST

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CONSTRUCTION PROJECT DAILY SAFETY INSPECTION CHECKLIST

(Taken from AC 150/5370-2G Appendix D)

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.

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 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		
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).		
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.		