

CONSTRUCTION SAFETY PHASING PLAN (CSPP)

FOR

2017 RUNWAY RESTRIPIING PROJECT

**BURLEY MUNICIPAL AIRPORT
BURLEY, CASSIA COUNTY, IDAHO**

The project includes the following:

Obliteration of markings, new markings, removal of objects in the ROFA, and fence modification.

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Table of Contents

1) Coordination	2
1) Phasing.....	2
2) Areas and Operations Affected by the Construction Activity	2
3) Protection of Navigational Aids (NAVAIDs)	2
4) Access	2
5) Wildlife Management.....	3
7) Foreign Object Debris (FOD) Management	3
8) Hazardous Materials (HAZMAT) Management.....	4
9) Notification of Construction Activities	4
10) Inspection Requirements	5
11) Underground Utilities	5
12) Penalties	5
13) Runway and Taxiway Visual Aids	5
14) Marking and Signs for Access Routes.....	5
15) Hazardous Marking and Lighting	6
16) Protection	7
17) Other Limitations on Construction	7

Appendix A: Sample NOTAM

Appendix B: Construction Safety Phasing Plan

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This project involves obliteration of markings for Runway 2-20 and Runway 6-24, fence modification on the Runway 24 end to make the fence frangible, and relocation of boulders within the Runway 24 runway object free area (ROFA).

Aviation safety is the primary consideration at airports, especially during construction. Hazardous practices and marginal conditions created by construction activities can decrease or jeopardize operational safety on airports. To minimize disruption of normal aircraft operations and to avoid situations that compromise the airport's operational safety, all parties to the project must carefully plan, schedule, and coordinate construction activities.

Compliance with the CSPP (this document) is of the utmost importance, in addition to complying with the requirements included in FAA AC 150/5370-2F Operational Safety on Airports During Construction. These are the following requirements which must be followed during construction:

- a) **Have available at all times copies** of the CSPP for reference by the Airport Operator and its representatives.
- b) **Ensure that construction personnel** are familiar with safety procedures and regulations on the airport. Provide a point of contact who will coordinate an immediate response to correct any construction-related activity that may adversely affect the operational safety of the airport. This project may require 24-hour coverage during part of the project.
- c) **Identify in the SPCD any on-site employees** responsible for monitoring compliance with the CSPP during construction. At least one of these employees must be on-site whenever active construction is taking place.
- d) **Conduct inspections** sufficiently and frequently to ensure construction personnel comply with the CSPP and that there are no altered construction activities that could create potential safety hazards.
- e) **Restrict movement of construction vehicles and personnel** to permitted construction areas by flagging, barricading, erecting temporary fencing, or providing escorts, as appropriate and as specified in the CSPP.
- f) **Ensure that no construction personnel**, suppliers, or other persons enter any part of the air operations area (AOA) from the construction site unless authorized.
- g) **Ensure prompt submittal through the Airport Manager or his designated representative of Form 7460-1** for the purpose of conducting an aeronautical study of equipment such as tall equipment (cranes, concrete pumps, and other equipment), stock piles, and haul routes when different from cases previously filed by the Airport Manager or his designated representative. Submit information to the Engineer, who will submit the Form 7460 -1 online.

- h) **Ensure adequate distance for protection from blasting operations**, if required by operational considerations.

1) Coordination

a) Scope or Schedule Changes

Any scope or schedule changes to the project will require revisions to the CSPP as necessary. The CSPP will be resubmitted for review and approval by the Airport Manager or his designated representative and the FAA.

2) Phasing

a) Phase Elements

The project will be completed in one phase with closure of one or both runways during construction.

The construction personnel shall not perform any work within the Runway Safety Area of an active runway (150 feet wide) while the runway is open. Therefore, both runways must be closed for any construction that is completed at the runway intersections.

Work will be permitted within the ROFA of an active runway, however parked, stored, or unattended equipment is not allowed within the OFA.

b) Construction Safety Drawings

Construction Safety and Phasing Plan drawings are included in Appendix B.

3) Areas and Operations Affected by the Construction Activity

a) Identification of Affected Areas

The affected areas are identified on the Construction Safety and Phasing Plan drawings in Appendix B.

4) Protection of Navigational Aids (NAVAIDs)

- a) Runway lights and signs must be protected during markings obliteration and marking application.

- b) The NAVAIDs for both runways will be protected during construction.

5) Access

a) Location of Stockpiled Construction Materials

There should be no stockpiled construction materials on this project. If materials need to be stockpiled, stockpiles are not permitted within the Runway Safety Area (RSA), the Runway Obstacle Free Zone (ROFZ), the Taxiway Safety Area (TSA), or the Taxiway Object Free Area (TOFA). If materials need to be stockpiled, the location will be coordinated with the Airport Manager prior to placement.

b) Vehicle and Pedestrian Operations

- i) Construction access must be approved by the Airport Manager before the start of construction. The construction access road is shown on the Construction Safety Phasing Plan drawings.

ii) All construction vehicles must be marked and lighted in accordance with AC 150/5210-5D, Painting, Marking and Lighting of Vehicles on an Airport. This assures the conspicuity of vehicles from both the ground and the air.

iii) There are no training requirements for construction equipment vehicle drivers.

c) For all construction phases, the superintendent will be required to carry and monitor a radio capable of transmitting and receiving on the Airport's Unicom frequency, AT ALL TIMES whenever there are personnel and equipment on the airport property (this does not apply when the project is shut down and equipment is being stored in the staging area). The Unicom frequency for the Airport is as follows:

Burley, Idaho 122.9 MHz

This frequency is to be verified with the Airport Manager before construction starts.

The requirement for the radio and its use shall apply to the superintendent (or acting superintendent in his/her absence) and such superintendent shall at all times be quickly able to contact his/her personnel for any needed actions to avert an aircraft related potential conflict. The aviation radio shall be properly charged and audible to the said superintendent 100% of the time that personnel or equipment are on the airport property. The construction personnel should also be aware that NOT all aircraft are required to have or use radios and that all personnel should maintain vigilance for aircraft operations.

6) Wildlife Management

a) Access

The construction personnel will have access to the airport through a controlled access that remains closed except when vehicles pass through it. There should be no Wildlife Management required for this project.

b) Trash

All Trash will be disposed of properly in waste disposal bins or removed from the airport at the end of each construction day.

c) Disruption of Existing Wildlife Habitat

There should be no disruption of the existing wildlife habitat caused by this marking project.

7) Foreign Object Debris (FOD) Management

a) The Airport Management checks the airport paved areas every day for Foreign Object Debris (FOD) and any that is observable is picked up. There are also discussions with the pilots that cover any safety problems they encounter on the airport including any FOD.

b) Construction personnel shall ensure that no materials from the construction operations become FOD on the airport paved areas. If there is any FOD on the airport paved areas

from the construction personnel's operations, they are responsible for their removal immediately.

- c) The construction personnel shall keep construction debris from blowing into the hangar area, onto parked aircraft, adjacent neighborhoods, and aircraft operating areas. The construction personnel shall maintain the staging area in a clean condition with no loose objects that can be blown by the wind off of the staging area.

8) Hazardous Materials (HAZMAT) Management

- a) Following are the airport operator's hazardous materials management procedures:

Hazardous materials shall be managed in accordance with State of Idaho laws and guidance from the Idaho Department of Environmental Quality.

- b) The Construction personnel shall not allow hazardous materials such as diesel fuel, oil, bituminous material, or herbicides to be placed on the ground, except where required by the contract documents. Any hazardous materials that reach the ground must be removed immediately in accordance with local laws and guidance.

9) Notification of Construction Activities

- a) **Notices to Airmen (NOTAM)**

A Notice to Airmen (NOTAM) is a notice to the flying public (airmen) through FAA's notice system, normally initiated by message to the nearest FAA Flight Service Station (FSS).

Before beginning any construction activity, the Airport Manager must submit or give notice using the Notice to Airmen (NOTAM) System, of the proposed location, time, and date of commencement of construction, or closure of any airport areas. A Notice to Airmen (NOTAM) is a notice to the flying public (airmen) through FAA's notice system, normally initiated by message to the nearest FAA Flight Service Station (FSS).

- c) **Emergency Notification Procedures**

The procedure for all emergencies involving police, fire, and ambulance is to dial 911. Police, fire department, and ambulance know how to get to the airport gate.

- d) **Hazardous Conditions**

If any conditions arise that adversely affect the operational safety of the airport or any hazardous conditions exist the Airport Operator shall be notified immediately.

- e) **Notification to the FAA**

- i) Notification to the FAA will be given by the Engineer for the following:

FAA Form 7460-1, Notice of proposed construction or alteration will be submitted to the FAA providing notice of proposed construction.

g) Notification to Utilities

Utilities should not be affected during this project.

10) Inspection Requirements

a) Daily (or more frequent) Inspections

Daily inspections are required. These inspections will inspect for any unsafe conditions and any work that may not be in accordance with the contract documents. These inspections shall be completed by construction personnel.

11) Underground Utilities

a) Not applicable to this project.

12) Penalties

i) Not applicable to this project.

13) Runway and Taxiway Visual Aids

a) Markings

Markings on Runway 2-20 and Runway 6-24 will be obliterated and new markings will be installed. Runway closure crosses will be required during marking obliteration and new marking installation. See Construction Safety and Phasing Plan drawing in Appendix B.

b) Lighting and Visual NAVAIDS

No new lighting or NAVAIDS will be installed during this project.

All temporary and permanent visual aids must meet appropriate FAA requirements. Following are applicable FAA Advisory Circulars (most current version):

- AC 150/5370-2F, Operational Safety on Airports During Construction
- AC 150/5220-23, Frangible Connections
- AC 150/5340-1, Standards for Airport Markings
- AC 150/5345-53, Airport Lighting Certification Program.
- AC 150/5345-44, Specifications for Runway and Taxiway Signs
- AC 150/5340-18, Standards for Airport Sign Systems
- AC 150/5340-30, Design and Installation Details for Airport Visual Aids
- AC 150/5345-50, Specifications for Portable Runway and Taxiway Lights

14) Marking and Signs for Access Routes

a) The Construction Access Gate and Construction Access Road will be marked with signs and barricades meeting the requirements of, to the extent practicable, the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) and/or State Highway Specifications.

15) Hazardous Marking and Lighting

- a) The construction personnel shall furnish, erect, and maintain all barricades, warning signs, and markings for hazards necessary to protect the public and the work. When used during periods of darkness, such barricades, warning signs, and hazard markings shall be suitably illuminated. Unless otherwise specified, barricades, warning signs, and markings for hazards that are in the air operations area shall be a maximum of 18 inches high. Unless otherwise specified, barricades shall be spaced not more than 10 feet apart.

For vehicular and pedestrian traffic, the construction personell shall furnish, erect, and maintain barricades, warning signs, lights and other traffic control devices in reasonable conformity with the MUTCD for Streets and Highways.

The construction personell shall furnish, erect, and maintain markings and associated lighting of open trenches, excavations, temporary stock piles, and his/her parked construction equipment that may be hazardous to the operation of emergency fire-rescue or maintenance vehicles on the airport.

The construction personnel shall furnish and erect all barricades, warning signs, and markings for hazards prior to commencing work that requires such erection and shall maintain the barricades, warning signs, and markings for hazards until their dismantling is directed by the Airport Manager.

Open-flame type lights shall not be permitted within the air operations areas of the airport.

During reduced visibility or night hours, supplement the barricades with red lights, either flashing or steady-burning, which should meet the luminance requirements of the State Highway Department. The intensity of the lights and spacing for barricade flags and lights must adequately and without ambiguity delineate the hazardous area.

Barricades, temporary markers, and other objects placed and left in areas adjacent to any open runway, taxiway, taxilane, or apron are to be as low as possible to the ground, and no more than 18 inches high.

All vehicles and equipment associated with this project shall access the work site through designated access points outlined at a pre-construction meeting with the Airport Manager. All vehicles operating in the Air Operations Area (AOA) must be marked with a 3' by 3' orange and white checkerboard flag or flashing amber beacon during daylight hours and a flashing amber beacon during nighttime hours or times of low visibility.

Clearly identifying to pilots those areas closed to aircraft traffic is crucial to the overall goal of maintaining airport safety. Barricades are necessary to accomplish this and to prevent aircraft access to these areas.

Accordingly, all areas closed to aircraft traffic (including areas under construction, large drop-offs, etc), must be marked with barricades that have red flashing lights and optional flags. These barricades may not be placed further than 10 feet apart. The construction personnel are solely responsible for ensuring adequate quantities of barricades are available to comply with this requirement. The construction personnel shall also be responsible for ensuring all barricade lights and flags are operational prior to leaving the site at the end of the day. Work will not be allowed to commence unless proper and

adequate numbers of barricades are in place. Barricade placement shall alternate colors white on orange background and orange on white background.

The construction personnel shall furnish and erect all barricades, warning signs, and markings for hazards prior to commencing work that requires such erection and shall maintain the barricades, warning signs, and markings for hazards until their dismantling is directed by the Airport Manager.

16) Protection

a) Runway Safety Area (RSA)

No construction may occur within the Runway 2-20 and Runway 6-24 RSA while the corresponding runway is open. The RSA for both runways is 150 feet wide and extends 300 feet beyond each runway end.

b) Runway Object Free Area (ROFA)

All equipment and material stockpiles shall be stored outside the ROFA for both runways while the runways are open for aircraft operations. The ROFA for both runways is 500 feet wide and extends 300 feet off of each runway end.

17) Other Limitations on Construction

a) Prohibitions and Restrictions

- i)** Construction personnel may not use open-flame welding or torches unless adequate fire safety precautions are provided and the Airport Operator has approved their use.
- ii)** Flare pots shall not be used within the AOA at any time.
- iii)** Explosives and/or electrical blasting caps shall not be used on the airport property, or in any way associated with this project.

APPENDIX A. SAMPLE NOTAM LOG

NOTAM ISSUED		
NOTAM# _____	FSS NOTAM# _____	
DATE ISSUED _____	TIME ISSUED _____ UTC	
ISSUED BY: _____		
NOTAM TEXT:		

AGENCIES NOTIFIED		
ATCT _____	AIR CARRIER(S) _____	FSS _____
FBOs _____	TENANT(S) _____	DoD _____

NOTAM CANCELLED		
DATE _____	TIME: _____ UTC	
CANCELLED BY: _____		
AGENCIES NOTIFIED		
ATCT _____	AIR CARRIER(S) _____	FSS _____
FBOs _____	TENANT(S) _____	DoD _____

Appendix B – Construction Safety and Phasing Plan Drawings

BURLEY MUNICIPAL AIRPORT

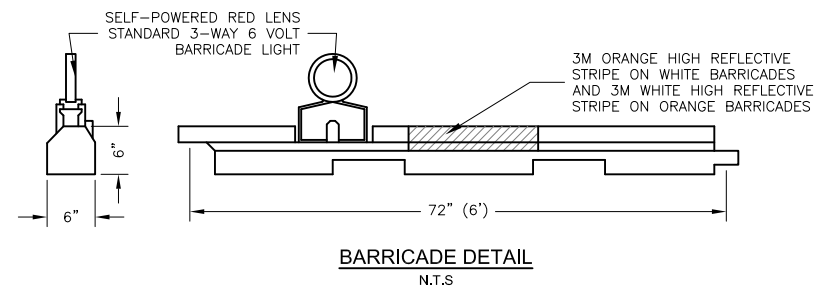
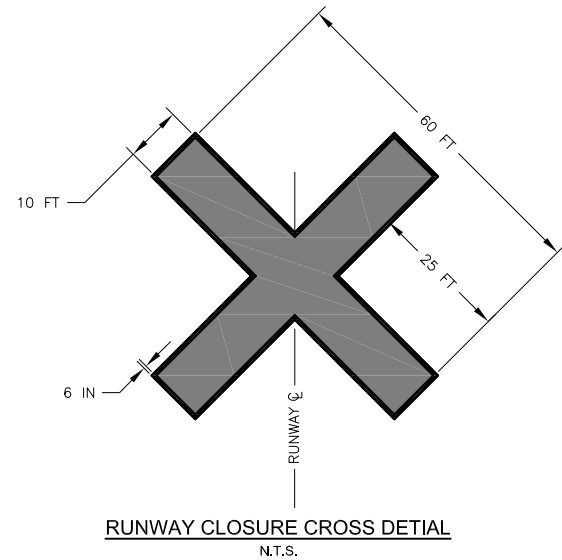
2017 RUNWAY RESTRIPIING PROJECT

BURLEY, CASSIA COUNTY, IDAHO

MAY 2017

THE PROJECT DESCRIBED WITHIN THESE DOCUMENTS AND PLANS IS TO OBLITERATE EXISTING RUNWAY STRIPING AND APPLY MARKINGS SHOWN HEREON. THE CSPP DETAILS THE AVIATION SAFETY REQUIREMENTS. TO MINIMIZE THE IMPACTS OF THIS CONSTRUCTION ON THE USERS OF THE AIRPORT AND ON THE AIRPORT FACILITY, SEVERAL REASONABLE CONSTRAINTS ARE REQUIRED:

- REMOVE ANY FOD (FOREIGN OBJECT DEBRIS) FROM AIRSIDE PAVEMENTS PRIOR TO REOPENING THEM TO AVIATION USE.
- A LINE OF BARRICADES IS REQUIRED ACROSS THE PAVEMENTS SHOWN HEREON DURING ITS APPLICABLE WORK PHASE.
- ALL NOTAMS TO BE ISSUED BY THE AIRPORT MANAGER (48 HOURS IN ADVANCE OF CONSTRUCTION WORK).
- OTHER REQUIREMENTS, SUCH AS FLAGGING, BEACONS AND COMMUNICATION, ARE FOUND IN THE CSPP.
- ACCESS, STAGING AREAS, HAUL ROUTES, AND PARKING MUST BE COORDINATED WITH THE AIRPORT MANAGER BEFORE START OF CONSTRUCTION.
- DURING RUNWAY CLOSURE VASI's FOR THE CORRESPONDING RUNWAY MUST BE TURNED OFF. COORDINATE SHUTDOWN OF FAA OWNED VASI's WITH FAA BY CONTACTING WILLIAM MUNGER (208)-523-8359.
- RUNWAY LIGHTS MUST BE OFF IF RUNWAY IS CLOSED OVERNIGHT.
- ALL RUNWAY MARKINGS MUST BE INSTALLED BEFORE REOPENING RUNWAYS.
- RUNWAY CLOSURE CROSSES SHALL BE INSTALLED OVER RUNWAY DESIGNATION NUMBERS AS MUCH AS PRACTICABLE, BUT CAN BE RELOCATED FOR MARKING APPLICATIONS.



NOTE:
1. X's ARE BRIGHT AVIATION YELLOW IN COLOR, WITH ANOPTIONAL 6" BLACK BORDER

