

BIRMINGHAM – SHUTTLESWORTH AIRPORT
TAXIWAY ALPHA RECONSTRUCTION PROGRAM
CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

1. Coordination

- a. **Predesign Conference.** An on-site meeting was held on February 14th, 2025. Topics covered included overall scope of project, anticipated phasing of work, program schedule, and FAA requirements for SMS planning for the program. Attendees included the airport engineer, airport operations staff and consulting engineer.
- b. **Preconstruction Conference.** A pre-construction conference will be held prior to issuance of Notice to Proceed. At a minimum, required attendees will include airport engineer, airport operations staff, design engineer, construction administration engineer, construction observation staff, project superintendent and foreman of prime Contractor. Agenda of preconstruction conference will include a review of this CSPP and the Contractors Safety Plan Compliance Document (CSPD).
- c. **Construction Progress Meetings.** Weekly construction progress meetings will be held throughout the duration of the project. At a minimum, required attendees will include airport engineer, airport operations staff, construction administration engineer, construction observation staff, project superintendent and foreman of prime Contractor. Construction phasing and safety will be a standing agenda item at the weekly construction progress meetings.
- d. **Daily Coordination.** At all times when construction activities are being performed on this project the prime Contractor must have a foreman on-site or immediately available who is authorized to make decisions regarding the operations and safety of all personnel employed by the Contractor and Subcontractors. Each day the designated foreman must meet with Airport Operations Manager on duty to coordinate activities for the days work.

2. Phasing

- a. **Overall Scope of Work.** This project consists of pavement rehabilitation of Taxiway A from a point approximately 200 feet northeast of the intersection of Taxiways A and A-1 to a point approximately 910 feet southwest of the intersection of Taxiways A and A-2, approximately 900 linear feet. Additionally, a 40-foot section of pavement located approximately 350 feet east of Taxiway A-2 will also be rehabilitated. Please refer to the project plans for the exact work locations.
- b. **Locations, Durations, and Sequence of the Work.** The project is comprised of a single phase of work. Refer to the project plans for graphical depictions of the work along with notes on sequencing and operational requirements.

3. Areas and Operations Affected by the Construction Activity

- a. **Operational Affect Table.** Contained within Table 1 below are the anticipated operational impacts to the International Airport during the course of the project. Impacts will vary based on normal operations of an area, construction phase, and duration of work. Contractor is required to coordinate with Airport Operations as detailed in Section 1 and 5 of this document prior to impacting operations on the airport.

Table 1 Airport Operations Affected By Construction

Operational Requirement	Normal	Construction
Taxiway A	ADG IV	Closed between Cargo facility and Taxiway A-2
Taxiway A-1	ADG IV	No Change
Taxiway A-2	ADGIV	Closed
Cargo facility	ADG IV	No Change

b. Runway Safety Areas. Contractor shall not enter into safety area of any active runway without prior coordination with Airport Operations Staff and communication with air traffic control via ground frequency.

c. Runway Approach Protection Area. Contractor shall not place stockpiles or store materials and fuel in the runway approach protection area of any active runway.

4. Navigational Aid (NAVAID) Facilities

- a. **Effects of Construction to NAVAIDs.** Aircraft navigational aids (NAVAIDs) provide visual and electronic information which is used by pilots who operate and land aircraft at the airport. Construction activities can have negative impacts on the functionality and serviceability of NAVAIDs. The Contractor must coordinate their work effort and limit their operations so that NAVAIDs are not impacted beyond what is planned. Contractors will be required to limit operations so that material, equipment, and personnel do not enter NAVAID critical areas or disturb power to NAVAID facilities without prior coordination with Airport Operations and FAA Tech Ops personnel.
- b. **Coordination of NAVAID Impacts.** This project will not affect the NAVAIDS. Contractor is required to provide at least 72 hours notice to Airport Operations and FAA Tech Ops personnel prior to disturbing power supply or removing a NAVAID from service. Contact:
- Christopher D. Baker
Technical Coordinator
BHM Systems Support Center
Office: 205-769-3955
Mobile: 205-837-25645.

5. Contractor Access

- a. **Staging area.** The contractor's employees and visitors vehicles shall park in the contractor's employee parking area. Only owner approved personnel will be allowed to access airport property. All deliveries, material or otherwise, shall be made to the delivery address of the contractor's staging area. The name "Birmingham Shuttlesworth international airport" shall not be used in the delivery address. The location of the contractor's staging area is shown for reference only.

The exact limits of the contractor's parking and staging area for material stockpiling, office trailers, and deliveries shall be proposed by the contractor for the approval of the Engineer. The contractor staging plans shall be approved by the owner prior to construction.

The contractor shall obtain necessary permit(s) to develop and use the site for staging and other activities as required. The staging area shall be prepared to a stable and drainable condition. The contractor may have the option of erecting additional Chain-link security fencing to delineate and protect the area. The contractor may do some grading and drainage work to adapt the area to specific needs. Upon completion of the work, the area will be graded and dressed to the satisfaction of the engineer and owner.

The contractor is responsible for all utility connections to the staging area. All required utilities for the contractor's staging Area shall be coordinated with the appropriate utility agency by the contractor.

The contractor shall obtain any applicable haul roads shall be constructed and maintained by the contractor in the locations shown in the construction safety drawings. Contractor shall be responsible for constant and immediate clean-up of any fod on airfield pavements resulting from contractor access via haul roads. Contractor is responsible for removal of haul roads and restoration of those areas to pre-construction Condition or better.

No separate pay item shall be made for any item required for the contractor to enclose and develop their staging area. The owner shall not be responsible for any lost or stolen property. No equipment or vehicles shall be parked within 10 feet of any airport operations area (AOA) perimeter fence.

b. Stockpiled Materials. Contractor is limited to placement of stockpiled materials at the locations shown within the phasing plans. Additionally, Contractor may place material stockpiles (topsoil, aggregate, etc.) at any location within the project work limits as shown in the phasing plans.

- i. Height Restrictions.** No stockpiles inside the AOA for this project. Outside the AOA (in the laydown yard), no higher than 7ft.
- ii. Wildlife Attractant.** Contractor to manage stockpiles so that they do not attract wildlife (Refer to Section 6 below).
- iii. Foreign Object Debris (FOD).** Contractor to manage stockpiles so that they do not create FOD (Refer to Section 7 below).
- iv. Marking and Lighting of Stockpiles.** Contractor will not be required to mark or light material stockpiles.

c. Vehicle and Personnel Operations

- i** Control of gates - the contractor shall be responsible for maintaining the security of the access gates by keeping the access gate Locked or guarded at all times in compliance with the Birmingham airport authority regulations. At no time shall the access gate be Left unlocked or unguarded. Contractor shall be responsible for limiting access through contractor gates to only those Individuals displaying an airport badge. Gate guards shall be competent trained security personnel approved by the airport authority. Gate guards shall allow access Only to authorized personnel as follows: authorized contractor personnel, authorized representatives of the engineer, and Authorized representatives of the airport authority. Gate guards are not to take any police action against unauthorized Individuals who enter the secure area; in such an event, the gate guard shall contact an owner representative. Gate guards will be responsible for securing the gate at all times.
- ii Access to Airport Operations Area (AOA).** The airport operations area is defined by the perimeter fence surrounding the airfield. Access onto the AOA is through any number of gates along the fence or doors through buildings. Contractor access onto the AOA is limited to the gates shown on the project phasing sheets. No person shall enter upon the Air Operations Area (AOA), or any other restricted area except authorized personnel assigned to duty therein, personnel escorted by an appropriately badged escort.
- iii Mechanisms to prevent improper movement.** Contractor operations within the AOA are limited to the areas shown on the project phasing plans. A visual boundary will be installed by the Contractor around all work areas. Boundary will consist of low profile barricades on pavement surfaces. The project phasing plans show locations of work area boundaries, which generally follow Object Free Areas of adjacent open pavement. Construction vehicles and personnel must not cross barricades at any time without an escort from Airport Operations personnel.

- iv **Parking areas for personal vehicles and equipment.** Contractor employee personal vehicles may not be parked or driven in the AOA. Employee parking areas are identified on the project phasing plans. Contractor vehicles and equipment are allowed inside of the project work area within the AOA. Equipment staging and parking areas are as shown in the project phasing plans. Additionally, Contractor may park vehicles anywhere within the project work area as defined for each phase within the phasing plans.
- v **Haul Routes.** The phasing plan sheets depict haul routes for both overall site access from surrounding public roadways and haul routes to the individual phased work areas through the airport perimeter fence. Contractor access and hauling operations are strictly limited to the haul routes shown. Contractor is responsible for any improvements and maintenance to haul routes as needed to efficiently perform construction activities. Following completion of construction Contractor is required to restore haul route to original condition.
- vi **Airport rules for ground vehicle operations.** The following rules of operation must be followed at all times when driving on the airport. Read each rule carefully and make sure you understand your responsibilities as a driver on the airport.
 - 1. No person shall operate motorized vehicles or equipment of any kind on the airport unless in possession of valid operator's license as required by the State for the type of vehicle being operated.
 - 2. No person shall operate a motor vehicle or other motorized equipment of any kind on the airport in a reckless or negligent manner or without caution or in any manner that endangers or is likely to endanger persons or property, or in excess of either the 20 mph speed limit prescribed by the Aviation Director or in excess of the posted speed limit in the following areas:
 - a. 5 mph under the concourse
 - 3. No person shall fail to give pedestrians and aircraft the right-of-way over vehicular traffic. All ground vehicles shall pass to the rear of taxiing aircraft.
 - 4. No person operating a motor vehicle on the airport shall fail to give proper signals or fail to observe the directions of posted traffic signs or traffic lanes.
 - 5. No person under the influence of alcohol or drugs shall operate a motor vehicle on the airport.
 - 6. Contractor will not be allowed to operate motor vehicles outside of the designated work areas as identified by barricades and snow fence. To drive from one work area to another you should, under most circumstances, leave the airfield via an authorized security gate, and then drive the airport service road to the desired work area.
 - 7. Driving privileges to operate in areas controlled by the ATCT (movement areas) are limited to vehicles with an operational necessity and who have been preapproved by the Aviation Director and have received appropriate Ground Vehicle Movement Area Driver Training. To drive on any part of the airport other than the work areas as defined in the project phasing plans the Contractor must coordinate with and be escorted by Airport Operations personnel, and must obey the following restrictions:

- a. All vehicles operating outside of the project work area must be escorted by an Airport Operations vehicle with a two-way radio in continuous communication with the ATCT.
 - b. Vehicles operating in the movement areas must be equipped with a yellow beacon that is turned on and operating and have proper markings. Refer to Section 5.b.iv below for vehicle marking and lighting requirements.
 - c. Vehicle operators are expected to familiarize themselves with airport signs and markings.
 - 8. The Aviation Director shall have the authority to tow or otherwise move motor vehicles that are parked by their owners or operators on the airport in violation of the regulations of the airport, at the operator's expense and without liability for damage that may result in the course of or by reason of such moving.
 - 9. Vehicles operating within the Air Operations Areas (AOA) or within the perimeter security fence line shall display a vehicle permit issued by Airport Operations or be escorted by a vehicle with a vehicle permit. This is required for all licensed vehicles operating within the airport security fence on the project, including but not limited to Contractor work truck, haul trucks (aggregate, concrete batch truck, (etc.), paint trucks, etc. Machinery and equipment which does not have a license is not required to display a vehicle permit.
 - 10. All Vehicles operating on the airport must have their head / taillights turned on during darkness and low visibility conditions.
- vii Contractor vehicle marking and lighting.** Each Contractor licensed vehicle must display a company logo on both sides of sufficient size to be recognizable to personnel in the Control Tower. Signs must be a minimum of 200 square inches and be approved by the Airport. Specialized construction equipment does not require signs.
- Each Contractor licensed vehicle must have a yellow/amber rotating beacon affixed to the uppermost part of the vehicle. Light must be visible from any direction, day and night, including the air. Specialized construction equipment does not require rotating beacon lights.
- Contractor vehicle marking and lighting is the sole responsibility of the Contractor. The Airport will not provide markings or lights.

d. Radio Communications

- i. **Two-way radios.** Contractors may utilize two-way radios on the project provided that they do not interfere with existing Airport, FAA, and Air National Guard communication equipment and frequencies.
- ii. **Air Traffic Control (ATC) radio communication.** Vehicle operations on the movement area (non-radio exempt) require contact with ATC Ground Control. Ground Control directs all aircraft and vehicle movement on the airport movement area. Prior to entering any movement area Ground Control must be contacted via the ground frequency
 - 1. **Personnel required to communicate with ATC.** All communications with ATC Ground Control will be made by Airport Operations staff. Airport Operations will provide escorts for the Contractor to set traffic control devices for each phase.

Upon approval of traffic control placement, the Contractor will be allowed uninhibited access to the phased work area via the defined haul routes without being required to contact ATC.

2. **Training.** The Contractor provided flaggers must receive Ground Vehicle Movement Area Driver Training. Flaggers without Ground Vehicle Movement Area Driver Training will not be allowed.

3. **Procedure for communicating**

- a. **Radio types.** Contractor provided radio capable of monitoring airport ground frequency

- b. **Light signals.** Not Applicable.

4. **Frequencies and phone numbers.**

Airport Operations Center (24 hr.) -205.599.0519

Ground Control 121.7 MHz (VHF) - Primary Frequency

348.6 MHz (UHF) - Secondary Frequency

- e. **Airport Security.** The International Airport maintains an active security program, and as a commercial service airport security is of primary importance. The project will take place within the Airport's Security Identification Display Area (SIDA), which requires specific security protocol be followed. General project security requirements include the following.
 - i. The project plans show the entry point(s), barricades, Contractor's staging area, employee's private vehicle parking area, and work area. The Contractor shall provide security for these areas. The Contractor is to provide to the Airport, for review and approval, all security measures, barricades, and other means to be taken to secure scheduled openings between the secure and non-secure areas, prior to creating the opening. The Airport provides security oversight and patrols of the Airport, but the Contractor should not rely on the patrols to provide full-time security.
 - ii. No Contractor employee may tamper or interfere with, compromise, modify, attempt to circumvent, or cause a person tamper or interfere with, compromise, modify, or attempt to circumvent any security system, measure, or procedure implemented at the Airport.
 - iii. Each Contractor employee must immediately notify the Airport when security-related facilities and equipment within the Contractor's area are malfunctioning or no longer adequate to perform the control function.
 - iv. No Contractor employee may enter, or be present within, a secured area, SIDA, AOA, or Sterile Area without complying with the systems, measures, or procedures being applied to control access to, or presence, or movement in, such areas.
- f. **TSA requirements.** The Transportation Security Administration (TSA) through several Transportation Security Regulations (TSR) has the regulatory power to assess fines for breaches of airport security. The TSA will test the Contractors security means and methods for compliance with applicable security codes and regulations throughout the course of the project. Accordingly, if the Contractor is found culpable for security breaches, fines assessed to the Airport will be collected from the Contractor.
- g. **Security badging requirements.** The Contractor will be required to obtain security badging in accordance with the following requirements.

- i. **Badge Responsibility.** The General Contractor is directly responsible to the Airport for authorizing his/her employees and the employees of the sub-contractors access into the AOA. The General Contractor shall also account for photo-ID badges and controlled keys that are issued to his/her employees and the subs' employees. The Contractor shall collect all Airport photo-ID badges from his/her employees at the conclusion of the project and return them to the Airport. The General Contractor shall ensure that all photo-ID badges issued to his sub-contractors are returned to the Airport. If a photo-ID badge is not returned to the Airport within thirty (30) days after the need for such identification badge is no longer required, the deposit on the photo-ID badge will be considered forfeited and shall not be refunded. Airport photo-ID badge deposit for airport identification cards issued with access to areas controlled for security reasons is \$100 (per card).
- ii. **Persons Required to be Badged.** All Contractor employees who are working on the site and a daily basis within the airport perimeter fence must be badged. Only those employees making an occasional delivery, a one-time visit to the project, or working outside of the perimeter fence may be escorted, otherwise all employees must go through the badging process outlined in the following paragraphs.
- iii. **Obtaining a Badge.** No person may be issued any identification media that provides unescorted access to any SIDA unless the person has successfully completed training in accordance with a TSA approved curriculum, completed a criminal history background check, and an assessment from the TSA. This training for all holders of owner issued/approved identification badges is mandatory and will take approximately one hour and a half to complete.

Each Contractor employee designated to receive an Airport Photo-Identification Badge to allow unescorted access must accomplish a criminal history check by submitting to fingerprinting by the Airport Operations Department, accomplish an application form, attend a one hour to one and a half training session, and stand for a photo. The criminal history check determines if the individual has a criminal record. Persons convicted of felonies or other disqualifying crimes are not eligible for a badge. If the person does not have a criminal record, then he/she must submit to fingerprinting. At this time, the identity of the person must be verified by presenting two forms of identification, one of which must be a government form showing the person's photo. Persons must also submit to a Security Threat Assessment.

Persons should report to the Airport Operations Office for fingerprinting at least two weeks before the badge is needed in order to receive the verification in a timely manner. If the person has been denied unescorted access based on the fingerprinted criminal history check, he/she will be notified. If the person has been granted access, he/she will contact the Airport Operations Department for a training session appointment. The training and the badge making equipment are located at the Airport Administration Offices in the terminal building.

For additional information or to view forms, please contact the Airport Public Safety Department, 205.599-0815 or visit this website: <http://www.airport.com/business/badging/>

- iv. **Limits of Access.** No Contractor employee may use, or allow to be used airport-issued access medium or identification medium that authorizes the access, presence, or movement of persons or vehicles in SIDA's, or AOA's in any other manner than that for which it was issued by the authority based in several Transportation Security Regulations (TSR) or the Airport Security Program (ASP).

- v. **Badge Type.** The International Airport provides several badge types based on the type and area that may be accessed by each individual person. For this project the Contractor will be issued GOLD airport identification badges with escort privileges.

Contractors may receive “Escort” privileges through prior written request of the Airport. If escorting privileges are given, a superintendent or foreman with a badge may escort a group of employees for the duration of the project within the project work area as defined in the phasing plans. An employee with escort privileges with a badge shall be present at all times during working hours.

vi. Badging Cost

CHRC (Criminal History Records	\$35.00 for applicants using the BAA SON
Check) and STA	\$8.00 for applicants using any other SON or for AOA
(Security Threat Assessment)	only IDs (STA Only)
Badge Issuance:	\$25.00
	(For new issuances, renewals, or replacements not related to a
	defective ID)
Fingerprint re-roll and card	\$10.00 (Request from USPS)
Fingerprint card only	\$8.00
Unreturned ID:	\$500.00
1st Lost Badge Replacement:	\$50.00 (\$25.00 refund if lost ID returned)
2nd Lost Badge Replacement:	\$100.00 (\$50.00 refund if lost ID returned)
	(badgeholder will also receive a security violation)
	\$150.00 (\$50.00 refund if lost ID returned) (badgeholder will
	also receive a security violation)
1st Lost Cyberkey Replacement:	\$100.00 (\$50.00 refund if lost key returned)
2nd Lost Cyberkey Replacement:	\$150.00 (\$100.00 refund if lost key returned) (badgeholder will also
	receive a security violation)
3rd Lost Cyberkey Replacement:	\$200.00 (\$100.00 refund if lost key returned)
	(badgeholder will also receive a security violation)
1st Security or Safety/Driving	
Violation:	\$50.00 (plus retraining)
2nd Security or Safety/Driving	
Violation:	\$100.00 (plus retraining and 30-day suspension of privileges)
3rd Security or Safety/Driving	
Violation:	\$200.00 (plus revocation of all privileges)

- viii **Escorted Access.** Any individual requiring access on an infrequent basis to the project work area must be under the general observation and control of a Contractor employee who has in his possession a valid International Airport photo identification badge with escort privileges. A current badged personnel who does not have their badge at the time of access **CAN NOT** be escorted.
 - vii. **Badge Display.** Airport-issued identification badges will be displayed on outermost garment above the waist. Persons observed in the SIDA or AOA without proper credentials or without escort will immediately be arrested and charged with criminal trespass as specified under state statute.
 - viii. **Challenge Policy.** Contractor is expected and required to challenge all individuals inside the airport perimeter fence, not displaying airport approved identification or who are acting suspicious. Challenging is a critical step in preventing unauthorized access and all airport personnel are expected to challenge all persons who do not display airport issued identification within the restricted areas of the Airport.
- h. **Maintenance of the Secured Area of the Airport.** The Contractor shall provide a guard with an escort badge to control the access into the SIDA via the gates identified in the phasing plans. Access will not be allowed at any other points beyond those detailed in the project phasing plans. Gate guards are required at any time the Contractor is moving materials, equipment, or personnel through the airport perimeter security fence.

Guards must be a dedicated security employee who has attended gate guard training from the Airport. Gate guards must be outfitted in a readily identifiable uniform and shall have a Contractor-provided cell phone to enable quick communication with the Airport Operations Department.

If the Contractor fails to provide adequate security or barriers at the breach or other openings between the secure and non-secure areas, the Airport will mandate a guard to be provided with the cost charged against the Contractor or project may be shut down at the discretion of the Airport Commission. The guard will remain until adequate security or barriers are provided or installed. The Contractor is to notify the Owner immediately if a breach in security accidentally occurs.

6. Wildlife management

- a. **Trash.** Food scraps must be collected from construction personnel activity.
- b. **Standing Water.** Any activity taking place that creates a standing body of water must be remedied immediately.
- c. **Tall Grass and Seeds.** A monocultural stand of grass is being specified for all disturbed areas that are being returned to turf throughout the airfield. Mowing schedules have been established to maintain, when possible, a height of 6 to 10 inches, to help prevent the large flocks of starlings, crows and other species from becoming a hazard. It will be the responsibility of the Contractor to establish and maintain a schedule that allows a maximum grass height of 10 inches within the construction work area.
- d. **Poorly Maintained Fencing and Gates.** Periodic perimeter fence inspections are conducted by Operations Officers to ensure the fence is secured. These inspections also include identifying any animal digs that are located under the fence and ensuring that perimeter gates and drainage grates are tightly secured to prevent animal access. In addition, Operation Officers will take appropriate actions to reduce any other observed wildlife activity. All such findings will be documented in the Operations log.

- e. **Disruption of Existing Wildlife Habitat.** While this will frequently be unavoidable due to the nature of the project, Contractor personnel should immediately notify airport operations of a wildlife sighting.

7. Foreign Object Debris (FOD) Management

- a. **Description of FOD.** Foreign object debris at airports includes any object found in an inappropriate location that can damage aircraft, equipment, or airport personnel. On construction sites FOD typically is comprised of loose gravel, blowing sand, wire bristles from sweeper heads, food wrappers, material packaging. The presence of FOD on an airport's air operations area (AOA) poses a significant threat to the safety of air travel. FOD has the potential to damage aircraft during critical phases of flight, which can lead to catastrophic loss of life and airframe, and at the very least increased maintenance and operating costs.

b. Methods of FOD control

- i. **Training.** Contractor shall provide training to all employees working within the AOA on effective FOD management. Training shall include description and consequences of FOD, FOD awareness, and housekeeping procedures.
- ii. **Housekeeping.** Preventing FOD from occurring is the most effective form of FOD management. Contractor must monitor construction activities and proactively develop a plan to prevent FOD from occurring. Typical FOD prevention measures include the use of covered trash containers, covered loads, zero tolerance of littering, and tying down items which may be easily wind blown.
- iii. **Ground vehicle tire inspections.** Prior to crossing active airfield pavement the Contractor must perform a vehicle tire check for any loose rocks that may be in the tread. Tires covered in mud must be cleaned prior to crossing active pavement in order to prevent tracking of dirt.
- iv. **Pavement sweeps.** Prior to opening sections of pavement within a work area to aircraft traffic, the Contractor will be required to sweep the entire pavement surface (including shoulders). Metal bristled brooms are known to create FOD, and the Contractor will be required to clean all bristles from the pavement. Compressed air and vacuums can be used to clean pavement surfaces as well.
- v. **FOD Inspections.** Refer to Section 10 for FOD inspection requirements.

8. Hazardous Material Management

- a. Haz-Mat Procedures to be developed by the Contractor prior to the issuance of the notice-to-proceed including but not limited to:
 - i. Fuel Storage Locations
 - ii. Spill Procedures
 - iii. MSDS

9. Notification of Construction Activities

- a. **List of Responsible Representatives.** Persons who have questions concerning policies, procedures, or requirements of the Airport Security Program, should contact Airport Operations. Persons who observe a security violation, suspicious act or any serious act that may endanger persons or property, should immediately contact Airport Operations. For this project, all communications with ATC Ground Control will be made by Airport Operations staff.
 - i. Airport Operations Center (24 hrs.) – 205.599.0519
 - ii. On-duty Airport Operations Supervisor – 205.332.2603

iii. Airport Operations Manager office address – 5900 Messer Airport Hwy.

Birmingham, AL. 35212

205.599.0507

iv. Airport Operations Manager (Cell) – 205.354.5371

v. FAA Tech Ops Office – (205) 876-1300

vi. Construction Management Department – 205.480.8259/205.480.3018

- b. **NOTAMs.** Contractor shall coordinate with Airport Operations personnel for the issuance of all NOTAMs related to the project construction. Airport Operations and FAA shall generate and issue NOTAMs based on Contractor construction schedule and facility impacts.
- c. **Emergency Notification Procedures.** In the case of a life threatening situation, dial 911 and Airport Operations immediately thereafter. Airport Operations will coordinate any emergency response.
- d. **Coordination with ARFF.** Weekly construction progress meetings will be held throughout the duration of the project and prior to commencement of phasing changes. At this time ARFF will be notified of rerouting, blocking and restoration of emergency access routes.
- e. **Notification to the FAA.** Prior to reopening Taxiway A, local FAA Tech Ops will need to be contacted to check all NAVAIDs shut down during construction and if required flight check affected NAVAIDs.

10. Inspection Requirements

- a. **FOD Inspection.** The Contractor shall keep the project site and vehicles clean, employing a “clean as you go” approach throughout the project.
- b. **Airport Operations Daily Inspection.** Operations Officers conduct two daily airfield inspections. These inspections include an inspection of all airfield-paved areas and safety areas to ensure compliance with FAR Part 139.327.
- c. **Contractor Inspection.**
 - i. Prior to opening work areas and pavement to aircraft operations the Contractor must coordinate with airport operations for inspection of work area. 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.
 - ii. Daily inspections must be completed to ensure all traffic control devices are in proper location and working order.
- d. **Final Inspection.** Coordinate with the FAA Airport Certification Safety Inspector (ACSI) prior to the completion of phase 7 to determine if a final inspection will be necessary.

11. Underground Utilities

- a. No dig permit is necessary for this project.
- b. Project plans have not identified potential underground utility conflicts.

12. Penalties.

The following penalties will be administered by the Airport, FAA, and TSA as allowed per the requirements of the Construction Safety and Phasing Plan.

- a. **Vehicle Operations.** Stiff penalties exist to punish those who violate airport driving regulations. Prosecution can be a fine, imprisonment, lease violation or impoundment of vehicle. Specific penalties include:

- c. Taxiway/Taxilane Object Free Area (TOFA).
 - i. During construction, Taxiway A and Taxiway A-1 will be restricted to ADG III or smaller (118 ft. wingspan). Contractor shall coordinate with Airport Operations personnel for the issuance of all NOTAMs related to TOFA temporary adjustments.

18. Other Limitations on Construction

- a. **Restrictions.**
 - i. The contractor shall be restricted to his designated staging and work area.
 - ii. All access to the construction work area will be through authorized access points and designated haul routes. When it is necessary for the contractor to work outside of the designated construction area, an escort will be required.
 - iii. All material or equipment entering or leaving the construction work area shall be escorted.
 - iv. The contractor's vehicles will follow and obey the directions of the escort at all times.
 - v. Large quantities of heavy hauling will need to be coordinated with the airport. In such instances, and at the airport's discretion, designated haul routes may be established so as not to require numerous individual escorts.
- b. Contractor may not use tall equipment (cranes, concrete pumps, etc.) unless a 7460-1 determination letter is issued for such equipment.
- c. The use of open flame welding or torches is prohibited unless fire safety precautions are provided, and airport operators have approved their use.
- d. The use of electrical blasting caps is prohibited on or within 1000 ft. of the airport property.
- e. The use of flare pots is prohibited within the AOA.

AOA Gate Guard

Responsibilities at BHM

- **AOA Gate Access Procedure (Each time any vehicle enters)**
 - Keep the gate closed while it is not being used.
 - Make positive contact with the driver and any passengers.
 - Inspect I.D.s, ensure they are valid, and check any airport issued badges against the Stop List before entry is permitted.
 - Ensure there are no prohibited items present including firearms.
 - Verbally inquire.
 - Visually inspect all storage areas inside and outside of the vehicle.
 - If the driver does not possess an airport badge, do not permit AOA entry until an airport badged person with Escort privileges has confirmed they are taking over the escort of the non-badged person.
- **AOA Gate Guard Guidelines**
 - No personal vehicles are permitted to enter the AOA.
 - All vehicles entering the AOA must display appropriate company signage on both sides of the vehicle.
 - Guards must ensure all non-badged personnel entering the AOA possess valid I.D.
 - Expired I.D. is invalid.
 - Non-badged personnel must always be escorted by badged personnel with Escort privileges.
 - Guards must check storage areas inside and outside of the vehicle for prohibited items including firearms.
 - Guards must possess the most recently issued Stop List.
 - Guards may never leave an unlocked gate unattended.
 - All badged personnel entering the gate must be checked. This includes BAA, TSA, FAA, and contactors/subcontractors.
 - Gate Guards must be aware they are subject to the same security posture testing as the rest of the airport.