Draft

Construction Safety and Phasing Plan

Taos Regional Airport
Taos, New Mexico

Prepared for

Town of Taos, New Mexico

Prepared by

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a Geo-Logic Company

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Sponsor Concurrence

The Town of Taos has read and agreed to this Construction Safety and Phasing Plan.

Designed By _____ Date _____

Sponsor Approval _____ Date _____

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List of Appendices

1. Introduction

This Construction Safety and Phasing Plan (CSPP) was developed for the Taos Regional Airport (the Airport) water and wastewater improvement project as approved by the Town of Taos. This project will provide potable water for the airport and a wastewater system. The complete project is presented in the plans attached to this CSPP.

The Contractor shall prepare a detailed Safety Plan Compliance Document (SPCD) as stated in Advisory Circular 150-5370-2G. The SPCD should include a general statement by the Contractor that he/she has read and will abide by this CSPP. In addition, the Contractor's SPCD shall identify specific methods, sequencing, and phasing that he/she intends to use to accomplish the project work. The final SPCD shall be the result of a coordinated effort between the Owner/Sponsor, the Engineer, and the Contractor.

The Contractor shall adhere to the approved SPCD and CSPP as agreed upon by the Owner/Sponsor, Engineer, and Contractor. Modifications or deviations from the approved safety plan shall be submitted to the engineer for review and approval prior to implementation. The Engineer for this project is Daniel B. Stephens & Associates, Inc. (DBS&A). The project manager for the Town of Taos is Gundar Peterson (505-822-9400), and an alternate contact person is Chase Stearnes (505-934-1615).

2. Coordination

A pre-construction meeting will be held prior to the Contractor beginning work or staging material and equipment on-site. Representatives of the Sponsor, the Contractor, and the Engineer shall be present. The pre-construction meeting will discuss operational safety during construction as a priority.

No closures will be permitted without the applicable Notices to Airmen (NOTAMs) in place for each specific closure. Emergency access for both Aircraft Rescue and Fire Fighting (ARFF) and off-airport (police, fire, and emergency medical technician [EMT]) based emergency service shall be maintained at all times. Routing for such traffic shall be determined and made known to all supervisor personnel involved in the construction project. Coordination of this access will be

proposed by the Contractor and approved by the engineer or Airport certification safety inspector (Inspector) and the Airport operations manager.

2.1 Contractor Progress Meetings

The location and time of the daily progress meetings will be determined during the pre-construction meeting. A continual review of the Contractor's adherence to the CSPP will be made by the Engineer or Inspector and Airport personnel and will be discussed at each meeting. The contractor will be notified and required to immediately correct any deficiencies that may occur.

2.2 Scope or Schedule Changes

Any proposed changes to the CSPP shall be pre-coordinated with the FAA Airports Regional or District Office prior to implementation of the change.

All parties involved will need to evaluate the impact(s) of the change and will determine what measures will need to be taken to maintain a safe construction site. Changes in the scope or duration of the project may necessitate revisions to the CSPP.

2.3 FAA Air Traffic Organization Coordination

The FAA Air Traffic Organization (ATO) will need to be notified immediately of any changes that affect aircraft movement within the airport which include facility shutdowns and restarts. The Sponsor will be responsible for coordinating any changes, including NOTAMS, to the FAA ATO.

It is not anticipated that any shutdown or alteration to FAA facilities will be required for this project

3. Phasing

To minimize disruptions to airport operations during construction, construction will be separated into one schedule with two phases to avoid or limit the amount of aircraft operations affected at any given time. The phasing plan was developed with help from the airport, and is considered to be the most effective way of maintaining the required aircraft access, while imposing the least amount of impact on Contractor operations and without sacrificing safety. The phasing for this project is presented below, and is visually depicted in the CSPP Drawings

provided in Appendix A. Each phase is described below and presented in the drawings in Appendix A.

3.1 Phasing Elements

This project will be constructed as a single phase. The schedule allows the contractor to conduct pre-construction activities, including the preconstruction meeting, mobilization, and surveying and staking, establishing parking and material and equipment staging areas, and installation of the water and sewer lines. The construction time for the schedule is estimated to be 120 days. The Contractor shall notify the Engineer at least 72 hours prior to any activities within the Airport Operations Area (AOA) so the Airport can provide any required NOTAMs. There will be no work or access into the Taxiway Object Free Area (TOFA) or Runway Object Free Area (ROFA).

3.2 Phase 1

Phase 1 will allow the contractor to access the Airport property as indicated in Appendix A from Highway 64 to the western end of the site near the location of the new septic tank and disposal field. Phase 1 work will include installation of the potable water lines, the sewer lines, the septic tank and disposal field at the Airport. The pipelines will require trenching in locations as shown on the CSPP drawings (Appendix A). The designated work area for the pipeline installation is 25 feet wide, centered on the pipe trench. The septic tank and disposal field require a wider footprint and excavation for installation.

Material and equipment haul routes will be along temporary haul roads adjacent to the property fence line and along the main paved access road as required. Work along the paved sections of the entrance road on the west side of the Airport will require closing of one lane to allow adequate space for the installation of the water and sewer lines. Using the two designated staging areas shown on the CSPP will minimize construction traffic along this paved section of road. The vehicles and equipment for this construction includes pick-ups, trucks for hauling pipe, and a backhoe. Contractor employee vehicles will be parked in the designated staging areas.

3.3 Construction Safety and Phasing Plan Drawing

The CSPP drawing (Appendix A) shows the affected areas. There will be no associated closures for this schedule. If closure should become necessary, the Contractor shall obtain approval from the Sponsor and be required to place yellow closure crosses as shown on the plans. Low-profile

aviation barricades shall be placed to delineate the construction area on taxiways. The drawings have been reviewed, accepted, and signed by the Sponsor.

4. Areas and Operations Affected by the Construction Activity

All work within the Air Operations Area (AOA) shall be accomplished in conformance with Advisory Circular 150/5370-2G, *Operational Safety on Airports during Construction*. The CSPP drawings (Appendix A) include information regarding requirements for operational safety during construction.

The areas and operations to be affected by the project are summarized in the following tables.

Operational Requirements	Install water and sewer lines, septic tank and disposal field	
	Normal (Existing)	Post Construction (Anticipated)
Runway 4/22 Average Aircraft Operations	Carrier: 0/day; GA: 19/day Military: 0/day	Carrier: 0/day; GA: 19/day Military: 0 / day
Runway 4/22 ARC	B-II	B-II
Runway 4 Approach Visibility Minimums	1 Mile	1 Mile
Runway 22 Approach Visibility Minimums	Visual	Visual
Runway 4 Approach Procedures	GPS	GPS
Runway 22 Approach Procedures	None	None
Runway 4/22 NAVAIDs	GPS/PAPI	GPS/PAPI
Runway 13/31 Aircraft Category	C-II	C-II
Runway 13 Approach Visibility Minimums	¾ Mile	¾ Mile
Runway 31 Approach Visibility Minimums	Visual	Visual
Runway 13 Approach Procedures	GPS	GPS
Runway 31 Approach Procedures	None	None
Runway 13/31 NAVAIDs	GPS/PAPI	GPS/PAPI
Taxiway A, A1-A5 TDG	2	3
Taxiway A, A1-A5 ADG	II	II
Taxiway B, B1-B4 TDG	3	3
Taxiway B, B1-B4 ADG	III	III
ATCT (hours open)	None	None
ARFF Index	None	None

Runway	Aircraft Approach Category A, B, C OR D	Airplane Design Group I, II, III OR IV	RSA Width in Feet Divided by 2
4	B	II	75 Feet
22	B	II	75 Feet
13	C	II	250 Feet
31	C	II	250 Feet

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Runway End Number	RSA Length Beyond RWY End	RSA Length Prior to Landing Threshold	Minimum Distance to Threshold based on Required Approach Slope	
4	300 Feet	300 Feet	200 Feet	20:1
22	300 Feet	300 Feet	0 Feet	20:1
13	1000 Feet	600 Feet	200 Feet	20:1
31	1000 Feet	600 Feet	0 Feet	20:1

4.1 Identification of Affected Areas

All of the work for this project will occur within the AOA. The CSPP drawing (Appendix A) depicts the limits of the project and their proximity to the AOA. The Contractor shall not enter the AOA without approval by the Sponsor.

4.2 Closing or Partial Closing of Runways, Taxiways and Aprons, and Displaced Thresholds

No runway, apron, or taxiway will be affected by construction.

4.3 Mitigation of Effects

To mitigate the effects of construction on Airport operations, a detailed phasing requirement will be specified in the plans and specifications. With the majority of construction taking place within the AOA, phasing will be designed to minimize impacts on airport operations. It is imperative to adhere to the requirements established in the CSPP drawing (Appendix A) to maintain safety and operations at the Airport during construction. It is important that all personnel involved discuss current and upcoming phases during the required daily updates.

4.4 Temporary Changes to Runway and/or Taxi Operations

None.

4.4.1 Detours for ARFF and Other Airport Vehicles

Access for ARFF will be maintained throughout the site at all times.

4.4.2 Temporary Changes to Air Traffic Control Procedures

None.

4.4.3 Runway Closure Procedure for Night Work

None.

4.4.4 Runway Closure Checklist

None.

4.4.5 Runway Re-Open Checklist

None.

5. Navigation Aids Protection

No navigation aids (NAVAIDS) will be impacted by construction.

6. Contractor Access

6.1 Location of Stockpiled Construction Materials

All stockpiled materials shall be located in the Contractor's staging area. See the CSP for location. See Section 16 for discussion on hazard marking and lighting devices requirements. See Section 6 for discussion on wildlife issues. See Section 7 for discussion on foreign object debris (FOD) control.

6.2 Vehicle and Pedestrian Operations

The Contractor will be required to gain access to the airfield for this project. The project will require a haul route around the fenced perimeter to bring in materials and remove waste. The route is not located inside any taxiway or runway. Pedestrians and personal vehicles will not be allowed to leave the staging area except for entering and leaving the Airport.

6.3 Construction Site Parking

Construction site parking will be as designated in the CSPP drawing (Appendix A).

6.4 Construction Equipment Parking

Construction equipment parking will be allowed at the contractor's staging area in the location shown on the CSPP drawing (Appendix A) or at a location approved by the Engineer or Inspector. No equipment or material shall be parked or stored in any active runway or taxiway safety area or object free area.

6.5 Access and Haul Roads

During the construction operations, the Contractor will be allowed to use an access security gate as entrance to the airfield and construction site. This gate and the haul route to the site are shown on the CSPP drawings (Appendix A).

The gate may be opened only for authorized vehicles required for Contractor operations. Passengers in any authorized vehicles shall be the responsibility of the Contractor. Haul route designation on Airport property shall be the responsibility of the Airport and its representatives. Once established, the haul roads shall be used for all equipment traffic, and the equipment shall not be allowed to stray or wander away from the established routes. The haul roads shall be the responsibility of the Contractor, and shall be maintained and kept in good order at all times. When required, water shall be applied at the locations and in the amounts necessary to minimize dust and dirt in the AOA. Because construction operations will be within the active AOA, the Airport will require additional dust control measures be used on haul roads and the work area in order not to interfere with Airport operations. The Contractor shall be prepared at all times to repair any damage caused by the movement of equipment on any of the haul roads at the direction of the Engineer, whether in designated or undesignated areas. After completion of the project, the Contractor shall be required to regrade any unpaved portions of the haul road. The performance of any work as specified by this provision, including watering, maintenance, and repair of the haul roads, shall not be measured and paid for directly, but shall be considered as necessary and incidental to the work. Establishment of haul roads off of Airport property shall be the sole responsibility of the Contractor.

Contractor movement shall be restricted to the predetermined access routes as shown on CSPP drawings (Appendix A) and within the work area. Work areas shall be delineated with barricades

as shown on the CSPP drawings (Appendix A). The Contractor shall not operate outside of these areas without approval of the Engineer or Inspector. The Airport reserves the right to immediately remove any operator who does not comply with this section on a temporary basis, or at the Airport's discretion, permanently.

6.6 Marking and Lighting of Vehicles

All vehicles operating within the AOA must clearly identify themselves for control purposes. There should be no contractor vehicles in the taxiways and runways. The identification symbols should be a minimum 8-inch block-type characters of a contrasting color and easy to read. They may be applied either by using tape or a water-soluble paint to facilitate removal. Magnetic signs are also acceptable. All authorized vehicles and construction equipment must display a 3-foot by 3-foot flag with international orange and white 12-inch squares displayed in full view above the vehicles or a rotating and/or flashing beacon. To operate in those areas, the vehicle must have a flag (day only) or beacon (day or night) attached to it. Any vehicle operating on the movement areas during hours of darkness or reduced visibility must be equipped with a beacon. All lighting of vehicles must comply with FAA AC 150/5210-5, Painting, Marking and Lighting of Vehicles Used on an Airport.

6.7 Required Escorts

All personnel requiring escort privileges will need to place a request with the Engineer or Inspector and Airport operations manager at least 72 hours in advance.

If vehicles, without prior approval from the Airport operator, must travel over any portion of an aircraft movement area, the vehicle will be escorted by a badged representative and properly identified. To operate in those areas during daylight hours, the vehicle must have a flag (day only) or beacon (day or night) attached to it. Any vehicle operation on the movement areas during hours of darkness or reduced visibility must be equipped with a flashing dome-type beacon.

6.8 Training Requirements of Vehicle Drivers

Drivers are not required to attend and pass an airport driving class for this project. This training is required for all personnel that would be required to be badged or that plan on operating a vehicle in the AOA. Proper vehicle operations are described as conforming to all rules and regulations for driving as directed by the Airport.

6.9 Situational Awareness

When on the AOA, vehicle drivers must confirm by personal observation that no aircraft is approaching their position (either in the air or on the ground) when given clearance to cross a runway, taxiway, or any other area open to aircraft operations. The Contractor shall be aware of boundaries to AOA at all times to avoid any vehicle/pedestrian deviation that could lead to any unauthorized entry onto the movement area.

6.10 Two-way Radio Communication Procedures

The Contractor's superintendent shall be required to monitor transceiver radios tuned to the Airport's ground frequency of 122.8 MHz at all times. The Contractor shall supply aviation radios. Radios shall be used to obtain proper clearance for the movement of equipment, trucks, etc., within the movement area.

Additionally, any unusual occurrences in the flight pattern of approaching or departing aircraft shall be acknowledged by all concerned so that operation of the airport and the construction work can be safely carried on at all times.

6.11 Maintenance of the Secured Area of the Airport

Airport operators and contractors must take care to maintain security during construction when access points are created in the security fencing to permit the passage of construction vehicles or personnel. Because the Airport is subject to 49 CFR Part 1542, Airport Security, even during construction, the Airport must meet standards for access control, movement of ground vehicles, and identification of construction contractor and tenant personnel.

7. Wildlife Management

In general, the Contractor must carefully control and continuously remove waste or excess material that might attract wildlife. Should the Contractor encounter any wildlife on the airfield, he/she should notify the Sponsor immediately so that appropriate actions to mitigate the problem can be implemented. The Contractor should contact the Sponsor for further guidance regarding any issues or questions regarding wildlife on the airport.

7.1 Trash

The Contractor is responsible for completing a daily inspection of the construction site, including the Contractor's staging area, for any trash or objects that might attract wildlife. All trash found shall be disposed of properly.

7.2 Standing Water

Because standing water can attract wildlife, the Contractor is responsible to complete a daily inspection of the construction site for any standing water. At the discretion of the Engineer or Inspector, the Contractor shall promptly remove any standing water.

7.3 Tall Grass and Seeds

Seeding is not proposed for this project.

7.4 Poorly Maintained Fencing and Gates

The Contractor shall be required to maintain all fences and gates throughout the duration of the project, to the satisfaction of the Airport operations manager and Engineer or Inspector.

7.5 Disruption of Existing Wildlife Habitat

The Contractor shall notify the Engineer or Inspector or Sponsor when any wildlife is sited within the AOA.

8. Foreign Object Debris Management

All excavated material, debris, etc. shall be cleaned from the site at least on a daily basis and more often if required by the Sponsor or Engineer. To control dust and/or blowing debris, any soil, debris, or loose material shall immediately be swept up and removed. The Contractor shall ensure that the construction site is clean and FOD is not an issue for safe usage of the airport. The Contractor is required to keep all areas within the construction site free from FOD at all times. The Contractor is required to maintain FOD control continually to the satisfaction of the Engineer or Inspector. Prior to opening any pavement to aircraft, the Contractor shall conduct a sweep of the pavement to verify that it is FOD free.

9. Hazardous Materials (HAZMAT) Management

At the preconstruction meeting, the Contractor shall discuss the fueling operation for all equipment on site. Contractors operating construction vehicles and equipment on the Airport must be prepared to expeditiously contain spills resulting from fuel or hydraulic fluid leaks and immediately report to Airport Operations. Any spills that occur on site shall be brought to the attention of the Sponsor immediately. The Contractor shall also notify the Sponsor of any and all required remedial work required and follow appropriate methods for cleaning up the contaminated site. The Contractor shall also make sure the Sponsor is in attendance to witness the cleanup and provide written documentation to the Sponsor stating the remedial work is complete verifying regulation requirements are met. Spill prevention and response procedures for Airport-owned facilities include regular visual inspections, adopting good housekeeping practices, and reducing and reusing process materials to minimize waste generation on-site. The Contractor should provide the Sponsor a list of all materials being delivered to the construction area and maintain safety data sheets (SDSs) for such materials on the airport site. The Contractor will also be required to verify that stormwater pollution prevention plan (SWPPP) permits requirements are met. The Contractor shall be responsible for any costs and/or mitigation associated with any spills and/or leaks. SDSs are required for all hazardous materials used on Airport property.

10. Notification of Construction Activities

The Contractor shall list the names of individuals that will be responsible for specific items on the construction site. The names shall be given to the Sponsor, as well as posted on a bulletin board on the project. There is 911 emergency service at the Airport, which shall be posted on the bulletin board. The following are contacts and names that need to be identified.

10.1 Maintenance of a List of Responsible Representatives/ Points of Contact

Key contact information is provided in the following table. Subcontractor information shall be available to the Sponsor and Engineer.

Contact	Telephone No.
Airport Operations	
Colton Rapstine, Taos Regional Airport (SKX) Manager	(575) 758-4995
Ray Rodriguez, Taos Aviation	(575) 613-3705
Project Contacts	
Project Superintendent	
Superintendent	
24-hour contact	
Safety Officer	
Quality Control Officer	
Job Site Environmental Officer	
Chase Stearnes, Project Engineer, DBS&A	(505) 934-1615
Area Emergency Contacts	
Taos Police	(575) 758-2216
Fire Station	(575) 758-3386
Taos Urgent Care	(575) 758-1414

10.2 Notices to Airmen

Only the Airport operations manager or Sponsor may initiate or cancel NOTAMs on airport conditions, and is the only entity that can close or open a runway. The Airport operations manager or Sponsor must coordinate the issuance, maintenance, and cancellation of NOTAMs about airport conditions resulting from construction activities and must provide information on closed or hazardous conditions on airport movement areas to the FAA Flight Service Station (FSS) so it can issue a NOTAM. The Contractor must notify the Engineer or Inspector and Airport operations manager or Sponsor when scheduling/scoping for the project has changed that would require a modification to the NOTAMs.

10.3 Emergency Notification Procedures

In the event of an emergency, the Contractor shall notify the Engineer or Inspector and Airport Operations Manager immediately and, when necessary, call 911. The Contractor must coordinate after hours contact procedures with the Airport prior to construction.

The address for emergency response to the site is:

24662 US Highway 64
Los Colinas, NM 87529

10.4 Coordinate with Airport Rescue and Fire Fighting Personnel

This project shall not require any deactivation of water lines or fire hydrants, rerouting or blocking of any emergency access routes, or the use of any hazardous material on the airfield that would require coordination with Airport Rescue and Fire Fighting (ARFF) personnel or emergency services. However, if the Contractor must coordinate construction activities with ARFF personnel, the Contractor will notify the Airport. The Airport operations manager and Engineer or Inspector, or designated representative, will be responsible for notifying ARFF personnel.

10.5 Notification to the FAA

Part 77: Any person proposing construction or alteration of objects that affect navigable airspace, as defined in Part 77, must notify the FAA. This includes construction equipment, stockpiles, and proposed parking areas for this equipment.

NAVAIDS: For emergency notifications regarding both airport owned and FAA owned NAVAIDs, the airport shall contact 1-866-432-2622.

For any planned NAVAID shutdowns, the Airport shall submit a Strategic Event Notification (SEN) form to the FAA. A review period of 45 days is required between the submission of the SEN and the NAVAID shutdown.

Any person proposing construction or alteration of objects that affect navigable airspace, as defined in Part 77, must notify the FAA. This includes construction equipment and proposed parking areas for this equipment. Regarding NAVAIDS damage, the Airport shall contact 1-866-432-2622.

11. Inspection Requirements

The Contractor will identify a Safety Officer who will be required to inspect daily all barricades and flashers prior to commencing work and prior to leaving the work site. The Contractor will notify the Sponsor that all inspections have been completed. The Contractor shall determine if there is a need to increase the inspections based on the project and site conditions. There will be no decrease in the number of required inspections. At the project final inspection, the project site shall be clean and free of all debris related to the project construction.

11.1 Daily (Or More Frequent) Inspections

Inspections shall be conducted daily, or more frequently if deemed necessary by the Engineer or Inspector to ensure conformance with this document. The inspections shall be completed by the Contractor to the Engineer's satisfaction, and the Contractor shall submit a copy of all the completed checklists to the Engineer. The Contractor should fill out this checklist every day that construction operations occur on this project. A checklist is provided in Appendix B of this document.

11.2 Interim Inspections

Inspections shall be conducted of all areas to be (re)opened to aircraft traffic to ensure the proper operation of lights and signs, for correct markings, and absence of FOD. The interim inspections may be completed by the Contractor or Inspector. Ensure that all construction materials have been secured, all pavement surfaces have been swept clean, all transition ramps have been properly constructed, and that surfaces have been appropriately marked for aircraft to operate safely.

11.3 Final Inspections

Final inspections shall be conducted prior to the opening of any airfield facilities. The final inspection should be completed with the Contractor, Airport operations manager, Sponsor, and Engineer or Inspector.

12. Underground Utilities

The Contractor shall be responsible for contacting appropriate utility locator services prior to construction. The Contractor shall attempt to locate the Sponsor's and/or FAA's underground cables prior to construction. Damage to underground cables by the Contractor will require replacement by the Contractor at no cost to the Sponsor and/or FAA. Any splicing or replacing of damaged cable shall meet current FAA specifications. Damage caused to any underground utility through Contractor's negligence shall be repaired according to the relevant utility's standards and at no cost to the Sponsor.

If essential utilities or underground infrastructure is damaged by the Contractor during construction operations, the Contractor shall repair the item as quickly as possible. The Contractor shall notify the Engineer or Inspector about deactivated utilities, the Engineer or Inspector will then notify the Airport's representative about items impacting emergency personnel. The Airport's representative will then contact the personnel that are responsible for making the necessary adjustments for the airport.

13. Penalties

If at any point a safety violation is noted, all construction activities in the area of the violation will be immediately terminated. Before construction can begin, the Contractor will provide a written statement demonstrating to the Owner/Sponsor that the construction can once again occur without violations to the safety procedures. The Contractor is not eligible for additional compensation for the down time or any other claim when construction is terminated due to safety violations.

The Airport operations manager can suspend construction activities at any time during which they note safety violations. The duty of the Engineer or Owner/Sponsor to conduct a construction review of the Contractor's performance is not intended to include review of adequacy of the Contractor's safety measures in or near the construction site. In accordance with generally accepted construction practices, the Contractor shall be solely and completely responsible for conditions on the job site including safety of all persons and property during performance of the work. This requirement shall apply continuously and will not be limited to working hours.

Penalties are based on the Airport's security policies. The Contractor is responsible for any penalties that the Airport may distribute.

The rules and procedures as set forth in this guide are enforceable by designated airport officials, law enforcement officials, and TSA officials. Violations of the procedures are considered as violations of the approved Airport security program.

14. Special Conditions

The Contractor shall monitor any weather conditions, aircraft emergencies, unexpected emergencies, and other elements that may cause safety on the project to be jeopardized.

15. Runway and Taxiway Visual Aids

There are no runway closures anticipated for this project. If a closure does occur the Contractor shall notify the Sponsor prior to any runway closure. The Contractor will be required to install runway closure crosses prior to beginning work on the project. Following completion of the project, the Contractor shall notify the Airport manager and remove the closure crosses.

The Airport manager and the Contractor's superintendent shall develop and oversee the lock-out/tag-out plan per 29 CFR Part 1910 Occupational Safety and Health Standards. Low-profile barricades shall be installed on the taxiways and apron to delineate the construction areas prior to work being performed.

The Contractor must verify that construction and closure areas are clearly marked and remain visible for the duration of construction.

15.1 General

The Contractor will need to install approved lighted, low-profile barricades in accordance with the project plans. All must be secured in place to prevent movement by jet blast, prop wash, or other wind currents. Items used to secure such markers must be of a color similar to the marker.

15.2 Markings

No temporary painted markings are required for this project.

15.3 Lighting and Visual NAVAIDs

There will be no closed taxiways or runways for this project.

15.4 Signs

15.4.1 Existing Signs

Any time an existing sign does not serve its normal function or would provide conflicting information, it must be covered or removed to prevent misdirecting pilots. Signs identifying a crossing taxiway continue to perform their normal function even if the crossing taxiway is closed and should not be covered or removed.

15.4.2 Temporary Signs

There are no temporary signs as directed by this CSPP to be installed.

16. Marking and Signs for Access Routes

Haul routes and other activities on the airport by the Contractor, subcontractors, and Engineer shall be coordinated with and approved in advance by the Airport manager or authorized agent. Any traffic signs and markings to delineate the haul route shall meet Advisory Circular 150/ 5340-18, Standard for Airport Sign Systems, Advisory Circular 150/5340-1M, Standards for Airport Markings, or the Manual on Uniform Traffic Control Devices (MUTCD) standards, including but not limited to the frangible and height requirements.

17. Hazard Marking and Lighting

17.1 Purpose

The Contractor is required to properly mark and light any open manholes, open trenches, excavations, small areas under repair, stockpiled material, waste areas, and any other areas associated with construction. The Contractor shall be responsible for maintaining these barricades and keeping them clearly visible at all times.

17.2 Equipment

Low profile barricades with the MUTCD standard reflective orange and white marking with the 20-inch minimum by 20-inch minimum flags mounted on the center of the barricade will be used to delineate the construction site. The barricades shall also be required to have flashing red caution lights. Lights shall be placed on the barricades and spaced at no more than 10 feet. The barricades shall be weighed against propwash and capable of withstanding up to 100 mile per hour (mph) wind forces.

Flashing red caution lights shall maintain such intensity to be readily identified from distances of at least 200 feet during darkness. Lights must be operated between sunset and sunrise and during periods of low visibility whenever the airport is open for operations. They may be operated by photocell, but this may require that the Contractor turn them on manually during daytime periods of low visibility. The Contractor shall have a 24-hour on-call representative for emergency maintenance of Airport hazard lighting and barricades. Solar powered lights are highly encouraged to minimize battery replacement.

17.3 Lighting for Nighttime Construction

Nighttime construction is not anticipated for this project. The Contractor is to contact the Sponsor and Engineer/Inspector for approval and guidance should nighttime construction become necessary.

18. Protection

18.1 Runway Safety Area

The Airport defines the safety area for Runway 4/22 as the area that is within 75 feet from the centerline of Runway 4/22. While Runway 4/22 is open, work in the safety area is prohibited. The runway safety area (RSA) and associated dimensions are shown on the CSPP drawings (Appendix A).

The Airport defines the safety area for all runways as the area that is within 75 feet from the centerline of Runway 4/22. Construction operations for this project shall not impede into the RSA. During the construction process, construction personnel must not enter into any active RSA. Open trenches and excavations are not allowed in the RSA while the Airport is operational.

Trenches and excavations must be backfilled at the conclusion of night work. If it is not possible to backfill, appropriate methods such as trench plates may be used to cover the open trench or excavations.

It is recommended that the Contractor place markers such as survey lath or construction flagging 10 feet outside of the adjusted RSA to make the area easily identifiable and to ensure that no construction personnel enter the RSA. The Contractors must prominently mark open trenches and excavations at the construction site with red or orange flags, as approved by the Airport operator, and light them with red lights during hours of restricted visibility or darkness.

Soil erosion must be controlled to maintain RSA standards. The RSA must be cleared and graded and have no potentially hazardous ruts, humps, depressions, or other surface variations. It must be capable under dry conditions of supporting snow removal equipment, ARFF equipment, and the occasional passage of aircraft without causing structural damage to the heaviest aircraft operating on the runway.

18.2 Runway Object Free Area

The Airport defines the runway object free area (ROFA) for Runway 4/22 as the area that is within 250 feet from the centerline of Runway 4/22 and extends 300 feet beyond both ends of the runway.

The Airport defines the ROFA for Runway 13/31 as the area that is within 400 feet from the centerline of Runway 13/31 and extends 1,000 feet beyond both ends of the runway.

The ROFA and associated dimensions are shown on the CSPP drawings (Appendix A). Construction is allowed within the ROFA; however, equipment shall not be left in the ROFA when not in use. Materials are not to be stockpiled in the ROFA. Construction personnel shall not enter active ROFAs unless required by the project phasing and approved by the Airport.

18.3 Taxiway Safety Area

The Airport defines the taxiway safety area (TSA) for Taxiway A and the connector taxiways as the area that is within 39.5 feet from the centerline of each taxiway. The Airport defines the TSA for Taxiway B and the connector taxiways as the area that is within 59 feet from the centerline of each taxiway. Construction will be prohibited within any active TSA during operational hours. No work is anticipated within the TSA.

The Contractors must prominently mark open trenches and excavations at the construction site with red or orange flags, as approved by the airport operator, and light them with red lights during hours of restricted visibility or darkness.

Soil erosion must be controlled to maintain TSA standards; that is, the TSA must be cleared and graded and have no potentially hazardous ruts, humps, depressions, or other surface variations, and capable, under dry conditions, of supporting snow removal equipment, aircraft rescue and firefighting equipment, and the occasional passage of aircraft without causing structural damage to the heaviest aircraft operating on the taxiway.

18.4 Taxiway Object Free Area

The Airport defines the TOFA for the taxiway system as the area that is within 65.5 feet from the centerline of each taxiway. The Airport defines the TOFA for the Taxiway B as the area that is within 93 feet from the centerline of each taxiway. The TOFA and associated dimensions are shown on CSPP drawings (Appendix A). No construction may occur within the TOFA while the taxiway is open for aircraft operations. No work in the TOFA is anticipated for this project.

Construction personnel shall not enter active TOFAs unless required by the project phasing and approved by the Airport.

18.5 Obstacle Free Zone

The Airport defines the obstacle free zone (OFZ) for Runway 4/22 as the area that is within 200 feet from the centerline of Runway 4/22 and extends 200 feet beyond both ends of the runway. The Airport defines the OFZ for Runway 13/31 as the area that is within 200 feet from the centerline of Runway 13/31 and extends 200 feet beyond both ends of the runway.

Personnel, material, and/or equipment may not penetrate the OFZ while the runway is open for aircraft operations. This project is not anticipated to impact the OFZ.

If it is necessary to enter the OFZ coordination with the FAA is required. Construction operations for this project shall not impede into the OFZ. Construction activity, phase closures, and OFZ with associated dimensions are shown on CSPP drawings (Appendix A).

18.6 Runway Approach/Departure Surfaces

The existing Part 77 approach surface area for Runway 4 begins 200 feet from the threshold of the runway and extends away from the runway at a slope of 34:1 for the first 10,000 feet. The width of the approach surface closest to the runway threshold is 500 feet wide and 3,500 feet wide at the farthest end.

The existing approach surface area for Runway 22 begins 200 feet from the displaced threshold of the runway and extends away from the runway at a slope of 20:1 for 5,000 feet. The width of the approach surface closest to the runway threshold is 500 feet wide and 1,500 feet wide at the furthest end.

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

Objects that do not penetrate these surfaces may still be obstructions to air navigation and may affect standard instrument approach procedures. Construction activity in a runway approach/departure area may result in the need to close a runway or displace the existing runway threshold. All work that is anticipated to be completed within this area shall be coordinated with the Airport and the Engineer.

The project is designed for all work to be completed outside of all the safety areas discussed herein.

19. Other Limitations of Construction

19.1 Prohibitions

The use of open flame welding or torches will require adequate fire safety precautions to be provided and the Airport operator has approved their use. The use of explosives is prohibited on or within 1,000 feet of the airport property, unless expressly authorized by the Sponsor and associated jurisdictions.

19.2 Restrictions

Construction suspension may be required during specific airport operations. Project areas may be worked on simultaneously only if approved by the Engineer and Airport operations manager.

Night construction may only be performed if approved by the Engineer and Airport operations manager.

Construction operations shall only be allowed in weather conditions compliant with the project specifications.

Temporary signs must be approved by the airport operator.

Additional restrictions are placed on tall construction equipment. Typically, any piece of equipment over 20 feet tall will need to be evaluated to determine its potential impact to the airspace.

Appendix A

CSPP Drawings

DBS&A
a Geo-Logic Company

This appendix has been provided separately.

Appendix B

Daily Inspection Checklist

DBS&A
a Geo-Logic Company

APPENDIX B. CHECKLIST FOR FAA CSPP REVIEW

This checklist provides the Project Manager (PM) and the Airport Certification Safety Inspector (ACSI) a useful tool reviewing a Sponsor's CSPP for conformance to the standards present within AC 150/5370-2. A completed CSPP checklist is not a required grant document.
For project funded under the AIP and PFC programs, the FAA Project Manager's issuance of an approval or non-approval letter represents the **official documentation** that the FAA has conducted a review of CSPP that confirms conformance to the requirements of AC 150/5370-2. The completion of this checklist is not a required AIP or PFC record.

F.1. Checklist for FAA CSPP Review

Airport Name: Taos Regional Airport LOCID: SKX

Associate City: Taos, New Mexico

Project No. 226888

F.1.1 AC 150-5370-2G

This checklist identifies the main elements and sub-elements established under Section 2, Chapter 2 of Advisory Circular 150/5370-2G. Project Managers (PM) are encouraged to use this checklist as an aid when reviewing a Sponsor's CSPP for conformance to the safety standards. Because the PM's approval/disapproval letter represents the official FAA action, a completed checklist is not a required record the PM must sign or archive in the grant file.

CSPP Element	Element Addressed			Remarks
	Yes	No	N/A	
Coordination (Section 205)				
– Contractor Progress Meetings	X			
– Addresses necessary actions when changes are proposed to CSPP	X			
– Provisions for FAA ATO Coordination	X			
Phasing (Section 206)				
– Phasing Elements	X			
– Construction Safety Drawings	X			
Areas and Operations Affected by Construction Activity (Section 207)				
– Identification of affected Areas	X			
– Mitigation Affects	X			
Navigation Aid Protection (Section 208)				
– Operation NAVAID Critical Areas	X			
Contractor Access (Section 209)				
– Location of Stockpiles Construction Material	X			
– Vehicle and Pedestrian Operations	X			
Wildlife Management (Section 210)				
– Trash	X			
– Standing Water	X			
– Tall Grass	X			
– Fencing and Gates	X			

– Disruption of Wildlife Habitat	X			
Foreign Object Debris (Section 211)				
– FOD Control Measures	X			
Hazardous Material Management (Section 212)				
– Hazardous Material Controls	X			
Notification of Construction Activities (Section 213)				
– List of Responsible Representatives	X			
– NOTAMs	X			
– Emergency Notification Procedures	X			
– Coordination with ARFF	X			
– Notification to the FAA (Part 77, NAVAIDS….)	X			
Inspection Requirements (Section 214)				
– Contractor Progress Meetings	X			
– Addresses necessary actions when changes are proposed to CSPP	X			
– Provisions for FAA ATO Coordination	X			
Coordination (Section 205)				
– Contractor Progress Meetings	X			
– Addresses necessary actions when changes are proposed to CSPP	X			
– Provisions for FAA ATO Coordination	X			