

NOTES:

CONTRACT NO.  
SC062

1. GENERAL SAFETY REQUIREMENTS.

Operational safety shall be governed by FAA AC 150/5370-2E. Contractor facilities/equipment shall not penetrate FAR Part 77 surfaces (see section A-A).

Throughout the construction project, the following safety and operational practices should be observed:

- Operational safety should be a standing agenda item during progress meetings throughout the construction project.
The contractor and airport operator must perform onsite inspections throughout the project, with immediate remedy of any deficiencies, whether caused by negligence, oversight, or project scope change.
Airport runways and taxiways should remain in use by aircraft to the maximum extent possible.
Aircraft use of areas near the contractor's work should be controlled to minimize disturbance to the contractor's operation.
Contractor, subcontractor, and supplier employees or any unauthorized persons must be restricted from entering an airport area that would be hazardous.
Construction that is within the safety area of an active runway, taxiway, or apron that is performed under normal operational conditions must be performed when the runway, taxiway, or apron is closed or use-restricted and initiated only with prior permission from the airport operator.
The contracting officer, airport operator, or other designated airport representative may order the contractor to suspend operations; move personnel, equipment, and materials to a safe location; and stand by until aircraft use is completed.

2. CONSTRUCTION MAINTENANCE AND FACILITIES MAINTENANCE.

Before beginning any construction activity, the contractor must, through the airport operator, give notice [using the Notice to Airmen (NOTAM) System] of proposed location, time, and date of commencement of construction. Upon completion of work and return of all such areas to standard conditions, the contractor must, through the airport operator, verify the cancellation of all notices issued via the NOTAM System. Throughout the duration of the construction project, the contractor must:

- Be aware of and understand the safety problems and hazards described in AC 150/5370-2, Operational Safety on Airports During Construction.
Conduct activities so as not to violate any safety standards contained in AC 150/5370-2 or any of the references therein.
Inspect all construction and storage areas as often as necessary to be aware of conditions.
Promptly take all actions necessary to prevent or remedy any unsafe or potentially unsafe conditions as soon as they are discovered.

3. APPROACH CLEARANCE TO RUNWAYS.

Runway thresholds must provide an unobstructed approach surface over equipment and materials. (Refer to Appendix 2 in AC 150/5300-13, Airport Design, for guidance in this area.)

4. RUNWAY AND TAXIWAY SAFETY AREA (RSA AND TSA).

Limit construction to outside of the approved RSA, as shown on the approved airport layout plan-unless the runway is closed or restricted to aircraft operations, requiring a lesser standard RSA that is equal to the RSA available during construction (see AC 150/5370-2 for exceptions). Construction activity within the TSA is permissible when the taxiway is open to aircraft traffic if adequate wingtip clearance exists between the aircraft and equipment/material, evacuations, trenches, or other conditions are conspicuously marked and lighted; and local NOTAMs are in effect for the activity (see AC 150/5300-13 for wingtip clearance requirements). The NOTAM should state that, "personnel and equipment are working adjacent to Taxiway\_\_\_\_\_."

A. Procedures for protecting runway edges.

- Limit construction to no closer than 200 feet (60m) from the runway centerline-unless the runway is closed or restricted to aircraft operations, requiring a lesser standard RSA that is equal to the RSA available during construction.
Prevent personnel, material, and/or equipment, as defined in AC 150/5300-13, Paragraph 306, "Obstacle Free Zone (OFZ)," from penetrating the OFZ.

B. Procedures for protecting runway ends.

- Maintain the RSA from the runway threshold to a point at least the distance from the runway threshold as existed before construction activity-unless the runway is closed or restricted to aircraft operations, requiring an RSA that is equal to the RSA length available during construction in accordance with AC 150/5300-13. This may involve the use of declared distances and partial runway closures (see AC 150/5370-2 for exceptions).
Ensure all personnel, materials, and/or equipment are clear of the applicable threshold siting criteria surface, as defined in Appendix 2, "Threshold Siting Requirements," of AC 150/5300-13.
Prevent personnel, material, and/or equipment, as defined in AC 150/5300-13, from penetrating the obstacle-free zone.
Ensure adequate distance for blast protection is provided, as needed.

6. MARKING AND LIGHTING FOR TEMPORARY THRESHOLDS.

Marking and lighting for a temporary threshold is not required.

6. CLOSED RUNWAY MARKINGS AND LIGHTING.

Closed runway marking is not required.

7. HAZARDOUS AREA MARKING AND LIGHTING.

Hazardous areas on the movement area will be marked with flagged lathes and signage (see plans). These markings restrict access and make hazards obvious to aircraft, personnel, and vehicles. During periods of low visibility and at night, identify hazardous areas with red flashing lights. The hazardous area marking will be supplied by the contractor, as specified in the contract, and is depicted on the plans.

8. TEMPORARY LIGHTING AND MARKING.

Existing Airport markings, lighting, and signs will not be altered for this project.

9. VEHICLE OPERATION MARKING AND CONTROL.

- Employee parking shall be at the site of the former batch plant near gate #1015 along old route 4. See plans for additional location information.
Access to the job site shall be via gate #1015 at old route 4, as shown on the plans.
All vehicle operators having access to the movement area must be familiar with airport procedures for the operation of ground vehicles and the consequences of noncompliance.
Tall equipment will likely be used for excavation and hauling operations. To protect the airfield operation all equipment operating in the AOA and vicinity will be flagged with a checkered flag consistent with FAA requirements.
Entry through the MAA security fence gate is restricted. Any person wanting to pass through the security fence gate must get permission from the MAA Public Safety Office, be SIDA certified or escorted by a SIDA certified individual, and have the vehicle that will operate within the security fence inspected by an MAA public safety officer. For activities associated with this project, it is planned that a work crew will need to enter the airfield each workday. For this entry the PSO will need to be notified so that all vehicles entering the AOA can be inspected, and the security gate opened. Each vehicle must have a flag or beacon attached to it.
Clearly identify the vehicles for control purposes by assigned numbers that are prominently displayed on each side of the vehicle. The identification symbols should be at minimum 8-inch (20-cm) 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. In addition, vehicles must display identification media.
To enter the airfield and proceed to the work site the work crew will need to be escorted by a badged individual. The contractor will provide this individual. To be badged, this contractor provided person is required to undergo and pass SIDA training and undergo an FBI background check with approval. To proceed on to the airfield to the work site the work crew escort will stay in radio contact with the ATCT. Permission for movement on the airfield through the ILS-Critical Area and within the Safety Zone Boundary (250' from the runway centerline) must be granted by the ATCT. Instruction in radio protocol is given in the required SIDA training.
When the work crew reaches the work site, the SIDA badged person will be required to remain present and in radio contact with the ATCT for all of the time that the work crew is there. It should be noted that if the contractor decides to work in more than one location within the security fence of the airfield a badged individual will be required as stated above for each crew. In summary, any individual or group within the security fence of the airfield will be required to be under direct supervision of a contractor supplied, badged individual in radio contact with the ATCT.
As a safeguard to prevent unauthorized movement within the airfield security fence the contractor will erect and maintain flagged lathes outside of the Runway Safety Zone. These lathes will establish the boundary of the haul route and be erected at a location and frequency that will keep construction activity outside of the Runway Safety Zone.
At the end of each day's activity construction equipment will be secured in a location outside of the deer fence and in as few locations as practical. Badged individuals will escort all personnel to the security fence gate following ATCT instructions. The PSO will be notified to open the security fence gate at old route 4 (to be considered this project's access gate) for the work crew to exit.

- Compliance with airfield security requirements during the execution of this project is imperative and cannot be taken too seriously. The sedimentation basins, and consequently the work sites, are all located inside the MAA security fence. All locations where work will be performed for this project are to be considered inside of the airfield security fence. Therefore airfield security requirements will be in force at all times when any work crew passes through the security gate onto the airfield.
Gate number DFG #1 in the deer fence is intended to be used for the soil disposal haul route. This gate is to remain locked during all non-construction times. Gate #1015 in the security fence at the site of old route 4 will be used for access to the project site.

10. NAVIGATIONAL AIDS.

The contractor must not conduct any construction activity within navigational aid restricted areas without prior approval from the local FAA Airway Facilities sector representative. Navigational aids include instrument landing system components and very high-frequency omni directional range, airport surveillance radar. Such restricted areas are depicted on construction plans. Refer to Construction Safety Plan section 9. "Vehicle Operation Marking and Control" for procedures on movement through NAVAIDS areas.

Install 4'x8' sign board (long side horizontal) on frangible supports at locations (2) of ILS-critical boundary (see plans). Sign board will be painted white. Standard IDOT "STOP" sign to be mounted on left side of board. Black block letters 6" high on right side of sign will read "You are about to enter ILS-Critical Area at south end of runway. Contact control tower for permission to proceed." Signs to face away from ILS-critical area.

11. LIMITATIONS ON CONSTRUCTION.

Additional limitations on construction include-

- Open-flame welding or torch cutting operations are prohibited unless adequate fire safety precautions are provided and these operations are pre-authorized by the airport.
Prominently marking open trenches, excavations, and stockpiled materials at the construction and lighting these obstacles during hours of restricted visibility and darkness.
Marking and lighting closed, deceptive, and hazardous areas on airports, as appropriate.
Constraining stockpiled material to prevent its movement as a result of the maximum anticipated aircraft blast and forecast wind conditions.
All construction shall conform to the MidAmerica St. Louis Airport Construction Safety, Health, Loss Control And Environmental Protection Plan.
Since refueling of construction equipment will be allowed at the work sites, provisions will be made to facilitate collection of any oil that might be spilled. All refueling must conform to MidAmerica St. Louis Airport's Spill Prevention Control and Countermeasure (SPCC) Plan.

12. RADIO COMMUNICATIONS.

Please refer to Construction Safety Plan section 9. "Vehicle Operation Marking and Control" for procedures pertaining to radio requirements and protocol on the AOA.

13. DEBRIS.

Waste and loose material must not be placed in active movement areas. Materials tracked onto these areas must be removed continuously during the work project.

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CONSTRUCTION SAFETY PLAN (SHEET 2 OF 2)

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