CONSTRUCTION SAFETY & PHASING PLAN

Sedona Airport Infield RSA Drainage Improvements Repackage

FAA AIP No.: 3-04-0033-034-2026
ADOT No.: E7___ 01C
Yavapai County Project No.: 2555021
Dibble Project No.: 1023096.05

Prepared For: Sedona-Oak Creek Airport Authority
& Yavapai County

April 30, 2026

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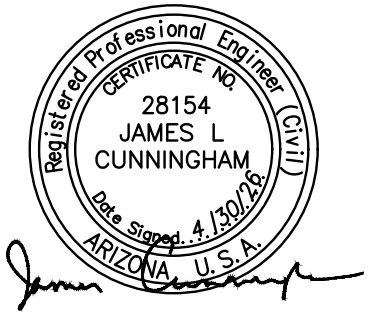
Jim Cunningham, PE, SE, RLS, CM
Engineer of Record
Dibble



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1. PROJECT OVERVIEW

Sedona Airport (SEZ or Airport) is located at the top of Table Top Mountain overlooking the City of Sedona, Arizona. The Airport is owned by Yavapai County and operated by Sedona Oak Creek Airport Authority (SOCAA), covering an area of approximately 220 acres, and is at an elevation of 4830.4-feet above Mean Sea Level (MSL).

The Airport is a general aviation facility with approximately 35,000 annual operations and, has 66 based aircraft consisting of single and multi-engine piston, turboprop and jet aircraft and helicopters according to the current Airport Master Record.

The airfield consists of one runway (Runway '3-21'), one parallel taxiway (Taxiway 'A'), eight connector taxiways (Taxiways 'A1' through 'A8'), and one partial parallel taxiway (Taxiway 'B'). Runway '3-21' is 5,132 feet in length with parallel Taxiway 'A' to the northwest at a 250-foot centerline-to-centerline separation.

This project includes grading and drainage improvements within the infield areas located between Runway '3-21' and Taxiway 'A' from Connector Taxiways A8 to A2. The open drainage ditch and culvert system will be replaced with a new underground storm drain system and stabilized outfall channel. Construction activities will take place within the Runway Safety Area (RSA), Runway Object Free Area (ROFA), Taxiway Safety Area (TSA), and Taxiway Object Free Area (TOFA).

The limits of the project areas are shown in **Appendix A –** *Construction Phasing Plan*, which is appended to this document.

The major items of work associated with the project include:

- Trenching and Removal of Asphalt Concrete Pavement
- Removal of Existing Pipe Culverts Beneath Taxiway Connectors
- New Storm Drain Rubber Gasket Reinforced Concrete Pipe (RGRCP)
- New Storm Drain Catch Basins with Concrete Aprons
- New Storm Drain Manholes
- New Triple Pipe Concrete Headwall
- Replacement of PVC Edge Drain Outlet Pipes
- Regrading of Unpaved Infield Areas
- Realignment of Stabilized Airport Service Road
- New Grouted Riprap and Dumped Riprap Outfall Protection
- Replacement of Impacted Taxiway Lighting and Airfield Guidance Signage Bases and Ductbanks
- Replacement of Aggregate Base, Asphalt Concrete Pavement, and Pavement Markings
- Hydroseeding of unpaved infield areas

This Construction Safety and Phasing (CSPP) provides specific information to the Contractor and Subcontractors selected to carry out the construction contract for this project. This plan includes the requirements and procedures for accident prevention, safety requirements, and security considerations at the Airport. The Airport's safety objective is to achieve accident-free construction projects. Furthermore, the Contractor must be in full compliance with FAA *Advisory Circular (AC) 150/5370-2G – Operational Safety on Airports During Construction*. The CSPP and project safety and phasing requirements will be discussed in detail at the Pre-Bid and Pre-Construction Conferences. The Contractor is required to submit a Safety Plan Compliance Document (SPCD) to Airport Staff describing how the Contractor will comply with the requirements set forth in the CSPP.

The Contractor and Subcontractors shall conduct their operations in a manner that will provide safe working conditions for all employees, the protection of the public and all others who may be affected by construction activities. Nothing contained in this plan is intended to relieve the Contractor, Subcontractor, or suppliers of the obligations assumed by the Contractor under contract with the Airport or as required by law. The Contractor shall be required to submit a SPCD to the Airport describing how they will comply with the requirements set forth in the CSPP.

Safety must be an integral part of the job. Full participation, cooperation, and support are necessary to ensure the safety and health of all persons and property involved in the project. The purpose of phasing, marking, barricading, and lighting of airside construction areas is to delineate hazardous areas and prevent unauthorized incursions into the areas by personnel, vehicles, equipment, and aircraft during construction; and to positively separate construction activity from aircraft operations.

2. COORDINATION

A Pre-Bid Conference will be scheduled during the bidding process to allow prospective bidders an opportunity to understand the safety aspects of this project. A key topic of this meeting will include a detailed review of this Construction Safety and Phasing Plan, with emphasis on Contractor responsibilities for safety, as well as access and work areas in each phase.

A Pre-Construction Conference will be scheduled prior to the issuance of the Notice to Proceed. Invitees and attendees will include the Airport staff, the Resident Project Representative (RPR) and the Contractor's Project Manager/Superintendent. Relevant safety-related issues will be discussed in detail at this meeting.

Topics of discussion will include the FAA *Advisory Circular 150/5370-2G – Operational Safety on Airports During Construction*, project scope, RPR's responsibility, identifying the Contractor's Superintendent, Notice to Airmen (NOTAM) responsibility, phasing and scheduling of work, Notice to Proceed date, safety during construction, security, badging and escorting requirements, quality control and testing, test reports, maintenance of record drawings, and other contract and Federal requirements. The Contractor is required to submit an overall project schedule at the Pre-Construction Conference which will allow the RPR, Contractor, Airport staff, and other stakeholders to identify affected areas during construction.

2.1 Contractor Progress Meetings

Weekly construction progress meetings will be held where the invitees and attendees will include at minimum the Airport staff, the RPR, the Contractor's Project Superintendent, and the lead personnel of each Subcontractor. In addition to the discussions on the progress of the project, operational safety procedures identified within this Safety Plan and the Contractor's Safety Plan Compliance Document (SPCD) will be reviewed and discussed.

2.2 Scope or Schedule Changes

The Contractor will be required to immediately notify the Airport Manager and RPR of any changes to the original project scope or schedule. The Airport Manager will coordinate (as needed) any changes with the impacted stakeholders, (i.e., tenants, FAA, etc.).

2.3 FAA/Air Traffic Organization (ATO) Coordination

The Airport Manager will be responsible for continually coordinating as required with the FAA and Air Traffic Organization (ATO) during construction.

3. PHASING

This project includes four (4) total phases as shown in **Appendix A –** *Construction Phasing Plan*.

Phase 1 (20 calendar days) work will include construction of the downstream portion of the storm drain system including the riprap lined outfall channel, headwall, junction structure, manhole, storm drain pipes, trenching across Taxiway 'A'/ Connector Taxiway 'A7' intersection, infield grading, connections to existing drainage infrastructure, and realignment of the service road adjacent to Taxiway 'A' and helicopter landing pad. Phase 1 also involves the removal and salvage of airfield electrical infrastructure and the installation of base cans, conduit, airfield lighting cable, counterpoise, lights, and signs around Taxiway 'A7' and the Taxiway 'A'/'A7' intersection.

This work will require the partial closure of Taxiway 'A' from Connector Taxiways 'A6' to 'A8' including closure of Connector Taxiways 'A7' and 'A8' for the duration of the phase. An adjacent helipad will also be closed for the duration of this phase. In order to take off from Runway 3, aircraft will need to back taxi on the runway from Connector Taxiway 'A6' to the end of the runway and then turn around. Additionally, if aircraft land on Runway 21 and cannot exit the runway prior to or via Taxiway 'A6', then they will need to turnaround on the runway and back-taxi to Connector Taxiway 'A6' to exit the runway. Work in Phase 1 will occur during both day and night shifts and will remain continuously closed outside the RSA. Night work within the RSA will include full airport closures between the hours of 6 pm and 6 am. Runway '3-21', Taxiway 'A' (east of Connector Taxiway A6), and Connector Taxiways 'A6', 'A5', 'A4', 'A3', 'A2', and 'A1' will remain open during the day from 6 am to 6 pm in Phase 1.

Phase 2 (5 calendar days) work will include the construction of storm drain pipe, trenching across Connector Taxiway 'A6', and infield grading,. Phase 2 also involves the removal and salvage of airfield electrical infrastructure and the installation of base cans, conduit, airfield lighting cable, counterpoise, lights, and signs around Taxiway 'A6'.

This work will require the closure of Taxiway 'A6' for the duration of the phase. Aircraft that need to access apron areas will need to use alternate connector taxiways. Work in Phase 2 will occur during night shifts only with full airport closures between the hours of 6 pm and 6 am. Runway '3-21', Taxiway 'A', and Connector Taxiways 'A8', 'A7', 'A5', 'A4', 'A3', 'A2', and 'A1' will remain open during the day from 6 am to 6 pm in Phase 2.

Phase 3 (30 calendar days) work will include the construction of manholes, catch basins, storm drain pipes, trenching across Connector Taxiways 'A5', 'A4', and 'A3', infield grading, and connections to existing drainage infrastructure. Phase 3 also involves the removal and salvage of airfield electrical infrastructure and the installation of base cans, conduit, airfield lighting cable, counterpoise, lights, and signs around Taxiways 'A5', 'A4', and 'A3'.

This work will require the closure of Connector Taxiways 'A5', 'A4', and 'A3' for the duration of the phase. Aircraft that need to access apron areas will need to use alternate connector taxiways. Work in Phase 3 will occur during night shifts only with full airport closures between the hours of 6 pm and 6 am. Runway '3-21', Taxiway 'A', and Connector Taxiways 'A8', 'A7', 'A6', 'A2', and 'A1' will remain open during the day from 6 am to 6 pm in Phase 3.

Phase 4 (5 calendar days) work will include hydroseeding throughout the entire project area and application of all final pavement markings.

Work in Phase 4 will occur during night shifts only with full airport closures between the hours of 6 pm and 6 am. Runway '3-21' and all taxiways will remain open during the day from 6 am to 6 pm in Phase 4.

Table 1 - Summary of Operational Effects by Phase

	Phase 1	Phase 2	Phase 3	Phase 4
Scope of Work	Construct storm drain pipes, junction structure, manhole, headwall, regrading, riprap, service road, replace AC pavement, and electrical improvements.	Construct storm drain pipe, replace AC pavement, regrading, and electrical improvements.	Construct storm drain pipes, replace AC pavement, catch basins, manholes, regrading, and electrical improvements.	Hydroseeding, and final pavement markings.
Effect of Construction Operations	Partial closure of Taxiway 'A', Full-time Closure of Taxiway 'A7', 'A8' & Helipad, and Night-time Closure of Airport.	Full-time Closure of Taxiway 'A6' and Night-time Closure of Airport.	Full-time Closure of Taxiway 'A3', 'A4', & 'A5' and Night-time Closure of Airport.	Night-time Closure of Airport.
Runway & Taxiway ADG	B-II	B-II	B-II	B-II
Special Conditions	N/A	N/A	N/A	N/A
Runway '3-21' Closure & Lighting/Navigational Aide (NAVAID) Status	RW '3-21' Closure: 6 am to 6 pm RW Lighting & NAVAID Status: Disabled	RW '3-21' Closure: 6 am to 6 pm RW Lighting & NAVAID Status: Disabled	RW '3-21' Closure: 6 am to 6 pm RW Lighting & NAVAID Status: Disabled	RW '3-21' Closure: 6 am to 6 pm RW Lighting & NAVAID Status: Disabled

4. AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION

4.1 Affected Areas on the Airfield

This project will affect Runway '3-21', Taxiway 'A', and Connector Taxiways 'A8', 'A7', 'A6', 'A5', 'A4', and 'A3'. Work during Phases 1, 2, 3, and 4 will require full airport closures during night-time construction activities. The airport will be re-opened for aircraft operations after each night-time work shift. Pease see **Appendix A –** *Construction Phasing Plan* for all areas affected by the project.

4.1.1 Closed or Partially Closed Facilities

The Phase 1 work area will require the full-time closure of Taxiway 'A' west of Connector Taxiway 'A6' and the closure of Connector Taxiways 'A7' and 'A8' for the duration of the phase. A helipad will also be closed during this phase. This phase will include nightly closures of the Airport from 6 pm to 6 am. Aircraft needing to access the apron after landing on Runway '21' will need to back-taxi on the runway and access the apron via Taxiway 'A6'. Aircraft that need to depart from Runway '3' from the apron will need to back-taxi on the runway to bypass the closed section of Taxiway 'A'.

The Phase 2 work area will require the full-time closure of Connector Taxiway 'A6' and nightly closures of the Airport from 6 pm to 6 am for the duration of the phase for the duration of the phase. Aircraft needing to access the apron after landing or departing on Runway '3-21' will need to use alternate connector taxiways.

The Phase 3 work area will require the full-time closure of Connector Taxiways'A5', 'A4', and 'A3' and nightly closures of the Airport from 6 pm to 6 am for the duration of the phase. Aircraft needing to access the apron after landing or departing on Runway '3-21' will need to use alternate connector taxiways.

The Phase 4 work area will require nightly closures of the Airport from 6 pm to 6 am.

4.1.2 Aircraft Rescue and Firefighting Access Routes

No ARFF facilities are located at the Airport. Access to the airfield for emergency vehicles will be maintained at all times via Air Terminal Drive and through the gate southwest of the Terminal Building.

4.1.3 Airport Support Vehicle Access Routes

This project will re-route a portion of the perimeter service road around the new outfall channel. During construction, an alternate route will be maintained around the project site for vehicles needing access to the southern portion of the airfield.

4.1.4 Utilities for Firefighting

No underground utilities used for firefighting (including water) within the AOA are anticipated to be impacted by the construction of this project. While every effort has been made to include the locations and depths of known utilities within the project area, the Contractor will be required to pothole for utilities to avoid damage to them. Access to existing fire hydrants will be maintained at all times.

4.1.5 Affected Approach and Departure Surfaces

Approach and departure surfaces will be closed during nightly airport closures for construction activities.

Construction activity shall be restricted when equipment penetrates the imaginary surface described in Title 14 CFR Part 77 and any restricted area as defined in the current edition of FAA AC 150/5300-13B, *Airport Design*, unless a favorable airspace finding has been made by the FAA and the Airport, and approved by the Airport Operations Superintendent or authorized Operations Specialist on Duty. Equipment that penetrates the Part 77 imaginary surfaces must display a red obstruction light during nighttime use and an orange and white checkered flag during the day.

NOTE: The Contractor will be advised that it may take up to 12 weeks to obtain an airspace determination for construction equipment, and must submit information required for inclusion into the 7460 airspace evaluation submittal as soon as feasible after Notice of Award in order to not delay the project schedule. This review should be included in the Contractor's schedule.

4.1.6 Affected Instrument Approach Procedures and Navigational Aid Critical Areas

Instrument Approach Procedures and NAVAID Critical Areas will be disabled during nightly airport closures. Otherwise, they are not affected during daytime construction activities.

4.2 Mitigation of Effects

4.2.1 Construction Staging Area and Haul Routes

The Contractor's Staging and Storage Area, haul routes, and construction access areas are shown in **Appendix A –** *Construction Phasing Plan*. The Contractor's Staging Area will be located outside of the ROFA and TOFAs. Construction access areas and haul routes have been established to minimize impact to airfield operations. The Contractor will be required to supply gate guards at construction entrances to the airfield during material deliveries. Gate guards will not be required if the gates are closed and locked.

Transient haul truck drivers are required to check in with the Contractor's gate guard and are required to be escorted by the prime contractor to and from the project site. All construction vehicles and equipment on site during night-time construction work shall be equipped with a beacon mounted on the highest point of the vehicle or equipment. The vehicle or equipment operator shall be advised to remain on the marked haul route and follow the appropriate signs to the intended work area. At no time shall contractor personnel be allowed to deviate from the marked haul route. Additionally, during times of low visibility or darkness, a flashing amber beacon shall be required.

The location of contractor haul routes shall be depicted on the plans or as directed by the airport or RPR. It is the responsibility of the contractor to document the condition of the haul routes prior to the start of hauling operations and repair any damage to the haul route.

4.2.2 Temporary Runway/Taxi Operations

All temporary runway and taxiway closures will be coordinated with the Airport. Project work will occur within the TSA and TOFA of Taxiways 'A', 'A3', 'A4', 'A5', 'A6', 'A7' and 'A8', requiring those taxiways to be fully or partially closed full-time during their applicable phases. Work performed within the RSA will require the nightly closures of the Airport.

4.2.3 Detours for ARFF and Other Airport Vehicles

No ARFF facilities are located at the Airport. This project will re-route a portion of the perimeter service road around the new outfall channel. During construction, access for emergency and airport operations vehicles to the southern portion of the airfield will be maintained with a temporary alternate route around the project site.

All airport support vehicle access routes or alternate routes will be coordinated and maintained throughout the project by the Contractor and Airport personnel. However, because each construction situation is different, the Contractor must coordinate construction vehicle traffic with the Airport Operations for each phase of construction. Contractor vehicle movements to and from the site must conform to approved Access and Haul Roads or as directed by the Airport at the weekly construction meetings. The Airport will coordinate with all stakeholders any detours from existing Airfield Service Roads as needed, throughout the duration of the project.

4.2.4 Maintenance of Essential Utilities

The main power supply for the AWOS runs through the Phase 1 work area. The construction of new storm drain pipe within the infield area just southwest of Connector Taxiway 'A6' will require the removal and replacement of the power line for the AWOS facility. During construction of the storm drain pipe underneath the AWOS ductbank, power to the AWOS facility shall not be disabled for more than two 12-hour night shifts. Temporary power to the AWOS facility shall be supplied during daytime operations until the AWOS conduit and cable are replaced.

Special attention shall be given to preventing unscheduled interruption of utility services and facilities, including airfield lighting and navigation equipment. The contractor shall locate and/or arrange for the location of all the underground utilities. When an underground cable or utility is damaged due to the Contractor's negligence the Contractor shall immediately repair the affected cable or utility. Full coordination between the Airport and construction personnel will be exercised to ensure that all utilities are fully protected prior to any excavation. Locations of cabling and other underground utilities will be marked prior to beginning of construction/excavation. The contractor will be required to contact all known utility agencies if there appears to be a potential impact, and pothole accordingly. The Contractor will be required to provide required maintenance to any impacted utilities until the impacted utilities are restored (if necessary). Avoid damage to existing utilities, cables, wires, conduits, pipelines and other underground facilities. The above is more responsive than preventative.

4.2.5 Temporary Air Traffic Control (ATC) Procedures

Sedona is a non-towered airport. The County, Sedona Oak Creek Airport Authority, and Stakeholders will be kept apprised of all construction activities throughout the duration of the project. The Contractor will provide construction schedules at least two weeks ahead of the proposed construction activities to be given to the RPR and Airport staff. The Airport will be expected to provide feedback about any concerns that they have for construction areas and Contractor movements. Construction Safety and Phasing Drawings will be provided to the Airport so that they are aware of the impacts to aircraft operations. The Airport will be responsible for issuing NOTAM's related to construction activities and restrictions.

5. PROTECTION OF NAVIGATIONAL AIDS

5.1 NAVAID Critical Areas

Impacts to NAVAID Critical Areas are not anticipated while the runway is open or operational. Any work performed within the RSA of the runway will require closure of the runway. The Airport will be responsible for issuing NOTAMs for all air traffic. The Contractor will be required to coordinate runway closures a minimum of 48 hours in advance.

5.2 Effects of Construction on NAVAID Facilities

Construction of new storm drain pipe within the infield area southwest of Connector Taxiway 'A6' in Phase 1 may require removal and replacement of the power line for the AWOS facility. Temporary power to the AWOS facility will be required during daytime operations until the permanent conduit and cable are installed.

There are no other anticipated impacts to NAVAID facilities during construction.

5.3 Protections of NAVAID Facilities

The Contractor shall protect existing NAVAID facilities in place during grading and trenching activities. The Contractor shall prevent degradation to navigation signals between the ground and aircraft on approach and the operation of electronic or visual NAVAIDs on the airport during daytime construction activities.

5.4 Required Distance from NAVAIDs to Construction Areas

During mobilization, de-mobilization, and daytime construction activities, the Contractor will be required to stay clear of all NAVAID Critical Areas to prevent degradation to navigation signals between the ground and aircraft on approach. The locations of the Contractor's Staging and Storage Area and Haul Routes have been selected to avoid NAVAID critical areas.

5.5 Coordination Procedures with FAA/ATO

The Airport staff will be responsible for continually coordinating with the FAA/ATO during construction, as required. In support of this, the Contractor will provide construction schedules at least three weeks ahead of the proposed construction activities to the Airport.

6. CONTRACTOR ACCESS

Anytime access is required within the Airport Operations Areas (AOA), the Contractor shall be responsible for assuring that no breaches of airport security occur. The AOA is fenced and must remain fenced at all times. The gates will remain closed and locked or a guard (with an airport issued access card) will be provided at the Contractor's expense. The Contractor will furnish gate guards with rosters of his personnel and ensure that each individual has adequate identification. The duplicate keys for each lock will be turned over to Airport. The following additional measures must also be taken:

- No person shall enter the contractor worksite without authorization. Any person found within the worksite without proper identification as described herein shall be considered unauthorized and shall be removed from the worksite.
- Persons authorized to provide escorts include Airport staff and designated contractor supervisors. Failure to provide an escort can result in loss of escort privileges, fines, revocation of the access card, or all three.
- Contractor Superintendents and Supervisors will be required to wear identifiable equipment or clothing to be easily recognized and located on site.

Reference **Section 4.2.1 – Construction Staging Area and Haul Routes** for additional requirements imposed on the Contractor regarding the Staging Area and Haul Routes.

6.1 Airport Security

This project will require that the Contractor's and Subcontractors supervisory staff and gate guards working on the airfield obtain a gate access card, and will be responsible for being vigilant in helping to maintain security of the airfield. The Contractor will be responsible for posting gate guards at Contractor access points into the secured area of the airfield and for locking each access gate when leaving the project each day.

The airport is operated in strict compliance with Federal Aviation Regulations (FAR), which prohibit unauthorized persons or vehicles in the Air Operations Area (AOA). Equipment and workmen will be restricted to the work area defined on the plans. Any violation by Contractor's personnel or Subcontractors will subject the Contractor to penalties imposed by the Airport.

The Contractor will assume all fines assessed to them by the Airport for the Contractor's security violations. Typical fines are ten thousand dollars ($10,000.00) or more per incident.

The Contractor shall be responsible for the protection of the construction site, and all work, materials, equipment, and existing facilities thereon, against vandals and other unauthorized persons. Security measures shall include additional security fencing, barricades, lighting, and other measures as the Contractor may deem necessary to protect the site.

The Contractor's responsibilities for work areas are as follows:

- The Contractor shall be held responsible for controlling his employees, Subcontractors, and their employees with regard to traffic movement.
- The Contractor shall rebuild, repair, restore, and make good at his own expense all injuries or damages to any portion of the work occasioned by his use of these facilities before completion and acceptance of his work.
- The Contractor shall submit to the RPR in writing a detailed work plan for each construction phase. This plan shall be submitted 14 calendar days prior to the start of each construction phase. No work within the construction phase may commence until the phase work plan is approved.
- The Contractor shall submit to the RPR in writing a plan, by construction phase, for controlling construction equipment and vehicular movements in the Air Operations Area (AOA). This plan shall be submitted at the Pre-Construction Meeting. No work may commence until this plan is approved by the Airport. The plan must include material haul roads.
- The Contractor shall provide a responsible Traffic Manager whose duty shall be to direct all construction traffic on or near active runways, taxiways, haul roads and highways. Paved surfaces shall be kept clear at all times and specifically must be kept free from all debris which might damage aircraft.

No weapons will be allowed on the airport by any Contractor personnel at any time.

6.2 Location of Stockpiled Construction Materials

All contractor materials, equipment and supplies shall be within the Contractor's designated staging and storage area. The staging and storage area shall be marked, debris boxes covered, and the area should be kept neat and clean of debris. See **Appendix B – Airport Site Plan** for the location of the Contractor's staging and storage area.

No equipment shall remain in the work area after each nighttime shift. All concrete shall be washed out within the staging area. The contractor shall install a washout facility with sufficient quantity and volume to contain all liquid concrete waste with a minimum freeboard of 4 inches. All hardened concrete shall be disposed of off site in accordance with local, state and federal regulations.

Stockpiled materials are allowed only within the Contractor's designated staging and storage area:

- Remove all stockpiled material from within aircraft movement areas daily, unless otherwise directed by the RPR.
- No excavated or stored materials may remain within taxiway safety areas and object free areas.
- Stockpiled material may be located within the AOA only upon prior coordination and approval of the RPR.

Furthermore, construction activity shall be prohibited when equipment penetrates the imaginary surface described in Title 14 CFR Part 77 and any restricted area as defined in the most current edition of FAA *Advisory Circular 150/5300-13B – Airport Design*, unless a favorable airspace finding has been made by the FAA and the Airport and approved by Airport Operations. Equipment that penetrates the Part 77 imaginary surface must display an orange and white checkered flag during daytime operations and a red obstruction light during nighttime use.

6.2.1 Stockpiles Within Runway Object Free Areas

Stockpiles within the Runway Object Free Area are not allowed.

6.2.2 Proper Stockpiling of Materials

Stockpiled materials must be stabilized with water in order to avoid dust during windy conditions. Daily inspections by the Contractor will be required of the stockpiles and other areas within the construction limits that may be affected by windy conditions. Construction Administration personnel will also be performing daily inspections on these areas to ensure:

- Stabilized and stored at an Airport-approved location;
- Not a hazard to aircraft operations or a wildlife attractant; and
- Not creating foreign object debris from blowing or tracked materials.

6.3 Vehicle and Pedestrian Operations

Access and haul roads on Airport property will be delineated with the use of low-profile barricades, vertical traffic control panels, flagging, flagmen, signage, escorts, or a combination thereof as shown in this CSPP, in the Plans, or as directed by Airport staff. Contractor access and haul roads can be seen in **Appendix A –** *Construction Phasing Plan*. See **Section 6 –** *Contractor Access* for further information.

6.3.1 Construction Site Parking

Construction parking will be allowed outside of the AOA along Air Terminal Drive. No personal vehicles will be allowed onto the airfield. See **Section 6 –** *Contractor Access* for further information.

6.3.2 Construction Equipment Parking

Construction equipment parking will be in the Contractor's Staging and Storage Area for any equipment that is not in use. See **Section 6 –** *Contractor Access* for further information.

6.3.3 Access and Haul Roads

Access and haul roads on Airport property will be delineated with the use of low-profile barricades, vertical traffic control panels, flagging, flagmen, signage, escorts, or a combination thereof as shown in this CSPP, in the Plans, or as directed by Airport staff. Contractor access and haul roads can be seen in **Appendix A –** *Construction Phasing Plan*. See **Section 6 –** *Contractor Access* for further information.

6.3.4 Marking and Lighting of Construction Vehicles

All Contractor and Subcontractor vehicles must be properly marked with the company name at least four (4) inches in height on both sides of the vehicle. All vehicles must have a 3' x 3' orange and white checkered flag at the tallest point on the vehicle for daytime construction activities, and a flashing amber or yellow beacon, mounted at the highest point for nighttime construction.

All vehicle marking and lighting must comply with the most recent version of FAA *Advisory Circular 150/5210-5D – Painting, Marking and Lighting of Vehicles Used on an Airport*.

6.3.5 Proper Pedestrian and Vehicle Operations

For the purposes of this project, the AOA is defined as any area within the secured (fenced) area of the Airport (see **Appendix A – Construction Phasing Plan**). When on the AOA, pedestrian and vehicle drivers must confirm by personal observation that no aircraft is approaching their position (either in the air or on the ground) when crossing a runway, taxiway, or any other area open to aircraft operations. Escorted vehicles and pedestrians must remain with their escort at all times. 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 AOA and aircraft movement area. **At all times, aircraft have the right-of-way**.

No vehicle shall operate within the AOA:

- In a careless or negligent manner.
- With disregard of the rights and safety of others.
- At a speed or in a way which endangers persons or property.
- While the driver is under the influence of drugs or alcohol.
- If such vehicle is loaded or maintained as to endanger persons or property.
- Without constant observance for operating aircraft.

6.3.6 Vehicle Driver Training Requirements

Not applicable to this project.

6.3.7 Maintenance of Airport Secured Area

The Contractor will be required to maintain situational awareness for the duration of this project, and will be required to report suspicious situations, persons, and/or materials to the nearest Airport employee. See **Section 6.1** Error! Reference source not found. for further information.

6.4 Two-Way Radio Communications Procedures

Contractor may choose to maintain two-way radios. The radio frequency used at SEZ is CTAF/UNICOM: 123.0. These procedures will also be discussed at length during the Pre-Construction Meeting for this project.

7. WILDLIFE MANAGEMENT

Construction Contractors must operate in accordance with the airport operator's wildlife hazard management plan, controlling and removing waste or loose materials that might attract wildlife, see AC 150/5200-33C *Hazardous Wildlife Attractants On or Near Airports*.

7.1 Trash

The Contractor shall perform daily inspections of the work areas (including the Contractor's Staging Area) to remove any trash, debris, and food scraps. The collected items shall be placed in an appropriate trash receptacle. Trash receptacles, regardless of type and size, must always be covered and secured to eliminate the possibility of trash from escaping. All receptacles shall be emptied at least once per week or more often. Special attention may be required on weekends when no one is on site.

7.2 Standing Water

The Contractor shall conduct their operations to minimize the potential for standing water. When water begins to stand on site, the Contractor shall begin pumping water to drain the area within 24 hours to prevent the attraction of wildlife.

7.3 Tall Grass & Weeds

The Contractor shall mow areas under their responsibility including, but not limited to, project site staging and storage areas and exclusive use haul roads to prevent the growth of vegetation over 6-inches.

7.4 Poorly Maintained Fencing and Gates

The Contractor shall close and lock any airfield access gates that are not in use. Any fencing installed by the Contractor shall be maintained to prevent the intrusion of wildlife.

7.5 Disruption of Existing Wildlife Habitat

The Contractor shall report any significant wildlife sightings within the AOA to the nearest Airport employee.

7.6 Airport Wildlife Management Procedures

The Contractor will be required to follow any Airport Wildlife Management Procedures that are in place at the Airport; however, at a minimum the Contractor will be required to perform the following:

- Close and lock any airfield access gates that are not in use.
- Report any significant wildlife sightings within the AOA to the nearest Airport employee.

8. FOREIGN OBJECT DEBRIS MANAGEMENT

This project will include the movement of construction vehicles over airfield pavement that will be utilized by aircraft each day following nighttime construction; therefore, the Contractor will be required to maintain a fully operational sweeper vehicle on-site during the project. Furthermore, every morning prior to opening the airport to aircraft traffic, the Contractor, RPR, and Airport personnel shall walk the area to determine that all FOD that may have been generated is no longer present.

The Contractor will be required to spray water on construction areas to minimize the possibility of FOD generated by wind. The Contractor will be required to conduct FOD checks at the end of each working shift/day to remove any FOD that has made its way onto the airfield pavements from the Contractor's construction activities. Airport Staff and Construction Administration personnel will be present for these FOD checks to ensure compliance.

9. HAZARDOUS MATERIAL MANAGEMENT

Any hazardous or regulated waste material produced by the Contractor's operations shall be properly disposed of at the Contractor's expense pursuant to all local, state, and federal regulations. The Contractor may be required to provide test results to confirm that a contaminated area has been properly remediated.

Any hazardous materials situation that poses a threat to safety or property shall be immediately reported to emergency personnel by dialing '911' and immediately reported to the nearest Airport employee.

9.1 Less Obvious Construction Related Hazards

Less obvious construction related hazards include, but are not limited to, the following:

- Loose debris, trash, etc., in the work areas
- Loose debris, trash, etc,. on or in the bed of vehicles
- Jet blast
- Jet engine run-up noise

The Contractor must be vigilant in keeping the work areas in a safe and trash-free condition to prevent debris from making its way onto active airfield pavements. The Contractor must also exercise due care when working in the vicinity of active aircraft. This may include, but is not limited to, using hearing protection and securing of clothing and/or hardhats while working.

10. NOTIFICATION OF CONSTRUCTION ACTIVITIES

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

A full list of Points of Contact and Contact Procedures will be developed prior to the Pre-Construction Meeting for this project. Under normal circumstances, all communications concerning the construction project between airport stakeholders and the Contractor shall be channeled through the RPR who shall be the primary point of contact for all communications concerning the construction project. Matters relating to Airport Operations will be handled through the Airport, with assistance from the RPR and/or Contractor as needed.

EMERGENCY TELEPHONE NUMBER – 911

FOR

✓POLICE ✓FIRE ✓RESCUE

Table 2 - Contact Representative List

Owner/Engineering Staff	Role/Position	Phone Number
Ed Rose	General Manager	928-282-4487
Cameron Atkins	Deputy General Manager	435-359-7115
Tim McGrath	Operations and Maintenance Supervisor	928-274-4725
Jim Cunningham, P.E.	Engineer-of-Record, Dibble	520-347-4886
Drew Seybold	Project Manager, Dibble	480-535-9410

10.2 Notice to Airmen

Construction NOTAM's will be filed by the Airport staff approximately three (3) days prior to construction beginning in the area which the NOTAM references, or prior to any change in airfield conditions which may affect operations or safety. The Contractor will be required to submit pertinent information to the airport for any construction items that would require the issuance of a NOTAM a minimum of 2-weeks prior to the work being performed.

10.3 Emergency Notification Procedures

For any medical and law enforcement emergencies call 911 and communicate the emergency to the Airport Coordinator immediately.

The Contractor shall submit to the RPR a list of personnel who can be contacted 24 hours a day, seven (7) days a week and can respond in a reasonable time frame regarding any possible emergency on the work site. The list must include names, job titles and phone numbers.

10.4 Notification to the FAA and Airport Users

All proposed construction activities that affect operations at the Airport will be immediately relayed to all Airport Users and the FAA by way of meetings, advisories, NOTAM's and the filing of Form 7460 as appropriate (minimum of 45 days prior to the proposed construction) all issued by one of the Airport's designated staff or RPR.

10.5 Coordination with ARFF for Non-Emergency Issues

SEZ does not have an ARFF facility. The Contractor shall contact the Airport Operations Manager and the RPR concerning non-emergency issues of the following:

- The deactivation and subsequent reactivation of water lines and fire hydrant.
- The establishment, re-routing, or blocking of emergency routes.
- The use of hazardous materials on the airfield.

10.6 Local ATO/Technical Operations Personnel

The Airport will be responsible for all communications with the local ATO/Technical Operations personnel, if required.

10.7 ATCT Managers on Duty

SEZ is a non-towered airport, and therefore no ATCT manager is present at the Airport.

10.8 Notification to FAA Under Title 14 CFR Parts 77 and 157

Notification to the FAA via the OE/AAA system will be completed at least 45 days prior to construction.

10.9 FAA Reimbursable Agreements

An FAA Reimbursable Agreement is not required for this project.

10.10 Affected Instrument Approach Procedures

No instrument approach procedures will be affected by this project.

11. INSPECTION REQUIREMENTS

11.1 Daily (or more frequent) Inspections

Daily inspections will be required for areas requiring haul routes over active airfield pavements to ensure that FOD is minimized. In addition, daily inspections of Contractor access areas will be performed to help ensure safety on the airfield. Daily inspections will be conducted by an Airport Operations employee, a Contractor representative, and the RPR.

Special inspections will be required for airfield pavements that are ready to be re-opened to aircraft traffic prior to the end of each construction shift. Special inspections will also be attended by an Airport Operations employee, a Contractor representative, and the RPR.

All discrepancies noted in the inspection must be corrected to the satisfaction of the Airport and RPR prior to the Contractor leaving the worksite.

Should any inspection reveal any FOD concerns, the Contractor shall have a crew ready to remove any FOD prior to reopening the pavements. Should any inspection reveal work that does not meet Contract requirements or that is deficient in any way, the Contractor shall mobilize a crew as soon as possible to remedy the deficient areas to avoid prolonging the continued closure of the areas.

Operational safety and security monitoring will be conducted continuously throughout all phases of construction within the AOA. The Contractor will be required to train and emphasize to its employees on the construction site the need for daily foreign object debris (FOD) checks on or near active airfield pavements. The Contractor will be required, at a minimum, to conduct FOD checks before and after each construction shift and monitor nearby active pavements throughout the construction shift. SEZ staff and Contractors should consider the following when performing inspections of construction activity:

- Check excavation adjacent to runways, taxiways and aprons for proper safety measures, barricade installation, and ensure no vertical drop of more than 3 inches.
- Check ground surfaces within the RSA do not contain edges exceeding three (3) inches or slopes exceeding five (5) percent.
- Barricade lights must be recharged, as necessary. The striped side of the barricades will be turned away from the closed areas to protect the construction site from inadvertent entry of aircraft. Additionally, all barricades will be located outside of active movement areas.
- Check mounds of earth, construction materials, temporary structures, and other obstacles near any open runway, runway safety area, taxiway, taxiway safety area or taxilane, in the related object-free area and aircraft approach or departure areas/zones to ensure nothing is obstructing any sign or marking.
- Check resurfacing projects to ensure no lips exceed 3 inches from pavement edges and ends.

- Check for heavy equipment operating or idling near the AOA, in active or open runway approach and departure areas, or in OFZs.
- Check for equipment or material near NAVAIDs that may degrade or impair radiated signals and/or the monitoring of navigational and visual aids. Unauthorized or improper vehicle operations in NAVAID critical areas, may result in electronic interference and/or facility shutdown.
- Check for tall and/or relatively low-visibility units (equipment with slim profiles), such as cranes, drills, and similar objects, located in critical areas (OFZs, approach zones, etc.).
- Check for improperly positioned lights, malfunctioning lights, and/or unlighted airport hazards, such as holes/excavations on any apron, open taxiway or open taxilane, or in a related safety approach or departure area.
- Check for obstacles, loose pavement, trash, and other debris on or near the AOA. Construction debris (gravel, sand, mud, paving materials, etc.) on airport pavements may result in aircraft propeller, turbine engine or tire damage. Also, loose materials may blow about, potentially causing personal injury or equipment damage.
- Check for inappropriate or poorly maintained fencing during construction intended to deter human and animal intrusions into the AOA. Fencing and other markings that are inadequate to separate construction areas from the AOA create aviation hazards and are a violation of security regulations.
- Check for improper or inadequate marking or lighting of runways (especially thresholds that have been displaced or runways that have been closed) and taxiways that could cause pilot confusion and/or provide a potential for runway incursion. Inadequate or improper methods of marking, barricading, and lighting of temporarily closed portions of the AOA create aviation hazards.
- Check for potential wildlife attractants – trash (food scraps not collected from construction personnel activity), grass, seeds, or ponded water – on or near airports.
- Check for obliterated or faded markings on active operational area pavements.
- Check for misleading or malfunctioning obstruction lights. Unlighted or unmarked obstructions in the approach to any open runway pose aviation hazards.
- Ensure that utilities, including power cables, are properly marked and identified. Damage to utilities during construction activity can result in the loss of runway/taxiway lighting, loss of navigational, visual or approach aids, disruption of weather reporting services, and/or loss of communications.
- Ensure communication with construction vehicles in movement areas.
- Be aware of objects or activities on or near the airport that could be distracting, confusing or alarming to pilots during aircraft operations.
- Be aware of any conditions or factors that obscure or diminish the visibility of areas under construction (water, dirt, debris, or other contaminants that temporarily obscure or derogate the visibility of runway/taxiway marking, lighting and pavement edges).
- Ensure any spillage from vehicles (gasoline, diesel fuel, oil, etc.) on active pavement areas, such as runways, taxiways, ramps, and roadways is promptly extracted and disposed of properly.
- Ensure airfield drainage is maintained during construction projects.
- SEZ has established electrical lockout and tagout procedures. Ensure that all construction personnel follow these procedures and coordinate all system shutdowns with the Airport.

- Ensure dust control measures are in place and followed during construction activities.
- Check for exposed wiring which could create an electrocution or fire ignition hazard.
- Ensure no on-site burning is being performed on airport property.
- Check for construction taking place outside of designated work areas and out of phase.

See **Appendix C –** *Inspection Checklist* for the checklist that will be utilized by Airport Staff, RPR, and the Contractor daily for evaluating the Contractor's adherence to the contract documents and this CSPP, as well as for reopening any areas to aircraft traffic.

11.2 Final Inspections

Inspections will be required at the substantial completion and final completion phases of the project. These inspections will be attended by the Contractor, Airport staff, the RPR, and Construction Administration representatives. A punch list will be developed at the substantial completion inspection, and any items placed on the punch list will be required to be completed within 30 days. The final inspection will be scheduled 30 days after the substantial completion walkthrough.

12. UNDERGROUND UTILTIES

Prior to beginning construction on the airfield, the Contractor will be required to Blue Stake and pothole (if necessary) existing utilities in the project areas. Protection of utilities may include, but is not limited to, flagging utilities, marking lines on pavement, placing of barricades along utility lines and at manholes. The *General Technical Provisions* provide the Contractor with detailed direction for the location of underground utilities.

13. SPECIAL CONDITIONS

Special unforeseen conditions or circumstances may require the activation of special procedures by the Airport. In cases involving aircraft emergencies or distressed aircraft, the Contractor may be required to temporarily halt construction activities and immediately vacate the area in which work is taking place. The nearest Airport Operations employee will be expected to notify all Contractor personnel in the vicinity and promote safe and orderly removal of all Contractor personnel and equipment to an area that is no longer in conflict with the emergency at hand. The Contractor will be expected to immediately comply with all Airport personnel directions and may not return to the subject work area until given the permission to do so.

In the event of low-visibility conditions, or other conditions which may signal the need for additional unimpeded space next to runways or taxiways, the Contractor may be required to move to another work area of the project or temporarily stop work. The Contractor will be made aware of the possibility of these situations during the Pre-Construction Conference.

14. RUNWAY AND TAXIWAY VISUAL AIDS

14.1 General

14.1.1 Airport User and FAA notification procedures

Temporary visual aids may be used from time to time as the project progresses to increase safety. Any temporary visual aid will be secured either in-pavement or with heavy items preventing blow-away (against jet-blast, prop wash or a 90-mph wind), while at the same time not obscuring the objects themselves.

14.1.2 Frangibility Requirements

All temporary visual aids must have frangible connections. Connections shall be submitted for approval by the RPR.

14.2 Markings

Any markings that may be required for this project must meet the requirements of FAA *Advisory Circular 150/5340-1M - Standards for Airport Markings*. Obliteration of markings in this project will be in accordance with a method approved by the Airport staff or as directed in the project *Technical Specifications*.

14.3 Lighting and Visual Aids

Lighting for all barricades used within the AOA shall be red and shall be a steady-burn or blinking light. All barricading and lighting shall conform to the details in the plans and specifications. Low-profile barricades shall be spaced 10-foot on center, not more than 4-feet apart and shall be placed to prevent ground vehicle traffic from moving onto active airfield pavements (barring a deliberate act), and alert aircraft traffic of closed facilities.

Contractor shall place traffic cones around all airfield guidance signs and light fixtures at the beginning of each work shift when grading or excavation operations are adjacent to the equipment. Contractor must remove all traffic cones within the RSA and TOFA of active taxiways prior to the end of each night shift. Any damage to airfield equipment or structures shall be reported immediately to airport operations and the RPR.

Appendix A – *Construction Phasing Plan* shows the placement of all barricades and their locations.

Lights and signs for any closed facilities shall be disconnected or covered and secured with a material that prevents light leakage. Disconnected lighting shall be completed so as to not affect the remaining portion of facilities that may be open to aircraft traffic.

Lighting shall conform to the following FAA Advisory Circular's: *150/5340-30J – Design and Installation Details for Airport Visual Aids*, *150/5345-50B – Specification for Portable Runway and Taxiway Lights*, *150/5345-53D – Airport Lighting Equipment Certification Program*, *150/5345-44L – Specification for Runway and Taxiway Signs*, and *50/5340-18H – Standards for Airport Sign Systems*, as required.

14.4 Signs

Temporary airfield signing is not anticipated for this project. However, airfield signage illuminated to indicate an open facility that is closed due to construction shall be covered and secured with a material that prevents light leakage.

15. MARKING AND SIGNS FOR ACCESS ROUTES

Temporary signage used for Contractor access/haul routes, open trenching or other hazards shall be clear, concise, reflective, and large enough to minimize safety-related issues. All temporary signing shall meet the requirements of the most current version of FAA *Advisory Circular 150/5340-18H – Standards for Airport Sign Systems* and, to the extent practicable, with the MUTCD and/or State highway specifications. All temporary signs shall also be properly weighted and/or secured to withstand site and elemental conditions.

16. HAZARD MARKING AND LIGHTING

Hazards, such as open trenches, manholes, and steep embankments, shall be barricaded and lighted with pennant flagging or orange fabric construction fencing to prohibit accidental falls. The Contractor's site-specific and company safety plan/guidelines shall address the protection of these areas and the protection of the employees against these hazards. The Contractor shall also assign a Project Safety Officer for the project to monitor and enforce the Contractor's safety guidelines and the provisions of this CSPP.

When areas of the Airport are closed or present hazards due to construction activities, they should be marked and lighted in accordance with FAA *Advisory Circular 150/5340-1M – Standards for Airport Markings*. Marking and lighting must be approved by Airport Operations and/or the RPR. The contractor is required to provide adequate lighting for all construction that occurs during the hours of darkness. The cost of the lighting shall be incidental to the project.

16.1 Use of Warning Indicators for Construction Areas

Construction areas will be barricaded with low-profile barricades on aircraft movement areas, as shown on **Appendix A –** *Construction Phasing Plan*. All barricades must have flashing red or steady burning lights.

Barricades and temporary markers approved by the Airport, and any other warning equipment placed or left in areas adjacent to any open aircraft movement area (i.e., runway, taxiway, taxilane, etc.), shall be as low to the ground as possible, and not more than 18-inches in height (unless otherwise noted on the phasing plans). All barricades and temporary markers shall also be properly secured to withstand the site and elemental conditions.

Work zones designated for night work shall be properly lit with temporary mast lighting provided by the Contractor and powered by generators for the duration of the work period during the temporary closure. The lighting must extend just beyond the work limits and provide enough light for detailed construction inspection and hazard areas. Work zone lighting must shine directly onto work zones and not obscure the vision of pilots.

16.2 Security Equipment to Prevent Blow-Down

Barricading and lighting equipment shall be secured to prevent blow-down. This may include the use of water-filled items, sandbags, and/or flat heavy footings. Temporary lighting may be secured to the pavement with nails or screws.

16.3 Spacing Barricades

See **Appendix A –** *Construction Phasing Plan* for all barricading requirements regarding type, spacing, etc.

16.4 Requirements of Red Lights

Red LED lights on low-profile barricades shall be of the omni-directional, flashing or steady-burn type. The rate of flash and illumination, as well as barricade reflectivity, shall meet the requirements of the latest edition of the Manual of Uniform Traffic Control Devices (MUTCD). Two (2) red lights shall be provided for each low-profile barricade. Only one (1) red light is required for low-profile barricades when continuously linked.

16.5 Low-Profile Barricades and Markers

Low-profile barricades shall be used and must be reflective, have an omni-directional steady-burning or flashing red LED light, and shall be properly secured (screwed-in). Clamps or straps will not be allowed. Refer to **Appendix A –** *Construction Phasing Plan* for placement locations per phase.

16.6 Proper Marking of Barricades

Barricades shall be properly colored and marked with reflective material according to the plan details for this project and the latest edition of the MUTCD.

16.7 Proper Reflectivity and Lighting of Barricades

Barricades shall be properly colored and marked with reflective material according to the plan details for this project and the latest edition of the MUTCD.

16.8 Marking for Temporary Closures

Temporarily closed facilities shall be denoted with barricades as outlined in this document and identified on the project plans.

16.9 Emergency Maintenance of Airport Hazard Lighting and Barricades

The Contractor shall designate an employee (or Subcontractor) to be responsible for the regular maintenance of barricades and lighting. In addition, the Contractor shall provide an emergency contact number for the responsible individual to perform any emergency maintenance on any barricades or lighting and ensure functional operation of all hazard lighting and barricades 24 hours per day, 7 days per week. The designated person or subcontractor shall be able to respond to the Airport within one (1) hour of notification of a non-functioning barricade.

17. PROTECTION OF RSA, TSA, OFA, OFZ, AND APPROACH/DEPARTURE SURFACES

17.1 Runway Safety Area (RSA)

17.1.1Construction within Runway Safety Area

This project includes work within the Runway '3-21' Safety Area, requiring runway closures. The RSA is 150 feet wide, centered on the runway centerline. During runway closures, low-profile barricades will be placed across taxiways under construction at the RSA and TOFA lines, and lighted X's will be placed at both ends of the runway while work is occurring. The Airport shall supply, place, and maintain the lighted X's on the runway designation markings each night and remove each morning. Refer to **Appendix A –** *Construction Phasing Plan* for more detailed information.

17.1.2 Adjustment of RSA

No temporary adjustment to runway safety areas will occur during this project.

17.1.3 Requirements for Open Procedures

Prior to Runway '3-21' being reopened each morning, the Contractor will be required to:

- Provide a sweeper truck and/or vacuum truck and clean runway and taxiway pavements in the vicinity of the work areas.
- Straighten up the graded/infield areas such that there are no humps, ruts, depressions, equipment, tools, or other materials within the RSA.
- The ground surface within the RSA may not contain edges exceeding three (3) inches or slopes exceeding five (5) percent. Prior to the end of each night closure shift, before the Airport inspection

and runway opening, the Contractor shall build temporary slopes as necessary to meet these surface requirements.

- Perform a FOD/safety walk of the runway pavement and the adjacent graded/infield areas with Airport staff and the RPR to ensure compliance with the reopening inspection.
- Perform any additional necessary actions as a result of the FOD/safety walk as required by the RPR and/or Airport staff.
- Remove the low-profile barricades used for night closures.
- Work with air operations to remove the lighted X's from the runway designation markings.

17.1.4 Appropriate Covering of Excavations within RSA

This project will require excavations and grading within the RSA and ROFZ in order to complete all necessary work. Prior to re-opening the runway, all excavations shall be filled and compacted. The ground surface within the RSA shall not contain a drop of greater than three (3) inches or slopes greater than five (5) percent. Prior to the end of each shift and before the airport inspection, the contractor must build temporary slopes as necessary to meet these requirements.

17.1.5 Marking of Excavations and Open Trenches

Hazards, such as open trenches, major excavations, manholes, catch basins, and steep embankments shall be barricaded, lighted, and outlined with appropriate caution tape or orange fabric construction fencing to prohibit accidental falls. The Contractor's site-specific and company safety plan/guidelines shall address the protection of these areas and the protection of the employees against these hazards. See **Section 16 – Hazard Marking & Lighting** for further information.

17.1.6 Maintenance of RSA

The Contractor will be required to maintain the RSA while work is being performed in the area. Upon completion of work within the RSA, the Contractor will be required to leave the area in accordance with RSA standards, or as identified in the plans.

17.1.7 Blast Protection Procedures

The Contractor's company safety plan/guidelines shall include a provision for jet blast protection. At a minimum, it should address requirements for the securing of clothing and hardhats, as well as any requirements for hearing protection.

17.2 Runway Object Free Area (ROFA)

This project includes construction within the Runway Object Free Area which is located 250 feet from the runway centerline. No equipment or tools will be left unattended within the ROFA as the Contractor will be required to move these items to the Staging and Storage Area when not in use.

17.3 Taxiway Safety Area (TSA)

17.3.1 Construction within Taxiway Safety Area

Multiple taxiways will be affected as part of this project, and as such, any taxiway having construction within the Taxiway Safety Area (TSA) and TOFA will be closed while work is taking place within the protective areas. The TSA is 79 feet wide centered on the taxiway centerline. The TOFA is 124 feet wide centered on the taxiway centerline.

17.3.2 Adjustment of TSA

No TSA will be adjusted as part of this project.

17.3.3 Requirements for Open Procedures

Prior to any taxiway being reopened, the Contractor will be required to:

- Provide a sweeper truck and/or vacuum truck and clean the taxiway pavement in the vicinity of the work areas.

- Straighten up the graded/infield areas such that there are no humps, ruts, depressions, equipment, tools, or other materials within the TSA.
- The ground surface within the TSA may not contain edges exceeding three (3) inches or slopes exceeding five (5) percent. Prior to the end of each night closure shift, before the Airport inspection and runway opening, the Contractor shall build temporary slopes as necessary to meet these surface requirements.
- Perform a FOD/safety walk of the taxiway pavement and the adjacent graded/infield areas with RPR and Airport staff to ensure compliance with these procedures.
- Perform any additional necessary actions as a result of the FOD/safety walk as required by the RPR and/or Airport staff.
- Remove any barricades used for the temporary nightly closure.

17.3.4 Appropriate Covering of Excavations within TSA

Any excavation within the TSA shall be filled and compacted prior to reopening a taxiway.

17.3.5 Marking of Excavations and Open Trenches

Hazards, such as open trenches, major excavations, manholes, and steep embankments shall be barricaded, lighted, and outlined with appropriate caution tape or orange fabric construction fencing to prohibit accidental falls. The Contractor's site-specific and company safety plan/guidelines shall address the protection of these areas and the protection of the employees against these hazards. See **Section 16 – Hazard Marking & Lighting** on for further information.

17.3.6 Maintenance of TSA

The Contractor will be required to maintain the TSA while work is being performed in the area. Upon completion of work within the TSA, the Contractor will be required to leave the area in accordance with TSA standards, or as identified in the plans.

17.3.7 Blast Protection Procedures

The Contractor's company safety plan/guidelines shall include a provision for jet blast protection. At a minimum, it should address requirements for the securing of clothing and hardhats, as well as any requirements for hearing protection.

17.4 Taxiway OFA

Multiple taxiways are affected as part of this project, and as such, any taxiway having construction within its OFA is closed during associated construction activities.

17.5 Runway OFZ

This project has work that takes place within the Runway '3-21' OFZ. The OFZ is 400 feet wide, centered on the runway centerline. While work is taking place within the OFZ, the runway is closed. All work within the OFZ will take place at night between 6 pm and 6 am. Refer to **Appendix A –** *Construction Phasing Plan* for more detailed information.

17.6 Runway Approach and Departure Surfaces

It is not anticipated that any construction of this project will impact a runway approach, departure surface, or clearway.

18. OTHER LIMITATIONS ON CONSTRUCTION

18.1 Prohibitions

18.1.1Use of Flare Pots

The use of flare pots is not permitted within the AOA at any time.

18.1.2 Use of Tall Equipment

The use of tall equipment penetrating part 77 surfaces is not permitted unless a FAA airspace evaluation is completed for such equipment and the Contractor complies with the FAA's airspace determination letter. The approximate vertical height above the runway centerline elevation allowed per the part 77 surfaces are shown in **Appendix A –** *Construction Phasing Plan***.**

18.1.3Use of Electrical Blasting Caps

The use of electrical blasting caps is not permitted within 1,000-ft of the Airport property.

18.2 Restrictions

18.2.1 Open Flame Welding and Torches

Open flame welding and the use of torches shall be approved by the Airport prior to the project commencing. Open flame welding and the use of torches may require a "Hot-Work Permit" by a governing agency. If this type of work is required on this project, the Contractor shall notify the Airport Operations Superintendent.

18.2.2 Airfield Lighting Vault Lock-Out/Tag-Out Policy

Airfield lighting circuits shall be disabled while work is performed on the airfield and while the airport is closed at night. Contractor is required to follow Lockout/Tagout (LOTO) procedures in full compliance with OSHA 29 CRF 1910.147, OSHA 29 CRF 1926 Subpart K and applicable National Electric Code (NEC) requirements. These procedures exist to prevent unexpected energization, startup or release of stored energy that may cause injury or equipment damage.

The purpose of this procedure is to standardize the lock-out/tag-out procedures between the Electrical Contractor and Airport Operations:

- The Electrical Contractor will coordinate lock-out/tag-out requests with Airport Operations.
- After Airport Operations notifies the Electrical Contractor of closures, the Electrical Contractor will turn off the closed runway/taxiways using the airfield lighting control panel.
- The Electrical Contractor will supply an approved breaker-locking device and lock, then lock off the individual breakers for the circuits to be locked out. These items will remain in the vault in a lock box provided by Airport Operations.
- The load break elbows and/or S-1 switches will be pulled, locked on the corresponding regulator by the Electrical Contractor, and the S-1 cabinet will be locked by the Electrical Contractor.
- The Electrical Contractor and Airport Operations must fill out lock-out/tag-out forms before leaving the Vault.
- Upon completion of the lock-out, the Electrical Contractor will remove all locks and install the load breaks and/or S-1 switches. All circuits must be verified operational in the manual mode on the regulator. Airport Operations will perform a complete check of the lights in the field to verify actual operation.
- When that has been completed, the Electrical Contractor will notify Airport Operations when lock-in is complete and regulators are in active control.
- Complete lock-out/lock-in forms.

This procedural checklist must be followed to the letter.

18.2.3 Contractor Employee Safety

The Contractor and its employees shall employ safe practices per the Contractor's safety procedures and industry safety standards. The Contractor's safety procedures will ultimately dictate the use of protective clothing and equipment for its employees, but at a minimum, the Contractor's employees must be

equipped with a Type 2 safety vest, and every employee that enters the site must be wearing the vest. The vest must be worn as designed, the entire time that the employee is within the AOA.

19. ELEMENT PENALTIES

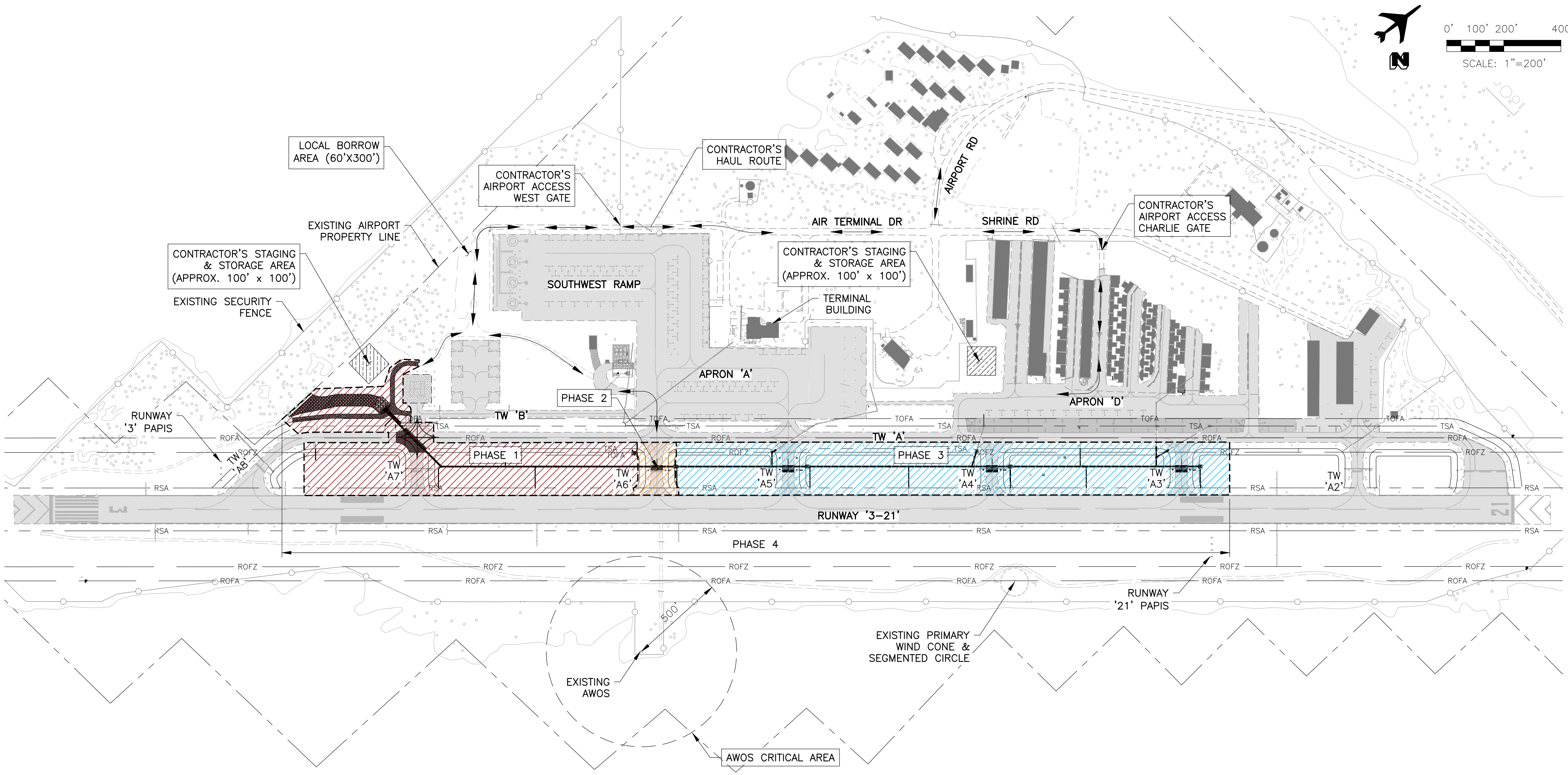
19.1 Contract Non-Compliance Assessments

The Contractor may be fined by the Airport for violations of non-compliance to any portion of this CSPP. A schedule of assessments/fines will be provided to the Contractor prior to the beginning of construction.

The Airport has the option to issue warnings on the first offense if the incident justifies it. Individuals involved in a non-compliance violation may be escorted off the AOA, pending investigations of the matter and the outcome of the possible appeal.

Incursions are defined as, “any entrance onto an active runway, taxiway, taxilane, or apron that may or may not subject any aircraft or crash fire rescue vehicle to yield, stop, or change direction to avoid the sudden entrance.”

Appendix A Phasing and Barricade Plan



PHASING SUMMARY

PHASE NAME & DESCRIPTION	PHASE DURATION
PHASE 1 TAXIWAY 'A7' INFIELD AND OUTFALL AREA GRADING AND DRAINAGE IMPROVEMENTS	20 CALENDAR DAYS – DAY & NIGHT WORK (AIRPORT CLOSED NIGHTLY 6PM TO 6AM)
PHASE 2 TAXIWAY 'A6' INFIELD GRADING AND DRAINAGE IMPROVEMENTS	5 CALENDAR NIGHTS – NIGHT WORK ONLY (AIRPORT CLOSED NIGHTLY 6PM TO 6AM)
PHASE 3 TAXIWAY 'A3', 'A4' & 'A5' INFIELD GRADING AND DRAINAGE IMPROVEMENTS	30 CALENDAR NIGHTS – NIGHT WORK ONLY (AIRPORT CLOSED NIGHTLY 6PM TO 6AM)
PHASE 4 (NOT SHOWN FOR CLARITY) HYDROSEEDING, FINAL MARKING APPLICATION	5 CALENDAR NIGHTS – NIGHT WORK ONLY (AIRPORT CLOSED NIGHTLY 6PM TO 6AM)
SUBSTANTIAL COMPLETION	60 CALENDAR DAYS
FINAL COMPLETION (PUNCHLIST RECONCILIATION)	5 CALENDAR DAYS
TOTAL PROJECT DURATION:	65 CALENDAR DAYS

AS BUILT DATE

DIBBLE

Registered Professional Engineer, Certificate No. 28154, JAMES L. CUNNINGHAM, (Civil), Arizona, U.S.A.

DIBBLE PROJECT NO 1023096.05

CONSTRUCTION NOTES

LEGEND

- CONTRACTOR'S HAUL ROUTE
- CONTRACTOR'S STAGING & STORAGE AREA
- PHASE 1 LIMITS
- PHASE 2 LIMITS
- PHASE 3 LIMITS

Contact Arizona 811 at least two full working days before you begin excavation. ARIZONA811 Call 811 or click Arizona811.com

△	REVISION	BY	DATE

SEDONA-OAK CREEK AIRPORT AUTHORITY

SEDONA AIRPORT

FAA AIP NO. 3-04-0033-034-2026

INFIELD RSA DRAINAGE IMPROVEMENTS

CONSTRUCTION PHASING PLAN
OVERALL PLAN

DRN: DSO	DES: VS	CK: DPS
DATE: 04/26	DATE: 04/26	DATE: 04/26

SCALE: 1"=200' HORIZ. VERT.

APPENDIX A

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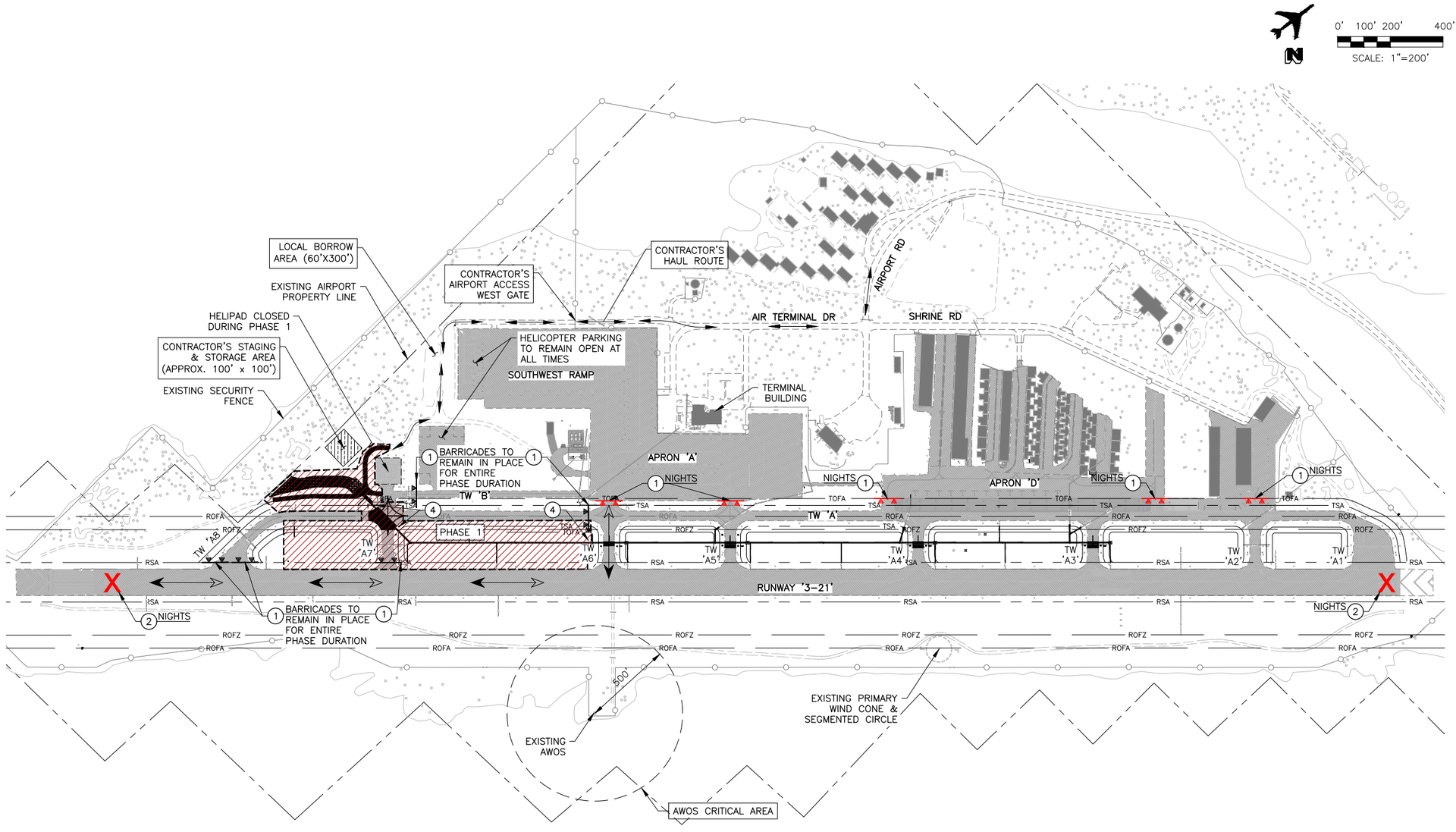

PHASE 1 SUMMARY

PHASE NAME & SCOPE

PHASE 1
CLEARING & GRUBBING, CHANNEL GRADING, PAVEMENT REMOVAL, PIPE TRENCHING & INSTALLATION, HEADWALL, CATCH BASIN, & MANHOLE CONSTRUCTION, INFIELD GRADING, AGGREGATE BASE & PAVEMENT REPLACEMENT, AIRFIELD LIGHTING & SIGNAGE REPLACEMENT, PAVEMENT MARKING APPLICATION, & REALIGNMENT OF SERVICE ROAD

PHASE 1 MUST BE COMPLETED PRIOR TO PHASE 2 AND 3
WORK WITHIN THE RSA MUST BE COMPLETED DURING NIGHTTIME CLOSURES
TAXIWAY 'A' BETWEEN TAXIWAY 'A6' & 'A8', INCLUDING TAXIWAY 'A7' & 'A8' CLOSED FULL-TIME DURING THIS PHASE
BACK-TAXI AIRCRAFT OPERATIONS WILL BE REQUIRED BETWEEN RUNWAY 3 END & TW 'A6' DURING THIS PHASE

SITE CLEANUP, SWEEPING, AND CONSTRUCT TEMPORARY SLOPES EACH DAY BEFORE OPENING RUNWAY AND TAXIWAY

THE GROUND SURFACE WITHIN THE RSA AND TSA MAY NOT CONTAIN EDGES EXCEEDING 3 INCHES OR SLOPES EXCEEDING 5%. PRIOR TO THE END OF EACH NIGHT CLOSURE SHIFT, BEFORE THE AIRPORT INSPECTION AND RUNWAY / TAXIWAY OPENING, THE CONTRACTOR SHALL BUILD TEMPORARY SLOPES AS NECESSARY TO MEET THESE SURFACE REQUIREMENTS. TEMPORARY SLOPES SHALL BE APPROVED BY THE RPR AND AIRPORT OPERATIONS STAFF.

PHASE DURATION

20 CALENDAR DAYS – DAY & NIGHT WORK
(AIRPORT CLOSED NIGHTLY 6PM TO 6AM)

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1023096.05

Registered Professional Engineer (Civil) CERTIFICATE NO. 28154 JAMES L CUNNINGHAM Date Signed 4/30/26 ARIZONA U.S.A.

CONSTRUCTION NOTES

1. LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS DET 1, DWG GG2.05 — NPI
2. LIGHTED X. FURNISHED & MAINTAINED BY AIRPORT DET 2, DWG GG2.05 — NPI
4. TEMPORARY TAXIWAY LIGHTING CIRCUIT BYPASS CONNECTION FOR PARTIALLY CLOSED TAXIWAY 'A' — NPI

LEGEND

- LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS
- LOW PROFILE NIGHTTIME ONLY BARRICADES W/ OMNIDIRECTIONAL LIGHTS
- CONTRACTOR'S HAUL ROUTE
- X — LIGHTED RUNWAY CLOSURE 'X'
- AIRCRAFT ACCESS/DETOUR
- PHASE 1 LIMITS

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△	REVISION	BY	DATE

SEDONA-OAK CREEK AIRPORT AUTHORITY

SEDONA AIRPORT

FAA AIP NO. 3-04-0033-034-2026

INFIELD RSA DRAINAGE IMPROVEMENTS

CONSTRUCTION PHASING PLAN
PHASE 1

DRN: DSO	DES: VS	CK: DPS
DATE: 04/26	DATE: 04/26	DATE: 04/26

SCALE: 1"=200' HORIZ.
VERT.

APPENDIX A

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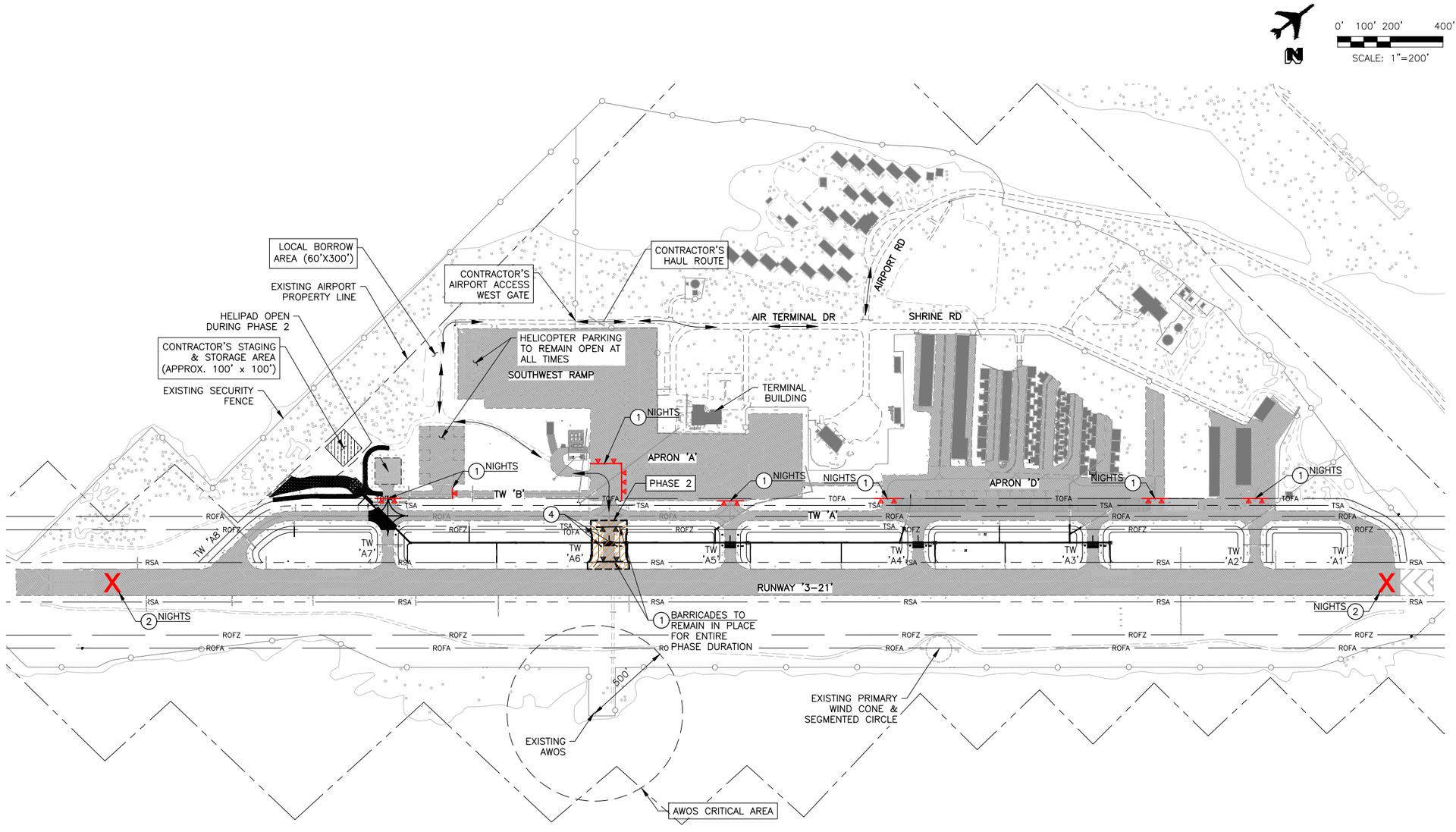

PHASE 2 SUMMARY

PHASE NAME & SCOPE

PHASE 2
CLEARING & GRUBBING, PAVEMENT REMOVAL, PIPE TRENCHING & INSTALLATION, INFIELD GRADING, AGGREGATE BASE & PAVEMENT REPLACEMENT, AIRFIELD LIGHTING & SIGNAGE REPLACEMENT, & PAVEMENT MARKING APPLICATION

PHASE 2 MUST BE COMPLETED AFTER PHASE 1
ALL WORK MUST BE COMPLETED DURING NIGHTTIME CLOSURES
TAXIWAY 'A6' CLOSED DURING THIS PHASE

SITE CLEANUP, SWEEPING, AND CONSTRUCT TEMPORARY SLOPES EACH DAY BEFORE OPENING RUNWAY AND TAXIWAY

THE GROUND SURFACE WITHIN THE RSA AND TSA MAY NOT CONTAIN EDGES EXCEEDING 3 INCHES OR SLOPES EXCEEDING 5%. PRIOR TO THE END OF EACH NIGHT CLOSURE SHIFT, BEFORE THE AIRPORT INSPECTION AND RUNWAY / TAXIWAY OPENING, THE CONTRACTOR SHALL BUILD TEMPORARY SLOPES AS NECESSARY TO MEET THESE SURFACE REQUIREMENTS. TEMPORARY SLOPES SHALL BE APPROVED BY THE RPR AND AIRPORT OPERATIONS STAFF.

PHASE DURATION

5 CALENDAR NIGHTS – NIGHT WORK ONLY
(AIRPORT CLOSED NIGHTLY 6PM TO 6AM)

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1023096.05

Registered Professional Engineer (Civil) CERTIFICATE NO. 28154 JAMES L CUNNINGHAM Date Signed 4/30/26 ARIZONA U.S.A.

CONSTRUCTION NOTES

1. LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS DET 1, DWG GG2.05 — NPI
2. LIGHTED X. FURNISHED & MAINTAINED BY AIRPORT DET 2, DWG GG2.05 — NPI
4. TEMPORARY TAXIWAY LIGHTING CIRCUIT BYPASS CONNECTION FOR PARTIALLY CLOSED TAXIWAY 'A' — NPI

LEGEND

- LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS
- LOW PROFILE NIGHTTIME ONLY BARRICADES W/ OMNIDIRECTIONAL LIGHTS
- CONTRACTOR'S HAUL ROUTE
- X — LIGHTED RUNWAY CLOSURE 'X'
- PHASE 2 LIMITS

Contact Arizona811 at least two full working days before you begin excavation. ARIZONA 811 Call 811 or click Arizona811.com

△	REVISION	BY	DATE

SEDONA-OAK CREEK AIRPORT AUTHORITY

SEDONA AIRPORT

FAA AIP NO. 3-04-0033-034-2026

INFIELD RSA DRAINAGE IMPROVEMENTS

CONSTRUCTION PHASING PLAN
PHASE 2

DRN: DSO	DES: VS	CK: DPS
DATE: 04/26	DATE: 04/26	DATE: 04/26

SCALE: 1"=200' HORIZ. VERT.

APPENDIX A

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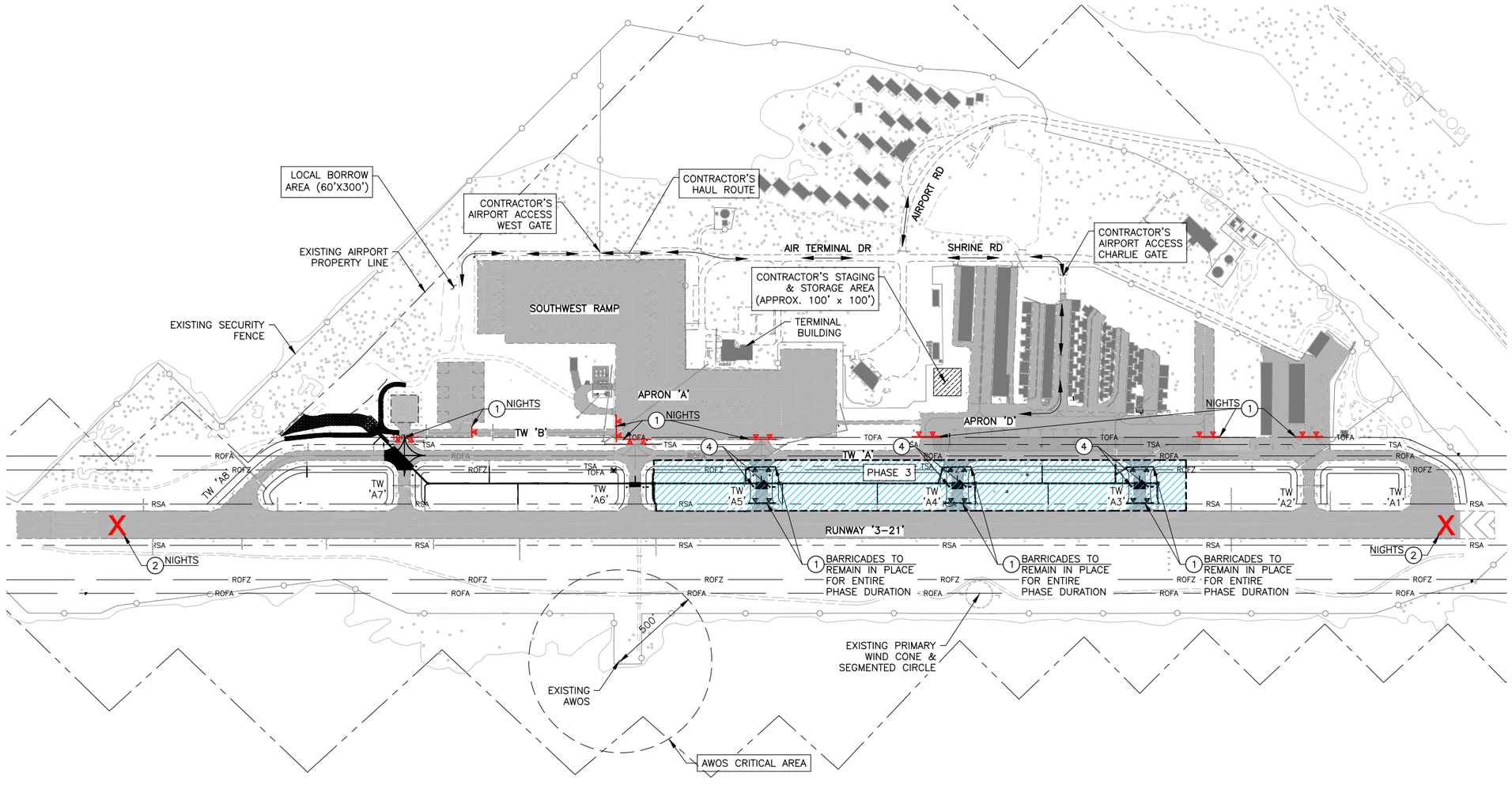

PHASE 3 SUMMARY

PHASE NAME & SCOPE

PHASE 3
CLEARING & GRUBBING, PAVEMENT REMOVAL, PIPE TRENCHING & INSTALLATION, CATCH BASIN & MANHOLE CONSTRUCTION, INFIELD GRADING, AGGREGATE BASE & PAVEMENT REPLACEMENT, AIRFIELD LIGHTING & SIGNAGE REPLACEMENT, & PAVEMENT MARKING APPLICATION

PHASE 3 MUST BE COMPLETED AFTER PHASE 2
ALL WORK MUST BE COMPLETED DURING NIGHTTIME CLOSURES
TAXIWAY 'A3', 'A4', & 'A5' CLOSED DURING THIS PHASE

SITE CLEANUP, SWEEPING, AND CONSTRUCT TEMPORARY SLOPES EACH DAY BEFORE OPENING RUNWAY AND TAXIWAY

THE GROUND SURFACE WITHIN THE RSA AND TSA MAY NOT CONTAIN EDGES EXCEEDING 3 INCHES OR SLOPES EXCEEDING 5%. PRIOR TO THE END OF EACH NIGHT CLOSURE SHIFT, BEFORE THE AIRPORT INSPECTION AND RUNWAY / TAXIWAY OPENING, THE CONTRACTOR SHALL BUILD TEMPORARY SLOPES AS NECESSARY TO MEET THESE SURFACE REQUIREMENTS. TEMPORARY SLOPES SHALL BE APPROVED BY THE RPR AND AIRPORT OPERATIONS STAFF.

PHASE DURATION

30 CALENDAR NIGHTS – NIGHT WORK ONLY
(AIRPORT CLOSED NIGHTLY 6PM TO 6AM)

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1023096.05

Registered Professional Engineer (Civil) CERTIFICATE NO. 28154 JAMES L CUNNINGHAM Date Signed 4/30/26 ARIZONA U.S.A.

CONSTRUCTION NOTES

1. LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS DET 1, DWG GG2.05 — NPI
2. LIGHTED X. FURNISHED & MAINTAINED BY AIRPORT DET 2, DWG GG2.05 — NPI
4. TEMPORARY TAXIWAY LIGHTING CIRCUIT BYPASS CONNECTION FOR PARTIALLY CLOSED TAXIWAY 'A' — NPI

LEGEND

- LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS
- LOW PROFILE NIGHTTIME ONLY BARRICADES W/ OMNIDIRECTIONAL LIGHTS
- CONTRACTOR'S HAUL ROUTE
- LIGHTED RUNWAY CLOSURE 'X'
- PHASE 3 LIMITS

Contact Arizona811 at least two full working days before you begin excavation. ARIZONA 811 Call 811 or click Arizona811.com

△	REVISION	BY	DATE

SEDONA-OAK CREEK AIRPORT AUTHORITY

SEDONA AIRPORT

FAA AIP NO. 3-04-0033-034-2026

INFIELD RSA DRAINAGE IMPROVEMENTS

CONSTRUCTION PHASING PLAN
PHASE 3

DRN: DSO	DES: VS	CK: DPS
DATE: 04/26	DATE: 04/26	DATE: 04/26

SCALE: 1"=200' HORIZ. VERT.

APPENDIX A

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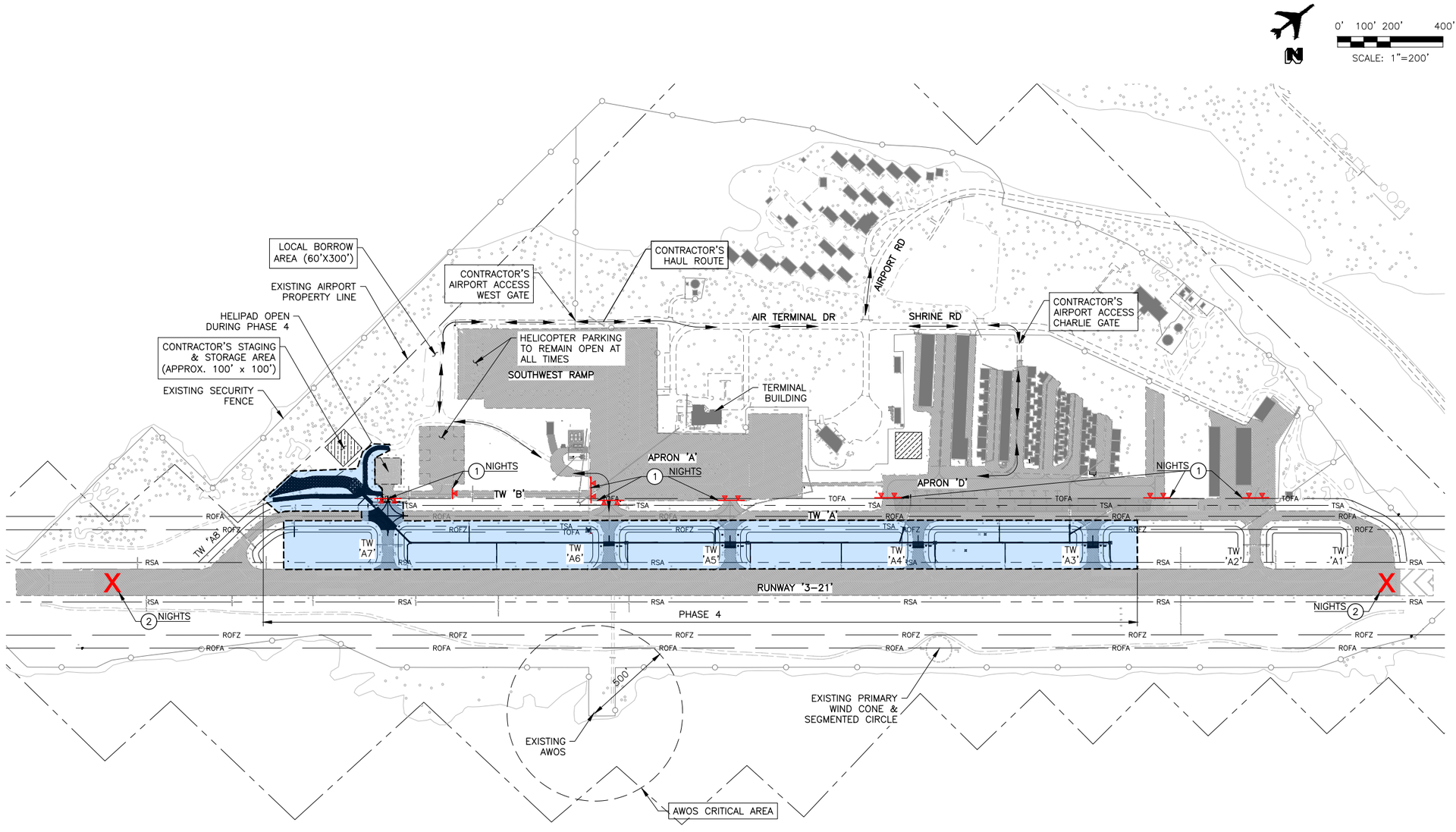

PHASE 4 SUMMARY

PHASE NAME & SCOPE

PHASE 4
SEEDING AND FINAL PAVEMENT MARKINGS

PHASE 4 MUST BE COMPLETED AFTER ALL PHASES
ALL WORK MUST BE COMPLETED DURING NIGHTTIME CLOSURES

SITE CLEANUP AND SWEEPING EACH DAY BEFORE OPENING RUNWAY AND TAXIWAY

PHASE DURATION

5 CALENDAR DAYS – NIGHT WORK ONLY
(AIRPORT CLOSED NIGHTLY 6PM TO 6AM)

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1023096.05

Registered Professional Engineer (Civil) CERTIFICATE NO. 28154 JAMES L CUNNINGHAM Date Signed 4/30/26 ARIZONA U.S.A.

CONSTRUCTION NOTES

1. LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS DET 1, DWG GG2.05 — NPI
2. LIGHTED X. FURNISHED & MAINTAINED BY AIRPORT DET 2, DWG GG2.05 — NPI

LEGEND

- LOW PROFILE NIGHTTIME ONLY BARRICADES W/ OMNIDIRECTIONAL LIGHTS
- CONTRACTOR'S HAUL ROUTE
- LIGHTED RUNWAY CLOSURE 'X'
- PHASE 4 LIMITS

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	REVISION	BY	DATE

SEDONA-OAK CREEK AIRPORT AUTHORITY

SEDONA AIRPORT

FAA AIP NO. 3-04-0033-034-2026

INFIELD RSA DRAINAGE IMPROVEMENTS

CONSTRUCTION PHASING PLAN
PHASE 4

DRN: DSO	DES: VS	CK: DPS
DATE: 04/26	DATE: 04/26	DATE: 04/26

SCALE: 1"=200' HORIZ. VERT.

APPENDIX A

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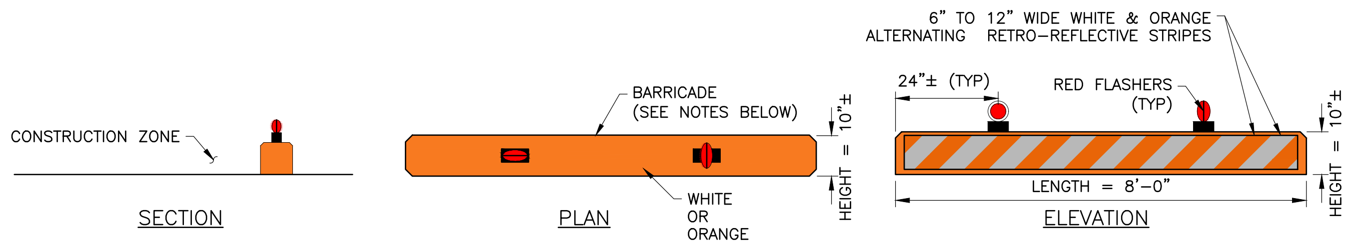
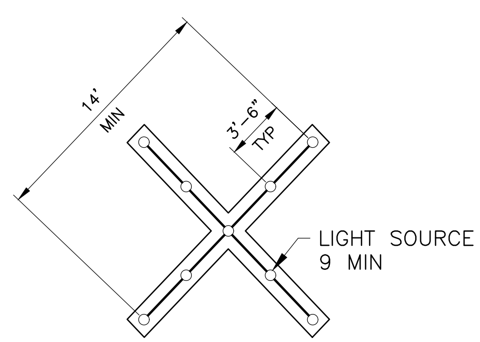


LOW PROFILE BARRICADES NOTES:

1. LOW PROFILE BARRICADES SHALL MEET THE REQUIREMENTS OUTLINED IN FAA AC 150/5370-2 (CURRENT EDITION).
2. BARRICADES PLACED BETWEEN OPERATIONAL PAVEMENT SURFACES AND CONSTRUCTION AREAS SHALL BE ARRANGED SIDE BY SIDE, NO MORE THAN 4-FEET APART. ALTERNATE RED FLASHING LIGHTS SO THAT EVERY OTHER LENS IS ROTATED 90° OR INSTALL 360° FLASHERS (OMNI-DIRECTIONAL).
3. RED FLASHERS SHALL BE SPACED NO MORE THAN 10-FEET APART, AND SECURED DIRECTLY TO THE BARRICADES, AS APPROVED BY THE AIRPORT/RPR.
4. LOW PROFILE BARRICADES AND LIGHTS SHALL BE PROVIDED AND MAINTAINED (DAY AND NIGHT) BY THE CONTRACTOR (NPI).

(1) LOW-PROFILE BARRICADE DETAIL
NTS



RUNWAY CLOSURE LIGHTED 'X'

RUNWAY CLOSURE LIGHTED 'X' NOTES:

1. TYPICAL DIMENSIONING FOR THE RUNWAY CLOSURE LIGHTED 'X' ARE PROVIDED PER THIS DETAIL.
2. LIGHTED 'X'S SHALL BE YELLOW IN COLOR, AND LIGHTED PER FAA AC 150/5345-55A, NPI.
3. LIGHTED 'X'S WILL HAVE A MINIMUM OF 9 LIGHT SOURCES EQUALLY SPACED.
4. SEE GENERAL PHASE NOTE 4.

(2) TEMPORARY RUNWAY CLOSURE 'X' DETAILS
NTS

GENERAL PHASE NOTES

1. CONSTRUCTION TRAFFIC SHALL YIELD TO AIRCRAFT TRAFFIC AT ALL TIMES.
2. NO WORK WILL TAKE PLACE WITHIN THE RSA OF AN OPEN RUNWAY AND TOFA OF AN OPEN TAXIWAY:

   RUNWAY '3-21': ADG B-II
   - RSA WIDTH: 150'
   - ROFZ WIDTH: 400'
   - ROFA WIDTH: 500'
   - TSA WIDTH: 79'
   - TOFA WIDTH: 124'
   - TLOFA WIDTH: 110'

3. ALL NIGHT WORK SHALL BEGIN AT 6PM EACH NIGHT AND THE RUNWAY MUST BE OPENED EVERY MORNING BY 6AM.
4. AIRPORT SHALL SUPPLY, PLACE AND MAINTAIN LIGHTED X ON THE RUNWAY DESIGNATION MARKINGS EACH NIGHT AND REMOVE EACH MORNING TO ALLOW NORMAL DAYTIME OPERATIONS.
5. BARRICADES SHALL BE PLACED AS SHOWN ON SHEETS DWG GG2.01, GG2.02, GG2.03 & GG2.04 AT THE RESPECTIVE RSA AND TOFA BOUNDARY. BARRICADES SHALL BE PLACED AT EACH RAMP ENTRANCE TAXIWAY FOR EACH NIGHT SHIFT ONCE THE RUNWAY HAS BEEN CLOSED PRIOR TO STARTING WORK AND SHALL BE REMOVED EVERY MORNING BEFORE THE CLOSED RUNWAY IS TO BE OPENED. BARRICADE PLACEMENT MAY BE ADJUSTED AT THE DISCRETION OF THE AIRPORT &/OR RESIDENT PROJECT REPRESENTATIVE (RPR) TO ACCOMMODATE SPECIFIC AIRCRAFT MOVEMENT NEEDS.
6. AIRFIELD LIGHTING CIRCUITS SHALL BE DISABLED BY THE CONTRACTOR EACH NIGHT SHIFT WHILE THE AIRPORT IS CLOSED AT NIGHT. CONTRACTOR IS REQUIRED TO FOLLOW LOCKOUT/TAGOUT (LOTO) PROCEDURES IN FULL COMPLIANCE WITH OSHA 29 CFR 1910.147, OSHA 29 CFR 1926 SUBPART K, AND APPLICABLE NATIONAL ELECTRICAL CODE (NEC) REQUIREMENTS. THESE PROCEDURES EXIST TO PREVENT UNEXPECTED ENERGIZATION, STARTUP, OR RELEASE OF STORED ENERGY THAT MAY CAUSE INJURY OR EQUIPMENT DAMAGE.
7. AT EQUIPMENT AND/OR TRUCK CROSSINGS OF AIRFIELD PAVEMENT, THE CONTRACTOR SHALL CONTINUOUSLY SWEEP THE CROSSING AREA(S) AND COMPLETE A FOD WALK BEFORE RE-OPENING THE AREA.
8. CONTRACTOR TO PROVIDE LOCK AND CONTROL ACCESS THROUGH PROVIDED GATE.
9. REFER TO SPECIAL PROVISIONS SECTION 60 AIRFIELD SAFETY AND SECURITY FOR FURTHER INFORMATION.
10. FOD WALKS ARE REQUIRED WITH THE RPR AND AIRPORT OPERATIONS STAFF EACH MORNING BEFORE THE AIRPORT IS RE-OPENED FOR NORMAL AIRCRAFT OPERATIONS. THE CONTRACTOR SHALL HAVE A SWEEPER ON SITE AT ALL TIMES TO REMOVE DEBRIS FROM AIRFIELD PAVEMENTS.
11. TAXIWAYS 'A6' & 'A7' SHALL NOT BE CLOSED SIMULTANEOUSLY.
12. CONTRACTOR SHALL NOTIFY AIRPORT OF PLANNED RUNWAY AND TAXIWAY CLOSURES 72 HOURS PRIOR TO CLOSURE.
13. THE LOCATION OF CONTRACTOR HAUL ROUTES SHALL BE AS DEPICTED ON THE PLANS OR AS DIRECTED BY THE AIRPORT OR RPR. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE CONDITION OF THE HAUL ROUTES PRIOR TO THE START OF HAULING OPERATIONS AND REPAIR ANY DAMAGE TO THE HAUL ROUTES DURING THE PROJECT.
14. ALL CONTRACTOR VEHICLES AND EQUIPMENT MUST BE REMOVED FROM THE RSA AND ROFA AT THE END OF EVERY SHIFT. CONTRACTOR MAY STAGE EQUIPMENT WITHIN THE AOA IN DESIGNATED STAGING AREAS. STAGED EQUIPMENT MUST BE MARKED WITH A FLAG.
15. ALL CONCRETE SHALL BE WASHED OUT WITHIN THE STAGING AREA. THE CONTRACTOR SHALL INSTALL A WASHOUT FACILITY WITH SUFFICIENT QUANTITY AND VOLUME TO CONTAIN ALL LIQUID CONCRETE WASTE WITH A MINIMUM FREEBOARD OF 4 INCHES. ALL HARDENED CONCRETE SHALL BE DISPOSED OF OFF SITE IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
16. THE CONTRACTOR IS REQUIRED TO PROVIDE ADEQUATE LIGHTING FOR ALL CONSTRUCTION THAT OCCURS DURING THE HOURS OF DARKNESS. THE COST OF THE LIGHTING SHALL BE INCIDENTAL TO THE PROJECT.
17. CONTRACTOR SHALL PLACE TRAFFIC CONES AROUND ALL AIRFIELD GUIDANCE SIGNS AND LIGHT FIXTURES AT THE BEGINNING OF EACH WORK SHIFT WHEN GRADING OR EXCAVATION OPERATIONS ARE ADJACENT TO THE EQUIPMENT. CONTRACTOR MUST REMOVE ALL TRAFFIC CONES WITHIN THE RSA AND TOFA OF ACTIVE TAXIWAYS PRIOR TO THE END OF EACH NIGHT SHIFT. ANY DAMAGE TO AIRFIELD EQUIPMENT OR STRUCTURES SHALL BE REPORTED IMMEDIATELY TO AIRPORT OPERATIONS AND THE RPR.
18. THE GROUND SURFACE WITHIN THE RSA AND TSA MAY NOT CONTAIN EDGES EXCEEDING 3 INCHES OR SLOPES EXCEEDING 5%. PRIOR TO THE END OF EACH NIGHT CLOSURE SHIFT, BEFORE THE AIRPORT INSPECTION AND RUNWAY / TAXIWAY OPENING, THE CONTRACTOR SHALL BUILD TEMPORARY SLOPES AS NECESSARY TO MEET THESE SURFACE REQUIREMENTS. TEMPORARY SLOPES SHALL BE APPROVED BY THE RPR AND AIRPORT OPERATIONS STAFF.

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1023096.05

Registered Professional Engineer
CERTIFICATE NO. 28154
JAMES L CUNNINGHAM
CIVIL
ARIZONA, U.S.A.

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△	REVISION	BY	DATE

SEDONA-OAK CREEK AIRPORT AUTHORITY
SEDONA AIRPORT

FAA AIP NO. 3-04-0033-034-2026

INFIELD RSA DRAINAGE IMPROVEMENTS

CONSTRUCTION PHASING PLAN
DETAILS & NOTES

DRN: DSO	DES: VS	CK: DPS
DATE: 04/26	DATE: 04/26	DATE: 04/26

SCALE: 1"=200' HORIZ. VERT.

APPENDIX A

Appendix B Airport Site Plan

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1023096.05

Registered Professional Engineer (Civil)
CERTIFICATE NO.
28154
JAMES L
CUNNINGHAM
Date signed 4/30/26
ARIZONA, U.S.A.

EXISTING AIRPORT PROPERTY LINE
LOCAL BORROW AREA (60'X300')
EXISTING SECURITY FENCE
HELIPAD
REGRADE SERVICE ROAD
CONTRACTOR'S HAUL ROUTE
CONTRACTOR'S STAGING AREA
CONSTRUCT NEW RIPRAP CHANNEL
REGRADE INFIELDS
WEST GATE ACCESS
AIR TERMINAL DR
AIRPORT RD
SHRINE RD
CHARLIE GATE ACCESS
SOUTHWEST RAMP
PT11
CONTRACTOR'S STAGING AREA
FUEL FARM
TERMINAL
APRON 'A'
INSTALL NEW 2–24" RGRCP
HELICOPTER PARKING
TW 'B'
REGRADE INFIELDS
INSTALL NEW 36" RGRCP
ELECTRICAL IMPROVEMENTS
APRON 'D'
REGRADE INFIELDS
PT2
TW 'A'
TW 'A8'
TW 'A7'
TW 'A6'
TW 'A5'
TW 'A4'
TW 'A3'
TW 'A2'
TW 'A1'
PT10
PT6
PT9
RUNWAY '3–21'
N45°41'22"E
RSA
TSA
TOFA
10+00
15+00
20+00
25+00
30+00
35+00
40+00
45+00
50+00
55+00
60+00
ELECTRICAL IMPROVEMENTS
INSTALL EDGE DRAIN CONNECTIONS
INSTALL NEW 36" RGRCP
ELECTRICAL IMPROVEMENTS
ELECTRICAL IMPROVEMENTS
REGRADE INFIELDS
INSTALL NEW 36" RGRCP
ELECTRICAL IMPROVEMENTS
PT8
PT7
INSTALL NEW 42" RGRCP
EXISTING AWOS
EXISTING PRIMARY WIND CONE & SEGMENTED CIRCLE

N

0' 100' 200' 400'

SCALE: 1"=200'

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ARIZONA 811
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CONTRACTOR ACCESS & STAGING NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF THEIR OWN EQUIPMENT. CONTRACTOR MAY INSTALL TEMPORARY FENCING AROUND THEIR STAGING AREA AT THEIR OWN EXPENSE (NPI).
2. CONTRACTOR SHALL PROTECT ALL HAUL ROAD ACCESS POINTS TO THE AIRFIELD FROM UNAUTHORIZED ENTRY. CONTRACTOR SHALL KEEP ACCESS GATES CLOSED AND LOCKED OR POST GATE GUARD(S) AT GATES DURING CONTRACTOR'S WORKING HOURS (NPI).
3. CONTRACTOR SHALL MAINTAIN FIRE ACCESS DURING CONSTRUCTION PER IFC 3310.
4. CONTRACTOR SHALL REPAIR ANY HAUL ROADS USED AND ANY OTHER AREAS DISTURBED BY THE CONTRACTOR THAT ARE OUTSIDE OF THE PROJECT LIMITS TO PRE–CONTRACT CONDITIONS. REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE OWNER/AIRPORT AND/OR ENGINEER, AND SHALL BE AT THE CONTRACTOR'S SOLE EXPENSE (NPI). THE CONTRACTOR SHALL PERFORM A PRE–CONSTRUCTION VISUAL SURVEY OF THE HAUL ROUTE IN CONCERT WITH THE ENGINEER, AIRPORT STAFF AND COUNTY STAFF.
5. CONTRACTOR WILL BE RESPONSIBLE FOR OBTAINING AND HAULING WATER TO THE WORK AREA (NPI).

LEGEND

- CONTRACTOR'S STAGING & STORAGE AREA
- PROJECT WORK AREA
- CONTRACTOR'S HAUL ROUTE

POINT DATA TABLE

POINT NO	ALIGNMENT	STATION	OFFSET	SIDE
2	RW 3–21	60+17.49	258.35	L
6	RW 3–21	61+29.72	0.00	–
7	RW 3–21	34+85.02	142.09	R
8	RW 3–21	9+94.62	203.83	R
9	RW 3–21	10+00.00	0.00	–
10	RW 3–21	52+63.06	341.88	L
11	RW 3–21	41+02.38	971.44	L

REFERENCE NOTES

(3) REFER TO DWG GG1.04 FOR SURVEY CONTROL

REVISION	BY	DATE

SEDONA-OAK CREEK AIRPORT AUTHORITY

SEDONA AIRPORT

FAA AIP NO. 3–04–0033–034–2026

INFIELD RSA DRAINAGE IMPROVEMENTS

AIRPORT SITE PLAN

DRN: DSO	DES: VS	CK: DPS
DATE: 04/26	DATE: 04/26	DATE: 04/26

SCALE:1"=200' HORIZ. VERT.

APPENDIX B

J:\2023\1023096.05_SEZ_INFIELD_RSA_DRAINAGE_IMP_REPACKAGE\CAD\OVERALL\18075_05-GG1_XX.DWG Apr. 30, 2026 3:33 PM

Appendix C Inspection Checklist

Item	Action Required (Describe)	No Action Required (Check)
Excavation adjacent to runways, taxiways, and aprons improperly backfilled.		
Mounds of earth, construction materials, temporary structures, and other obstacles near any open runway, taxiway, or taxi lane; in the related Object Free area and aircraft approach or departure areas/zones; or obstructing any sign or marking.		
Heavy equipment (stationary or mobile) operating or idle near AOA, in runway approaches and departures areas, or in OFZ.		
Equipment or material near NAVAIDs that may degrade or impair radiated signals and/or the monitoring of navigation and visual aids. Unauthorized or improper vehicle operations in localizer or glide slope critical areas, resulting in electronic interference and/or facility shutdown.		
Tall and especially relatively low visibility units (that is, equipment with slim profiles) — cranes, drills, and similar objects — located in critical areas, such as OFZ and approach zones.		
Improperly positioned or malfunctioning lights or unlighted airport hazards, such as holes or excavations, on any apron, open taxiway, or open taxi lane or in a related safety, approach, or departure area.		
Obstacles, loose pavement, trash, and other debris on or near AOA. Construction debris (gravel, sand, mud, paving materials) on airport pavements may result in aircraft propeller, turbine engine, or tire damage. Also, loose materials may blow about, potentially causing personal injury or equipment damage.		
Inappropriate or poorly maintained fencing during construction intended to deter human and animal intrusions into the AOA. Fencing and other markings that are inadequate to separate construction areas from open AOA create aviation hazards.		

Item	Action Required (Describe)	No Action Required (Check)
Improper or inadequate marking or lighting of runways (especially thresholds that have been displaced or runways that have been closed) and taxiways that could cause pilot confusion and provide a potential for a runway incursion. Inadequate or improper methods of marking, barricading, and lighting of temporarily closed portions of AOA create aviation hazards.		
Wildlife attractants — such as trash (food scraps not collected from construction personnel activity), grass seeds, tall grass, or standing water — on or near airports.		
Misleading or malfunctioning obstruction lights. Unlighted or unmarked obstructions in the approach to any open runway pose aviation hazards.		
Failure to issue, update, or cancel NOTAMs about airport or runway closures or other construction related airport conditions.		
Failure to mark and identify utilities or power cables. Damage to utilities and power cables during construction activity can result in the loss of runway / taxiway lighting; loss of navigation, visual, or approach aids; disruption of weather reporting services; and/or loss of communications.		
Lack of radio communications with construction vehicles in airport movement areas.		
Objects, regardless of whether they are marked or flagged, or activities anywhere on or near an airport that could be distracting, confusing, or alarming to pilots during aircraft operations.		
Water, snow, dirt, debris, or other contaminants that temporarily obscure or derogate the visibility of runway/taxiway marking, lighting, and pavement edges. Any condition or factor that obscures or diminishes the visibility of areas under construction.		
Spillage from vehicles (gasoline, diesel fuel, oil) on active pavement areas, such as runways, taxiways, aprons, and airport roadways.		

Item	Action Required (Describe)	No Action Required (Check)
Failure to maintain drainage system integrity during construction (for example, no temporary drainage provided when working on a drainage system).		
Failure to provide for proper electrical lockout and tagout procedures. At larger airports with multiple maintenance shifts/workers, construction contractors should make provisions for coordinating work on circuits.		
Failure to control dust. Consider limiting the amount of area from which the contractor is allowed to strip turf.		
Exposed wiring that creates an electrocution or fire ignition hazard. Identify and secure wiring and place it in conduit or bury it.		
Site burning, which can cause possible obscuration.		
Construction work taking place outside of designated work areas and out of phase		