SEDONA AIRPORT
Helicopter Six-Pack Reconstruction
Construction Safety & Phasing Plan

Dibble Project No.: 1023096.04
County Project No.: 2533753
FAA AIP No. 3-04-0033-033-2026
ADOT Grant No.: E7___01C

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

YAVAPAI COUNTY

SEDONA-OAK CREEK AIRPORT AUTHORITY

DIBBLE

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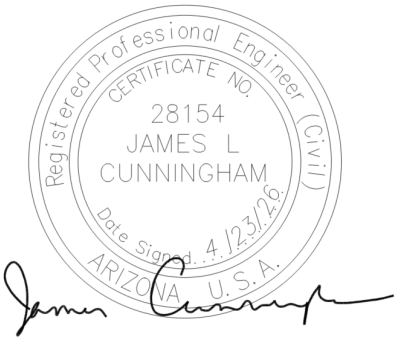

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Senior Project Manager
Dibble

Table of Contents

List of Tables

Appendices

1. COORDINATION

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

SEZ is a general aviation facility with approximately 35,000 annual operations and, according to the *Airport Master Record* (Airport 5010) (updated 2022), has 57 based aircraft consisting of single and multi-engine piston aircraft. The 2017 *Airport Master Plan* identifies 92 based aircraft, as reported by SOCAA in March 2014. In 2019 SOCAA reported 81 based aircraft. The airfield consists of one runway (Runway '3-21'), one parallel taxiway (Taxiway 'A'), eight connector taxiways (Taxiways 'A1' through 'A8'), and Taxiway 'B' that serves the helicopter parking area. Runway (RW) '3-21' is 5,132 feet in length with parallel Taxiway 'A' to the northwest at a 252-foot centerline-to-centerline separation. See **Exhibit A** – *Airport Layout Plan* (Coffman Associates 2017). The area in focus for this project is a 3,200 square yard area of asphalt surrounded by 6 helicopter landing pads, which is referred to as the "Six-Pack."

This *Construction Phasing and Safety Plan* (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.

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.

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 *AC 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, and other 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.

1.1 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, the meeting will review and discuss the operational safety procedures identified within this CSPP and the Contractor's *Safety Plan Compliance Document* (SPCD).

1.2 Scope or Schedule Changes

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

1.3 FAA/Air Traffic Organization Coordination

The Airport staff is responsible for continually coordinating, as required, with the FAA and air traffic organization (ATO) during construction.

2. PHASING

This project consists of a single phase. **Appendix A –***Project Site Plan* shows the project limits for this project, as well as the haul routes and the Contractor's Staging & Storage Area. The construction length for the project is expected to be 28 days from Notice to Proceed to Substantial Completion.

This project requires barricades to be placed. Barricade placement and project limits are shown in **Appendix A** - *Project Site Plan*.

Table 1 - Summary of Operational Effects by Phase

	Phase 1
Scope of Work	Mill and overlay of Helicopter Six-Pack Pavement, realignment of the service road, joint and crack repair, and electrical improvements
Effect of Construction Operations	Partial closure of TW 'B' between Taxiway 'A6' and 'A7' and the Helicopter Six-Pack Apron

3. AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION

3.1 Affected Areas on the Airfield

This project will affect the Helicopter Six-Pack Apron. For the duration of construction, Taxiway 'B' will be closed between Taxiways 'A6' and 'A7'.

3.1.1 Closed or Partially Closed Facilities

Taxiway 'B' will be closed between Taxiways 'A6' and 'A7' for the duration of construction.

3.1.2 Aircraft Rescue and Firefighting Access Routes

No ARFF facilities are located at the Airport. Emergency vehicles will have access via the Airport Entrance Road and through the gate southwest of the Terminal Building. The perimeter road will be closed surrounding the six pack.

3.1.3 Airport Support Vehicle Access Routes

Airport support vehicle access route service road will be realigned during this project. An alternate route will need to be taken.

3.1.4 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. Fire hydrants are located on Shrine Road.

3.1.5 Affected Approach and Departure Surfaces

The Contractor is required to always abide by Title 14 CFR Part 77 airspace requirements, including all equipment, material and batch plants that may be required for this project. Construction equipment must always stay below the approach surfaces. Equipment along the haul route having a height of at least 15 feet should be submitted to the FAA's Obstruction Evaluation/airport Airspace Analysis (OE/AAA) system for evaluation of affects to the airspace.

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 current edition of FAA AC 150/5300-13A, *Airport Design*, unless a favorable airspace finding is made by the FAA and the Airport and approved by airport operations. Equipment that penetrates the Title 14 CFR Part 77 imaginary surface must display a red obstruction light during nighttime use and an orange and white checkered flag during the daytime.

3.1.6 Affected Instrument Approach Procedures and Navigational Aid Critical Areas

Instrument approach procedure or navigational aid (NAVAID) critical area are not affected by the project.

3.2 Mitigation of Effects

3.2.1 Construction Staging Area and Haul Routes

The Contractor's Staging and Storage Area, haul routes, and construction access areas are shown in **Appendix A –** *Project Site Plan*. The Contractor's Staging Area is located outside of all Object Free Areas. 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 all construction entrances to the airfield when in use. 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. All vehicles on site during construction shall be equipped with either an orange and white checkered flag or a beacon mounted on the highest point of the vehicle. The driver shall be advised to remain on the marked haul route and follow the appropriate signs to the intended work area. At no time shall any driver be allowed to deviate from the marked haul route. Additionally, during times of low visibility or darkness, the drivers shall be required to use a flashing amber beacon.

3.2.2 Temporary Taxi Operations

Any temporary taxiway closures will be coordinated with the Airport. Taxiway 'B' will experience partial closure between Taxiways 'A6' and 'A7' when work takes place within the TOFA.

3.2.3 Detours for ARFF and Other Airport Vehicles

No ARFF facilities are located at the Airport. Emergency vehicle and airport vehicle access routes will be accommodated via existing taxiway structural pavement or infield areas adjacent to the project area.

3.2.4 Maintenance of Essential Utilities

Taxiway A lighting shall be operative throughout the entire project duration.

3.2.5 Temporary Air Traffic Control 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.

4. PROTECTION OF NAVIGATIONAL AIDS

No impacts to any NAVAIDS are anticipated.

5. CONTRACTOR ACCESS

5.1 Contractor Access Areas

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 describe 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.

Reference **Section 3.2.1 – Construction Staging Area and Haul Routes** for additional requirements imposed on the Contractor regarding the Staging Area and Haul Routes.

5.2 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. No equipment shall remain in the work area after each nighttime shift.

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 *AC 150/5300-13A – 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.

5.2.1 Stockpiles Within Runway Object Free Areas

Stockpiles within the runway object free area (ROFA) are not anticipated.

5.2.2 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 compliance.

5.3 Vehicle and Pedestrian Operations

5.3.1 Construction Site Parking

Construction parking will be allowed in the Contractor's Staging and Storage Area, which is outside of the AOA. No personal vehicles will be allowed onto the airfield. See **Section 5.1 – Contractor Access Areas** for further information.

5.3.2 Construction Equipment Parking

Construction equipment parking will be in the Contractor's Staging and Storage Area for any equipment that is not in use.

5.3.3 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 – *Project Site Plan***. See **Section 5.1 – Contractor Access Areas** for further information.

5.3.4 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 *AC 150/5210-5D – Painting, Marking and Lighting of Vehicles Used on an Airport*.

5.3.5 Proper 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 -** *Project Site Plan*. 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 greater than 15 MPH 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.

5.4 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..

6. WILDLIFE MANAGEMENT

6.1 Trash

The Contractor shall perform daily inspections of the work areas (including the staging area) to remove any trash, debris, and food scraps. The collected items must be placed in an appropriate trash receptacle.

6.2 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.

6.3 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 more than 6 inches.

6.4 Poorly Maintained Fencing and Gates

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

6.5 Disruption of Existing Wildlife Habitat

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

6.6 Airport Wildlife Management Procedures

The Contractor is required to follow any Airport Wildlife Management Procedures that are in place at the Airport; however, at a minimum the Contractor is 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.

7. FOREIGN OBJECT DEBRIS MANAGEMENT

This project will include the movement of construction vehicles over airfield pavement that will be utilized by aircraft, 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 keep water on construction areas to minimize the possibility of dust 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.

8. HAZARDOUS MATERIAL MANAGEMENT

The Contractor shall be responsible for disposing any and all hazardous or regulated waste material produced by the Contractor's operations, at his 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 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. NOTIFICATION OF CONSTRUCTION ACTIVITIES

9.1 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 and airport traffic control are handled through the airport operations supervisor, with assistance from the RPR and/or Contractor as needed.

EMERGENCY TELEPHONE NUMBER – 911

FOR

✓POLICE ✓FIRE ✓RESCUE

Owner/Engineering Staff	Role/Position	Phone Number
Ed Rose	Sedona Airport Manager	928.282.4487
Cameron Atkins	Sedona Deputy Airport Manager	928.282.4487
Tim Mcgrath	Sedona Airport Operations Manager	928.440.2508
Jim Cunningham, P.E.	Engineer-of-Record, Dibble	520.495.4065

Contractor Staff	Role/Position	Phone Number

9.2 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.

9.3 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.

9.4 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.

9.5 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.

9.6 Local ATO/Technical Operations Personnel

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

9.7 ATCT Managers on Duty

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

9.8 Authorized Representatives to the FAA's Operational Control Center

The Airport will develop a list of authorized representatives to the OCC prior to construction commencing. This list will be provided to the OCC by the date of the Pre-Construction Meeting.

9.9 Notification to OCC Regarding Closed and/or Hazardous Conditions on the Airfield

The Airport staff will be responsible for notifying the OCC about closed facilities and/or hazardous conditions at the Airport. The OCC will be notified about closed facilities as soon as practicable.

Unanticipated hazardous conditions will be immediately relayed to the OCC by the Airport staff.

9.10 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.

9.11 FAA Reimbursable Agreements

An FAA Reimbursable Agreement is not required for this project.

9.12 Affected Instrument Approach Procedures

No instrument approach procedures will be affected by this project.

10. INSPECTION REQUIREMENTS

10.1 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 after completion of the project. 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 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 the duration 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.

- 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 localizer or glide slope 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 Transportation Security Administration 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 project area.

The following checklist 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.

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.		
Runway resurfacing projects resulting in lips exceeding 3 inches from pavement edges and ends.		
Heavy equipment, stationary or mobile, operating or idling near the AOA, in runway approaches and departures areas, or in an 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, may result in electronic interference and/or facility shutdown.		
Tall and/or relatively low-visibility units (equipment slim profiles), such as cranes, drills, and similar objects, located in critical areas (OFZs, approach zones, etc.).		
Improperly positioned lights, malfunctioning lights and/or unlighted airport hazards, such as holes/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 the 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 the AOA create aviation hazards.		
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 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.		
Obliterated or faded temporary markings on active operational areas.		
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 navigational, visual, or approach aids; disruption of weather reporting services; and/or loss of communications.		
Restrictions on ARFF access from fire stations to the runway / taxiway system or airport buildings.		
Lack of radio communications with construction vehicles in airport movement areas.		

Objects, regardless of whether they are marked or flagged, or activities 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.		
Failure to maintain drainage system 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.		
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 taking place outside of designated work areas and/or out of phase.		

10.2 Final Inspections

Inspections are 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.

11. 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.

12. 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 Contractor is required to 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 is expected to immediately comply with all RPR's or Airport Operations direction and may only return to the subject work area when it is safe to do so. The Sedona Airport is a vital part of the Forest Services' effort to fight fires, and the contractor may be asked to accommodate the operations of the firefighting efforts.

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.

13. RUNWAY AND TAXIWAY VISUAL AIDS

13.1 General

13.1.1 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 must 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.

13.1.2 Frangibility Requirements

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

13.2 Markings

Any markings required for this project must meet the requirements of FAA Advisory Circular 150/5340-1, *Standards for Airport Markings*.

Obliteration of markings in this project will follow an Airport staff approved method or as directed in the project *Technical Specifications*.

13.3 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, butted together with no gaps 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. **Appendix A –** *Project Site 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 AC'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*, *150/5345-44K – Specification for Runway and Taxiway Signs*, and *50/5340-18G – Standards for Airport Sign Systems*, as required.

13.4 Signs

Signs shall conform to AC 150/5345-53D: *Airport Lighting Equipment Certification Program*, AC 150/5345-44K: *Specification for Runway and Taxiway Signs* and AC 150/5340-18G: *Standards for Airport Sign Systems*.

Temporary airfield signing is not anticipated for this project. However, airfield signage illuminated to indicate an open facility that is actually closed due to construction shall be covered and secured with a material that prevents light leakage. Signs may be partially covered, as a number of signs have multiple panels. In this case, only the affected panels shall be covered.

14. MARKING AND SIGNS FOR ACCESS ROUTES

The Contractor shall ensure that all temporary signage used for Contractor access/haul routes, open trenching is 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 AC 150/5340-18G, *Standards for Airport Sign Systems* and, to the extent practical, with the Manual of Uniform Traffic Control Devices (MUTCD) and/or state highway specifications. The Contractor shall properly weight and/or secure all temporary signs to withstand site and elemental conditions.

15. HAZARD MARKING AND LIGHTING

The Contractor shall barricade and light with pennant flagging or orange fabric construction fencing all open trenches, manholes, and steep embankments 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 AC 150/5340-1M, *Standards for Airport Markings*. Airport operations and/or the RPR must approval all marking and lighting.

Temporary markings should be applied at a 50 percent application rate, with no glass beads, per the locations shown on the plans.

15.1 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 –** *Project Site 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.

15.2 Security Equipment to Prevent Blow-Down

The Contractor shall ensure that barricades and lighting equipment are secured to prevent blow-down. Methods to secure may include using water-filled items, sandbags, and/or flat heavy footings. Temporary lighting may be secured to the pavement with nails or screws.

15.3 Spacing Barricades

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

15.4 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).

15.5 Low-Profile Barricades and Markers

Low-profile barricades must be used and must be reflective, have an omni-directional steady-burning, or flashing red LED light, and must be properly secured (screwed-in). Clamps or straps are not allowed.

15.6 Proper Marking of Barricades

The Contractor will ensure that all barricades are properly colored and marked with reflective material according to the plan details for this project and the latest edition of the MUTCD.

15.7 Proper Reflectivity and Lighting of Barricades

The Contractor will ensure that all barricades are properly colored and marked with reflective material according to the plan details for this project and the latest edition of the MUTCD.

15.8 Marking for Temporary Closures

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

15.9 Emergency Maintenance of Airport Hazard Lighting and Barricades

The Contractor must designate an employee (or subcontractor) to be responsible for the regular maintenance of barricades and lighting. In addition, the Contractor must 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 must be able to respond to the Airport within one hour of notification of a non-functioning barricade.

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

16.1 Runway Safety Area (RSA)

16.1.1 Construction within Runway Safety Area

This project does not require any work within the Runway '3-21' RSA.

16.1.2 Adjustment of RSA

Temporary adjustment to runway safety areas will not occur during this project.

16.1.3 Requirements for Open Procedures

This project does not require any work within the Runway '3-21' RSA.

16.1.4 Appropriate Covering of Excavations within RSA

This project does not require any work within the Runway '3-21' RSA.

16.1.5 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 15 – Hazard Marking & Lighting** for further information.

16.1.6 Maintenance of RSA

This project does not require any work within the Runway '3-21' RSA.

16.1.7 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.

16.2 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.

16.3 Taxiway Safety Area (TSA)

16.3.1 Construction within Taxiway Safety Area

Multiple taxiways are 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 protect areas. The TSA is 79 feet wide, centered on the taxiway centerline. The TOFA is 124 feet wide, centered on the taxiway centerline.

16.3.2 Adjustment of TSA

Temporary adjustment to the TSA will not occur during this project.

16.3.3 Requirements for Open Procedures

Prior to any taxiway being reopened, the Contractor is required to:

- Provide a sweeper truck and/or vacuum truck to clean the 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.
- Perform a FOD/safety walk of the runway pavement and the adjacent graded/infield areas with Airport staff to ensure compliance with the reopening inspection.
- Perform any additional necessary actions as a result of the FOD/safety walk as required by the construction inspection and/or Airport staff.
- Remove the low-profile barricades used for night closures.

16.3.4 Appropriate Covering of Excavations within TSA

The Contractor will fill and compact any excavation within any TSA prior to reopening a taxiway.

16.3.5 Marking of Excavations and Open Trenches

The Contractor shall barricade, light, and outline with appropriate caution tape or orange fabric construction fencing hazards, such as open trenches, major excavations, manholes, and steep embankments, 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 15 – Hazard Marking & Lighting** for further information.

16.3.6 Maintenance of TSA

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

16.3.7 Blast Protection Procedures

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

16.4 Taxiway OFA

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

16.5 Runway OFZ

This project does not have work that takes place within the Runway '3-21' OFZ.

16.6 Runway Approach and Departure Surfaces

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

17. OTHER LIMITATIONS ON CONSTRUCTION

17.1 Prohibitions

17.1.1 Use of Flare Pots

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

17.1.2 Use of Electrical Blasting Caps

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

17.2 Restrictions

17.2.1 Open Flame Welding and Torches

The Airport must approval all open flame welding and the use of torches prior to the project commencing.

Note: If this type of work is required on this project, the Contractor must notify the Airport at least 48 hours in advance of the work.

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

This project includes removing edge lights adjacent to the project area as well as temporary lighting cables to jump the system so that the closed portions of taxiway 'B' are unlit for the duration of construction. The Contractor is responsible for scheduling and coordinating this work with the Airport so that the appropriate lock-out/tag-out procedures are strictly adhered to. Prior to opening any electrical pull box or light cans, the Contractor will tag and lock out the appropriate circuits at the vault room in accordance with OSHA requirements. The Contractor will hold a pre-event meeting on-site at least 48 hours in advance of the work with the airport personnel and the project engineer to review the work undertaken, to familiarize all parties with the existing system and controls that will be shut down and re-started, and to confirm lock-out/tag-out procedures used. The Contractor must provide a multi-positioned lockout hasp, and both the Contractor and the Airport will attach their own separate locks. No system should be energized until such time that both parties have removed their locks, indicating a safe situation to energize. The Contractor will check the functionality of the system, in the presence of a County staff member, before leaving the project site.

17.2.3 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.

18. ELEMENT PENALTIES

18.1 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 - Project Site Plan

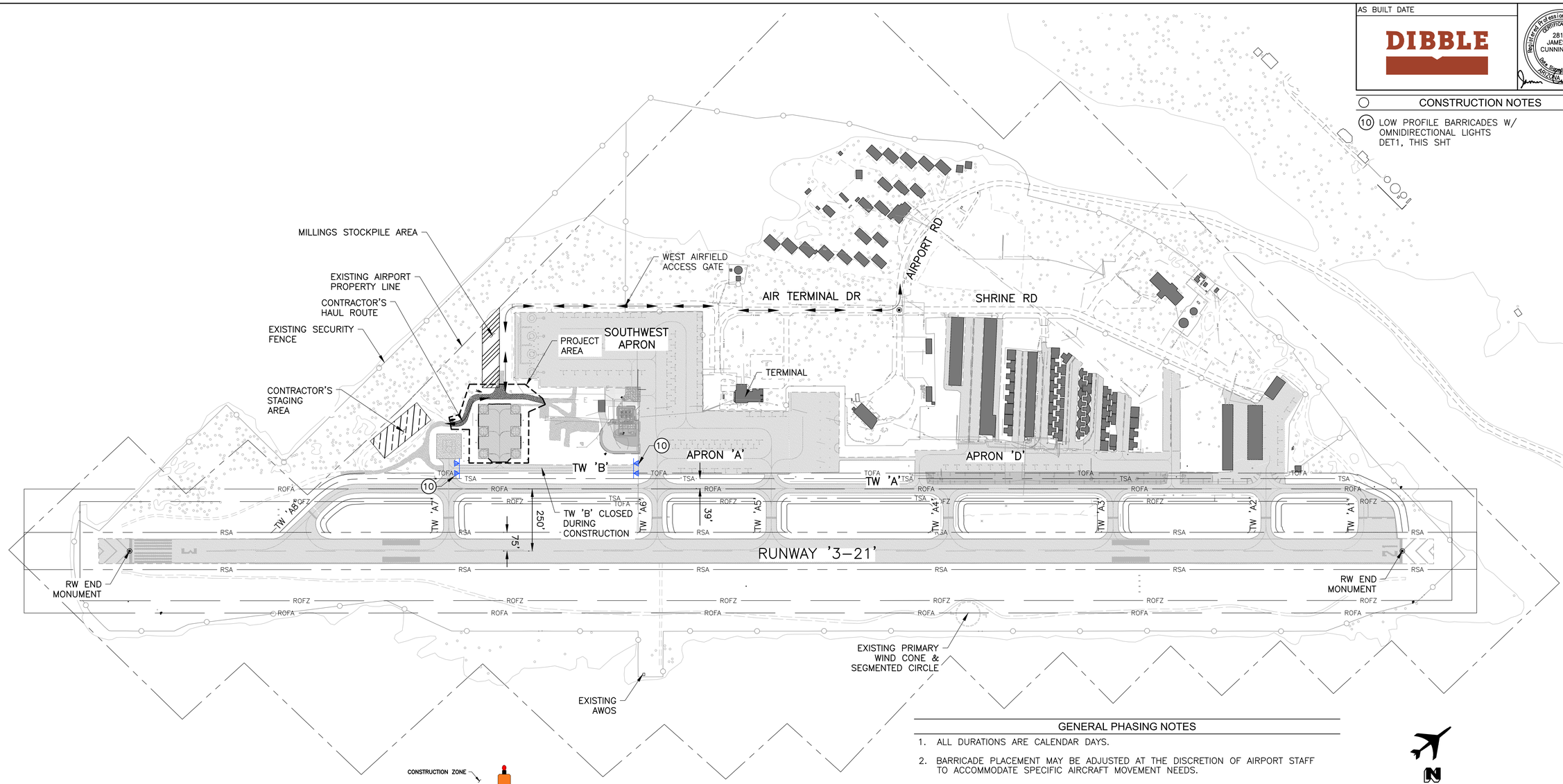
AS BUILT DATE

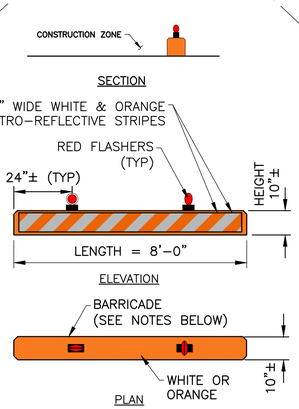
DIBBLE

Registered Professional Engineer (Civil)
CERTIFICATE NO.
28154
JAMES L
CUNNINGHAM
Date Signed 4/24/26
ARIZONA, U.S.A.

CONSTRUCTION NOTES

(10) LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS DET1, THIS SHT — NPI





PROJECT ELEMENTS

PHASE 1
CLOSURE OF TW 'B' BETWEEN TAXIWAY 'A6' AND 'A7' AND THE HELICOPTER SIX–PACK APRON.

MAJOR PROJECT ELEMENTS INCLUDE A 3" MILL AND OVERLAY OF THE APRON, THE REALIGNMENT OF THE SERVICE ROAD ADJACENT TO THE APRON USING THE RECYCLED MILLINGS, AND ELECTRICAL IMPROVEMENTS.

DURATION

28 CALENDAR DAYS

LOW PROFILE BARRICADES NOTES:

1. LOW PROFILE BARRICADES SHALL MEET THE REQUIREMENTS OUTLINED IN FAA AC 150/5370–2 (CURRENT EDITION).
2. BARRICADES TO BE PLACED SIDE BY SIDE WITH MAX 4' GAPS ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE AIRPORT (ADJACENT TO OPEN MOVEMENT AREA). ALTERNATE FLASHER LENSES SO THAT EVERY OTHER LENS IS ROTATED 90° OR INSTALL 360° FLASHERS (OMNI–DIRECTIONAL).
3. FLASHERS SHALL BE SPACED NO MORE THAN 10–FEET APART, AND SECURED DIRECTLY TO THE BARRICADES, AS APPROVED BY AIRPORT OPERATIONS.
4. LOW PROFILE BARRICADES AND LIGHTS SHALL BE PROVIDED AND MAINTAINED (DAY AND NIGHT) BY THE CONTRACTOR (NPI).

(1) LOW–PROFILE BARRICADE DETAIL
NTS

GENERAL PHASING NOTES

1. ALL DURATIONS ARE CALENDAR DAYS.
2. BARRICADE PLACEMENT MAY BE ADJUSTED AT THE DISCRETION OF AIRPORT STAFF TO ACCOMMODATE SPECIFIC AIRCRAFT MOVEMENT NEEDS.
3. CONTRACTOR SHALL HOLD SAFETY BRIEFINGS WITH AIRPORT STAFF PRIOR TO THE START OF CONSTRUCTION.
4. CONTRACTOR SHALL COORDINATE WITH AIRPORT FOR TAXIWAY/HELIPORT LIGHTING & SIGNAGE CIRCUIT LOCKOUT/TAGOUT PROCEDURE.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF HIS OWN EQUIPMENT.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING THE INCIDENTAL GRADING AND INFRASTRUCTURE NECESSARY FOR THE TEMPORARY HAUL ROADS. ANY DISTURBED AREA SHALL BE RETURNED TO A CONDITION THAT IS EQUAL TO OR BETTER THAN ITS ORIGINAL CONDITION, TO THE SATISFACTION OF THE AIRPORT.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND REPAIR OF ALL DAMAGE TO EXISTING PAVEMENT USED FOR HAUL ROUTES BY CONSTRUCTION OR HAULING EQUIPMENT.

N

0' 100' 200' 400'

SCALE: 1"=200'

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

	REVISION	BY	DATE

YAVAPAI COUNTY - SEDONA AIRPORT

SEDONA PROJECT NO 2533753 | DIBBLE PROJECT NO 1023096.04

HELICOPTER SIX-PACK RECONSTRUCTION

PROJECT SITE PLAN

DRN: TCW	DES: TCW	CK: DAN	DRAWING	SHEET
DATE: 04/24/2026			G1.3	4 OF 20

J:\2023\1023096.04_SEZ_HELICOPTER_SIX–PACK_RECON_DESIGN\CAD\G1_X–GNRL.DWG Apr. 22, 2026 1:14 PM