PART 1 – GENERAL

1.1. SUMMARY

A. This Section provides the forms and instructions provided for the Contractor's use, as applicable, for performing the Work of the Project in coordination with Section 01 35 13.13.

1. Contractor's AOA Readiness Checklist
2. Lockout Procedure for Airfield Series Lighting Circuits
3. Lockout Log for Airfield Series Lighting Circuits
4. Airfield Closure/Activity/Circuit Lockout Request Form
5. Airfield Closure/Activity/Circuit Lockout Instructions
6. Airport Construction Security Procedures Tool Management Plan
7. Escort Release/Pick up Point Notice/Instructions
8. Airport Airspace Review Form

CONTRACTOR'S AOA READINESS CHECKLIST (TO BE COMPLETED DAILY BY THE CONTRACTOR)

_____ Limits of Closure have been clearly identified to all Contractor and subcontractor personnel. Sufficient quantities of closure devices (red flashers, cones, barricades, etc.) are on hand to achieve the day's closure. Contractor has sufficient cones, lights, and appropriate flags to identify the Release/Pick up Point within their work area.

_____ Electrician is standing by for circuit lockouts and appropriate circuits have been identified (if applicable).

_____ All Contractor vehicles entering the AOA have been checked for valid AOA access stickers on driver's side (left) bumper.

_____ All vehicles are equipped with 360 degree rotating or flashing amber beacons and all beacons are in working order.

_____ All vehicles have company name clearly identified on driver's side door.

_____ All AOA badged personnel have badges clearly displayed on their person.

_____ All non-AOA badged personnel have a government-issued identification on their person.

_____ All construction equipment and heavy trucks (non-passenger vehicles) have orange and white checkered flags or 360 degree rotating or flashing amber beacons affixed to the highest point.

_____ Superintendent and QC Supervisor have full set of the Contract Documents, including Plans, Specifications, any Project Addenda, construction permit copy, safety plan, SWPPP copy, approved submittals and Request for Information in their vehicles and available at all times on the Project site. Additional supplies for the Superintendent shall include, but not be limited to, fire extinguisher, and first aid kit.

_____ All foremen and lead men shall have, at a minimum, all drawing sheets and specifications related to their specific area of work on hand.

_____ Contractor has verified that all small engine equipment and tools (generators, saws, etc.) necessary for the day's activities are on hand and operable.

_____ Contractor has verified that all necessary manpower, tools, equipment, and materials necessary for the day's activities are on hand and operable.

The purpose of this checklist is to reduce or eliminate the number of superfluous trips to and from the job site that generally are a result of a lack of initial preparedness. Contractor's QC representative will initial each item as it is verified and sign at the bottom when verification is complete. The Board's authorized representative will not call for Operations Escort or circuit lockouts until checklist has been completed each Working Day. This checklist should be attached to the Contractor's Daily Activity Report and submitted to the Owner's Authorized Representative.

Contractor's Authorized Representative signature _____ Date: _____

Owner's Authorized Representative signature _____ Date: _____

LOCKOUT PROCEDURE FOR AIRFIELD SERIES LIGHTING CIRCUITS

1. Purpose: The purpose of this procedure is to provide practical safeguarding of all persons directly or indirectly involved in the installation, operation, construction, or maintenance of the airfield series lighting system at the Airport. This procedure contains the minimum provisions necessary to insure the safety of Airport employees and Contractors.

2. Definitions and Abbreviations

   A. AM - abbreviation for "Airport Asset Management".

   B. AOA - abbreviation for "Air Operations Area".

   C. CCR - Coordination Center Representative (Airfield Operations Officer) - the central point of contact for submittal of all AOA scheduled lockout requests; including DCC projects, in-house construction projects, tenant alteration projects, and Asset Management projects or repairs. The CCR will notify the AOC Duty Officer and the FAA of scheduled lockout requests.

   D. FAA - abbreviation for "Federal Aviation Administration".

   E. IRMS - abbreviation for "Insulation Resistance Monitoring System".

   F. Lockout - a safety procedure to de-activate series lighting circuits required by Airport authorities to protect the requesting party from the direct or indirect hazards associated with the flow of electrical current through airfield underground cables, connectors, isolation transformers, or other lighting apparatus.

   G. OPS - abbreviation for "Airport Airfield Operations."

   H. Primary Lockout - A required lockout of series lighting circuits when personnel will be working directly on cable, connectors, isolation transformers, or other airfield electrical components which are energized under normal operating conditions.

   I. Safety Lockout - A required precautionary lockout of series lighting circuits when personnel will be involved in construction work activities such as trenching, excavating, or digging in the vicinity of nearby underground airfield lighting circuits.

   J. Un-Locking - a procedure involving the removal of keyed pad locks on disconnect switches to restore the electrical power on series circuits only after satisfactory wiring continuity and insulation integrity have been verified.

   K. Unsatisfactory Test Results - any electrical test measurement deemed unacceptable by AM, which could be indicative of incipient cable insulation failure, an open circuit, dirty connectors, etc.

   L. AOC – abbreviation for “Airport Operations Center.”

3. General Responsibilities

   A. Asset Management shall be responsible for performing and supervising all scheduled circuit lockouts and un-locking. The AM electrical representative (rep) will perform all the insulation resistance tests required to verify the insulation integrity of the airfield lighting cable prior to locking and unlocking series circuits. In the event of "unsatisfactory" test results, the EAM electrical rep shall place an Airport pad lock on

the disconnect switch(s) ahead of the circuit(s) in question, and direct the Owner's Authorized Representative (or Owner's Authorized Representative's in the event of multiple lockouts on one circuit) to immediately investigate the problem and perform all necessary repairs until acceptable test results are obtained.

B. Owner's Authorized Representative's will be responsible for initiating all lockout requests for Contractors and required notifications. In the event of work discrepancies during multiple lockouts on one circuit, Owner's Authorized Representative representatives from each involved project shall agree to first investigate the apparent problem and restore the circuit integrity to a satisfactory level before damage assessment responsibility is ascertained. The Owner's Authorized Representative shall also initiate and schedule all Contractor work requests to provide first time electrical service to new airfield series lighting circuits.

C. The CCR will be responsible for reviewing and providing Airfield Lockout Summary information to the AOC Duty Officer and the FAA (SOC).

D. Airfield Operations will be responsible for determining if defective circuits must be repaired immediately or if they can remain locked out until necessary repairs can be performed.

E. The CCR shall review all lockout requests for operational conflicts prior to final acceptance.

4. Notification Protocol

A. In order to disconnect the source of electrical power feeding an airfield series lighting circuit(s), the Contractor shall contact his/ Owner's Authorized Representative in sufficient time as to comply with the notification requirements. The Contractor shall also identify his/her respective work area in writing to the Owner's Authorized Representative.

B. Daily lockout and/or un-lock requests shall be submitted in accordance with the instructions on the AOA Closure/Activity/Circuit Lockout Request.

C. If a lockout and/or un-lock is to be scheduled between the hours of 2200 hrs. on Fridays and 2300 hrs. on Sundays, the Owner's Authorized Representative shall notify the CCR by 1100 hrs. on the second full Working Day prior to a weekend (normally that will be Thursday).

D. If a lockout and/or un-lock is to be scheduled on a Airport recognized holiday between the hours of 2200 hrs. on the night preceding the holiday and 2300 hrs. the holiday night, the Owner's Authorized Representative shall notify CCR by 1100 hrs. on the second full Working Day prior to holiday.

E. The CCR shall notify the AOC Duty Officer of weekend and holiday lockout/un-lock requests as soon as they become known.

F. The CCR will e-mail or fax the Lockout summary to the AOC Duty Officer and the FAA (MCC) no later than 1500 hrs. each workday. These Lockout requests are for that day's "night lockouts", and for the following day's scheduled "day lockouts".

G. The AOC Duty Officer and the FAA shall notify the CCR immediately if any potential conflicts or problems are detected on the submitted lockout request. Otherwise, the proposed work shall proceed as scheduled.

5. Series Circuit Lockout Procedure: The following procedure applies to all series circuit lockouts, primary or safety type:

   A. Contractor and the Owner's Authorized Representative will meet the EAM electrical representative at the vault for the lock out.

      Prior to initiating the lockout, the Owner's Authorized Representative will contact Airfield Operations on OPS "Primary" radio frequency or by calling 3-3121 to verify that the circuit(s) can be locked out as previously scheduled.

      The AM Electrical Representative will de-energize the circuit, and the Contractor will install his lock on the scissors clip, with the appropriate safety tag, locking out the regulator primary disconnect switch. The safety tag will show the name of the Contractor, date, the Owner's Authorized Representative radio call number, and the telephone number at which the Owner's Authorized Representative can be reached during the lockout period. The AM Electrical Representative will then "megger" the circuit using the IRMS. The readings will then be entered in the Lockout Log sheet and will be initialed by the Contractor, Owner's Authorized Representative and AM electrical representative. The AM Electrical Representative then will isolate the two field contacts of the S-1 switch and perform a continuity test on each circuit to be locked out. The plastic insulating pieces used to isolate the field contacts shall remain in place until all required circuits are tested for continuity and released for the requested lockout. The Owner's Authorized Representative will then contact AM Control and Airfield Operations to confirm that the lockout of the requested series airfield lighting circuits has been successfully executed. The Contractor may then proceed with his work as scheduled.

      Note: In the event of unacceptable continuity test results (less than 100 K-ohms) prior to locking out any series circuit(s), the AM electrical rep shall immediately place an Airport lock on the disconnect switch of the affected circuit(s) which shall remain in place until the problem has been further investigated and resolved by AM.

   B. Whenever operationally acceptable to Airfield Operations, complete circuits shall be locked out. Example: only OET-7A will be affected, but OET-7A, B and C will be locked out.

6. Series Circuit Unlocking Procedure

   A. The Contractor will notify the Owner's Authorized Representative when they are ready to unlock the series lighting circuits. The Owner's Authorized Representative will then contact the AOC Duty Officer, who will inform the AM Electrical Representative to meet the Contractor and the Owner's Authorized Representative at the vault. The AM Electrical Representative will perform a continuity test on all affected circuits. If continuity is verified, the AM Electrical Representative will close the applicable S-1 switch(s) and enable the IRMS to obtain updated resistance-to-ground circuit measurements. After circuit integrity has been verified and approved by the AM Electrical Representative, the readings shall be recorded on the Lockout Log (Attached) and initialed by the Contractor, Owner's Authorized Representative, and AM. The Owner's

Authorized Representative will then notify the AOC Duty Officer and Airfield Operations that the circuits have been returned to service.

B. At the time of unlocking the circuit(s) and returning them to service, the AM Electrical Representative will compare the most previous resistance of the circuit(s) to the present resistance. It is desirable not to have the present circuit resistance reading less than 50% of the most previous reading, but in no case shall the reading be less than 100 K-ohms. The AM Electrical Representative's decision is non-disputable.

C. Any reading below 50% of the most previous reading will be reported to the Electric Shop Supervisor for further investigation.

D. All airfield circuits must be unlocked no later than 30 minutes before sunset, unless prior arrangements have been made with OPS.

The Owner’s Authorized Representative will notify the AOC Duty Officer when the circuit is ready to be "re-energized". The AOC Duty Officer will dispatch an electrical rep to witness the required circuit continuity tests by the Contractor and to perform cable insulation resistance-to-ground testing using the IRMS.

7. Unacceptable IRMS Readings During Unlocking

A. When the IRMS indicates unacceptable resistance-to-ground measurements in the course of unlocking series circuits (reading less than 100 K-ohms), the AM Electrical Representative shall record these readings and place an Airport lock on the defective circuit(s) immediately. The Owner’s Authorized Representative shall then coordinate all necessary investigations and repair work with the Contractor to restore circuit integrity and notify Airfield Operations regarding the status of the affected circuit(s). Airfield Operations shall then determine if the circuit(s) must be repaired immediately or if the circuit can remain locked out until necessary repairs can be rendered. The Airport lock shall only be removed after completion of repair work and satisfactory resistance-to-ground readings have been obtained and approved by the AM Electrical Representative.

8. Multiple Contractor Circuit Lockouts in the Same Vault

A. When it is required for different Contractors to share a lockout on the same circuit, the work shall be coordinated through the AM Electrical Representative. Only one primary lockout shall be allowed on each series lighting circuit; however, there may be multiple safety lockouts if approved by the AM Electrical Representative.

B. All circuits with multiple locks shall have an independent lock with a safety tag from each Contractor/Owner’s Authorized Representative installed on the scissors clip provided on the regulator disconnecting means. At no time will these circuits be turned on or tested without the notification and acknowledgement of all parties involved in circuit lockouts. Prior to any testing or energizing circuits, the AM Electrical Representative will contact each Owner’s Authorized Representative currently logged out with a circuit lockout by OPS "Primary" radio frequency for positive confirmation that all personnel under their

direct supervision have been informed of impending circuit testing or energizing. Failure of Owner's Authorized Representative to acknowledge notification shall result in the immediate refusal by the AM Electrical Representative to test, unlock, or energize circuits.

Note: Confirmation will be accepted only via OPS "Primary" radio. In the instance where multiple Contractor lockouts occur in the same vault but not on the same circuit, the Owner's Authorized Representative, EAM, and all other parties shall follow the above "Lockout Procedure" (See Paragraph V). However, prior to application of the required test voltage on any circuit(s), the Owner's Authorized Representative shall, at the direction of the AM Electrical Representative, notify all parties with locked out circuits in that vault and inform them that testing is about to start. This includes other Owner's Authorized Representative, Contractors, the AOC Duty Officer, and OPS. All contacted parties involved in construction activities shall then acknowledge via OPS primary radio frequency that they have received notice of the upcoming circuit testing and that all personnel working under their supervision are "clear".

When all this has transpired, the required circuit testing and unlocking procedure can then proceed.

9. Energizing and Testing of Circuits for the First Time

   A. Prior to the energizing and testing of "pristine" series lighting circuits, the following shall occur:

      1. The Contractor shall notify the Owner's Authorized Representative a minimum of one week in advance of testing or energizing new circuits. The Owner's Authorized Representative shall then notify the AOC Duty Officer at least three (3) Working Days prior to performing this activity stating the proposed test date and time, circuit(s) designation(s), name of the load(s) to be tested/energized, and circuit(s) location(s) on the airfield clearly identified.

      2. Prior to the actual test/energizing of new series lighting circuits, the Owner's Authorized Representative shall give proper notification by OPS Primary Radio frequency to all involved parties including other Owner's Authorized Representative, Contractors, the AOC Duty Officer, and Airfield Operations, that the test/energizing is about to occur.

         Note: The Contractor shall be held solely responsible for any damages that occur during the testing/energizing of new series circuits as well as any indirect damages that occur where existing circuit components are interfaced in manholes, hand holes, conduit, and airfield lighting apparatus.

10. AM Lockouts

   A. AM shall adhere to the above lockout/un-lock procedures during the course of routine daily maintenance and repair of series airfield lighting circuits. In the event of premature cable failure or unplanned outages, AM will provide immediate emergency repair to affected circuits when notified by Airfield Operations. The

emergency repair work performed by AM shall take priority over all previously scheduled Owner's Authorized Representative lockouts for that day/night. Owner's Authorized Representative must then re-submit lockout requests for any circuits superseded by the EAM emergency lockout repair work.

11. Utility Lock Out / Tag Out Procedures

A. Procedures have been established outlining the minimum requirements to be followed for the locking, tagging and trying to prevent injuries by the inadvertent operation of power equipment, the inadvertent opening of valves in pipes, or the energizing of electric circuits. NO work is to be done on any operable equipment until its operation is prevented by appropriate lock out / tag out. The procedures are outlined in Airport Manual "Lock Out / Tag Out & Confined Entry." Following the appropriate procedures outlined will ensure compliance with the requirements of Federal 29 CFR 1910.147, "Control of Hazardous Energies."

LOCKOUT LOG FOR AIRFIELD LIGHTING CIRCUITS

CIRCUIT NUMBER	DATE	TIME	MEGGER READING	CONTRACTOR'S REPRESENTATIVE	FIRM	24 HOUR CONTACT PHONE	ASSET MGMT	DCC or CM REP.	24 HOUR CONTACT PHONE
	OUT								
	IN								
	OUT								
	IN								
	OUT								
	IN								
	OUT								
	IN								
	OUT								
	IN								
	OUT								
	IN								
	OUT								
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	IN								
	OUT								
	IN								
	OUT								
	IN								
	OUT								
	IN								

COORDINATION CENTER
AIRFIELD CLOSURE / ACTIVITY / CIRCUIT LOCKOUT REQUEST

E-MAIL TO: coordinationcenter@dfwairport.com

Submitted By:			Number of Pages:
Revision No:		Date/Time of Request	
Project No./Project Name			
Contractor:		Construction Manager:	
Contractor Phone/Fax:		CM Phone/Radio Call Sign:	
AOA CLOSURE / ACTIVITY REQUEST			
FROM	**TO**	**CLOSURE / ACTIVITY AREA**	
CIRCUIT LOCKOUT REQUEST			
FROM	**TO**	**CIRCUIT(S)**	
Scheduled Activities:			
Additional Requests/Comments:			

AIRFIELD CLOSURE/ACTIVITY/CIRCUIT LOCKOUT INSTRUCTIONS

This form must be submitted by the Owner's Authorized Representative (OAR) to the Coordination Center Representative (CCR) by 1100 hrs. of the morning preceding nighttime AOA activities/closures/circuit lockouts (1900 to 0700 hrs.) and/or the following day's daytime activities/closures/circuit lockouts (0700 to 1900 hrs.). For activities/closures on a holiday, daytime on the day following a holiday, Saturday, Sunday and daytime on Monday, the requests must arrive at the Coordination Center by 1100 hrs. on the last workday prior to the holiday or weekend. For circuit lockouts/lockins on weekends between the hours of 2200 hrs. on Fridays and 2300 hrs. on Sundays, or on an Airport recognized holiday between the hours of 2200 hrs. of the night preceding the holiday and 2300 hrs. on the holiday night, the Owner's Authorized Representative shall notify the CCR of the times the lockouts/lockins are being requested by 1100 hrs. on the second full Working Day prior to a weekend (for weekends that will normally be Thursday).

Either one request covering an entire workday or two requests (on for the nighttime work and one for daytime work) may be submitted. However, no more than one workday's activities will be included on each form.

NOTE: ALL TIMES ON THIS FORM WILL BE LOCAL 24-HOUR CLOCK TIMES.

- Submitted By: The OAR for the construction activity who has coordinated scheduling and reviewed the request and is emailing this document.
- Revision No.: This is to denote revisions made after initial request. Leave blank on initial request.
- Date/Time of Request: This is the date and time request is made. Example: Nov. 24/1050
- Project Name/Contract No.: Include both the Project Name and Contract Number.
- Contractor: Name of the Contractor (Prime or General).
- Project Manager: Name of individual responsible for Construction Contract.

Note: Any references to the Owner's Authorized Representative (OAR) may be interpreted to mean the Airport representative for an Airport managed contracts, the staff representative on ADD projects or the FAA authorized representative for FAA managed projects, etc.

- Contractor Phone/Fax: 24-hour telephone and Fax numbers of the contractor.
- Owner's Authorized Representative. Phone/Radio Call Sign: Telephone number and Radio Call Sign of the responsible Owner's Authorized Representative that will be on site during the actual work activity.
- From/To: Enter the date (month and day) and times the activity/closure/circuit(s) lock out is scheduled to occur using a 24-hour clock. Example: 2/23/2245 & 2/24/0645
- Closure/Activity Area: Describe the area affected. When no closure is being requested, "No Closure" should be noted along with the description of the area.

- Circuit(s): List the individual circuits requested to be locked out. Example: ET- 13, OWT-7B, etc.
- Scheduled Activities: A brief description of intended activities to be conducted during the period of the request(s) specifically identifying the work requiring closures/lock outs and any excavation/trenching activities. An airfield diagram or other suitable drawing depicting the area of work shall be submitted whenever complex closures are requested.
- Additional Request/Comments: This is a general-purpose section where unique requirements can be requested such as requests for weekend and/or holiday circuit lockouts and/or lock-ins, or specific comments of explanation made which would be useful to the addressees.

  NOTE: The telephone number for the CCR is 972-973-3121. The OAR will retain responsibility for ensuring contract compliance, project scheduling and coordination, communications between the Contract and the Airport Operations Dept. and the Airport Maintenance Dept. The CCR will not resolve any Contract and technical disputes. All situations relating to problems with electrical circuitry or the Airport's operational requirements shall be handled between the affected Airport Departments, OAR, or Contractor's Authorized Representative (CAR) responsible for the Project.

AIRPORT CONSTRUCTION SECURITY PROCEDURES
TOOL MANAGEMENT PLAN

Date: _____

Project Name: _____

Permit Number: _____

Terminal: _____

Columns & Lines: _____

Contact Name & Phone Number: _____

Additional Information: _____

_____

_____

Contractor's Signature & Title: _____

cc: Airport Police Assistant Chief
Construction Manager

Title Page 1 of 1

AIRPORT
CONSTRUCTION SECURITY PROCEDURES
TOOL MANAGEMENT PLAN

The “Tool Management Plan” is for all construction projects that take place in the public areas of terminal concourses (sterile area) to include “back of house” areas such as offices and concessions within the Security Identification Display Area/Air Operations Area (SIDA/AOA). Mobilization of the “Tool Management Plan” must precede all phases of construction and will be enforced for the duration of the project. The following procedures will be implemented.

- Work hours shall be determined by stakeholders, airport development, and the Contractors.
- The Contractor’s Safety/Security Officer is responsible for the implementation and maintenance of the Tool Management Plan.
- The plan will be reviewed with all construction workers prior to each shift.
- The Contractor’s Safety/Security Officer is responsible for the tool box inventory that must be maintained by each sub-Contractor. Each Subcontractor must designate a tool box monitor.
- Consult the “Prohibited Items” list at https://www.tsa.gov/.
- The Contractor’s Safety/Security Officer will prepare the tool box inventory form, which must be completed by each Subcontractor and kept in the tool box at all times.
- Each Subcontractor tool box monitor must also inventory all hand tools brought to the job site by individual workers prior to each shift. This refers to tools carried in the individual’s tool belt or tool bag. The inventory of these tools must be kept in the Subcontractor’s tool box.
- Each Subcontractor will store its inventoried tools in the locked box kept in the secure areas on the ramp, or concourse.
- Unlocked tool boxes must be monitored at all times by the Subcontractor’s tool box monitor.
- All hand tools will be checked out on the tool inventory list to an individual worker by the Subcontractor’s tool box monitor. Each worker is personally responsible for the hand tools he/she checks out.
- Consumables (e.g. razor blades) are included in the tool box inventory, and may be removed from the inventory and disposed of only by the Contractor’s Safety/Security Officer.
- The individual who checked-out a tool must return it to the Subcontractor’s tool box monitor. The tool will be checked-in by the tool box monitor.
- Tools must be kept within five feet of the worker responsible at all times. Unattended tools will be confiscated and returned to the Contractor’s Safety/Security Officer.
- It will be the responsibility of the Subcontractor tool box monitor to reconcile the tool inventory at the conclusion of each shift. The Contractor’s Safety/Security Officer must verify the accuracy of the inventory at the end of each shift prior to workers leaving the job site.

- The Subcontractor's tool box monitor will submit the daily tool box inventory to the Contractor's Safety/Security Officer who will be responsible for maintaining the permanent document files.
- The Contractor's Safety/Security Officer will submit a summary of the hand tool inventory weekly to the OAR.
- If the Contractor's Safety/Security Officer determines tools are missing at the end of the shift or during a shift, the appropriate authorities will be notified immediately in the following order: Airport DPS Communications at 972- 973-3210. Airport Operations Center (AOC) at 972- 973-3112.
- ZERO TOLERANCE is being observed for any employee who leaves a tool unattended. The offending employee will be escorted from the work site by the Contractor's Safety/Security Officer and will be removed permanently from the Project.
- Airport and/or the Transportation Security Administration (TSA) representatives may randomly monitor the overall construction area at any time and check the tool box inventories.
- Work zones that will be established for longer than 24 hours will be separated from the public by barriers or a demising wall.
- Existing concourse trash receptacles will not be allowed in the designated construction area. Construction trash receptacles will be provided in the work zone for the disposal of all construction trash. Receptacles must be removed from the work zone at the end of each shift.
- The Contractor's Safety/Security Officer must conduct a security sweep of the construction area at the end of each shift. Airport representatives may participate in the security sweep at their discretion. It is the responsibility of the Contractor's Safety/Security Officer and Night Superintendent to validate if the security sweep is successful.
- Primary access for all employees, tools, equipment, and materials to the construction area will be from the AOA via a DPS manned AOA gate. Employees will be restricted from accessing an employee portal inside the terminals. Employees may access a TSA screening checkpoint; however, NO tools on the TSA prohibited items list are allowed. All vehicles and persons entering the AOA through the designated construction security gate are subject to search.
- Employees are restricted to the work area designated by the Contractor's Safety Officer. The Contractor's Safety Officer or designee will monitor the work zone to ensure employees do not use public restrooms, concessions, or any other facilities in the concourse. Employees who violate these previsions are subject to removal from the Project. NO EXCEPTIONS.

SIDA BADGE REQUIREMENTS

SIDA/AOA badge requirements will be enforced for all construction employees using the following process.

- SIDA/AOA access badges will be obtained from the Airport Access Control Office located in Terminal D. Information and badge applications are available on the Airport Department of Public Safety web page https://www.dfwairport.com/dps/.
- This process includes fingerprinting, background check and interactive video/testing.
- Non-badged employees will be allowed on the AOA under the following rules **only**. One badged employee may escort a maximum of five non-badged employees to the AOA/SIDA or Sterile work area. Escorts are not permitted through employee portals. The non-badged employee must have a government issued I.D. in his or her possession. The badged employee's responsibility will be to continuously monitor and remain in physical proximity of the non-badged employees such that they can control or direct the activity of the non-badged employees at all times.
- **The AOA Badge must be visibly displayed on the outer garment and above the waist at all times while the employee is in the construction area or on the AOA.**

PROCEDURES IN NONPUBLIC AREAS

The following procedures will be used in the nonpublic area of the terminal construction areas.

- Tools used over the long term may be staged within the construction area in locked boxes. One lock box will be permitted for each trade, to reduce the number of trucks entering the AOA on a daily basis.
- Employees are allowed to wear their personal tool belts and hand carry tools into the construction on a daily basis.
- One truck per day will be allowed to deliver tools to the construction area. Vehicles must be permitted by the Airport to enter the AOA.
- **The CONTRACTOR'S Safety/Security Officer will monitor the construction area on a daily basis.**

DFW

RELEASE / PICK UP POINT

NOTICE!

FOLLOW YOUR ESCORT UNTIL YOU REACH THIS SET OF CONES. THIS IS THE RELEASE AND PICK UP POINT.

1. Follow your DFW Escort closely to the construction Release point.
2. Yield to Aircraft.
3. If lost or separated, STOP!, then call Airport Operations at 972-973-3112

ALWAYS FOLLOW ESCORT!

Effective 12-31-07

AIRPORT AIRSPACE REVIEW

FAA No. _____ DFW No.:_____ CA No.:_____

Applicant: _____ Contact:_____ Phone No.:_____

Project Description

Fixed Temporary* _____ Mobile Temporary* _____ Permanent _____

Construction Schedule

Start Date:_____ End Date:_____

Location

(Indicate in NAD 1983 (Geodetic, Lat./Long.) coordinates and attach location plan and site plan)

A. Latitude _____ E. Perpendicular Dist*** _____

B. Longitude_____ F. Runway Elevation AMSL_____

C. Impacted Runway _____ G. Site Elevation AMSL_____

D. Distance from Runway End** _____ H. Object Elevation AGL_____

Mitigation Conditions

☐No Impact ☐As Noted ☐FAA RO Study Recommended

Reviewed By:

FAA Airways Facilities_____ Date: _____

FAA Air Traffic Control_____ Date: _____

Airport Operations Dept. _____ Date: _____

* The FAA Regional Office must review temporary structures exceeding 753 ft. AMSL.

** Measured parallel to a Runway from proposed structure to nearest Runway threshold.

*** Measured from proposed structure to the Runway centerline.

The Airport Contacts will be identified in the Pre-Construction Meeting.

AIRPORT AIRSPACE REVIEW

CRANE/EQUIPMENT OPERATION AREAS (_____') HEIGHT

Coordinate Point	Latitude	Longitude	AMSL at Point	Object AMSl
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				
16.				
17.				
18.				
19.				
20.				
21.				
22.				
23.				
24.				

PART 2 – PRODUCTS

Not Used.

PART 3 – EXECUTION

Not Used.

PART 4 – MEASUREMENT AND PAYMENT

Not Used.

- END OF SECTION -