

**Construction Safety Phasing Plan (CSPP) for TSA Magazine Pad -
JMAA**

PREPARED FOR:



**Jackson Municipal Airport Authority
100 International Drive
Jackson, MS 39208**

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Project Overview

The scope of work for this project will include the construction of a Magazine Pad and a 6” concrete pavement drive to grant ingress/egress to the pad as described in the Construction Drawings and Specifications.

1. TSA Magazine Pad - JMAA shall include:
 - 1.1. Removal of topsoil and vegetative materials and grading existing area.
 - 1.2. Backfilling with granular material and select backfill as a result of topsoil removal in 1.1.
 - 1.3. Pouring new concrete panels for concrete drive and magazine pad.
 - 1.4. Installing of reinforced concrete pipe for drainage.
 - 1.5. Seeding, fertilizing and mulching all disturbed areas.
2. The Contractor shall meet all requirements of, and all work shall be performed in accordance with FAA Advisory Circular Number 150-5370-2G - Operational Safety on Airports During Construction (linked below), FAA Advisory Circular Number 150-5200-13 (Airport Design), and FAA Advisory Circular 150/5370-10H.

1. Coordination

1.1. Contractor Coordination

A pre-construction conference will be held to outline the project schedule, work items, and safety requirements.

A weekly construction progress meeting will also be held on the project site with JMAA personnel, the Contractor, and the Engineer to discuss changing operational and safety requirements, work progress, and upcoming scheduled items.

1.2. Scope and Schedule Changes

Any scope or schedule changes will be addressed on a weekly basis at the progress meetings. Any significant changes will be coordinated with all involved parties including the FAA Tech Ops and Air Traffic Control.

1.3. FAA Air Traffic Organization (ATO) Coordination

All coordination with FAA Air Traffic Control will be coordinated through the JMAA Operations Department. This will include all NOTAMs, closures, and work schedules. FAA ATO will also be invited to weekly construction progress meetings.

2. Phasing

2.1. Phasing Elements

The overall project will only require a single mobilization and phase. The project will follow as outlined in the “Project Overview” section.

2.2. Construction Safety Drawings

The Construction Drawings include an Operational Safety Plan. That Plan is also attached to this CSPP for reference.

3. Construction Activities Affects

3.1. Identification of affected areas

The following areas and equipment will be affected by the project.

- Weather Service Drive

3.2. Mitigation of Effects

The closures and impacts to operations above will be mitigated utilizing the following methods:

- Runway 16R/34L will be used for all takeoff and landing procedures
- Tenants will be notified by JMAA of planned work and associated closures.
- NOTAMs will be issued for all affected areas including coordination with FAA tech ops for NAVAID outages.
- Barricades will be placed on closed areas, outside of the safety area of adjacent usable taxiways compliant with FAA Advisory Circular 150/5370-2G

4. Protection of NAVAIDS

Additional precautions will be taken to prevent contractor access to avoid damage to NAVAIDS including notifying the Contractor of the locations of all NAVAID facilities near the work area and access route.

5. Contractor Access

5.1. Locations of Stockpiled Materials

Stockpiled materials such as dirt and equipment will be stored southern grassed area adjacent to the proposed project location. This designated area ensures no stockpiled materials within the OFA or Safety area of any active movement area.

5.2 Vehicle and Pedestrian Operations

Contractor access to the work area will be accomplished through Airport Operations direct escort. This access will be via Weather Service Drive which is located directly north of Airport Road and requires JMAA Ops access to enter. This will also serve as the haul route for all materials and equipment.

6. Wildlife Management

6.1. Trash

Contractor will be responsible to disposing of all trash on a daily basis to prevent Foreign Object Debris (FOD) on the air operations area (AOA).

6.2. Standing Water

No standing water is present currently and will not be present during the project or after grading that allows free flow of water from the Runway safety area.

6.3. Tall Grass and Seeds

JMAA currently maintains grass heights at the recommendation of the approved Wildlife Hazard Management Plan (WHMP) at 6-12 inches to reduce the attractiveness of wildlife near or on the air operations area (AOA). Byhalia, St. Augustine, Bermuda or a Johnson grass seed, all currently approved in the JAN WHMP, will be placed in the small disturbed areas for revegetation in accordance to the seeding practices outlined in FAA Cert Alert 98-05. The areas will be dragged and mulched to cover the seed and avoid attracting small birds from gravitating to this area.

6.4. Poorly Maintained Fencing/Gates

The project is to take place away from all perimeter fencing and gates. JMAA Operations will provide monitor all Contractor access.

All perimeter fencing and gates are maintained to approved Airport Certification Manual standards of 6 ft in height, affixed with three strands of barbed wire, at the top, at a forty-five degree angle. Perimeter fencing and gate inspections are conducted multiple times daily during each inspection.

6.5. Disruption to Existing Wildlife Habitat

Minimal, if any, disruption is expected to existing wildlife habitat with only a small area expecting to be disturbed.

7. Foreign Object Debris (FOD) Management

Foreign object debris (FOD) can be detrimental to the safety of all aircraft operating on or near the AOA. The Contractor will be responsible for disposal of all trash on a daily basis. Contractor is also responsible for securing all equipment, material, and other construction items to prevent wind transporting items.

JMAA conducts regular inspections for FOD materials to ensure no objects are present that could potentially create a hazard for operating aircraft. JMAA and the selected Contractor will store materials and dispose of items properly to eliminate the presence of FOD. JMAA Airport Operations will conduct regular inspections to identify and reduce the hazard of FOD near the construction site and all Contractor access areas.

8. Hazardous Materials (HAZMAT) Management

No Hazardous Materials are expected on the project. If hazardous materials are introduced, JMAA, the Contractor, and the Engineer will coordinate to ensure all hazardous materials remains in compliance with SWPPP permit procedures.

9. Notification of Construction Activities

9.1. Responsible Parties / Points of Contact

Jackson Municipal Airport Authority (Owner)

Point of Contact: Austin Jenkins, JMAA Airport Operations Manager, 601-850-0252, ajenkins@jmaa.com

JMAA Police Department/Emergency Operator, 601 664-3506

Contractor - TBD

9.2. NOTAM

JMAA Operations will issue all NOTAMs. NOTAMs will be issued for all construction activities to include the closure of all movement areas and NAVAID equipment outages.

Need for future NOTAMs will be coordinated in the pre-construction and weekly construction progress meetings.

9.3. Emergency Notification Procedures

For emergencies affecting operations or NAVAID equipment, immediate notification will be made to the JMAA Airport Operations department who will coordinate with ARFF and FAA ATO as needed. For worker injury emergencies, immediate notification will be

provided to the JMAA Airport Operations Center for routing and dispatch of emergency services. The contact to the JMAA Airport Operations Center is **601-664-3506**.

9.4. Coordination with ARFF Personnel

In accordance with current JMAA notification procedures, ARFF personnel will be contacted regarding all closures of the movement areas potentially affecting or altering emergency response. There are no closures on this project that will be seen to inhibit ARFF emergency response.

9.5. Notification to the FAA

The project will not require a reimbursable agreement with the FAA Tech Ops department. No notification with either FAA tech ops nor FAA ATO will be required for this project.

10. Inspection Requirements

10.1. Daily

JMAA Airport Operations conducts regularly scheduled inspections of at least two to three times daily of all open and closed movement areas, including all construction areas, to verify compliance with 14 CFR Part 139. A log of these inspections are kept daily on a reporting software and is available for FAA inspection upon request or during inspections by the FAA Airport Certification Safety Inspector assigned to JAN.

All Contractor site access will also be provided by JMAA Operations, so there will be opportunities for coordination multiple times per day.

10.2. Final Inspections

Final inspections will be conducted at the end of the project by the selected contractor, project engineer, FAA ATO and JMAA Airport Operations to ensure compliance with FAA Part 139 regulations. Any non-complying items will be addressed as part of a project punchlist.

11. Underground Utilities

The Contractor will coordinate with JMAA Maintenance Department and FAA Tech Ops to mark all underground utilities prior to beginning Construction. No utilities are anticipated in the construction area other than the NAVAIDs that are being modified.

12. Penalties

If the Contractor is found to be non-compliant with the CSPP plan, JMAA may enforce penalties which include:

1. Suspension of an employee from the job site
2. Revocation of an employee's badge and permanent removal from the job
3. Termination of the Contractor's contract and removal from the job

13. Special Conditions

No special conditions currently exist as a result of this project.

14. Runway and Taxiway Visual Aids

All necessary precautions will be taken to protect all signage, markings, lighting, and visual aids from damage during the course of the construction work. Most, if not all, work will be contained off the end of the taxiway where few visual aids exist other than those being improved.

All aircraft operations will be restricted using low-profile barriers to close movement areas. See Operational Safety Plan for barricade locations.

15. Marking and Signs for Access Routes

The Contractor's access routes are marked on the Operational Safety Plan in the Construction Drawings. The Contractor will also be escorted by JMAA Operations personnel daily, so access will be limited to the routes taken by JMAA personnel.

16. Hazard Marking and Lighting

16.1. Purpose

The purpose of hazard marking and lighting is to alert aeronautical users of the presence of any equipment or items potentially stored on the AOA.

16.2. Equipment

All contractor equipment will be marked and lighted within the guidelines of TSR 1542 and FAA Part 139 requirements. Temporary obstruction marking lights will be provided to the contractor by JMAA for use on all equipment stored on the AOA and in compliance with FAA Advisory Circular 150-5370-2G.

17. Work Zone Lighting for Nighttime Construction

No night work is anticipated; however, JMAA will provide obstruction marking lights to identify equipment at night.

18. Protection of Runway and Taxiway Safety Areas, Object Free Areas, Obstacle Free Zones, and Approach/Departure Surfaces

18.1. Runway Safety Areas

The purpose of the project is to construct a Magazine Pad with appropriate access road, as applicable with FAA Part 139 requirements. Work in this area will be completed using an excavator, a small bulldozer, dump trucks, and concrete trucks. No other RSAs will be impacted by the construction.

18.2. Runway Object Free Areas

No active Runways will be closed for any duration of the project. However, any stored equipment on or near the AOA will be marked and lighted accordingly

18.3. Taxiway Safety Areas

All TSA's impacted will be closed for the duration of the construction or relocation and will be inspected for safety and 139 compliance before reopening

18.4. Taxiway Object Free Areas

All TOFA's impacted will be closed for the duration of the construction or relocation and will be inspected for safety and 139 compliance before reopening.

18.5. Obstacle Free Areas

No impact from the construction.

18.6. Runway Approach Departure/Surfaces

No impact from the construction.

19. Other Limitations on Construction

There are no additional limitations on the Construction Contractor beyond those described above.

OPERATIONAL SAFETY PLAN