

SANTA BARBARA MUNICIPAL AIRPORT



Construction Safety and Phasing Plan for Airfield Marking, Signage, and Lighting Upgrades

AIP No. 3-06-0235-**0XX-2023**

Prepared by

**Mead
& Hunt**

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DRAFT FINAL

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1. OVERVIEW

This document presents the Construction Safety and Phasing Plan (CSPP) for the Marking, Signage, and Lighting Upgrades (Project) at the Santa Barbara Municipal Airport (SBA) being performed under the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Grant No. 3-06-0235-XXX-2023. The objective of this CSPP is to provide a general outline of the construction safety and phasing provisions for working in or near the Air Operations Area (AOA) and to explain how those provisions will be implemented during construction.

The Airport has recently developed a new taxiway naming/nomenclature revision that has been

provisionally approved by the FAA. In order to implement the taxiway renaming, the airfield signage will be replaced and updated and numerous pavement markings will also be changed. In addition to the new signage and markings, the existing Runway 7-25 High Intensity Runway Lights (HIRLs), select Runway Guard Lights (RGLs), and select taxiway lights will be replaced with new LED fixtures.

Due to the nature of the Project and the required daily notifications to the FAA, Air Traffic Control Tower, and airport users, it is critical that the developed schedule for the taxiway naming changes is strongly adhered to as the Project commences. Prior to the start of the Project, a detailed schedule will be required to clearly illustrate start / stop dates for each phase and the date the ultimate taxiway name for each specific taxiway will be established. The CSPP details the phasing plan, which will allow the sequencing of complete taxiways to be changed to the ultimate naming convention through the use of temporary legends. The phasing sequence was also established to systematically update the taxiway names while avoiding duplication. Once the schedule for the naming changes is established, Mead & Hunt, Inc will prepare airport diagrams for distribution to the airport users.

For project clarity purposes, the existing and proposed taxiway naming conventions exhibit is included as *Attachment F*.

The anticipated Notice to Proceed for the Mobilization Element is July 2023 timeframe following the mandatory preconstruction meeting.

1.1. SCOPE OF WORK

Airfield Marking, Signage, and Lighting Upgrades. Work will consist of the following:

- Replacement of existing airfield signage incorporating new taxiway naming convention.
- New LED HIRLs for Runway 7-25.
- Replacement of first-generation LED taxiway lights.
- New LED RGLs.
- Pavement markings improvements.
- ALCMS upgrades for entire airfield to be on Pilot Control Lighting.

1.2. AIRPORT CHARACTERISTICS

SBA is a public use airport owned and operated by the City of Santa Barbara (City). It is located approximately 10 miles west of the downtown area of Santa Barbara, California. The Airport serves privately operated general aviation, executive and business aircraft, as well as several commercial service airlines. The following summarizes some of the Airport characteristics:

- 1) The Airport has three runways with the following respective Runway Design Codes: Runway 7-25, D-III; Runway 15L-33R, B-I small; and Runway 15R-33L, B-I small.

2. PURPOSE

This CSPP provides single source procedural information for all key Project personnel to use during construction, and defines the specific responsibilities of the Airport Operator, the Contractor, Airport users/tenants, and the Project Engineer. The FAA's Safety and Phasing Plan Checklist was utilized in the preparation of this CSPP, which includes (but is not limited to) provisions for Airport safety and security, operational limitations on construction activities, identifying potential hazards and the impacts those hazards may have on airfield and construction activities, and construction phasing requirements to minimize impact on airfield operations.

Requirements for maintaining operational safety during construction are in conformance with FAA Advisory Circular 150/5370-2G, "Operational Safety on Airports During Construction." The Project-specific safety and phasing provisions for the Project elements are shown on Plan Sheets G-081 – G-090 (9 sheets), as well as detailed in the Project Specifications. Copies of the Plan Sheets are included with this report as *Attachment A*.

3. CONSTRUCTION SAFETY AND PHASING RESPONSIBILITIES

3.1 AIRPORT OPERATOR

The Airport Operator is responsible for operational safety on the Airport at all times. The City of Santa Barbara is the Airport Operator. The City will issue Notice to Airmen (NOTAM) whenever construction activities occur in the AOA. City staff will provide oversight of all construction activities and coordinate those activities with the Air Traffic Control (ATC) personnel, Airport users (pilots), and Airport tenants. The City will hold weekly construction progress and safety meetings. During those meetings, operational safety will be reviewed, and an action plan will be developed as needed to address any discrepancies in safety that need to be corrected. The City will require the Contractor to submit a Safety Plan Compliance Document (SPCD) detailing the Contractor's compliance with the CSPP. City approval of the SPCD will be required prior to issuance of the Notice to Proceed with Construction.

3.2 CONSTRUCTION CONTRACTOR

The Contractor will be determined by a competitive bidding process. The Contractor's responsibilities for safety and phasing are detailed and defined in the Contract Documents. The Contractor will be required to attend weekly progress and safety meetings and to correct any discrepancies found in safety. The Contractor is required to submit a completed SPCD to the City for approval by the City before the Notice to Proceed for Construction can be issued. A sample SPCD is included as *Attachment B*. The Contractor shall appoint a Chief of Security that shall represent the Contractor in order to comply with all security requirements specified herein and comply with all applicable Airport and Federal safety and security regulations for a Part 139 Airport. The Contractor shall provide an emergency contact person who will be available 24 hours/day and 7 days/week to address all potential project and maintenance needs.

3.3 AIRPORT USERS AND TENANTS

The City will notify Airport users and tenants of all pending construction activities that impact them and advise the users and tenants of planned pavement closures and other activities in the AOA that will affect aircraft/Airport operations. Users and tenants will be permitted to attend weekly construction progress and safety meetings when appropriate (as determined by the City).

3.4 PROJECT ENGINEER

As part of the Project construction management, observation, and quality assurance process the Project Engineer will monitor construction safety on a daily basis, utilizing the “*Construction Project Daily Safety Inspection Checklist*” (see *Attachment D*) to see that an appropriate level of priority is given to safety. Any discrepancies in safety will immediately be brought to the attention of the Contractor and City for corrective action implementation.

4. CONSTRUCTION SAFETY AND PHASING

4.1 COORDINATION

4.1.1 Design Progress Meetings.

Predesign conferences are held during the design development and design phases. These meetings are held to help avoid possible conflicts between construction activities and the operation of the Airport. The Draft Final or final CSPP will be uploaded to the FAA’s OEAAA website.

4.1.2 Prebid Conference.

A prebid conference will be held to help clarify and explain construction methods, procedures, and safety measures required by the Contract. The prebid conference will be held a minimum of 10 days prior to the bid opening date.

4.1.3 Preconstruction Conference.

A preconstruction conference will be held as soon as practicable after the Contract has been awarded and before issuance of the Notice to Proceed. The preconstruction conference participants should include, but not be limited to, the City, Project Engineer, Airport management, Contractor and subcontractor(s), Contractor’s Project superintendent, Contractor’s Project clerk, Airport users, utility companies, Aircraft Rescue and Fire Fighting (ARFF) personnel, federal, state, or local agencies affected by the proposed construction, and FAA representative. The Contractor will provide to the Engineer copies of the proposed construction schedule five (5) days prior to the preconstruction meeting. The schedule will be distributed and presented by the Contractor at the preconstruction meeting.

4.1.4 Security Requirements.

The Airport is a Part 139 Commercial Service Airport and complies with strict security requirements. Access to the Airport will be limited to specific automatic gates, which require security access. Training and badging of construction personnel is required. Training will require multiple meetings and sit-down session(s) on two separate days, as well as a driver’s training class at the Airport to complete this process. The badging process requires a time commitment of approximately three hours per badged individual. Appointments are required.

The Contractor staff shall comply with all federal, state, and local security requirements and policies in order to construct this Project. Contractor must meet the security requirements and successfully complete background checks and training.

The forms included in *Attachment E* are required to be filled out and submitted for each badged individual on this Project.

Non-badged construction personnel are required to be escorted by badged construction personnel. Escorts must maintain “positive escort” over those they are escorting at all times while in any restricted area of the Airport. The person under escort must be within sight and hearing range of the authorized escort. Escorted persons must be continuously accompanied while on Airport. When escorting more

than three vehicles at a time, additional escorts are required. Escorts must be positioned as the first and last vehicle in line. No more than five vehicles may be escorted at any time.

4.1.5 Contractor Progress Meetings.

Contractor progress meetings will be held weekly for the duration of construction. Operational safety will be a standing agenda item for discussion during progress meetings throughout the Project. The Contractor’s Project Superintendent, Project Manager, Project Foreman, and Chief of Security are required to attend meetings. Date, time, and location of the progress meetings will be determined at the preconstruction meeting.

4.1.6 Scope or Schedule Changes.

Scope or schedule changes for the Project may necessitate revisions to the CSPP and require review and approval by the City and the FAA.

4.1.7 FAA Air Traffic Organization (ATO) Coordination.

The Airport currently has the following facilities maintained by the FAA ATO:

Runway 7-25

- Medium Intensity Approach Lighting Systems with Runway Alignment Indicator Lights (MALSR)
- Runway End Identifier Lights (REILs)
- Precision Approach Path Indicator (PAPI)

Runway 15R-33L

- REILs

This Project will require shutdowns and/or restarts of the FAA-maintained Navigational Aids (NAVAIDS) when runway(s) are closed. The FAA ATO will be requested to attend the coordination meetings for schedule considerations.

4.2 PHASING AND TIME LIMITATIONS

The Project has been divided into two Elements: 1) Mobilization and 2) Construction. A separate Notice to Proceed will be issued for the Mobilization Element and the Construction Element. The Notice to Proceed for the Construction Element will not be issued until the Mobilization Element is complete and the SPCD is approved by the City. The work efforts and affected airfield areas within the AOA are detailed below. The anticipated Project duration is as follows:

Project Element	Duration
Mobilization	30 Working Days
Construction	70 Working Days
Total	100 Working Days

If the Contractor fails to meet any of these time limitations for the overall project or for each individual phase as defined below, liquidated damages will be assessed as described in the Project Specifications.

4.2.1 Element 1 – Mobilization (30 Working Days).

During this Element of the Project, no work will be conducted that in any way restricts Airport operations. Mobilization work will include, but not be limited to, the following:

- a. Processing of required submittals, including the Contractor’s work schedule.
- b. Preparation and submission of the SPCD.

- c. All prequalification testing, review, and approval.
- d. Mix design preparation, review, and approval.
- e. Airfield Safety Devices delivered/prepared at the site (construction flags, low profile barricades, airport radios, runway closure markers).
- f. Materials and equipment delivered to site, as applicable.
- g. Survey layout (optional if unaffecting aircraft operations).
- h. All miscellaneous Mobilization efforts required to commence construction.

All preliminary work required to pursue construction to completion will be finalized during the Mobilization Element to minimize delays during construction.

4.2.2 Element 2 – Construction - (70 Working Days). Each closure period is defined as a Working Day.

Phasing Limitations and Requirements

- a. All Work Shall be performed at night during off-peak closures between the hours of 12:00 AM and 5:00 AM. The actual beginning of the period will be at 12:00 AM or after the last flight, whichever is later. If the last flight has not landed by 12:30 AM, the flight will be rerouted, and work may commence. The Contractor will be provided additional nighttime closures for delays of the last flight, but additional compensation will not be granted. During off-peak closures, the Airport will be closed.
- b. All phases shall be performed in sequential order unless specified below. Extended closures may be permitted north of the Runway 7-25 safety area at the discretion of the Airport, which will be determined during detailed scheduling with the Contractor. For bidding purposes, assume a 5-hour closure period.
- c. The Contractor shall prepare a work plan that coincides with the schedule to clearly show the requested shift closure (inclusive of duration) of airfield pavements. City approval of the work plan and schedule will be required prior to issuing the Notice to Proceed for the Construction Element.
- d. Work shall be performed between Monday and Friday. Weekend work is not permitted.
- e. Runway lights, taxiway lights and electrical facilities shall be operational at all times except when disabled for improvements as permitted by the phasing described herein. Disabled circuits shall be fully operational at the end of the work shift.
- f. Work within the RSA or Taxiway Object Free Area (TOFA) requires closure of the associated runway/taxiway.
- g. Aircraft access to and from the Terminal Ramp to Runway 7-25 for commercial services shall be maintained whenever Runway 7-25 is open.
- h. Airfield circuits shall be checked and remain operational a minimum of thirty (30) minutes prior to opening the airport after off-peak airport closure period.
- i. Prior to reopening airfield pavements to traffic, the areas must be safety area compliant per Section 4.17 “Protection of Runway and Taxiway Critical Areas.”
- j. Any open excavations within the RSA or TOFA shall be trench plated to accommodate aircraft loading (dual wheel 160,000 pound).

4.2.2.1 Critical Airfield Areas. The Project affects all runways and taxiways.

4.2.2.2 Definition of Phases and Limitations.

Phase 1.

- a. Includes work within the safety area of Runway 7-25 with the following quantities:
 - 1) Replace Elevated and In-Pavement Light Fixtures - total of 135
 - 2) Replace Sign and Pad, New Location – total of 14
 - 3) Replace Sign and Pad, Existing Location – total of 25
 - 4) Replace Sign Only – total of 9
 - 5) Relocate Existing Runway Guard Light (RGL) – total of 2
 - 6) Temporary Legends – total of 24
 - 7) Install Vehicle Service Road (VSR) Signs – total of 2 locations
- b. Phase 1 duration is up to 19 consecutive closure periods.
- c. Replacement of all HIRLs shall be completed within Phase 1.
- d. Only 1 work area is designated during Phase 1.
- e. The following signs shall be changed during the same closure periods:
 - 1) S125 and S230 (temporary legends required). Work includes respective Surface Painted holding position signs (SPHPS), taxiway centerline, and enhanced centerline.
 - 2) S54 and S87 (holding position marking shall be painted during the same closure period)
 - 3) S30, S51, NS2, and NS3 (holding position marking shall be painted during the same closure period).
 - 4) S45 and S94 (holding position marking shall be painted during the same closure period).
 - 5) S141 and S44 (holding position marking shall be painted during the same closure period).
 - 6) S13 and S14
- f. No work permitted on signs S106, S114, S116, S128, S204, S212, S231, S235, and S236 during this phase.
- g. No taxiway name changes will occur during this phase.
- h. Runway Threshold lights on the same threshold must be replaced within the same closure.
- i. For signs that have temporary legends, temporary legends shall be shown for signs installed during this phase.

Phase 2.

- a. Includes Taxiway A and Taxiway D with the following quantities:
 - 1) Replace Elevated Light Fixtures – total of 160
 - 2) Replace Sign and Pad, Existing Location – total of 15
 - 3) Replace Sign and Pad, New Location – total of 12
 - 4) Replace Sign only – total of 5
 - 5) Replace Sign Legends – total of 8
 - 6) Temporary Legends – total of 4
 - 7) Relocate Existing RGLs – total of 4
 - 8) Install VSR Sign – total of 1 location

- b. Six work areas are within Phase 2. Phase 2 duration is up to 16 closure periods divided as follows:
 - 1) Work Area A: includes Taxiway G and Taxiway A up to Taxiway B. Duration is up to 3 closure periods.
 - 2) Work Area B: includes central section of Taxiway A between Taxiway B and Taxiway M (intersection areas are included with Work Area B). Duration is up to 7 closure periods.
 - 3) Work Area C: includes Taxiway A in proximity of Taxiway Connector F and Taxiway Connector F. Duration is up to 2 closure periods.
 - 4) Work Area D: includes Taxiway A in proximity of Taxiway Connector N and Taxiway Connector N. Duration is up to 2 closure periods.
 - 5) Work Area E: includes Taxiway A in proximity of Taxiway P and Taxiway P. Duration is up to 2 closure periods.
 - 6) Work Area F: includes Taxiway D and the intersection between Taxiway D and Taxiway H. No additional closure periods are allowed for Work Area F.
- c. Work Area A requirements:
 - 1) Signs S113, S116, S114 and S128 shall be replaced during the same closure period. At the end of the closure period, Taxiway G will become Taxiway A1.
 - 2) Work Area A shall be completed before work area F begins.
 - 3) Work within work area A can be concurrent with or performed before / after other work areas within Phase 2, with the exception of Work Area F.
- d. Work Area B Requirements:
 - 1) Signs S57 and NS4 shall be replaced/constructed during the same closure period.
 - 2) S84 and S82 shall be constructed during the same closure period.
 - 3) No work can occur on Signs S111, S209, and S217 during this phase.
 - 4) No taxiway name changes within this work area.
 - 5) Work within work area B can be concurrent with or performed before / after other work areas within Phase 2.
- e. Work Area C Requirements:
 - 1) Signs S7 and S8 shall be replaced during the same closure. Also, during the same closure period, legends on signs S5, S6, and S12 shall be changed from temporary to ultimate. At the end of this closure period, Taxiway Connector F will become Taxiway Connector A2.
 - 2) Work within work area C can be concurrent with or performed before/after other work areas within Phase 2.
- f. Work Area D Requirements:
 - 1) Signs S233 and S238 shall be replaced during the same closure period. Also, during the same closure period, legends on signs S237, S239, and S241 shall be changed from temporary to ultimate. At the end of this closure period, Taxiway Connector N will become Taxiway Connector A3.
 - 2) Work within work area D can be concurrent with or performed before / after other work areas within Phase 2.
- g. Work Area E Requirements:
 - 1) Signs S231, S232, S235, and S236 shall be replaced during the same closure period. At the end of this closure period, Taxiway Connector P will become Taxiway Connector A4.

- 2) Work within work area E can be concurrent with or performed before / after other work areas within Phase 2.
- h. Work Area F Requirements:
- 1) Signs S132, S133, S229, and US2 shall be replaced during the same closure period. At the end of this closure period, Taxiway D will become Taxiway G.
 - 2) Work within work area F cannot start before work area A is completed. Work Area F can be concurrent with other work areas within Phase 2 (with the exception of work area A) and has to be completed within the timeframe allowed by Phase 2.

Phase 3.

- a. Phase 3 includes signs and lights within Taxiways E and M south of Runway 7-25 with the following quantities:
 - 1) Replace Elevated Light Fixtures - total of 53
 - 2) Replace Sign and Pad, Existing Location – total of 9
 - 3) Replace Sign and Pad, New Location – total of 1
 - 4) Replace Sign Only – total of 7
 - 5) Replace Sign Legends – total of 4
 - 6) Temporary Legends – total of 4
- b. Phase 3 shall not begin until Phase 2 is completed.
- c. Three work areas within Phase 3. Phase 3 duration is up to 8 closure periods divided as follows:
 - 1) Work Area A includes Taxiway E between Runway 15L and Taxiway B. Duration is up to 3 closure periods.
 - 2) Work Area B includes Taxiway E between Runways 15L-33R and 15R-33L. Duration is up to 2 closure periods.
 - 3) Work Area C includes Taxiway M south of Runway 7-25. Duration is up to 3 closure periods.
- d. Work Area A requirements:
 - 1) Signs S67, S69, S70, S71, S73 shall be replaced within the same closure period. After replacement of these signs, Taxiway E becomes E2.
 - 2) For signs that have temporary legends, temporary legends shall be shown for signs installed during this work area.
 - 3) Work area A can be concurrent with other work areas within Phase 3.
- e. Work Area B requirements:
 - 1) Signs S58, S59, S60, S61 shall be replaced within the same closure period. At the end of this closure, Taxiway E shall become Taxiway D.
 - 2) Work Area B can be concurrent with other work areas within Phase 3.
- f. Work Area C requirements:
 - 1) Signs S219, S221, S227, S209, S211, S217 shall be changed within the same closure period. Also, within the same closure, legends on signs S212, S213, S215 shall be changed to the ultimate configuration. At the end of this closure, Taxiway M south of Runway 7-25 becomes Taxiway D.
 - 2) Work Area C can be concurrent with other work areas within Phase 3.

Phase 4.

- a. Phase 4 includes Taxiway B south of Runway 7-25 with the following quantities:
 - 1) Replace Elevated Light Fixtures - total of 44
 - 2) Replace Sign and Pad, Existing Location – total of 9
 - 3) Replace Sign and Pad, New Location – total of 2
 - 4) Replace Sign only – total of 2
 - 5) Replace Sign Legend – total of 14
 - 6) Relocate Existing RGL – total of 1
 - 7) Temporary Legends – total of 5
- b. Phase 4 shall not begin before Phase 3 is completed.
- c. Two work areas within Phase 4. Phase 4 duration is up to 6 closure periods divided as follows:
 - 1) Work Area A includes Taxiway B south of existing Taxiway E (future E2) and Taxiway L between Taxiway B and Runway 15L-33R. Duration is 3 closures.
 - 2) Work Area B includes Taxiway B north of existing Taxiway E (future E2) and Taxiway K. Duration is up to 3 closure periods.
- d. Work Area A requirements:
 - 1) Signs S65, S66, S137 shall be replaced within the same closure period. After this closure period, Taxiway L between Taxiway B and Runway 15L-33R becomes Taxiway E1.
 - 2) Surface painted holding position signs (SPHPS) shall be completed within the same closure period when S65 is replaced.
 - 3) Work Area A can be concurrent with the other work area within Phase 4.
- e. Work Area B requirements:
 - 1) Signs S77, S135, S79, S74, S76 shall be replaced within the same closure period. Location sign “K” on sign S770 shall be covered. At the end of this closure period, Taxiway K becomes Taxiway E3.
 - 2) Signs S75, S770, S111 shall be replaced within the same closure period. Also, within the same closure period, signs S136, S137, S142, S72, S68, S73, S69, S91, S109, S86, S84, S135, and S77 shall change from the temporary to the ultimate legend. At the end of this closure period, Taxiway B south of Runway 7-25 becomes E.
 - 3) The closure period when Taxiway B south of Runway 7-25 becomes Taxiway E shall happen 1 calendar day after the change of Taxiway K in Taxiway E3.
 - 4) Work Area B can be concurrent with the other work area within Phase 4.

Phase 5.

- a. Phase 5 includes Taxiway B north of Runway 7-25 with the following quantities:
 - 1) Replace Elevated Light Fixtures - total of 29
 - 2) Replace Sign and Pad, New Location – total of 6
 - 3) Replace Sign and Pad, Existing Location – total of 1
 - 4) Relocate Elevated RGL – total of 2
 - 5) Replace Sign only – total of 2
 - 6) Replace Sign Legends – total of 3

- 7) Temporary Legends – total of 3
- 8) Install VSR Marking and Sign – total of 1 location
- b. Phase 5 can be concurrent with Phase 4.
- c. Only one work area within Phase 5. The duration of Phase 5 is up to 4 closure periods.
- d. Sign S98 in the new location shall be constructed at the beginning of Phase 5 and covered after construction
- e. Signs S101, S102, and NS6 shall be replaced during the same closure period. During this closure, NS6 shall be installed with the temporary legend. Relocation of Runway Guard Lights at this holding position and replacement of Surface Painted Holding Position Signs (SPHPS) at Taxiway C and Runway 15L holding position shall also take place within the same closure.
- f. Signs S104, S106, S107, and S138 shall be replaced within the same closure period. During the same closure period, legends on Signs S93, S108, and NS6 shall be changed to show the ultimate configuration. Sign S98 at the new locations shall be uncovered and the existing sign S98 demolished. After this closure period, Taxiway B north of Runway 7-25 will become Taxiway E.
- g. Signs S105 and S107 shall show the temporary legend at the end of this phase.
- h. No work on signs S95 and S96 during this phase.

Phase 6.

- a. Phase 6 includes Taxiways H, J, and part of Taxiway C with the following quantities:
 - 1) Replace Elevated Light Fixtures - total of 22
 - 2) Replace Sign and Pad, New Location – total of 7
 - 3) Replace Sign and Pad, Existing Location – total of 9
 - 4) Replace Sign Only – total of 12
 - 5) Replace Sign Legends – total of 8
 - 6) Replace Elevated RGL Fixture and Transformer – total of 2
 - 7) Replace In-pavement RGL Fixture and Transformer – total of 36
 - 8) Install VSR Marking and Sign – total of 3 location
- b. Phase 6 can begin after Phases 4 and 5 are completed.
- c. Phase 6 includes 3 work areas. The duration is as follows:
 - 1) Work Area A includes Taxiway H east of runway 15L-33R, Taxiway J and Part of Taxiway C. The duration for this work area is up to 5 closure periods.
 - 2) Work Area B includes Taxiway H between Runways 15L-33R and 15R-33L. Duration for this work area is up to 1 closure period.
 - 3) Work Area C includes Taxiway H west of Runway 15R-33L. Duration is up to 2 closure periods.
- d. Work Area A requirements:
 - 1) Work on signs S95, S96, S97, S99, S118, S123 shall be completed within the same closure period. Location legends “F” and directional legend “B1” on sign S123 shall be covered. Legends on signs S105, S107, and S133 shall be changed from temporary to ultimate. At the end of this closure period, Taxiway H east of Runway 15L-33R becomes Taxiway B.

- 2) Sign NS7 shall be constructed 1 calendar day after Taxiway H becomes Taxiway B and shall show the temporary legend.
 - 3) Work on signs S119, S120, S121, S122, S124, and NS1 shall be completed within the same closure period. Also, within the same closure, legends on signs NS7, S85, S125, and S230 shall be changed from temporary to ultimate. Covered legends on sign S123 shall be uncovered. At the end of this closure period Taxiway J becomes Taxiway F between Taxiway C and Taxiway B, and Taxiway B1 between Taxiway B and Runway 7-25. This closure period shall happen within 2 calendar days after existing Taxiway H becomes Taxiway B.
 - 4) This work area can be concurrent with other work areas within Phase 6.
- e. Work Area B requirements:
- 1) Work Area B shall be completed within one closure period.
 - 2) After completion of Work Area B, Taxiway H between Runways 15L-33R and 15R-33L becomes Taxiway B.
 - 3) Work Area B can be concurrent with other work areas within Phase 6.
- f. Work Area C requirements:
- 1) Work on signs within Work Area C shall be as follows:
 - Closure 1: construct relocated sign S204 without demolishing the existing sign S204. Cover relocated sign S204. Also, during this closure period, complete work on signs S17 and S18 and cover directional legend "B" on sign S18 and location legend "B" on S17.
 - Closure 2: complete work on signs S15, S22, S23, S24, S223. Cover location legend "D" on S223. Cover location legends "H" on existing signs S208 and S216 (do not replace these signs as part of this work area). Demolish existing sign S204 and uncover relocated sign S204. Uncover legends on signs S17 and S18. At the end of this closure, Taxiway H west of Runway 15R-33L becomes Taxiway B.
 - 2) Work Area C can be concurrent with other work areas within Phase 6.
 - 3) Work Area C must be completed within 2 closures on consecutive calendar days.

Phase 7.

- a. Phase 7 includes Taxiway M north of Runway 7-25 and part of Taxiway C with the following quantities:
- 1) Replace Elevated Light Fixtures – total of 21
 - 2) Replace Sign and Pad, New Location – total of 2
 - 3) Replace Sign and Pad, Existing Location – total of 8
 - 4) Replace Sign only – total of 5
 - 5) Replace Legend Only – total of 4
 - 6) Install VSR Markings – total of 2 locations
- b. Phase 7 shall begin after Phase 6 Work Area C is completed.
- c. Duration of Phase 7 is up to 6 closure periods.
- d. Phase 7 Requirements:
- 1) Work on NS5 and sign S225 must be completed within the first closure period of Phase 7. Sign NS5 and location legend "D" on sign S225 must be covered before the end of the closure period.

- 2) Work on signs S19, S20, S207, S208, S216 must be completed within the same closure period. During the same closure period, legends on signs S206, S226 and S228 must be changed from temporary to ultimate, location legend "D" on sign S223 must be uncovered, and sign NS5 must be uncovered. At the end of this closure period, Taxiway M north of Runway 7-25 becomes Taxiway D. This work shall be performed within 2 calendar days after completion of Phase 6 Work Area C.
- 3) SPHPS shall match holding position signs legends for the same holding position at all times.
- 4) Legends at holding position signs on each side of the same holding position must always match.

Phase 8.

- a. Phase 8 includes Taxiway L between Runways 15L-33R and 15R-33L with the following quantities:
 - 1) Replace Elevated Light Fixtures - total of 9
 - 2) Replace Sign and Pad, Existing Location – total of 1
 - 3) Replace Sign and Pad, New Location – total of 1
 - 4) Replace Sign only – total of 1
 - 5) Relocate Existing RGL – total of 1
 - 6) Install VSR Signs and Markings – total of 4 locations
- b. Phase 8 can be concurrent with Phase 7 but can only begin after Phase 6 is completed.
- c. Duration for Phase 8 is up to 3 closure periods.
- d. After completion of Phase 8, Taxiway L becomes Taxiway H.

4.2.3 Construction Safety and Phasing Plan Sheets.

Drawings specifically indicating operational safety procedures and methods in affected areas have been developed for each construction phase and work area. These Drawings are included in the Contract Drawing Bid Package and included in this report as *Attachment A*. (Plan Sheets G-081, G-082, G-083, G-084, G-085, G-086, G-087, G-088, G-089 and G-090). For clarity, the plan sheets showing the airfield sign schedule and the proposed sign layout (Plan Sheets E-004, E-005, E-006, E-201 through E-211) have been included in *Attachment A*.

4.3 AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION

4.3.1 Runways.

- a. Runway 7-25 – Runway closed during Phase 1 Airport closure periods only. The runway will be closed during low-use times which will not affect the commercial operations but may slightly affect Fixed Based Operator (FBO) operations. Advance notice of the Airport closure periods will be communicated by the Airport to the Airport users. Airport users may have to relocate aircraft to adjacent airports if use is required during the off-peak Airport closure period(s).
- b. Runway 15R-33L – Runway will be closed when work is being performed within the safety area.
- c. Runway 15L-33R – Unaffected by construction. Runway will be closed when work is being performed within the safety area.

4.3.2 Taxiways and Taxilanes

All taxiways throughout the Airport will be affected by construction. Specific time limitations are required for the primary taxiways used by the commercial operations and FBOs as depicted by the project phasing.

4.4 NAVAID PROTECTION

- **Localizer.** Runway 7-25 will be closed during Phase 1 Airport closure periods; therefore, the localizer may be disabled for the duration of these closures. The localizer critical area will not be affected by construction outside of the Phase 1 Airport closure periods.
- **Glide Slope.** Runway 7-25 will be closed during Phase 1 Airport closure periods; therefore, the glide slope may be disabled for the duration of these closures. The glide slope critical area will not be affected by construction outside of the Phase 1 Airport closure periods.
- **PAPI.** Runway 7-25 will be closed during Phase 1 Airport closure periods; therefore, the PAPI may be disabled for the duration of these closures. The PAPI will be unaffected by construction outside the Phase 1 Airport closure periods.
- **REIL.** Runway 7-25 will be closed during Phase 1 Airport closure periods and Runway 15R-33L will be closed for portions of subsequent phases; therefore, the REILs may be disabled for the duration of these closures. The REILs will be unaffected by construction outside the Airport closure periods.

4.5 CONTRACTOR ACCESS

4.5.1 Location of Stockpiled Construction Materials and Equipment.

Location of stockpiled materials and equipment storage will be in the staging/temporary stockpile areas or as approved by the City. Stockpiling materials and equipment outside the staging areas and within the AOA will require prior approval from the City and will be subject to additional limitations depending on the height(s). Stockpiled material will meet the requirements of Section 4.6, "Wildlife Management" to prevent the stockpile location(s) from becoming wildlife attractants.

4.5.2 Vehicle and Pedestrian Operations.

4.5.2.1 Construction Site Parking. Employees' vehicles will be parked in the staging areas designated on the drawings or outside the AOA as designated on the Plans. No employee vehicles will be allowed beyond the staging area limits. In areas where the staging area is adjacent to the perimeter security fence, all vehicles will be positioned a minimum of 10 feet away from either side of the fence.

4.5.2.2 Construction Equipment Parking. All service and construction vehicles and/or equipment will be parked in the staging area when not in use and will be positioned a minimum of 10 feet away from either side of a perimeter security fence. See Section 4.17, "Protection of Runway and Taxiway Critical Areas" for further parking restrictions within safety areas and object free areas. Unless a complex setup procedure makes movement of specialized equipment infeasible, inactive equipment will not be allowed to park on a closed taxiway or runway. At the end of each closure period, all construction equipment will be parked in the staging area.

4.5.2.3 Access and Haul Roads. The Contractor will be required to use only the Project security gates and haul routes shown on the drawings. Phase specific haul routes are shown on the Project Layout Plan, G-021. Right-of-way will be given to all ARFF vehicles and aircraft sharing the haul routes with the Contractor.

4.5.2.4 Marking and Lighting of Vehicles. Only marked Contractor-owned/operated vehicles required for the proper execution of the work will be allowed in the work area. Motor vehicles will be equipped with an omni-directional amber flashing light, head lights, taillights, and flashers that will be used between sunset and sunrise or when visibility is low. Vehicles within the airfield environment will display company identification markings on both sides of the vehicle. Non-motorized equipment will have reflective devices displayed on the front, back, and sides. Vehicles and equipment will have an FAA orange and white checkered flag, 3 feet by 3 feet minimum, attached to a pole mounted on the rear bumper, and visible from 300 feet at all angles during daytime hours. All supervisory and survey personnel operating with a City escort within the airfield environment but outside the work area, will have a company vehicle with an amber flashing light mounted on the roof of the cab and identifying markings visible from 300 feet mounted on both sides of the vehicle.

4.5.2.5 Training Requirement for Vehicle Drivers. The Contractor shall designate construction personnel (minimum of 5) to receive training on movement around the Airport during the construction Project. The designated trained personnel will be responsible for escorting non-trained construction personnel who will be working within the airfield environment. The designated construction personnel shall attend an airfield orientation / driver's training class conducted by the City as part of the requirements to obtain authorization to operate on the airfield. The Contractor shall contact the Airport Supervising Engineer, a minimum of 48 hours in advance to schedule training class for the select construction personnel. No training classes will be available on Saturdays or Sundays. Training classes will be limited to six people, maximum, per class. The Contractor's appointed Chief of Security shall be required to attend the training. Refer to Section 4.1.4 for additional information.

4.5.2.6 Situational Awareness. Yield the right-of-way to moving aircraft (whether under tow or their own power) and pedestrians. While driving or working within the airfield environment, personnel will not wear any devices in or on their ears, other than those used to protect hearing or communicate company business. Yield right-of-way to emergency vehicles displaying rotating beacons (other than amber) and/or using sirens, and other audible emergency signals. In the event of an emergency, be prepared to move workers, vehicles, and equipment immediately at the direction of the City.

Texting while driving anywhere on airport property is strictly prohibited.

4.5.2.7 Two-Way Radio Communication Procedures. All radio communications with the Air Traffic Control Tower (ATCT) or Common Traffic Advisory Frequency (CTAF) will be performed by Airport Operations/City personnel and/or a trained Contractor-appointed Chief of Security coordinator. The City has the discretion to allow additional people to be trained for radio communications. All activities within aircraft movement areas will require two-way radio communication. The Contractor's on-site foremen/lead/superintendents/Chief of Security shall carry (or have immediately available) and monitor a VHF aviation radio. Additionally, if a sweeper is being used in the movement area and a flagger is not coordinating his/her movements, the sweeper operator shall also carry a radio. Frequencies that will be used by City personnel are:

- Ground – 121.7 (6:00 AM – 11:00 PM)
- Tower – 119.7 (6:00 AM – 11:00 PM)
- CTAF – 119.7 (11:00 PM – 6:00 AM)

4.5.2.8 Airport Security. In areas of work activities, the Contractor will maintain security against unauthorized access to the airfield area through the security gate(s). Gates will be locked or manned at all times. The gate will be closed and locked when not in use. Where the Contractor's lock is used for access through City gates, the lock will be marked to identify the ownership of the Contractor.

Place the lock in series with existing locks. Failure to adhere to these requirements will result in the Contractor's lock being removed by the City.

During frequent hauling operations, the Contractor is advised to provide a gate guard to secure the Airport and only allow passage of approved construction personnel. A gate-guard is required only if the Contractor decides to leave the gate unlocked. Although it is recommended that the Contractor provide a gate-guard during frequent hauling operations to increase productivity, the Contractor can decide to keep the gate locked and not provide a gate-guard.

4.6 WILDLIFE MANAGEMENT

Procedures to maintain existing wildlife mitigation devices, limit wildlife attractants, and notify City of wildlife encounters.

4.6.1 Trash.

Receptacles will be provided by the Contractor and equipped with metal, canvas, or plastic covers. Food scraps or other trash may not be disposed on the ground and must be collected and placed in the covered receptacles so not to attract wildlife.

4.6.2 Standing Water.

Staging areas, stockpile areas, and the work area will be graded to drain to avoid attracting wildlife.

4.6.3 Tall Grass and Seeds.

The use of low-quality seed mixtures that contain seeds of plants (such as clover) that attract wildlife will not be used. Grass and weeds will be managed, or cut, if necessary, within work areas to avoid attracting wildlife habitation.

4.6.4 Fencing and Gates.

Fences and/or gates that are unmaintained and/or left open and unattended permit unwanted wildlife to enter inside the Airport perimeter fence. Refer to 4.5.2.8, "*Airport Security*" for requirements of maintaining the secured area of the Airport. Contractor personnel will immediately notify the City if any unwanted wildlife is observed inside the Airport perimeter fence.

4.6.5 Disruption of Existing Wildlife Habitat.

Not applicable for this Project.

4.7 FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT AND DUST CONTROL

The Contractor will be required to ensure the airfield environment is kept continuously free of construction debris, equipment and/or materials that might endanger or be ingested by an aircraft. Contractor will take extreme care to ensure that no work-related debris or other loose items are allowed to be blown by wind or aircraft engine blast. The Contractor will be responsible for any resulting damage to aircraft engines and/or other property arising from failure to secure and/or protect debris, tools, supplies, or other loose items. Following the requirements described herein will help eliminate the potential for FOD. In areas that may result in the tracking of soil, sediments, or hazardous materials on the wheels of hauling equipment outside the area that are enclosed by erosion and silt/sediment control devices, the Contractor will provide the means and methods to remove these materials prior to the vehicle exiting the controlled area. If water wash stations are used, the Contractor will provide systems for the collection, treatment, and disposal of wheel wash water and

accumulated sediment. Equipment operated on haul routes over existing pavements will be kept free of material spillage and foreign matter at all times. Haul routes that are shared with aircraft operations will be cleaned continuously with regenerative air vacuum sweepers, or other City approved methods.

Dust control will be in conformance with "Dust Control" of the State Standard Specifications and these Special Provisions. The Contractor will provide the ways and means to prevent dust, grit and other waste products from becoming a nuisance in and around the working areas. The Contractor will take action as necessary, with the approval of the City, to reduce or eliminate such nuisance. The Contractor will control dust during the entire Contract period, including holidays and weekends.

Application of water for controlling dust caused by construction operations or the passage of traffic through the work area(s) will be applied as directed by the City at the Contractor's expense.

4.8 HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

4.8.1 Shipments of Hazardous Materials.

If shipments of hazardous material (including hazardous debris, contaminated soil or water, and hazardous waste) will be unloaded onto or loaded from City property, the Contractor will have a qualified person available onsite when shipments are received or prepared to ship, who is current with U.S. Department of Transportation (DOT) approved training for the transportation of hazardous materials. Contractor will properly characterize and manifest waste material leaving the City property for disposal. When the waste reaches its final destination, the owner or operator of the designated and permitted treatment, storage, and disposal (TSD) facility will sign the manifest and return a copy to the City within 35 days to confirm receipt.

4.8.2 Spills.

4.8.2.1 Minor Spill. Minor spills can be controlled by the first responder at the discovery of the spill. Use absorbent materials on small spills rather than hosing down or burying the spill. First responder should contain the spread of the spill, recover spilled materials, clean the contaminated area, and properly dispose of contaminated materials. For minor spills, consult the products Material Safety Data Sheets (MSDS) for recommended actions for spills or container leaks. Additionally, MSDSs will provide emergency phone numbers and occupational health hazard information.

4.8.2.2 Semi-significant Spills. Semi-significant spills can be controlled by the first responder along with the aid of other personnel such as laborers, the foreman, etc. Notify the City of semi-significant spills. Spills should be cleaned up immediately. Contain the spread of the spill and notify the Project foreman immediately. If the spill occurs on paved or impermeable surfaces, clean up by using dry methods (absorbent materials, cat litter and/or rags). Contain the spill by encircling with absorbent materials and do not let the spill spread widely. If the spill occurs in dirt areas, immediately contain the spill by constructing an earthen dike. Dig up and properly dispose of contaminated soil. If the spill occurs during rain, cover spill with tarps or other material to prevent contaminating runoff.

4.8.2.3 Significant / Hazardous Spills. Significant/Hazardous spills that cannot be controlled by personnel in the immediate vicinity must be reported to the local emergency response by dialing 911. In addition to 911, the Contractor will notify the City, proper City officials, and the state Emergency Services Warning Center. The services of a Spills Contractor or a HAZMAT team should be obtained immediately. Construction personnel should not attempt to clean up until the appropriate and qualified staff arrives at the jobsite. Other agencies that may need to be consulted include, but are not limited

to, the Fire Department, the Public Works Department, the Highway Patrol, the City/County Police Department, and the Department of Toxic Substance.

4.8.3 Delivery and Storage of Hazardous Goods.

- a. Ensure that hazardous goods and material delivered to or from the construction site meet applicable DOT labeling and placarding requirements. Upon request from the City, supply MSDS for all hazardous material being delivered to the site.
- b. The storage and shipment of hazardous waste will also comply with the requirements of this section.
- c. It is emphasized, however, that although spills resulting from incidents or accidents should be responded to, securing the well-being of people will be the first priority.
- d. Good housekeeping practices should be utilized during equipment fueling and maintenance operations. Inspect fueling equipment for leaks prior to dispensing. Fueling operations will be continuously attended to while dispensing fuel. Fueling and maintenance operations will not be performed within 50 feet of a storm drain, inlet, ditch, surface water, wetland, etc. to allow adequate time for containment in the event of a spill.

4.9 NOTIFICATION OF CONSTRUCTION ACTIVITIES

4.9.1. Responsible Representatives / Points of Contact:

Airports Staff Member	Title	Phone/Office
Brad Klinzing	Supervising Engineer	805-692-6020
Steve Spurlock	Interim Operations Manager	805-692-6025
Edward "Ted" Connaughton	Maintenance Supervisor	805-692-6007

Additional points of contact will be provided at the Preconstruction Meeting.

4.9.2. Notices to Air Missions (NOTAM).

Only the City may initiate or cancel a NOTAM on Airport conditions and is the only entity that can close or open a runway. Points of contact for issuing NOTAMS are as follows:

Main Contact: Brad Klinzing, Alternate Contact: Steve Spurlock

4.9.3. Emergency Contact Information.

- a. Emergency – Dial 911
- b. Airport Security Operations Center – 805-681-4803
- c. California Poison Center – 1-800-222-1222

4.9.4. Coordination with Aircraft Rescue and Firefighting (ARFF) Personnel.

The proposed Project is not intended to deactivate waterlines or hydrants. The Project will not block airfield emergency routes. The Project is not anticipated to include the use of hazardous materials. ARFF personnel will be briefed by the City as to the construction schedule and determine alternate emergency access routes as well as the schedule for temporary deactivation of hydrants. If additional notification of ARFF personnel is required, the Contractor will contact the City.

4.9.5. Notification of the FAA

4.9.5.1 Part 77. The Project will not affect navigable airspace while runway(s) are open, therefore, the City will not be required to submit an FAA Form 7460-1, "Notice of Proposed Construction or Alteration" for a specific element. However, in case construction occurs while the runways are open, Mead & Hunt will submit Form 7460-1 on behalf of the City for the proposed critical construction equipment within the project work area. The form will be submitted before the project is bid. If construction occurs while runways are open and the Contractor intends to use any equipment (cranes, graders, other equipment) that exceeds the height limitation in Section 4.18, "Other Limitations on Construction", the Contractor will be required to submit a Form 7460-1 airspace evaluation 90 days prior to using the equipment.

4.9.5.2 Airport owned/FAA maintained NAVAIDS. The Airport does not own at NAVAIDS that the FAA maintains.

4.9.5.3 FAA owned NAVAIDS. The City must notify the appropriate FAA ATO Service Area Planning and Requirements (P&R) Group a minimum of 45 days prior to implementing an event that causes impacts to NAVAIDS. Impacts to FAA equipment covered by a Reimbursable Agreement (RA) do not have to be reported by the Airport Operator. The City must coordinate work for an FAA owned NAVAID shutdown with the local FAA ATO/Technical Operations office including any necessary reimbursable agreements and flight checks. In the event of an unanticipated utility outage or cable cuts that impact FAA NAVAIDS, contact 805-681-0534. The City must provide seven days' notice to schedule the actual shutdown. Shutdowns are anticipated for this Project.

4.10 INSPECTION REQUIREMENTS

4.10.1 Daily Inspections.

Inspections shall be conducted by the Contractor at least daily, but more frequently if necessary, to ensure conformance with the CSPP. Special attention will be given to areas shared by construction traffic and air traffic. These areas will be maintained in accordance with Section 4.7, "Foreign Object Debris Management." The City will have the final authority in determining if the area is suitable for aircraft use.

4.10.2 Final Inspections.

A final inspection will be conducted by the City prior to the commissioning of any construction-impacted areas open to air traffic. The City will have the final authority in determining if the area is suitable for aircraft use. *Attachment D* contains a Daily Safety Inspection Checklist that may be used by the Contractor or City.

4.11 UNDERGROUND UTILITIES AND NOTIFICATION RESPONSIBILITIES.

Contractor must notify the Underground Service Alert (Dig Alert) by calling either 8-1-1, and any other owners of underground utilities within the construction area or within affected public rights-of-way or easements in advance of the commencement of excavation activities. Also, notify the City when the call is being initiated so the City can provide information to Airport utilities as well.

Contractor will not cross electrical or communication cables unless protected by approved means. In the event of interruption to field-located utility services as a result of the work, promptly notify the City first, and then the proper authority. Cooperate with said authority in restoring service as promptly as possible. If required, the Contractor will install suitable temporary service until permanent repair is completed.

4.12 PENALTIES

The Contractor is responsible for maintaining security during construction as detailed herein. The Airport is subject to fines up to \$20,000 for security violations. The Contractor will be responsible for any fines caused by his failure to observe the security requirements contained herein or required by the SPCD. Violations will be cause for the Project to be stopped and Project safety procedures evaluated. Contractor working days will continue to be charged, even if the City ceases construction operations. The City will decide if and when work will continue. Enforcement of these regulations will be by the City, Police, and/or Airport Operations Staff.

4.13 SPECIAL CONDITIONS, SAFETY ADHERENCE

During construction on the Airport Contractor must be aware of the following conditions and required actions.

- a. An aircraft in distress may require the Contractor to immediately move equipment away from an aircraft movement area. The City will notify the Contractor in the unlikely event of an aircraft in distress. The Contractor will be required to comply with all City and/or ATC instructions.
- b. Various circumstances, such as an aircraft accident, security breach, or other unforeseen events may require suspension of the construction. The City will notify the Contractor when suspension of the work will be required. See Section 4.9, "Notification of Construction Activities" for emergency contact information.
- c. A VPD (vehicle / pedestrian deviation) is any entry or movement on the movement area by a vehicle or pedestrian that has not been authorized by ATC. In the event of a VPD, the City reserves the right to suspend the work or any portion thereof and continue suspension until the completion of any investigation or evaluation by the City and full compliance with any corrective measures that the City may reasonably require. In addition, the City may require the Contractor to provide to the City a written plan, satisfactory to the City, to demonstrate the Contractor's ability to prevent future violations. See Section 4.5, "Contractor Access" for vehicle and pedestrian operations and two-way radio communication requirements.
- d. During CAL FIRE, U.S. Forest Service or any other emergency air operations, the Contractor may be instructed to cease work or vacate specific areas of the Airport. Any delays caused by ordered cessation of work will be grounds for time extensions as approved by the Engineer. No additional payment will be allowed for emergency cessation of work.

4.14 RUNWAY AND TAXIWAY VISUAL AIDS

4.14.1 Temporary Signs or Visual NAVAIDS

The nature of this construction Project and duration of closures will not require the addition of temporary lighting, signs, or visual NAVAIDs to be incorporated into this Project.

4.14.2 Lighting

4.14.2.1 Temporarily Closed Taxiways. Temporarily closed taxiways are identified in Section 4.2.2, “Construction” and in the work area Plans attached as *Appendix A*. The temporarily closed taxiway(s) will have the edge lighting circuit deactivated in order to perform the contract work. When deactivation is not possible (e.g., other taxiways on the same circuit remain open), the light fixtures shall be covered in such a way to prevent light leakage.

4.14.2.2 Temporarily Closed Runways. The runway lights will be disabled for the duration of the runway closure.

4.14.3 Airfield Signs

4.14.3.1 Temporarily Closed Taxiways. Temporarily closed taxiways are identified in Section 4.2.2, “Construction” and in the Plans attached as *Appendix A*. If possible, the temporarily closed taxiway(s) will have the taxiway signs deactivated. When deactivation is not possible (e.g., other taxiways on the same circuit remain open), the signs shall be covered in such a way to prevent light leakage.

4.14.3.2 Temporarily Closed Runways. The runway airfield signs will be disabled for the duration of the runway closure.

4.15 MARKING AND SIGNS FOR ACCESS ROUTES

The Contractor shall place traffic control signs and/or devices adjacent to the construction entrances, as appropriate, to advise the Airport users of construction operations and hauling. Signs and/or devices shall conform to the *California Manual on Uniform Traffic Control Devices (MUTCD), Current Edition*.

4.16 HAZARD MARKING AND LIGHTING

Before starting work, provide and have available all signs, barricades, and lights necessary for protection of the work. Install and maintain adequate warning signs and lighted barricades to protect property and personnel in the work area. Barricades shall be weighted or anchored to prevent overturning from wind or aircraft engine blast.

Barricades are not permitted in any active safety area. Barricades located within a runway or taxiway object free area and/or on aprons must be as low as possible to the ground, and no more than 18 inches high, exclusive of supplementary lights. The Contractor shall provide all barricades for use on the Project. The barricades will be low-level barricades and marked with diagonal alternating orange and white stripes, to separate all construction/maintenance areas from the movement areas listed above. The Contractor shall provide two omni directional, red solar, flashing lights per barricades. Contractor shall place low-level barricades spaced a maximum of 4 feet apart unless directed otherwise by the City.

Runway closure markers shall be placed on lighted runways whenever runways are closed. The Contractor will provide two sets of trailer-mounted closure crosses. The Contractor will be responsible for placing, removing, and maintaining the trailer mounted closure crosses.

The Contractor shall have a person on call 24 hours a day for all potential project needs including emergency maintenance of Airport hazard lighting and barricades. The Contractor must file the contact person's

information with the City. Lighting shall be checked for proper operation at least once per day, preferably at dusk.

Open trenches, excavations, or obstructions not being actively worked (outside safety and object free areas) shall be marked with lighted and weighted barricades that can be seen from a reasonable distance. Open trenches not being actively worked (inside safety and object free areas) shall be covered with aircraft-rated trench plates.

4.16.1 Summary of Material / Equipment and Responsibility.

Material/Equipment	City Responsibility	Contractor Responsibility
Low profile barricades	None	2 Lights for each Contractor-provided barricade.
Construction Delineators	None	Provide, place, and maintain if deemed necessary by Contractor
Runway Closure Marker	None	Two sets of runway closure markers to be provided by Contractor. Contractor responsible for lubricating, fueling, and maintain for duration of project.

4.17 PROTECTION OF RUNWAY AND TAXIWAY CRITICAL AREAS

4.17.1 Runway Safety Area (RSA).

No construction may occur within the existing RSA while the runway is open for aircraft operations. Open trenches or excavations are not permitted within the RSA while the runway is open. If possible, backfill trenches before the runway is opened. If the runway must be opened before excavations are backfilled, cover the excavations appropriately. Covering for open trenches must be designed to allow the safe operation of the heaviest aircraft (160,000-pound dual wheel loading) operating on the runway across the trench without damage to the aircraft. Contractors must prominently mark open trenches and excavations at the construction site with red or orange flags, as approved by the City, and light them with red lights during hours of restricted visibility or darkness. Soil erosion must be controlled to maintain RSA standards, that is, the RSA must be cleared and graded and have no potentially hazardous ruts, humps, depressions, or other surface variations, and capable, under dry conditions, of supporting the occasional passage of aircraft without causing structural damage to the aircraft. The ground surface within the RSA shall not have edges exceeding 3 inches or slopes greater than 5 percent unless the runway is closed. The dimensions for the Runway 7-25 RSA (RDC D-III) is 250 feet each side of centerline, and 1,000 feet beyond each runway end. The dimensions for Runway 15R-33L and 15L-33R RSAs (RDC B-I Small) are 125 feet each side of centerline, and 240 feet beyond each runway end. The RSAs are depicted on the work area Plans contained in *Appendix A*.

4.17.2 Runway Object Free Area (ROFA).

Construction, including excavations, may be permitted within the ROFA. However, equipment must be removed from the ROFA when not in use and material should not be stockpiled in the ROFA if not necessary. Stockpiling material in the ROFA requires submittal of a 7460-1 form and City approval. The dimension for the Runway 7-25 ROFA is 400 feet each side of centerline and 1,000 feet beyond each runway end. The dimensions for Runway 15R-33L and 15L-33R ROFAs are 60 feet each side of centerline and 240 feet beyond each runway end.

4.17.3 Taxiway Safety Area (TSA).

No construction may occur in the TSA while the taxiway is open to aircraft operations, unless otherwise specified. Open trenches or excavations are not permitted within the TSA while the taxiway is open.

If possible, trenches should be backfilled before the taxiway is opened. If the taxiway must be opened before excavations are backfilled, cover the excavations appropriately. Covering for open trenches must be designed to allow the safe operations of the heaviest aircraft (160,000-pound dual wheel loading) operating on the taxiway across the trench without damage to the aircraft. Contractors must prominently mark open trenches and excavations at the construction site with red or orange flags, as approved by the City, and light them with red lights during hours of restricted visibility or darkness. The ground surface within the TSA shall not have edges exceeding 3 inches or slopes greater than 5 percent unless the taxiway is closed. Soil erosion must be controlled to maintain TSA standards, that is, the TSA must be cleared and graded and have no potentially hazardous ruts, humps, depressions, or other surface variations, and be capable, under dry conditions, of supporting the occasional passage of aircraft without causing structural damage to the aircraft. The critical TSA (applicable for all taxiways) is 59 feet each side of centerline.

4.17.4 Taxiway/Taxilane Object Free Area (TOFA).

No construction will be allowed within the TOFA while the taxiway is open to aircraft operations. The critical TOFA will be 93 feet on each side of the taxiway centerline.

4.17.5 Obstacle Free Zone (OFZ).

Personnel, material, and/or equipment may not penetrate the OFZ while the runway is open to aircraft operations. The dimension for Runway 7-25 OFZ is 200 feet each side of centerline and 200 feet beyond each runway end. The dimensions for Runway 15R-33L and 15L-33R OFZs are 125 feet each side of centerline and 200 feet beyond each runway end.

4.17.6 Runway Approach/Departure Surfaces.

All personnel, material, and/or equipment must remain clear of the threshold siting surfaces (approach and departure surfaces).

4.17.7 Runway 7-25 Approach Surface.

Runway 7 is a precision runway. Using Table 3-4 and Figure 3-7 from Advisory Circular 150/5300-13B for Surfaces 5 and 6, the resulting approach surfaces for Runway 7 consist of trapezoids with the following dimensions:

- Surface 5
 - Begins 200 feet from Runway 7 Threshold
 - Width at inner departure – 400 feet
 - Width at outer departure – 3,400 feet
 - Length of departure – 10,000 feet
 - Approach slope – 34:1
- Surface 6
 - Begins from Runway 7 Threshold
 - Width at inner departure – 350 feet (Runway width + 200 feet)
 - Width at outer departure – 1,520 feet
 - Length of departure – 10,200 feet
 - Approach slope – 30:1

Runway 25 is a non-precision runway. Using Table 3-3 and Figure 3-6 from Advisory Circular 150/5300-13B for Surface 4, the resulting approach surface for Runway 25 begins 200 feet from the runway threshold and consists of a trapezoid with the following dimensions:

- Width at inner departure – 400 feet
- Width at outer departure – 3,400 feet
- Length of departure – 10,000 feet
- Approach slope – 20:1
- Runway 25 Approach slope – 34:1

4.17.8 Runway 15L-33R Approach Surface.

Runway 15L-33R is a visual runway. Using Table 3-2 and Figure 3-5 from Advisory Circular 150/5300-13B for Surface 2, the resulting approach surface begins at the runway threshold and consists of a trapezoid with the following dimensions:

- Width at inner first departure – 250 feet
- Width at outer first departure – 700 feet
- Length of first departure – 2,250 feet
- Width of second departure – 700 feet
- Length of first departure – 2,750 feet
- Approach slope – 20:1

4.17.9 Runway 15R-33L Approach Surface.

Runway 15R-33L is a visual runway. Using Table 3-2 and Figure 3-5 from Advisory Circular 150/5300-13B for Surface 2, the resulting approach surface begins at the runway threshold and consists of a trapezoid with the following dimensions:

- Width at inner first departure – 250 feet
- Width at outer first departure – 700 feet
- Length of first departure – 2,250 feet
- Width of second departure – 700 feet
- Length of first departure – 2,750 feet
- Approach slope – 20:1

4.17.10 Runway 7-25 Departure Surface.

Runway 7-25 is a precision runway. Using Table 3-5 and Figure 3-9 from Advisory Circular 150/5300-13B, the resulting departure surface begins at the runway threshold and consists of a trapezoid with the following dimensions:

- Width at inner departure (runway threshold) – 1,000 feet
- Width at outer departure – 7,512 feet
- Length of departure – 12,152 feet
- Departure slope – 40:1

4.17.11 Runway 15L-33R Departure Surface.

Runway 15L-33R is a visual runway. The departure surface is not applicable.

4.17.12 Runway 15R-33L Departure Surface.

Runway 15R-33L is a visual runway. The departure surface is not applicable.

4.17.13 Affected Runway 7-25 Approach Surface.

The Runway 7-25 approach surface will not be affected by construction.

4.17.14 Affected Runway 15L-33R.

The Runway 15L-33R approach surface will not be affected by construction.

4.17.15 Affected Runway 15R-33L.

The Runway 15R-33L approach surface will not be affected by construction.

4.17.16 Affected Runway 7-25 Departure Surface.

The Runway 7-25 departure surface will not be affected by construction.

4.17.17 Affected Runway 15L-33R Departure Surface.

Not applicable.

4.17.18 Affected Runway 15R-33L Departure Surface.

Not applicable.

4.18 OTHER LIMITATIONS ON CONSTRUCTION

4.18.1 Prohibitions

- a. Open flame welding or torches are prohibited unless fire safety precautions are provided, and the City has approved their use.
- b. Electrical blasting caps are prohibited on or within 1,000 feet of the Airport property.
- c. The use of flare pots is prohibited within the AOA.
- d. No smoking will be allowed within the airfield environment.
- e. No texting while driving.

4.18.2 Restrictions, Equipment

- a. Construction equipment that extends 20 feet or more above ground level will be cleared through the City prior to moving onto site. Equipment that may be lowered readily will be lowered at night, during reduced daytime visibility, and during other periods of storage to comply with the 20-foot height limitation.
- b. During daylight hours with severe visibility problems or heavy fog, cranes will not operate. The City will determine when visibility problems exist and will coordinate and designate requirements for position and location of flag and light.

4.19 SAFETY PLAN COMPLIANCE DOCUMENT (SPCD), INFORMATION

The SPCD will detail how the Contractor will comply with the CSPP. This will include all Project-specific Construction Safety Plan details not included in the CSPP, including construction equipment heights, any applicable hazard management requirements, and contact information for the Contractor's safety management

staff responsible for monitoring the CSPP and SPCD during construction. The SPCD will be an attachment to, and enhancement of, the Project CSPP. See *Attachment B* for example of SPCD.

The SPCD must include a statement that the Contractor understands the operational safety requirements of the CSPP and an assertion that the Contractor will not deviate from the approved CSPP and SPCD without written approval from the City. Any construction operation, activity, or practice proposed by the Contractor that does not conform to the CSPP and SPCD will require a revision to those documents. The revised CSPP and SPCD must be submitted to City for review and approval prior to performing any activities that are not in compliance with a previously approved CSPP.

Copies of the approved CSPP and SPCD must be available on-site at all times. The Contractor will make sure all construction personnel are familiar with safety procedures and regulations applicable to construction on the Airport. At least one of the Contractor's safety management staff must be on-site whenever active construction is ongoing to act as point of contact and immediate response coordinator to correct any construction-related activity that may adversely affect operational safety of the Airport.

End of CSPP

Prepared and submitted by:

MEAD & HUNT, Inc.

~~-DRAFT-~~

Jeff Leonard, PE
Project Manager

~~-DRAFT-~~

Edoardo Barber, EIT
Project Engineer

ATTACHMENTS:

Attachment A – Plan Sheets

Attachment B – SPCD Example

Attachment C – Definition of Terms and Acronyms

Attachment D – Inspection Checklist

Attachment E – SBA Badge, Security, and Driving Forms

Attachment F – Existing and Proposed Taxiway Naming Conventions

ATTACHMENTS

Attachment A - Plan Sheets





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**AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
PROJECT LAYOUT PLAN
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA**

C-5-A2201
DWG. NO.

4062
BID NO.

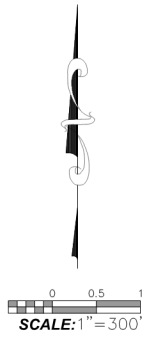
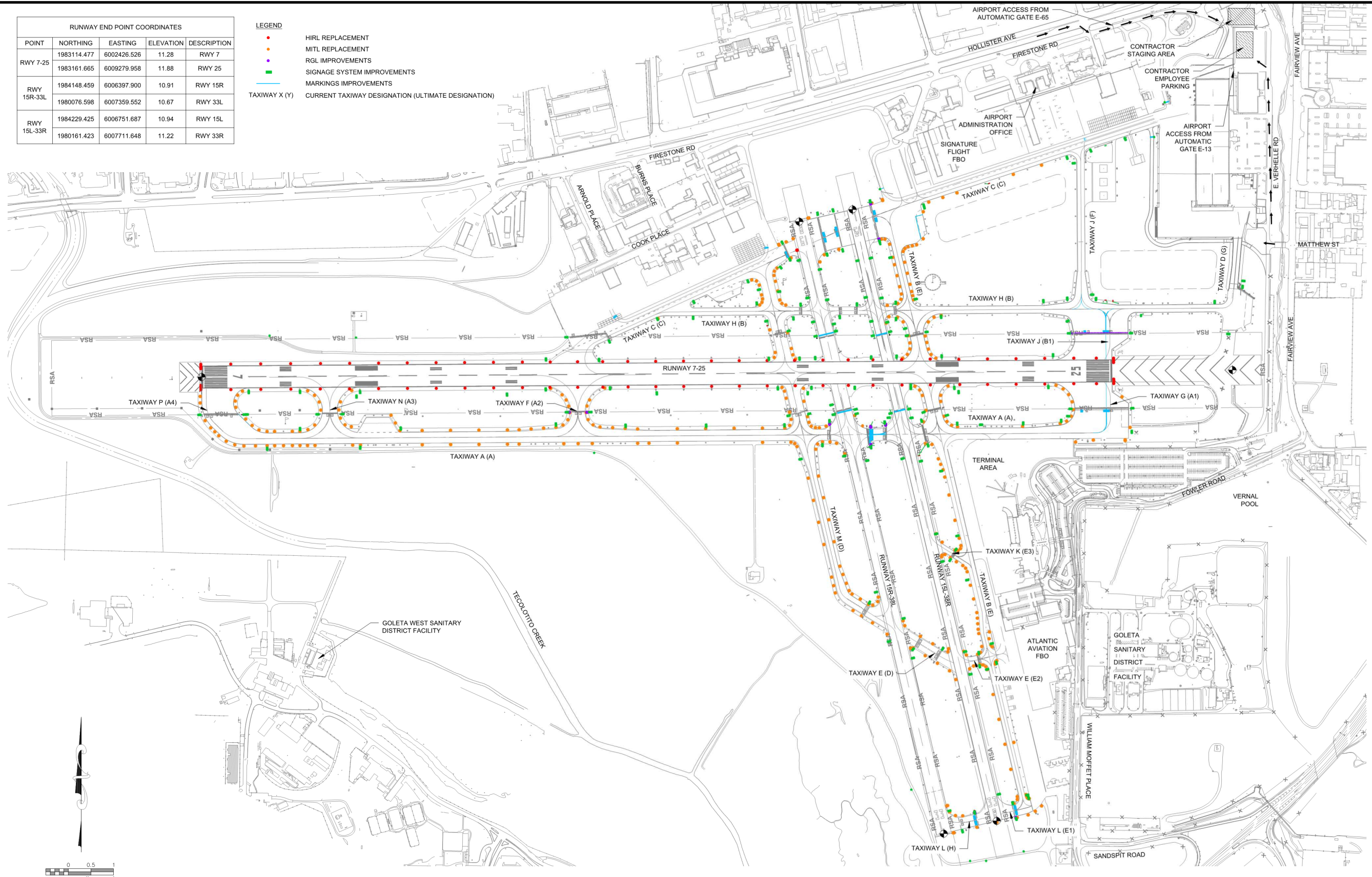
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SHT. 3 OF 55

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RUNWAY END POINT COORDINATES				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
RWY 7-25	1983114.477	6002426.526	11.28	RWY 7
	1983161.665	6009279.958	11.88	RWY 25
RWY 15R-33L	1984148.459	6006397.900	10.91	RWY 15R
	1980076.598	6007359.552	10.67	RWY 33L
RWY 15L-33R	1984229.425	6006751.687	10.94	RWY 15L
	1980161.423	6007711.648	11.22	RWY 33R

- LEGEND**
- HIRL REPLACEMENT
 - MITL REPLACEMENT
 - RGL IMPROVEMENTS
 - SIGNAGE SYSTEM IMPROVEMENTS
 - MARKINGS IMPROVEMENTS
 - TAXIWAY X (Y) CURRENT TAXIWAY DESIGNATION (ULTIMATE DESIGNATION)



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**AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
CSPP OVERALL LAYOUT
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA**

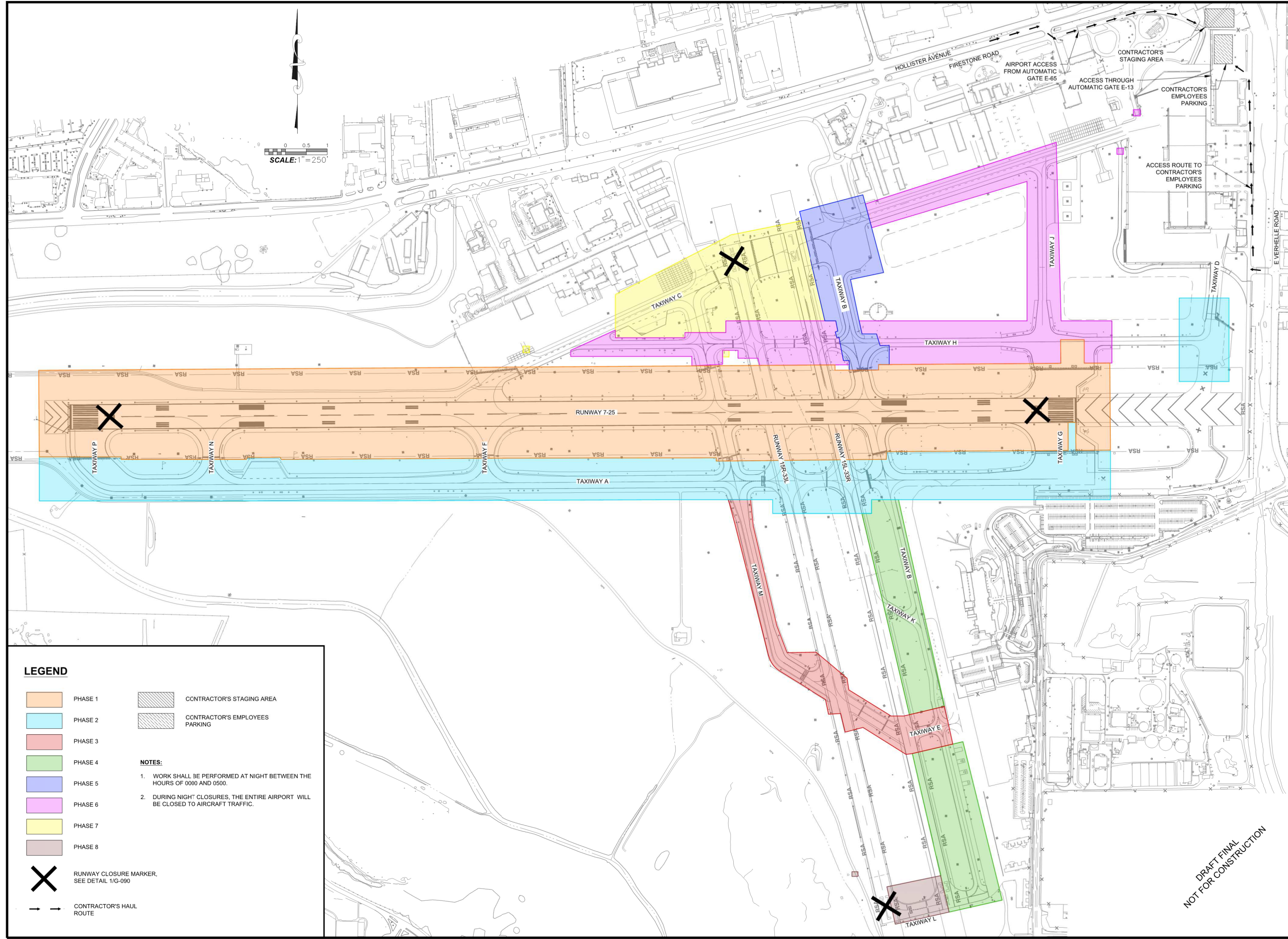
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BID NO.

G-081
SHT. DES.

SHT. 4 OF 55

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SCALE: 1" = 250'



LEGEND

	PHASE 1		CONTRACTOR'S STAGING AREA
	PHASE 2		CONTRACTOR'S EMPLOYEES PARKING
	PHASE 3		
	PHASE 4		
	PHASE 5		
	PHASE 6		
	PHASE 7		
	PHASE 8		

NOTES:

1. WORK SHALL BE PERFORMED AT NIGHT BETWEEN THE HOURS OF 0000 AND 0500.
2. DURING NIGHT CLOSURES, THE ENTIRE AIRPORT WILL BE CLOSED TO AIRCRAFT TRAFFIC.

RUNWAY CLOSURE MARKER. SEE DETAIL 1/G-090

CONTRACTOR'S HAUL ROUTE

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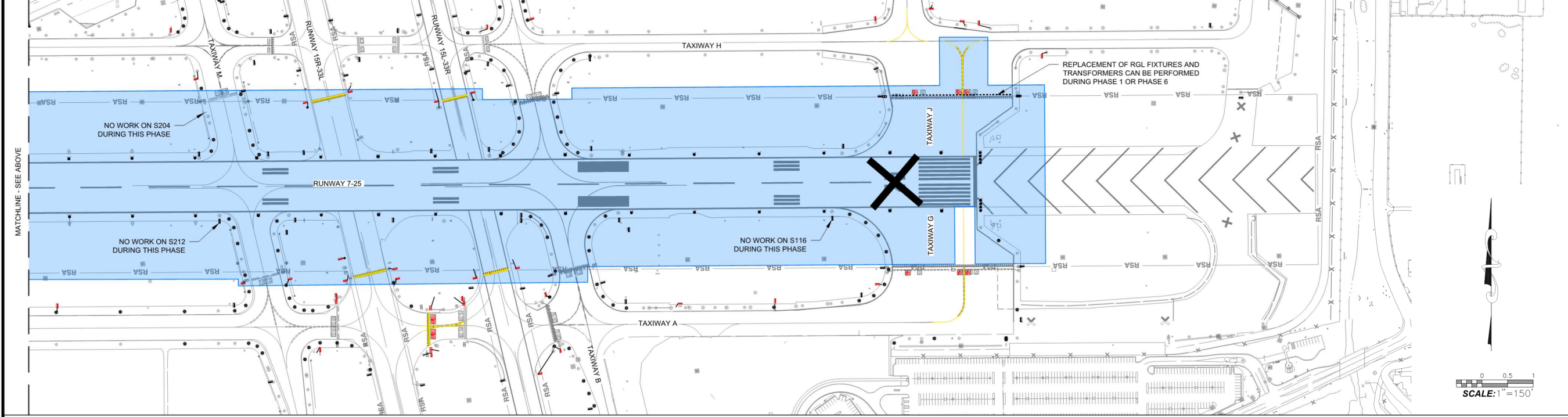
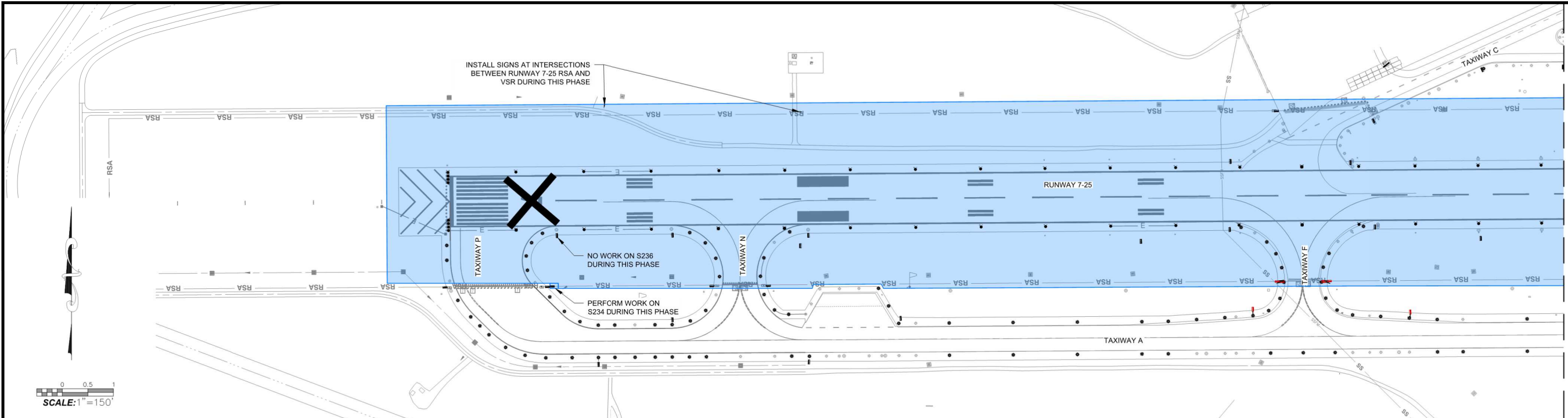
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AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
CSPP PHASE 1
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

C-5-A2201
DWG. NO.
4062
BID NO.
G-082
SHT. DES.
SHT. 5 OF 55

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LEGEND

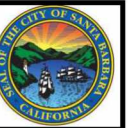
- WORK AREA A
- CONTRACTOR'S STAGING AREA
- CONTRACTOR'S EMPLOYEES PARKING
- RUNWAY CLOSURE MARKER, SEE DETAIL 1/G-090
- CONTRACTOR'S HAUL ROUTE

- NOTES:**
- WORK SHALL BE PERFORMED AT NIGHT BETWEEN THE HOURS OF 0000 AND 0500.
 - DURING NIGHT CLOSURES, THE ENTIRE AIRPORT WILL BE CLOSED TO AIRCRAFT TRAFFIC.

PHASE 1 WORK AREA	SIGNS TO BE INSTALLED WITH ULTIMATE LEGEND	SIGNS TO BE INSTALLED WITH TEMPORARY LEGEND	REPLACE TEMPORARY LEGEND WITH ULTIMATE LEGEND
WORK AREA A	S3, S4, S9, S11, S13, S14, S16, S25, S26, S30, S44, S45, S46, S49, S51, S54, S87, S89, S90, S94, S115, S141, S214, S234, S240, NS2, NS3	S5, S6, S12, S85, S86, S91, S93, S108, S109, S125, S206, S213, S215, S226, S228, S230, S237, S239, S241	NONE IN THIS WORK AREA

- PHASE 1 NOTES:**
- PHASE 1 DURATION IS UP TO 19 CONSECUTIVE CLOSURE PERIODS.
 - REPLACEMENT OF ALL HIRLs SHALL BE COMPLETED WITHIN PHASE 1.
 - NO TAXIWAY NAME CHANGES WILL OCCUR DURING THIS PHASE.
 - SEE CSPP REPORT FOR ADDITIONAL PHASING REQUIREMENTS.

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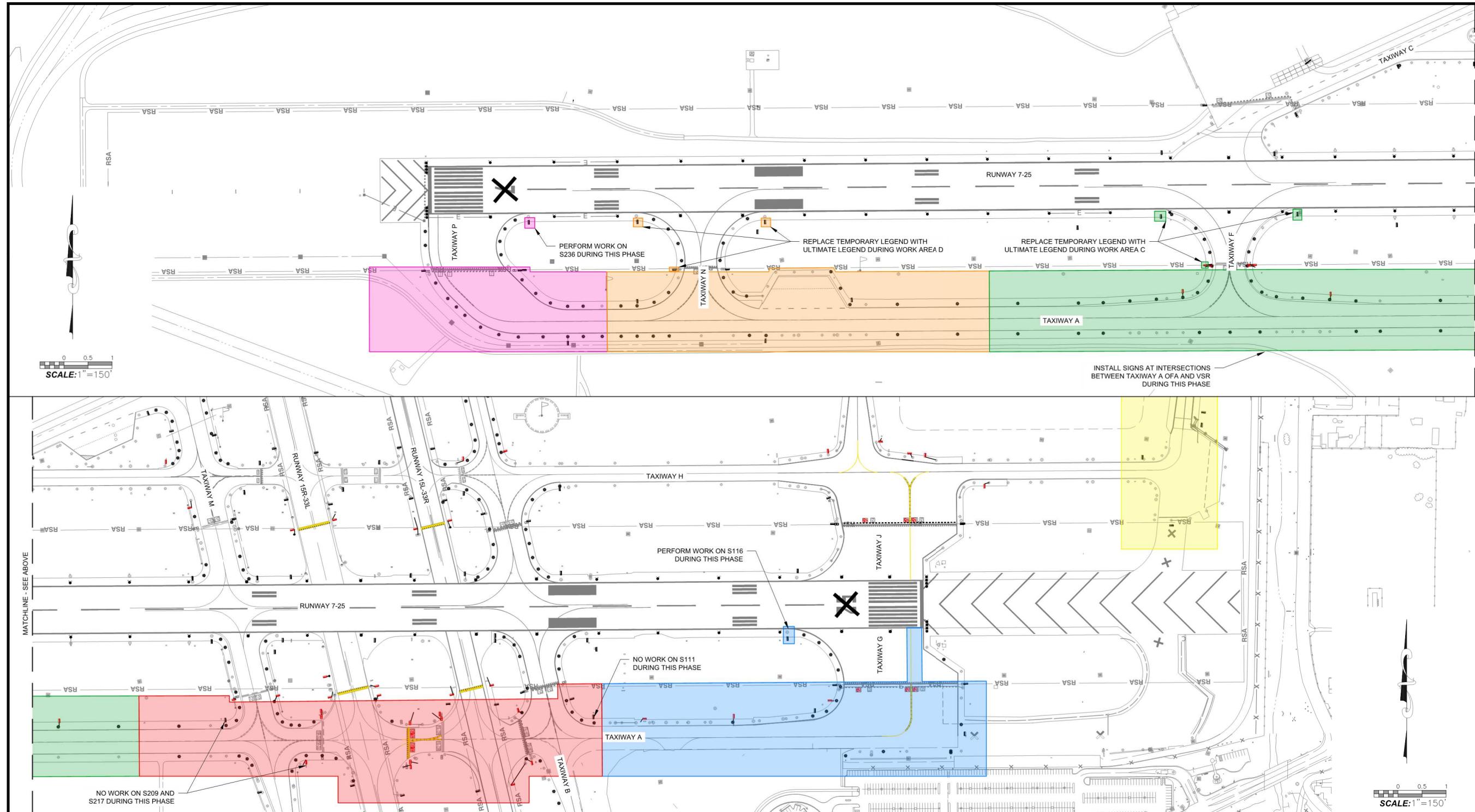
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AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
CSPP PHASE 2
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

C-5-A2201
DWG. NO.
4062
BID. NO.
G-083
SHT. DES.
SHT. 6 OF 55

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LEGEND

- WORK AREA A
 - WORK AREA B
 - WORK AREA C
 - WORK AREA D
 - WORK AREA E
 - WORK AREA F
- X RUNWAY CLOSURE MARKER, SEE DETAIL 1/G-090
 - CONTRACTOR'S HAUL ROUTE
 - CONTRACTOR'S STAGING AREA
 - CONTRACTOR'S EMPLOYEES PARKING

- NOTES:**
- WORK SHALL BE PERFORMED AT NIGHT BETWEEN THE HOURS OF 0000 AND 0500.
 - DURING NIGHT CLOSURES, THE ENTIRE AIRPORT WILL BE CLOSED TO AIRCRAFT TRAFFIC.

PHASE 2 NOTES:

- PHASE 2 CANNOT BEGIN UNTIL PHASE 1 IS COMPLETED.
- PHASE 2 DURATION IS UP TO 16 CONSECUTIVE CLOSURE PERIODS.
- TAXIWAY G WILL BECOME TAXIWAY A1 DURING WORK AREA A.
- TAXIWAY F WILL BECOME TAXIWAY A2 DURING WORK AREA C.
- TAXIWAY N WILL BECOME TAXIWAY A3 DURING WORK AREA D.
- TAXIWAY P WILL BECOME TAXIWAY A4 DURING WORK AREA E.
- TAXIWAY D WILL BECOME TAXIWAY G DURING WORK AREA F.
- ALL WORK AREAS CAN BE CONCURRENT AND PERFORMED IN ANY ORDER, WITH THE EXCEPTION OF WORK AREAS A AND F. WORK AREA F CANNOT BEGIN UNTIL WORK AREA A IS COMPLETED.
- SEE CSPP REPORT FOR ADDITIONAL PHASING REQUIREMENTS.

WORK AREAS	SIGNS TO BE INSTALLED WITH ULTIMATE LEGEND	SIGNS TO BE INSTALLED WITH TEMPORARY LEGEND	REPLACE TEMPORARY LEGEND WITH ULTIMATE LEGEND
WORK AREA A	S110, S112, S113, S114, S116, S128, S129, S130	NONE IN THIS WORK AREA	NONE IN THIS WORK AREA
WORK AREA B	S28, S31, S52, S53, S55, S56, S57, S82, S88, S146, NS4	S84	NONE IN THIS WORK AREA
WORK AREA C	S7, S8, S10	NONE IN THIS WORK AREA	S5, S6, S12
WORK AREA D	S233, S238, US1	NONE IN THIS WORK AREA	S237, S239, S241
WORK AREA E	S232, S236	S231, S235	NONE IN THIS WORK AREA
WORK AREA F	S132, S229, US2	S133	NONE IN THIS WORK AREA

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ENGINEERING DIVISION

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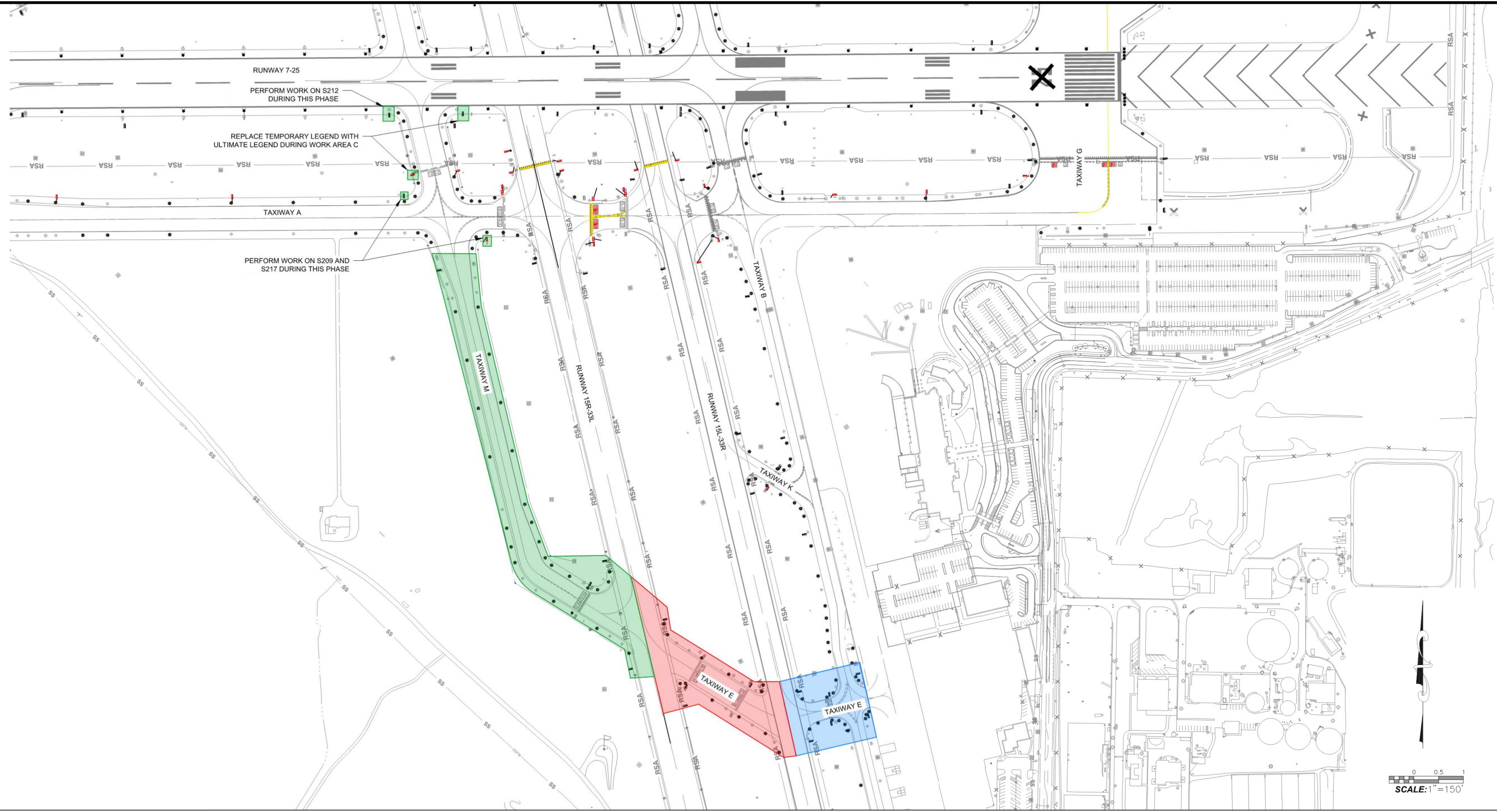
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AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
CSPP PHASE 3
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

C-5-A2201
DWS. NO.
4062
BID NO.
G-084
SHT. DES.
SHT. 7 OF 55

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SCALE: 1"=150'

LEGEND

- WORK AREA A
- WORK AREA B
- WORK AREA C
- CONTRACTOR'S STAGING AREA
- CONTRACTOR'S EMPLOYEES PARKING
- RUNWAY CLOSURE MARKER, SEE DETAIL 1/G-090
- CONTRACTOR'S HAUL ROUTE

- NOTES:**
- WORK SHALL BE PERFORMED AT NIGHT BETWEEN THE HOURS OF 0000 AND 0500.
 - DURING NIGHT CLOSURES, THE ENTIRE AIRPORT WILL BE CLOSED TO AIRCRAFT TRAFFIC.

PHASE 3 NOTES:

- PHASE 3 CANNOT BEGIN UNTIL PHASE 2 IS COMPLETED.
- PHASE 3 DURATION IS UP TO 8 CONSECUTIVE CLOSURE PERIODS.
- TAXIWAY E WILL BECOME TAXIWAY E2 BETWEEN TAXIWAY B AND RUNWAY 15L-33R DURING WORK AREA A.
- TAXIWAY E WILL BECOME TAXIWAY D BETWEEN RUNWAY 15L-33R AND RUNWAY 15R-33L DURING WORK AREA B.
- TAXIWAY M WILL BECOME TAXIWAY D SOUTH OF RUNWAY 7-25 DURING WORK AREA C.
- ALL WORK AREAS IN PHASE 3 CAN BE CONCURRENT.
- SEE CSPP REPORT FOR ADDITIONAL PHASING REQUIREMENTS.

PHASE 3 WORK AREAS	SIGNS TO BE INSTALLED WITH ULTIMATE LEGEND	SIGNS TO BE INSTALLED WITH TEMPORARY LEGEND	REPLACE TEMPORARY LEGEND WITH ULTIMATE LEGEND
WORK AREA A	S67, S70, S71	S68, S69, S72, S73	NONE IN THIS WORK AREA
WORK AREA B	S58, S59, S60, S61	NONE IN THIS WORK AREA	NONE IN THIS WORK AREA
WORK AREA C	S209, S211, S212, S217, S219, S221, S227	NONE IN THIS WORK AREA	S213, S215

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ENGINEERING DIVISION

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AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
CSPP PHASE 4
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

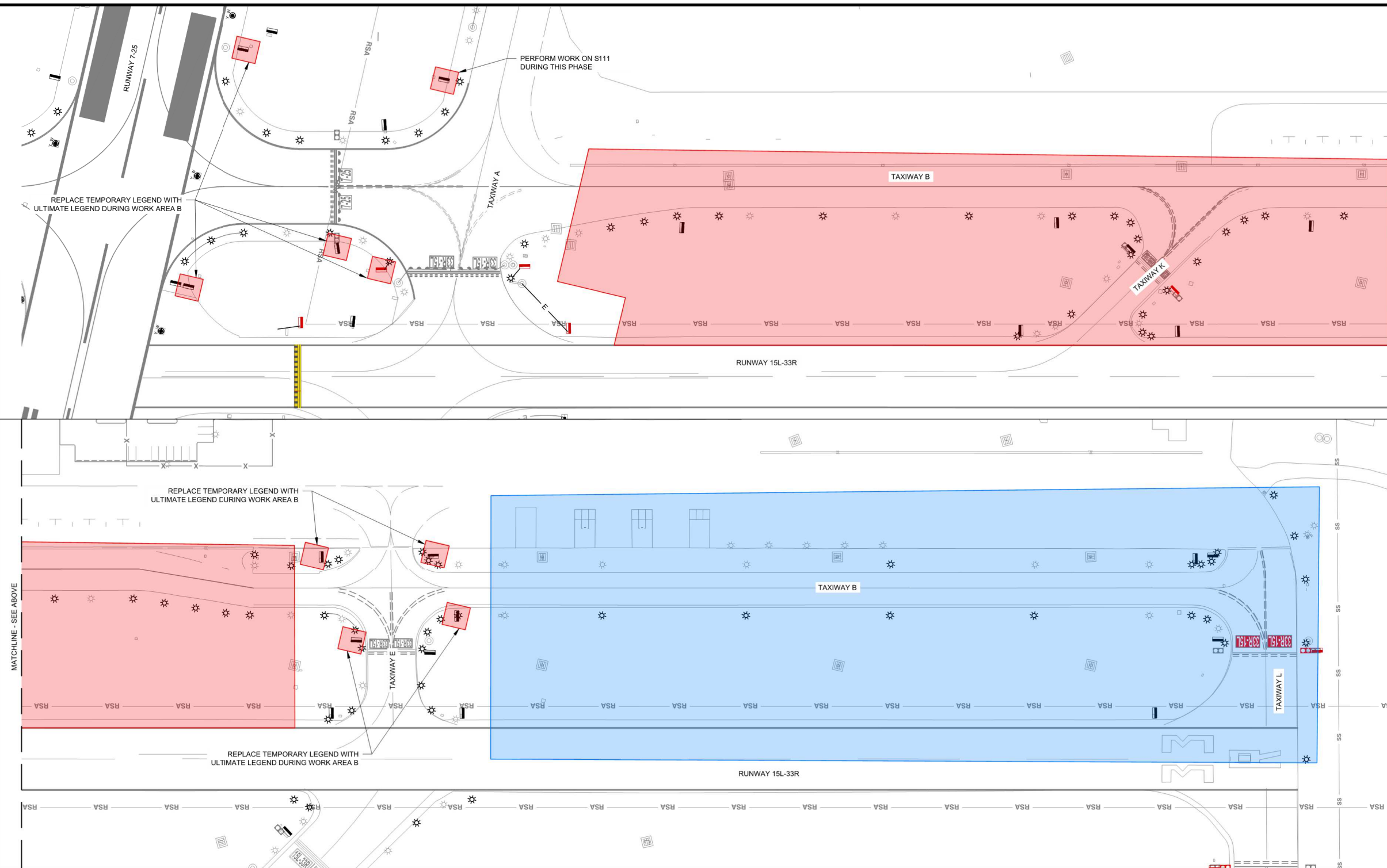
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MATCHLINE - SEE BELOW

MATCHLINE - SEE ABOVE

SCALE: 1"=60'

SCALE: 1"=60'

LEGEND

- WORK AREA A
- WORK AREA B
- X RUNWAY CLOSURE MARKER, SEE DETAIL 1/G-090
- CONTRACTOR'S HAUL ROUTE
- CONTRACTOR'S STAGING AREA
- CONTRACTOR'S EMPLOYEES PARKING

NOTES:

1. WORK SHALL BE PERFORMED AT NIGHT BETWEEN THE HOURS OF 0000 AND 0500.
2. DURING NIGHT CLOSURES, THE ENTIRE AIRPORT WILL BE CLOSED TO AIRCRAFT TRAFFIC.

PHASE 4 NOTES:

- a. PHASE 4 CANNOT BEGIN UNTIL PHASE 3 IS COMPLETED.
- b. PHASE 4 DURATION IS UP TO 6 CONSECUTIVE CLOSURE PERIODS.
- c. TAXIWAY L WILL BECOME TAXIWAY E1 BETWEEN TAXIWAY B AND RUNWAY 15L-33R DURING WORK AREA A.
- d. TAXIWAY K WILL BECOME TAXIWAY E3 AND TAXIWAY B WILL BECOME TAXIWAY E SOUTH OF RUNWAY 7-25 DURING WORK AREA B.
- e. ALL WORK AREAS IN PHASE 4 CAN BE CONCURRENT.
- f. SEE CSPP REPORT FOR ADDITIONAL PHASING REQUIREMENTS.

PHASE 4 WORK AREAS	SIGNS TO BE INSTALLED WITH ULTIMATE LEGEND	SIGNS TO BE INSTALLED WITH TEMPORARY LEGEND	REPLACE TEMPORARY LEGEND WITH ULTIMATE LEGEND
WORK AREA A	S65, S66	S136, S137, S142	NONE IN THIS WORK AREA
WORK AREA B	S74, S75, S76, S79, S111, S770	S77, S135	S68, S69, S72, S73, S77*, S84, S86, S91, S109, S135*, S136*, S137*, S142*

* UPDATE LEGEND WHEN TAXIWAY B BECOMES TAXIWAY E SOUTH OF RUNWAY 7-25

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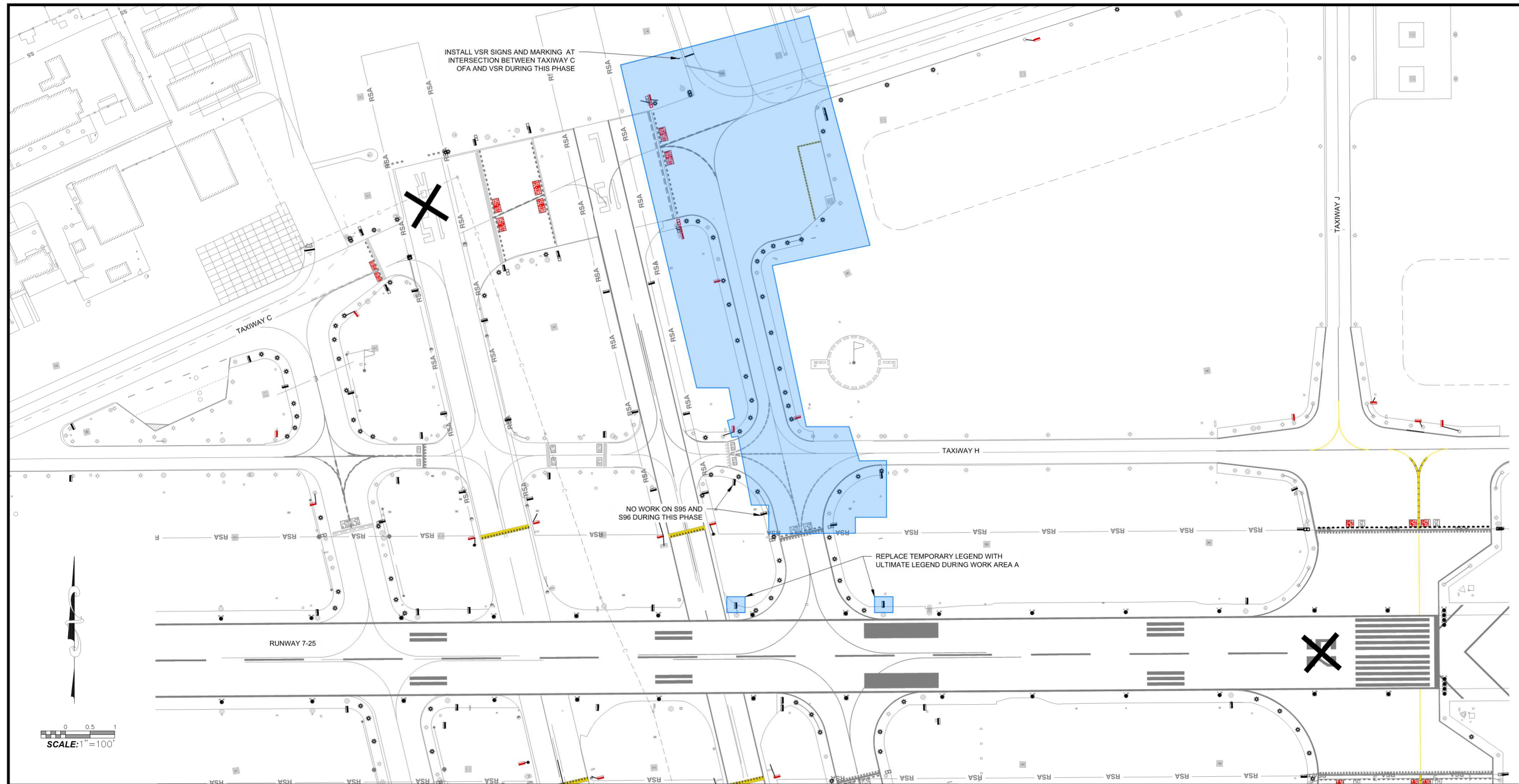
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AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
CSPP PHASE 5
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

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G-086
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LEGEND

- WORK AREA A
- CONTRACTOR'S STAGING AREA
- CONTRACTOR'S EMPLOYEES PARKING
- RUNWAY CLOSURE MARKER, SEE DETAIL 1/G-090
- CONTRACTOR'S HAUL ROUTE

NOTES:

1. WORK SHALL BE PERFORMED AT NIGHT BETWEEN THE HOURS OF 0000 AND 0500.
2. DURING NIGHT CLOSURES, THE ENTIRE AIRPORT WILL BE CLOSED TO AIRCRAFT TRAFFIC.

PHASE 5 NOTES:

- a. PHASE 5 CAN BE CONCURRENT WITH PHASE 4.
- b. PHASE 5 DURATION IS UP TO 4 CONSECUTIVE CLOSURE PERIODS.
- c. TAXIWAY B WILL BECOME TAXIWAY E NORTH OF RUNWAY 7-25 DURING WORK AREA A.
- d. SEE CSPP REPORT FOR ADDITIONAL PHASING REQUIREMENTS.

PHASE 5 WORK AREA	SIGNS TO BE INSTALLED WITH ULTIMATE LEGEND	SIGNS TO BE INSTALLED WITH TEMPORARY LEGEND	REPLACE TEMPORARY LEGEND WITH ULTIMATE LEGEND
WORK AREA A	S98, S101, S102, S104, S106, S138, US3	S105, S107, NS6	S93, S108, NS6*

* UPDATE LEGEND WHEN TAXIWAY B BECOMES TAXIWAY E NORTH OF RUNWAY 7-25

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DEPARTMENT
ENGINEERING DIVISION

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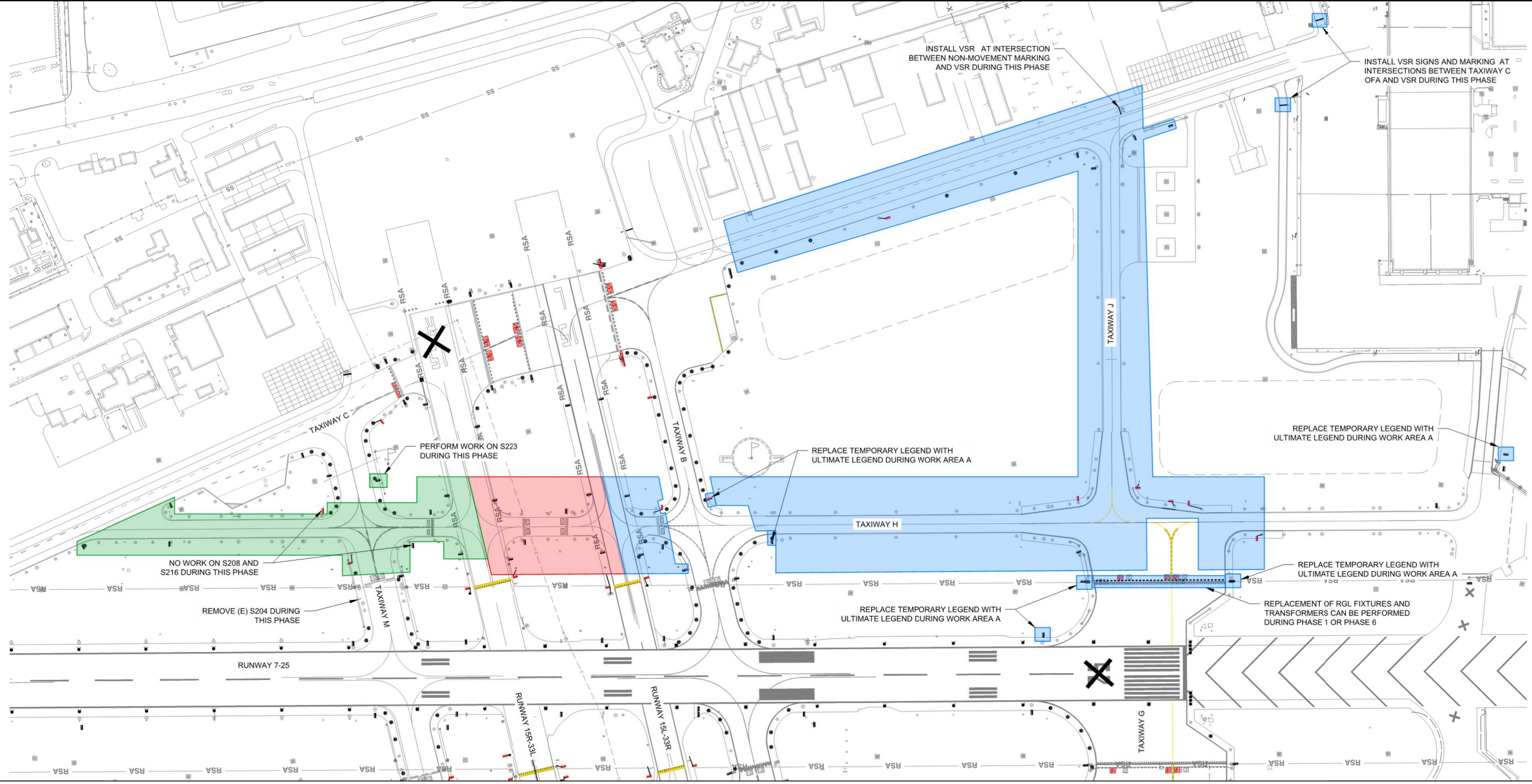
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AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
CSPP PHASE 6
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

C-5-A2201
DWG. NO.
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BID. NO.
G-087
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SCALE: 1" = 150'

LEGEND

- WORK AREA A
- WORK AREA B
- WORK AREA C
- X RUNWAY CLOSURE MARKER, SEE DETAIL 1/G-090
- CONTRACTOR'S HAUL ROUTE
- CONTRACTOR'S STAGING AREA
- CONTRACTOR'S EMPLOYEES PARKING

PHASE 6 NOTES:

- a. PHASE 6 CANNOT BEGIN UNTIL PHASES 4 AND 5 ARE COMPLETED.
- b. PHASE 6 DURATION IS UP TO 8 CONSECUTIVE CLOSURE PERIODS.
- c. TAXIWAY H WILL BECOME TAXIWAY B EAST OF 15L-33R DURING WORK AREA A.
- d. ALSO DURING WORK AREA A, TAXIWAY J WILL BECOME TAXIWAY F NORTH OF TAXIWAY H, AND TAXIWAY B1 SOUTH OF TAXIWAY H.
- e. TAXIWAY H WILL BECOME TAXIWAY B BETWEEN RUNWAY 15L-33R AND RUNWAY 15R-33L DURING WORK AREA B.
- f. TAXIWAY H WILL BECOME TAXIWAY B WEST OF RUNWAY 15R-33L DURING WORK AREA C.
- g. ALL WORK AREAS IN PHASE 6 CAN BE CONCURRENT.
- h. SEE CSPP REPORT FOR ADDITIONAL PHASING REQUIREMENTS.

PHASE 6 WORK AREAS	SIGNS TO BE INSTALLED WITH ULTIMATE LEGEND	SIGNS TO BE INSTALLED WITH TEMPORARY LEGEND	REPLACE TEMPORARY LEGEND WITH ULTIMATE LEGEND
WORK AREA A	S95, S96, S97, S99, S118, S119, S120, S121, S122, S123, S124, NS1, NS8	NS7	S85, S105, S107, S125, S133, S230, NS7*
WORK AREA B	S38, S39, S40, S41, S42, S43	NONE THIS WORK AREA	NONE IN THIS WORK AREA
WORK AREA C	S15, S17, S18, S22, S23, S24, S204, S223	NONE IN THIS WORK AREA	NONE IN THIS WORK AREA

* UPDATE LEGEND WHEN TAXIWAY J BECOMES TAXIWAY F AND TAXIWAY CONNECTOR J BECOMES TAXIWAY CONNECTOR B1.

NOTES:

- 1. WORK SHALL BE PERFORMED AT NIGHT BETWEEN THE HOURS OF 0000 AND 0500.
- 2. DURING NIGHT CLOSURES, THE ENTIRE AIRPORT WILL BE CLOSED TO AIRCRAFT TRAFFIC.

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PUBLIC WORKS
DEPARTMENT
ENGINEERING DIVISION

APPROVED: _____ DATE _____
CITY ENGINEER

DESIGN: EB
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FINAL

NO.	DATE	APPROVED	REVISIONS

AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
CSPP PHASE 7
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

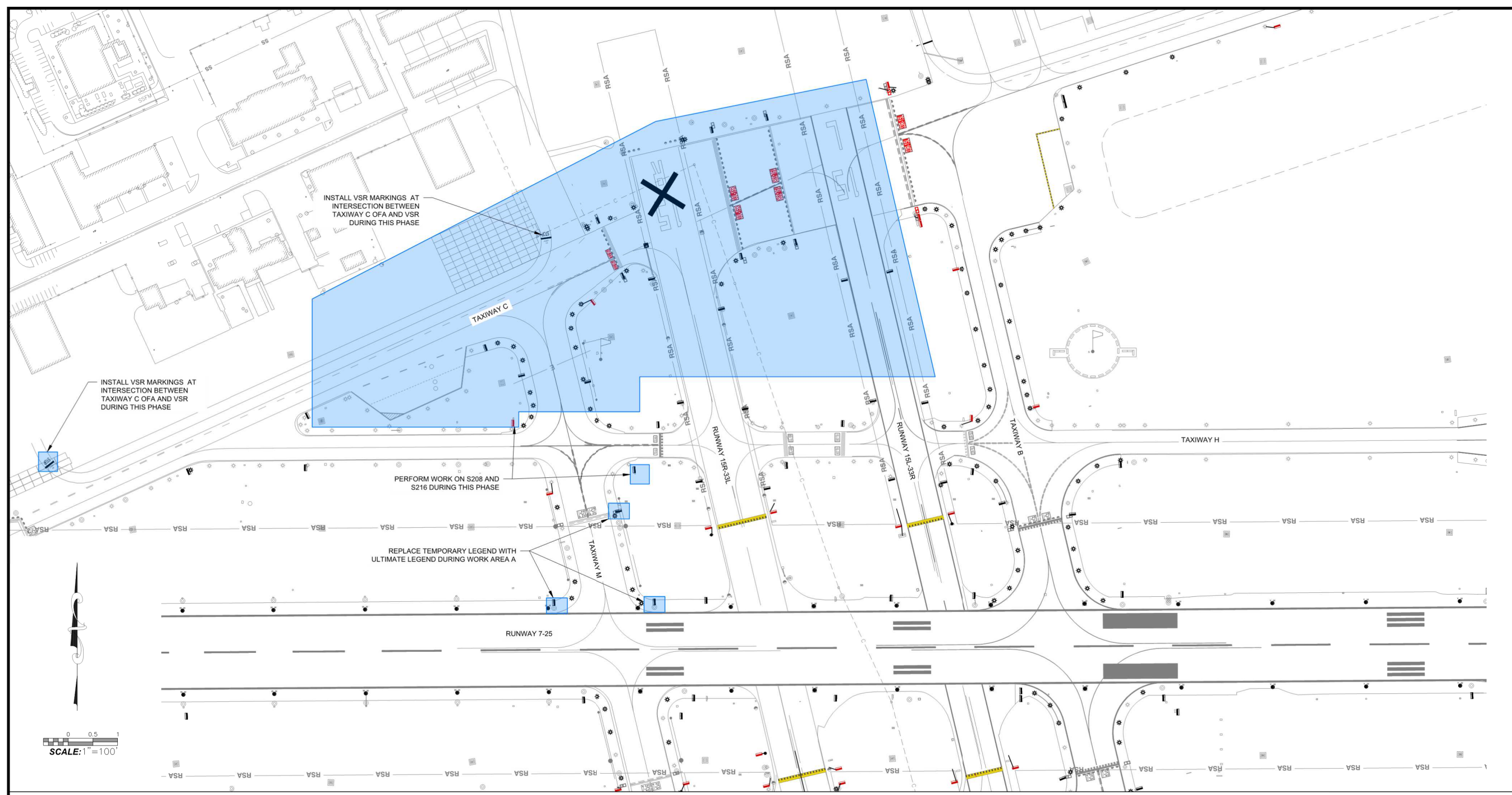
C-5-A2201
DWG. NO.

4062
BID NO.

G-088
SHT. DES.

SHT. 11 OF 55

x:\1942500\201428.01\TECH\CAD\Drawings\G-088 CSPP PHASES 7 AND 8.dwg, 8/9/2022 10:28 PM, Edoardo Barber



INSTALL VSR MARKINGS AT INTERSECTION BETWEEN TAXIWAY C OFA AND VSR DURING THIS PHASE

INSTALL VSR MARKINGS AT INTERSECTION BETWEEN TAXIWAY C OFA AND VSR DURING THIS PHASE

PERFORM WORK ON S208 AND S216 DURING THIS PHASE

REPLACE TEMPORARY LEGEND WITH ULTIMATE LEGEND DURING WORK AREA A

SCALE: 1" = 100'

LEGEND

- WORK AREA A
- CONTRACTOR'S STAGING AREA
- CONTRACTOR'S EMPLOYEES PARKING
- RUNWAY CLOSURE MARKER, SEE DETAIL 1/G-090
- CONTRACTOR'S HAUL ROUTE

- NOTES:**
- WORK SHALL BE PERFORMED AT NIGHT BETWEEN THE HOURS OF 0000 AND 0500.
 - DURING NIGHT CLOSURES, THE ENTIRE AIRPORT WILL BE CLOSED TO AIRCRAFT TRAFFIC.

- PHASE 7 NOTES:**
- PHASE 7 CANNOT BEGIN UNTIL PHASE 6 IS COMPLETED.
 - PHASE 7 DURATION IS UP TO 6 CONSECUTIVE CLOSURE PERIODS.
 - TAXIWAY M WILL BECOME TAXIWAY D NORTH OF RUNWAY 7-25 DURING WORK AREA A.
 - SEE CSPP REPORT FOR ADDITIONAL PHASING REQUIREMENTS.

PHASE 7 WORK AREA	SIGNS TO BE INSTALLED WITH ULTIMATE LEGEND	SIGNS TO BE INSTALLED WITH TEMPORARY LEGEND	REPLACE TEMPORARY LEGEND WITH ULTIMATE LEGEND
WORK AREA A	S19, S20, S21, S32, S33, S34, S35, S36, S37, S100, S207, S208, S216, S225, NS5	NONE IN THIS WORK AREA	S206, S226, S228

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ENGINEERING DIVISION

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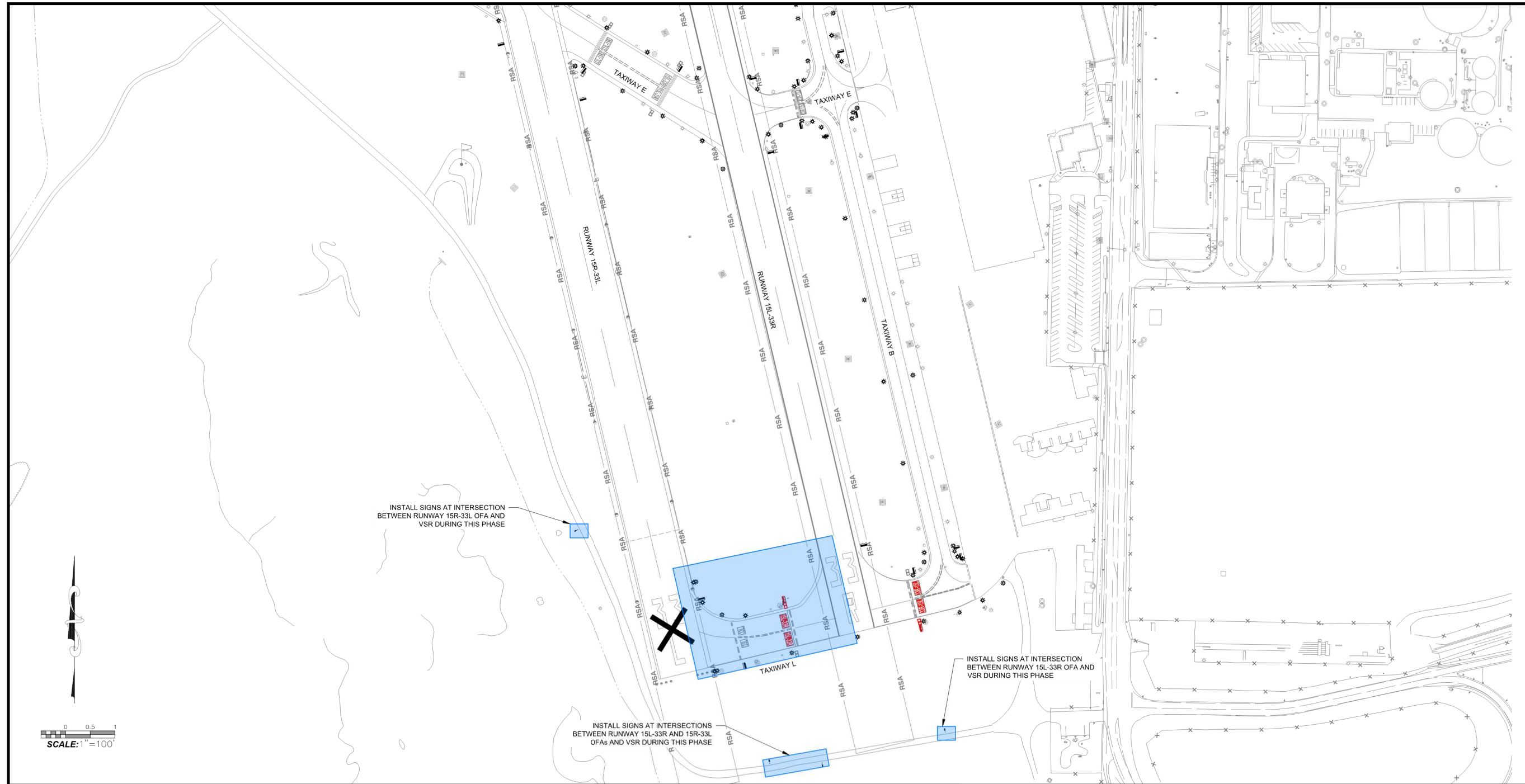
NO.	DATE	APPROVED	REVISIONS

NO. _____
DATE _____
APPROVED _____
REVISIONS _____

AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
CSPP PHASE 8
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

C-5-A2201
DWG. NO.
4062
BID NO.
G-089
SHT. DES.
SHT. 12 OF 55

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SCALE: 1" = 100'

LEGEND

- WORK AREA A
- CONTRACTOR'S STAGING AREA
- CONTRACTOR'S EMPLOYEES PARKING
- RUNWAY CLOSURE MARKER, SEE DETAIL 1/G-090
- CONTRACTOR'S HAUL ROUTE

NOTES:

1. WORK SHALL BE PERFORMED AT NIGHT BETWEEN THE HOURS OF 0000 AND 0500.
2. DURING NIGHT CLOSURES, THE ENTIRE AIRPORT WILL BE CLOSED TO AIRCRAFT TRAFFIC.

PHASE 8 NOTES:

- a. PHASE 8 CANNOT BEGIN UNTIL PHASE 7 IS COMPLETED.
- b. PHASE 8 DURATION IS UP TO 3 CONSECUTIVE CLOSURE PERIODS.
- c. TAXIWAY L WILL BECOME TAXIWAY H BETWEEN RUNWAY 15L-33R AND RUNWAY 15R-33L DURING WORK AREA A.
- d. SEE CSPP REPORT FOR ADDITIONAL PHASING REQUIREMENTS.

PHASE 8 WORK AREA	SIGNS TO BE INSTALLED WITH ULTIMATE LEGEND	SIGNS TO BE INSTALLED WITH TEMPORARY LEGEND	REPLACE TEMPORARY LEGEND WITH ULTIMATE LEGEND
WORK AREA A	S62, S63, S64	NONE IN THIS WORK AREA	NONE IN THIS WORK AREA

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DEPARTMENT
ENGINEERING DIVISION

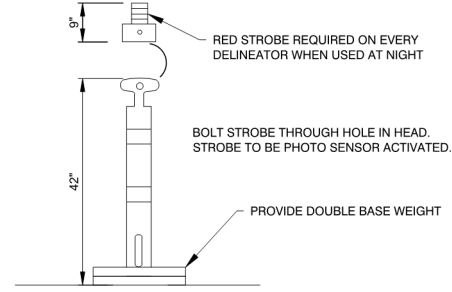
APPROVED: _____ DATE _____
CITY ENGINEER

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AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
CSPP DETAILS
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

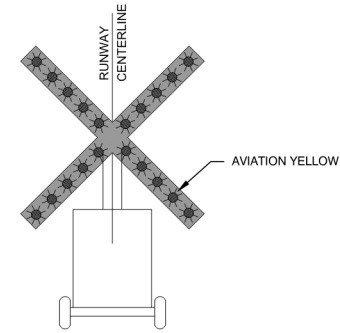
C-5-A2201
DWG. NO.
4062
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G-090
SHT. DES.
SHT. 13 OF 55



TRAFFIC DELINEATOR NOTES:

1. TRAFFIC DELINEATORS SHALL BE 4" DIAMETER, FLUORESCENT ORANGE, SUPPLIED WITH DOUBLE WEIGHTED BASES, AND TWO REFLECTIVE STRIPES. LIGHTING FOR TRAFFIC DELINEATORS WILL BE PROVIDED AT NIGHT AS DIRECTED BY THE ENGINEER.
2. MAXIMUM SPACING BETWEEN DELINEATORS IS 5 FEET.
3. TRAFFIC DELINEATORS SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE INSTALLED AS DIRECTED TO KEEP AIRCRAFT OR VEHICLES OUT OF THE WORK AREA.

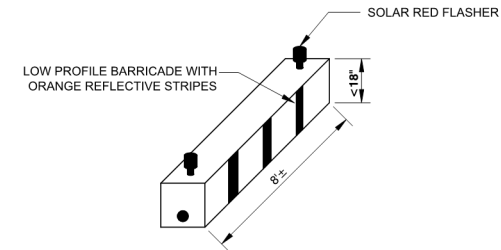
3 TRAFFIC DELINEATORS
NO SCALE



NOTES:

1. LIGHTED RUNWAY CLOSURE CROSSES SHALL BE INSTALLED AND REMOVED BY THE CONTRACTOR DURING CONSTRUCTION PRIOR TO WORK BEGINNING EACH NIGHT AND AT THE COMPLETION OF THE CLOSURE PERIOD.
2. CONTRACTOR WILL BE RESPONSIBLE FOR ALL MAINTENANCE OF THE CROSSES FOR THE DURATION OF THE PROJECT TO ENSURE THE CROSSES WORK EACH NIGHT OF WORK. THIS SHALL INCLUDE BUT NOT BE LIMITED TO FUEL, OIL GREASE, BULB REPLACEMENT AND/OR REPAIR.
3. THE CONTRACTOR WILL PROVIDE 4 LIGHTED 'X'S (2 SETS).
4. LIGHTED 'X'S SHALL MEET THE REQUIREMENTS OF FAA ADVISORY CIRCULAR 150/5345-55A "SPECIFICATION FOR L-893 LIGHTED VISUAL AID TO INDICATE TEMPORARY RUNWAY CLOSURE"

1 RUNWAY LIGHTED CLOSURE MARKERS
NO SCALE



LOW PROFILE BARRICADES NOTE:

1. CONTRACTOR SHALL PROVIDE LOW PROFILE BARRICADES AND FLASHERS. CONTRACTOR TO PLACE LOW PROFILE BARRICADES, FILL WITH WATER, AND REMOVE AT COMPLETION OF WORK.
2. MAXIMUM SPACING BETWEEN LOW PROFILE BARRICADES IS 4 FEET.

2 LOW PROFILE BARRICADE
NO SCALE

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AIRFIELD SIGN SCHEDULE

EXISTING SIGN NO.	PROPOSED SIGN NO.	EXISTING LEGEND	TEMPORARY LEGEND	ULTIMATE LEGEND	PROPOSED SIGN SIZE AND MODULES	CKT NO.	EXISTING SIGN NO.	PROPOSED SIGN NO.	EXISTING LEGEND	TEMPORARY LEGEND	ULTIMATE LEGEND	PROPOSED SIGN SIZE AND MODULES	CKT NO.	EXISTING SIGN NO.	PROPOSED SIGN NO.	EXISTING LEGEND	TEMPORARY LEGEND	ULTIMATE LEGEND	PROPOSED SIGN SIZE AND MODULES	CKT NO.	
S3	S12		-		SIZE 4 MODULES 1	RW7	S26	S37		-		SIZE 4 MODULES 1	RW7	S49	S64		-		SIZE 2 MODULES 3	RW15	
S4	S25		-		SIZE 2 MODULES 1	RW7	S27	-		-	THIS SIGN WILL BE REMOVED	-	RW15	S50	-	-	-	-	-	-	-
S5	S31				SIZE 2 MODULES 2	RW7	S28	S53		-		SIZE 2 MODULES 4	TWA	S51	S56		-		SIZE 2 MODULES 2	RW7	
S6	S33				SIZE 2 MODULES 3	RW7	S29	-	-	-	-	-	-	S52	S71		-		SIZE 2 MODULES 4	RW15	
S7	S35		-		SIZE 2 MODULES 2	TWA	S30	S55		-		SIZE 2 MODULES 2	RW7	S53	S179		-		SIZE 2 MODULES 1	TWA	
S8	S36		-		SIZE 2 MODULES 2	TWA	S31	S182		-		SIZE 1 MODULES 1	RW15	S54	S72		-		SIZE 2 MODULES 2	RW7	
S9	S34		-		SIZE 2 MODULES 2	TWA	S32	S160		-		SIZE 1 MODULES 4	RW15	S55	S183		-		SIZE 1 MODULES 1	RW15	
S10	S38		-		SIZE 2 MODULES 1	TWA	S33	S156		-		SIZE 1 MODULES 4	RW15	S56	S70		-		SIZE 2 MODULES 4	RW15	
S11	S30		-		SIZE 4 MODULES 1	RW7	S34	S161		-		SIZE 1 MODULES 4	RW15	S57	S184		-		SIZE 1 MODULES 1	TWA	
S12	S32				SIZE 2 MODULES 2	RW7	S35	S157		-		SIZE 1 MODULES 4	RW15	S58	S198		-		SIZE 1 MODULES 2	RW15	
S13	S28		-		SIZE 1 MODULES 3	RW7	S36	S162		-		SIZE 1 MODULES 1	RW15	S59	S196		-		SIZE 1 MODULES 4	RW15	
S14	S27		-		SIZE 1 MODULES 3	RW7	S37	S158		-		SIZE 1 MODULES 1	TWC	S60	S206		-		SIZE 1 MODULES 2	RW15	
S15	S39		-		SIZE 1 MODULES 2	TWC	S38	S163		-		SIZE 1 MODULES 1	RW15	S61	S205		-		SIZE 1 MODULES 3	RW15	
S16	S26		-		SIZE 2 MODULES 1	RW7	S39	S63		-		SIZE 1 MODULES 4	RW15	S62	S213		-		SIZE 1 MODULES 4	RW15	
S17	S40		-		SIZE 1 MODULES 2	TWC	S40	S159		-		SIZE 1 MODULES 1	TWHJ	S63	S215		-		SIZE 1 MODULES 1	RW15	
S18	S41		-		SIZE 1 MODULES 1	TWC	S41	S175		-		SIZE 1 MODULES 1	RW15	S64	S214		-		SIZE 1 MODULES 3	RW15	
S19	S166		-		SIZE 1 MODULES 4	RW15	S42	S62		-		SIZE 1 MODULES 4	RW15	S65	S211		-		SIZE 1 MODULES 4	RW15	
S20	S165		-		SIZE 1 MODULES 4	RW15	S43	S174		-		SIZE 1 MODULES 1	TWHJ	S66	S212		-		SIZE 1 MODULES 1	TWB	
S21	S164		-		SIZE 1 MODULES 1	RW15	S44	S59		-		SIZE 1 MODULES 2	RW7	S67	S204		-		SIZE 1 MODULES 2	TWB	
S22	S61		-		SIZE 1 MODULES 4	RW15	S45	S74		-		SIZE 1 MODULES 2	RW7	S68	S201				SIZE 1 MODULES 3	TWB	
S23	S169		-		SIZE 1 MODULES 1	RW15	S46	S65		-		SIZE 2 MODULES 3	RW7	S69	S202				SIZE 1 MODULES 2	TWB	
S24	S176		-		SIZE 1 MODULES 1	RW15	S47	-		-	THIS SIGN WILL BE REMOVED	-	RW15								
S25	S57		-		SIZE 2 MODULES 3	RW15	S48	-		-	THIS SIGN WILL BE REMOVED	-	RW7								

- NOTES:**
- THE CIRCUIT NO. REPORTED IN THE SIGN SCHEDULE REFERS TO THE EXISTING TAXIWAY AND CIRCUIT NAMING CONVENTION.
 - SIGN LENGTH SHALL BE APPROPRIATE TO ACCOMMODATE THE ULTIMATE SIGN LEGEND.
 - CONTRACTOR SHALL NOT INSTALL THE ULTIMATE LEGENDS FOR SIGNS S231 AND S235. ULTIMATE LEGENDS SHALL BE SUPPLIED TO THE CITY FOR FUTURE USE.

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PUBLIC WORKS
DEPARTMENT
ENGINEERING DIVISION

APPROVED: _____ DATE _____
CITY ENGINEER

DESIGN: _____
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NO.	DATE	APPROVED	REVISIONS

AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
 SIGN SCHEDULE
 SANTA BARBARA MUNICIPAL AIRPORT
 CITY OF SANTA BARBARA

C-5-A2201
DWG. NO.
4062
BID. NO.
E-004
SHT. DES.
SHT. 17 OF 55

AIRFIELD SIGN SCHEDULE

EXISTING SIGN NO.	PROPOSED SIGN NO.	EXISTING LEGEND	TEMPORARY LEGEND	ULTIMATE LEGEND	PROPOSED SIGN SIZE AND MODULES	CKT NO.	EXISTING SIGN NO.	PROPOSED SIGN NO.	EXISTING LEGEND	TEMPORARY LEGEND	ULTIMATE LEGEND	PROPOSED SIGN SIZE AND MODULES	CKT NO.	EXISTING SIGN NO.	PROPOSED SIGN NO.	EXISTING LEGEND	TEMPORARY LEGEND	ULTIMATE LEGEND	PROPOSED SIGN SIZE AND MODULES	CKT NO.
S70	S203		-		SIZE 1 MODULES 4	TWB	S93	S76				SIZE 2 MODULES 1	RW7	S115	S86		-		SIZE 4 MODULES 1	RW7
S71	S195		-		SIZE 1 MODULES 2	TWB	S94	S75		-		SIZE 1 MODULES 2	RW7	S116	S99		-		SIZE 2 MODULES 1	RW7
S72	S194				SIZE 1 MODULES 2	TWB	S95	S79		-		SIZE 1 MODULES 4	TWB	S117	-	-	-	-	-	-
S73	S193				SIZE 1 MODULES 2	TWB	S96	S81		-		SIZE 1 MODULES 2	TWB	S118	S104		-		SIZE 1 MODULES 2	TWHJ
S74	S190		-		SIZE 1 MODULES 2	TWB	S97	S173		-		SIZE 1 MODULES 1	TWB	S119	S105		-		SIZE 1 MODULES 3	TWHJ
S75	S186		-		SIZE 1 MODULES 3	TWB	S98	S80		-		SIZE 1 MODULES 2	TWB	S120	S113		-		SIZE 1 MODULES 1	TWHJ
S76	S191		-		SIZE 1 MODULES 4	TWB	S99	S155		-		SIZE 1 MODULES 1	TWB	S121	S114		-		SIZE 1 MODULES 1	TWHJ
S77	S187				SIZE 1 MODULES 2	TWB	S100	S153		-		SIZE 1 MODULES 1	TWC	S122	S112		-		SIZE 1 MODULES 1	TWHJ
S770	S188		-		SIZE 1 MODULES 4	TWB	S101	S151		-		SIZE 1 MODULES 4	TWC	S123	S106		-		SIZE 1 MODULES 4	TWHJ
S79	S189		-		SIZE 1 MODULES 2	TWB	S102	S150		-		SIZE 1 MODULES 4	RW15	S124	S108		-		SIZE 1 MODULES 1	TWHJ
S80	-	-	-	-	-	-	S103	-	-	-	-	-	-	S125	S102				SIZE 1 MODULES 3	RW7
S81	-	-	-	-	-	-	S104	S154		-		SIZE 1 MODULES 2	TWB	S126	-	-	-	-	-	-
S82	S90		-		SIZE 2 MODULES 4	TWB	S105	S172				SIZE 1 MODULES 2	TWB	S127	-	-	-	-	-	-
S83	-	-	-	-	-	-	S106	S82		-		SIZE 1 MODULES 3	RW7	S128	S97		-		SIZE 2 MODULES 3	RW7
S84	S89				SIZE 2 MODULES 2	TWB	S107	S83				SIZE 1 MODULES 2	TWB	S129	S98		-		SIZE 1 MODULES 1	TWA
S85	S100				SIZE 2 MODULES 1	TWB	S108	S84				SIZE 2 MODULES 1	TWB	S130	S95		-		SIZE 2 MODULES 1	TWA
S86	S87				SIZE 2 MODULES 3	RW7	S109	S85				SIZE 2 MODULES 1	TWB	S131	-	-	-	-	-	-
S87	S73		-		SIZE 2 MODULES 2	RW7	S110	S92		-		SIZE 2 MODULES 3	TWB	S132	-	-	-	-	-	-
S88	S180		-		SIZE 2 MODULES 1	TWB	S111	S91		-		SIZE 2 MODULES 2	TWB	S133	S109		-		SIZE 1 MODULES 1	TWHJ
S89	S78		-		SIZE 2 MODULES 3	RW7	S111 (2)	-	-	-	-	-	-	S133	S110				SIZE 1 MODULES 2	TWHJ
S90	S49		-		SIZE 4 MODULES 1	RW7	S112	S93		-		SIZE 2 MODULES 1	TWA	S134	-	-	-	-	-	-
S91	S77				SIZE 2 MODULES 1	RW7	S113	S94		-		SIZE 2 MODULES 1	TWA	-	-	-	-	-	-	-
S92	-	-	-	-	-	-	S114	S96		-		SIZE 2 MODULES 3	RW7	-	-	-	-	-	-	-

NOTES:

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PUBLIC WORKS
DEPARTMENT
ENGINEERING DIVISION

APPROVED: _____ DATE _____
CITY ENGINEER

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FINAL

NO.	DATE	APPROVED	REVISIONS

AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
 SIGN SCHEDULE
 SANTA BARBARA MUNICIPAL AIRPORT
 CITY OF SANTA BARBARA

C-5-A2201
DWG. NO.
4062
BID. NO.
E-005
SHT. DES.
SHT. 18 OF 55

AIRFIELD SIGN SCHEDULE

EXISTING SIGN NO.	PROPOSED SIGN NO.	EXISTING LEGEND	TEMPORARY LEGEND	ULTIMATE LEGEND	PROPOSED SIGN SIZE AND MODULES	CKT NO.	EXISTING SIGN NO.	PROPOSED SIGN NO.	EXISTING LEGEND	TEMPORARY LEGEND	ULTIMATE LEGEND	PROPOSED SIGN SIZE AND MODULES	CKT NO.	EXISTING SIGN NO.	PROPOSED SIGN NO.	EXISTING LEGEND	TEMPORARY LEGEND	ULTIMATE LEGEND	PROPOSED SIGN SIZE AND MODULES	CKT NO.
S135	S192				SIZE 1 MODULES 3	TWB	S208	S42		-		SIZE 1 MODULES 3	TWHJ	S230	S101				SIZE 1 MODULES 3	RW7
S136	S210				SIZE 1 MODULES 1	TWB	S209	S52		-		SIZE 2 MODULES 3	TWM	S231	S1				SIZE 2 MODULES 3	RW7
S137	S208				SIZE 1 MODULES 1	TWB	S210	-	-	-	-	-	-	S232	S5		-		SIZE 2 MODULES 3	TWA
S138	S116		-		SIZE 1 MODULES 1	TWC	S211	S181		-		SIZE 1 MODULES 3	TWM	S233	S11		-		SIZE 2 MODULES 2	TWA
S139	-	-	-	-	-	-	S212	S47		-		SIZE 2 MODULES 1	RW7	S234	S4		-		SIZE 2 MODULES 1	TWA
S140	-	-	-	-	-	-	S213	S48				SIZE 2 MODULES 1	RW7	S235	S2				SIZE 2 MODULES 3	RW7
S141	S58		-		SIZE 1 MODULES 2	RW7	S214	S51		-		SIZE 2 MODULES 2	TWM	S236	S3		-		SIZE 2 MODULES 2	RW7
S142	S209				SIZE 1 MODULES 1	TWB	S215	S50				SIZE 2 MODULES 3	RW7	S237	S7				SIZE 2 MODULES 2	RW7
S143	-	-	-	-	-	-	S216	S60		-		SIZE 1 MODULES 3	TWHJ	S238	S6		-		SIZE 2 MODULES 2	TWA
S144	-		-	THIS SIGN WILL BE REMOVED	-	TWHJ	S217	S54		-		SIZE 2 MODULES 3	TWA	S239	S9				SIZE 2 MODULES 3	RW7
S145	-		-	THIS SIGN WILL BE REMOVED	-	TWB	S218	-	-	-	-	-	-	S240	S10		-		SIZE 2 MODULES 2	TWA
S146	S88		-		SIZE 2 MODULES 2	TWB	S219	S200		-		SIZE 1 MODULES 4	TWM	S241	S8				SIZE 2 MODULES 2	RW7
S147	-	-	-	-	-	-	S220	-	-	-	-	-	-	NS1	S103	-	-		SIZE 1 MODULES 2	TWHJ
S148	-		-	THIS SIGN WILL BE REMOVED	-	TWHJ	S221	S199		-		SIZE 1 MODULES 1	RW15	NS2	S177	-	-		SIZE 2 MODULES 1	RW15
S149	-	-	-	-	-	-	S222	-	-	-	-	-	-	NS3	S178	-	-		SIZE 2 MODULES 1	RW15
S150	-	-	-	-	-	-	S223	S168		-		SIZE 1 MODULES 3	TWM	NS4	S185	-	-		SIZE 1 MODULES 1	TWB
S201	-	-	-	-	-	-	S224	-		-	THIS SIGN WILL BE REMOVED	-	TWM	NS5	S167	-	-		SIZE 1 MODULES 1	TWC
S202	-	-	-	-	-	-	S225	S171		-		SIZE 1 MODULES 3	TWM	NS6	S152	-			SIZE 1 MODULES 1	TWC
S203	-	-	-	-	-	-	S226	S45				SIZE 2 MODULES 1	RW7	NS7	S107	-			SIZE 1 MODULES 3	TWHJ
S204	S43		-		SIZE 1 MODULES 2	TWM	S227	S207		-		SIZE 1 MODULES 1	RW15	NS8	S115	-	-		SIZE 1 MODULES 2	TWC
S205	-	-	-	-	-	-	S228	S46				SIZE 2 MODULES 1	RW7							
S206	S44				SIZE 1 MODULES 3	RW7	S229	S111		-		SIZE 1 MODULES 1	TWHJ							
S207	S170		-		SIZE 1 MODULES 1	TWC														

NOTES:

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2. SIGN LENGTH SHALL BE APPROPRIATE TO ACCOMMODATE THE ULTIMATE SIGN LEGEND.
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Mead & Hunt

PUBLIC WORKS
DEPARTMENT
ENGINEERING DIVISION

APPROVED: _____ DATE _____
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AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
 SIGN SCHEDULE
SANTA BARBARA MUNICIPAL AIRPORT
 CITY OF SANTA BARBARA

C-5-A2201
DWG. NO.
4062
BID. NO.
E-006
SHT. DES.
SHT. 19 OF 55

DRAFT FINAL
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PUBLIC WORKS
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FINAL _____

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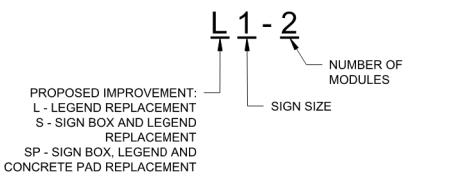
AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
ELECTRICAL LAYOUT PLAN - 1
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

C-5-A2201
DWG. NO.
4062
BID. NO.
E-201
SHT. DES.
SHT. 33 OF 55

x:\1942500\201428.01\TECH\CAD\Drawings\E-201 ELECTRICAL LAYOUT PLAN.dwg, 8/9/2022 10:29 PM, Edoardo Barber

LEGEND

- (E) AIRFIELD SIGN LOCATION
- (N) AIRFIELD SIGN LOCATION
- INSTALL L-868 JUNCTION CAN
- (N) ELEVATED RGL LOCATION
- INSTALL ELEVATED LED MITL (FIXTURE, TRANSFORMER, AND BASE CAN)
- INSTALL ELEVATED LED MITL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL INSET LED RGL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL ELEVATED LED RGL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- ULTIMATE AIRFIELD SIGN LEGEND
- TEMPORARY AIRFIELD SIGN LEGEND
- EXISTING SIGN NUMBER:
S = LIGHTED SIGN
NS = NEW LIGHTED SIGN
US = UNLIGHTED SIGN
- PROPOSED SIGN IMPROVEMENTS

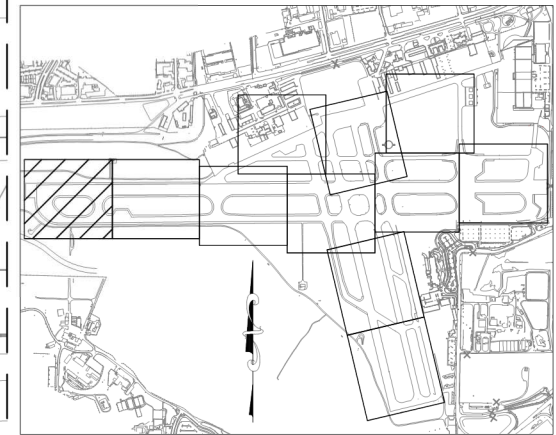


TAXIWAY B (E) EXISTING TAXIWAY NOMENCLATURE (FUTURE NOMENCLATURE)

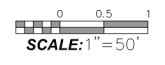
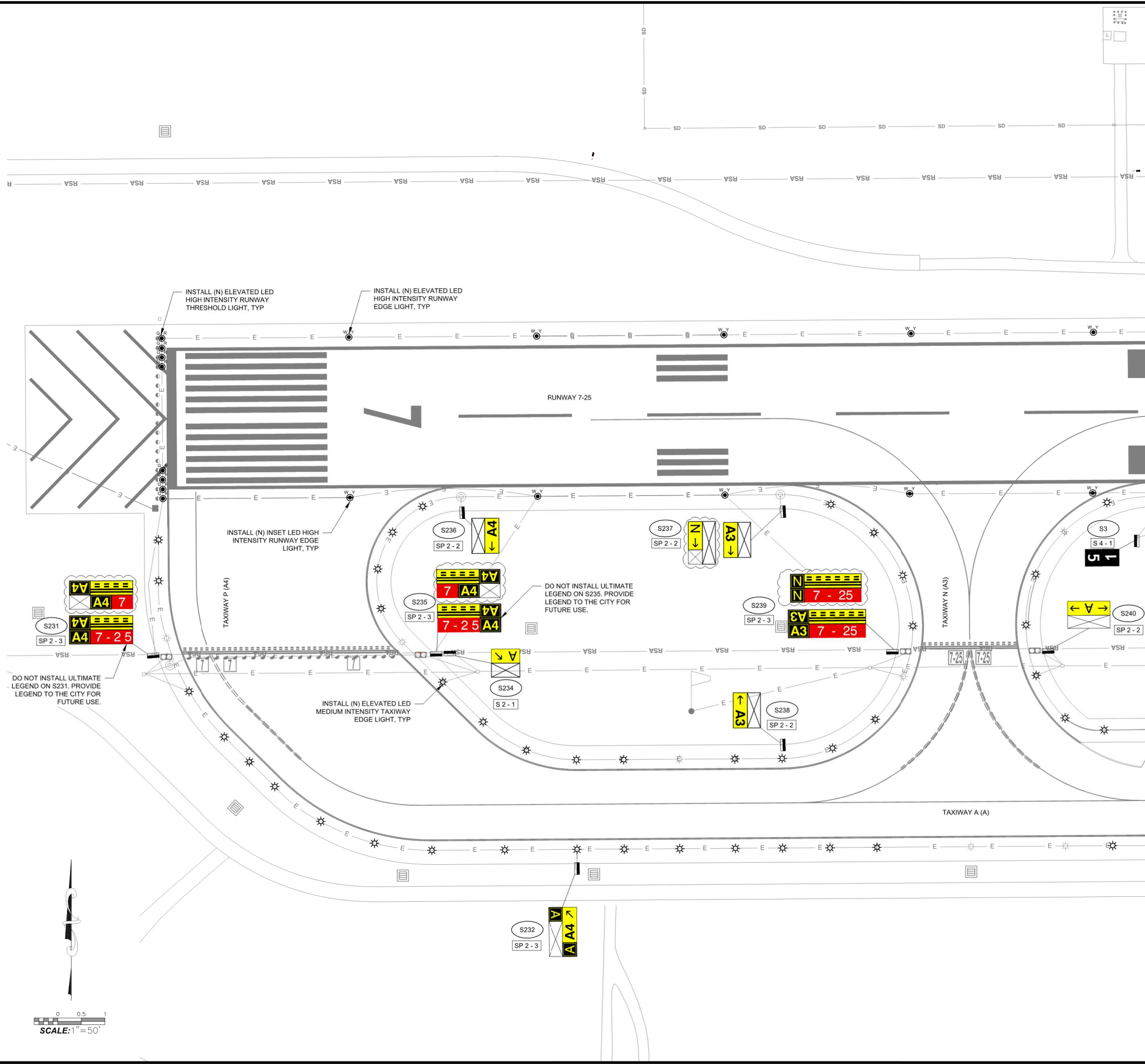
NOTES:

1. SEE SHEET G-002 FOR ADDITIONAL LEGEND.
2. SEE SHEET E-601 FOR AIRFIELD SIGN AND PAD DETAILS.
3. SEE SHEET E-602 FOR RUNWAY AND TAXIWAY LIGHTS DETAILS.
4. SEE SHEET E-603 FOR RUNWAY GUARD LIGHTS DETAILS.
5. CONTRACTOR SHALL FIELD VERIFY SIGN LOCATION AFTER LAYOUT.
6. SEE REFERENCE SHEETS FOR CONDUIT AND CIRCUIT ROUTING.
7. SEE SHEET C-673 FOR UNLIGHTED SIGNS SCHEDULE.

KEY MAP
NOT TO SCALE



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CITY ENGINEER

DESIGN: _____
DRAWN: _____
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FINAL

NO.	DATE	APPROVED	REVISIONS

AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
ELECTRICAL LAYOUT PLAN - 2
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

C-5-A2201
DWG. NO.
4062
BID NO.
E-202
SHT. DES.
SHT. 34 OF 55

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LEGEND

- (E) AIRFIELD SIGN LOCATION
- (N) AIRFIELD SIGN LOCATION
- INSTALL L-868 JUNCTION CAN
- (N) ELEVATED RGL LOCATION
- INSTALL ELEVATED LED MITL (FIXTURE, TRANSFORMER, AND BASE CAN)
- INSTALL ELEVATED LED MITL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL INSET LED RGL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL ELEVATED LED RGL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- ULTIMATE AIRFIELD SIGN LEGEND
- TEMPORARY AIRFIELD SIGN LEGEND
- EXISTING SIGN NUMBER:
S = LIGHTED SIGN
NS = NEW LIGHTED SIGN
US = UNLIGHTED SIGN
- PROPOSED SIGN IMPROVEMENTS

PROPOSED IMPROVEMENT:
L - LEGEND REPLACEMENT
S - SIGN BOX AND LEGEND REPLACEMENT
SP - SIGN BOX, LEGEND AND CONCRETE PAD REPLACEMENT

SIGN SIZE

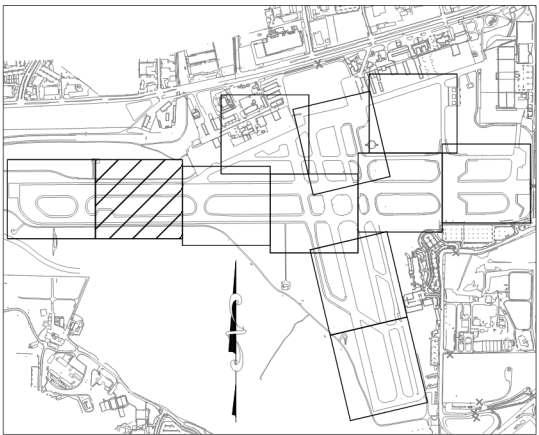
NUMBER OF MODULES

TAXIWAY B (E) EXISTING TAXIWAY NOMENCLATURE (FUTURE NOMENCLATURE)

NOTES:

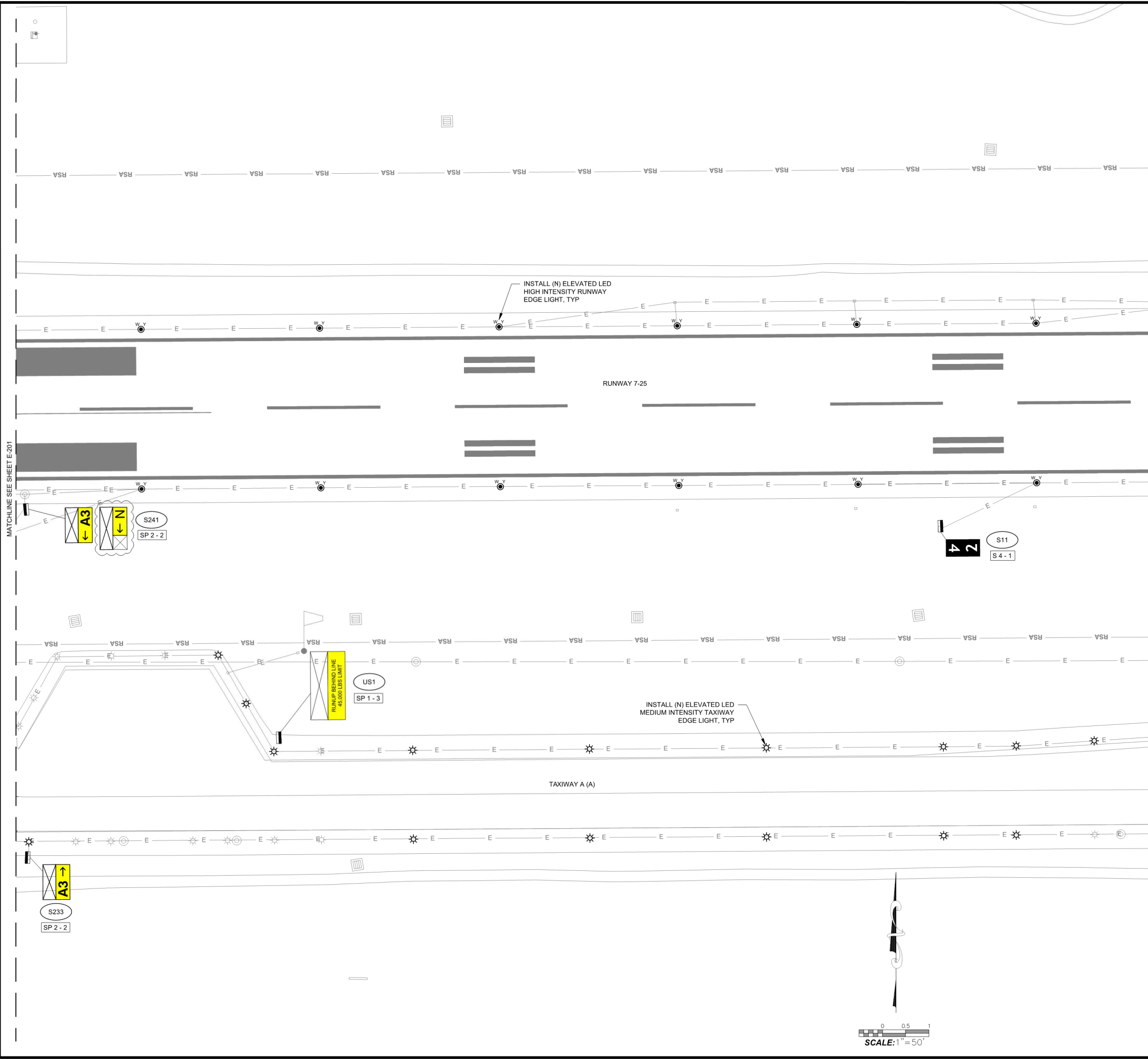
1. SEE SHEET G-002 FOR ADDITIONAL LEGEND.
2. SEE SHEET E-601 FOR AIRFIELD SIGN AND PAD DETAILS.
3. SEE SHEET E-602 FOR RUNWAY AND TAXIWAY LIGHTS DETAILS.
4. SEE SHEET E-603 FOR RUNWAY GUARD LIGHTS DETAILS.
5. CONTRACTOR SHALL FIELD VERIFY SIGN LOCATION AFTER LAYOUT.
6. SEE REFERENCE SHEETS FOR CONDUIT AND CIRCUIT ROUTING.
7. SEE SHEET C-673 FOR UNLIGHTED SIGNS SCHEDULE.

KEY MAP
NOT TO SCALE



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SCALE: 1"=50'





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PUBLIC WORKS
DEPARTMENT
ENGINEERING DIVISION

APPROVED: _____ DATE _____
CITY ENGINEER

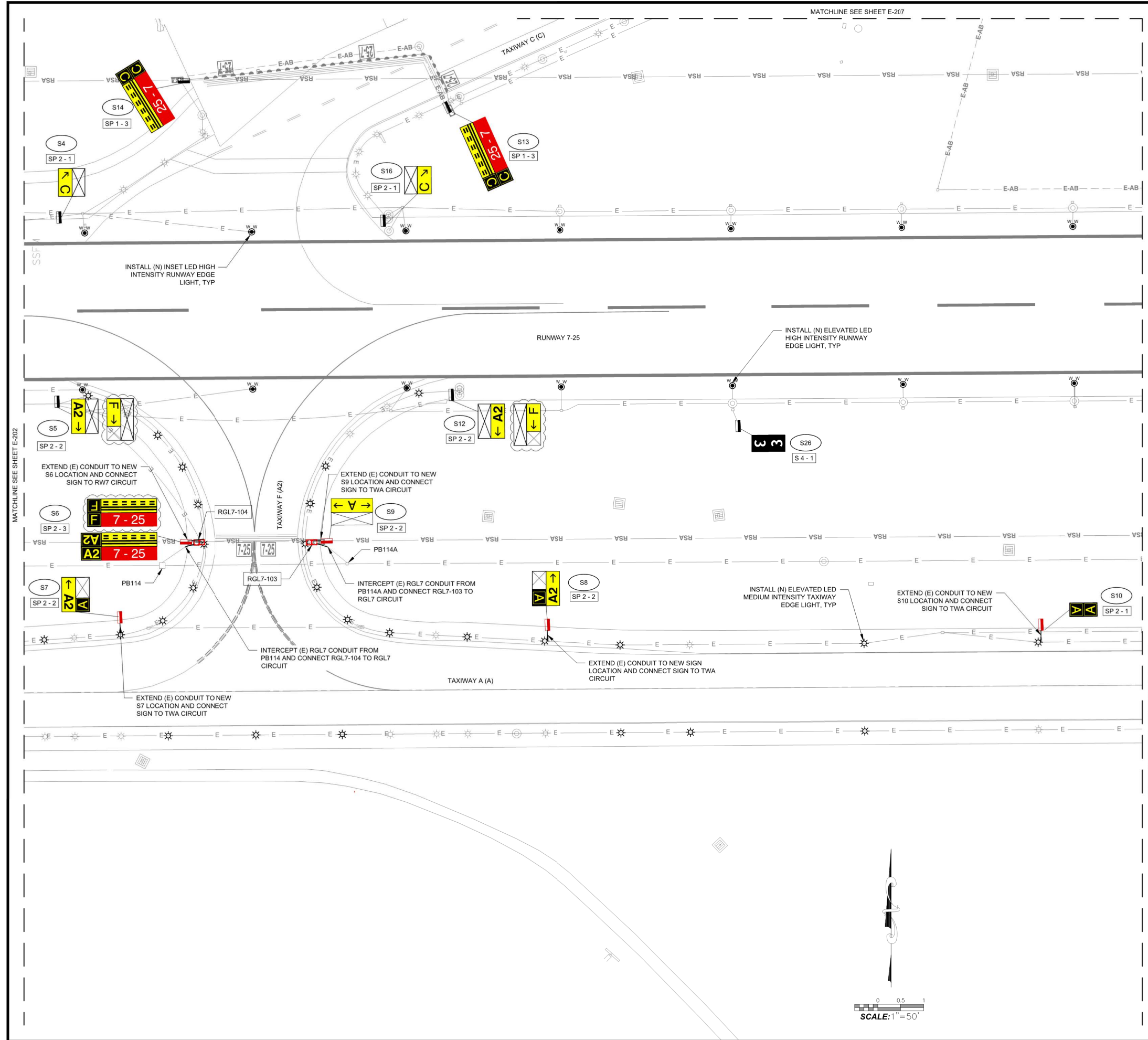
DESIGN: _____
DRAWN: _____
CHECKED: _____
DRAFT _____
FINAL _____

NO.	DATE	APPROVED	REVISIONS

AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
ELECTRICAL LAYOUT PLAN - 3
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

C-5-A2201
DWG. NO.
4062
BID NO.
E-203
SHT. DES.
SHT. 35 OF 55

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MATCHLINE SEE SHEET E-202

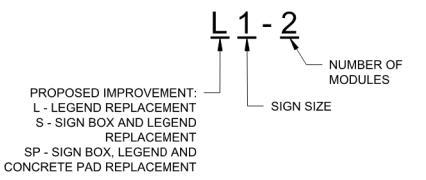
MATCHLINE SEE SHEET E-204

MATCHLINE SEE SHEET E-207

SCALE: 1" = 50'

LEGEND

- (E) AIRFIELD SIGN LOCATION
- (N) AIRFIELD SIGN LOCATION
- INSTALL L-868 JUNCTION CAN
- (N) ELEVATED RGL LOCATION
- INSTALL ELEVATED LED MITL (FIXTURE, TRANSFORMER, AND BASE CAN)
- INSTALL ELEVATED LED MITL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL INSET LED RGL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL ELEVATED LED RGL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- ULTIMATE AIRFIELD SIGN LEGEND
- TEMPORARY AIRFIELD SIGN LEGEND
- EXISTING SIGN NUMBER:
S = LIGHTED SIGN
NS = NEW LIGHTED SIGN
US = UNLIGHTED SIGN
- PROPOSED SIGN IMPROVEMENTS

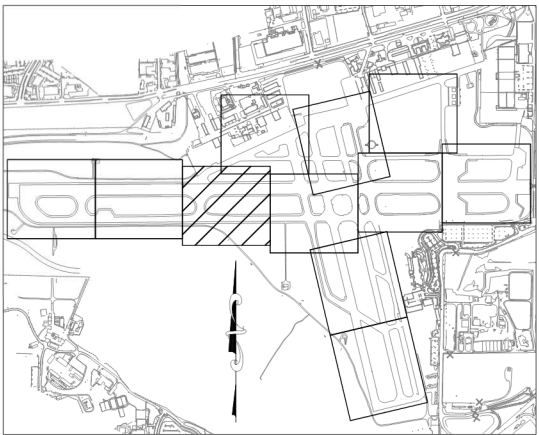


TAXIWAY B (E) EXISTING TAXIWAY NOMENCLATURE (FUTURE NOMENCLATURE)

NOTES:

1. SEE SHEET G-002 FOR ADDITIONAL LEGEND.
2. SEE SHEET E-601 FOR AIRFIELD SIGN AND PAD DETAILS.
3. SEE SHEET E-602 FOR RUNWAY AND TAXIWAY LIGHTS DETAILS.
4. SEE SHEET E-603 FOR RUNWAY GUARD LIGHTS DETAILS.
5. CONTRACTOR SHALL FIELD VERIFY SIGN LOCATION AFTER LAYOUT.
6. SEE REFERENCE SHEETS FOR CONDUIT AND CIRCUIT ROUTING.
7. SEE SHEET C-673 FOR UNLIGHTED SIGNS SCHEDULE.

KEY MAP
NOT TO SCALE



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PUBLIC WORKS
DEPARTMENT
ENGINEERING DIVISION

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CITY ENGINEER

DESIGN: _____
DRAWN: _____
CHECKED: _____
DRAFT: _____
FINAL: _____

NO. _____
DATE _____
APPROVED _____
DESIGN _____
DRAWN _____
CHECKED _____
JTL

NO.	DATE	APPROVED	DESIGN	DRAWN	CHECKED	JTL

AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
ELECTRICAL LAYOUT PLAN - 4
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

C-5-A2201
DWG. NO.

4062
BID NO.

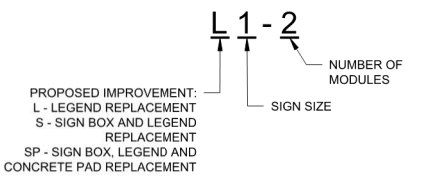
E-204
SHT. DES.

SHT. 36 OF 55

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LEGEND

- (E) AIRFIELD SIGN LOCATION
- (N) AIRFIELD SIGN LOCATION
- INSTALL L-868 JUNCTION CAN
- (N) ELEVATED RGL LOCATION
- INSTALL ELEVATED LED MITL (FIXTURE, TRANSFORMER, AND BASE CAN)
- INSTALL ELEVATED LED MITL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL INSET LED RGL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL ELEVATED LED RGL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- ULTIMATE AIRFIELD SIGN LEGEND
- TEMPORARY AIRFIELD SIGN LEGEND
- EXISTING SIGN NUMBER:
S = LIGHTED SIGN
NS = NEW LIGHTED SIGN
US = UNLIGHTED SIGN
- PROPOSED SIGN IMPROVEMENTS

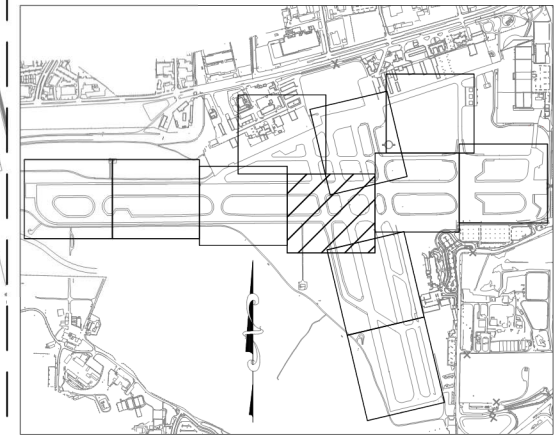


TAXIWAY B (E) EXISTING TAXIWAY NOMENCLATURE (FUTURE NOMENCLATURE)

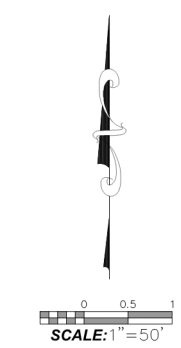
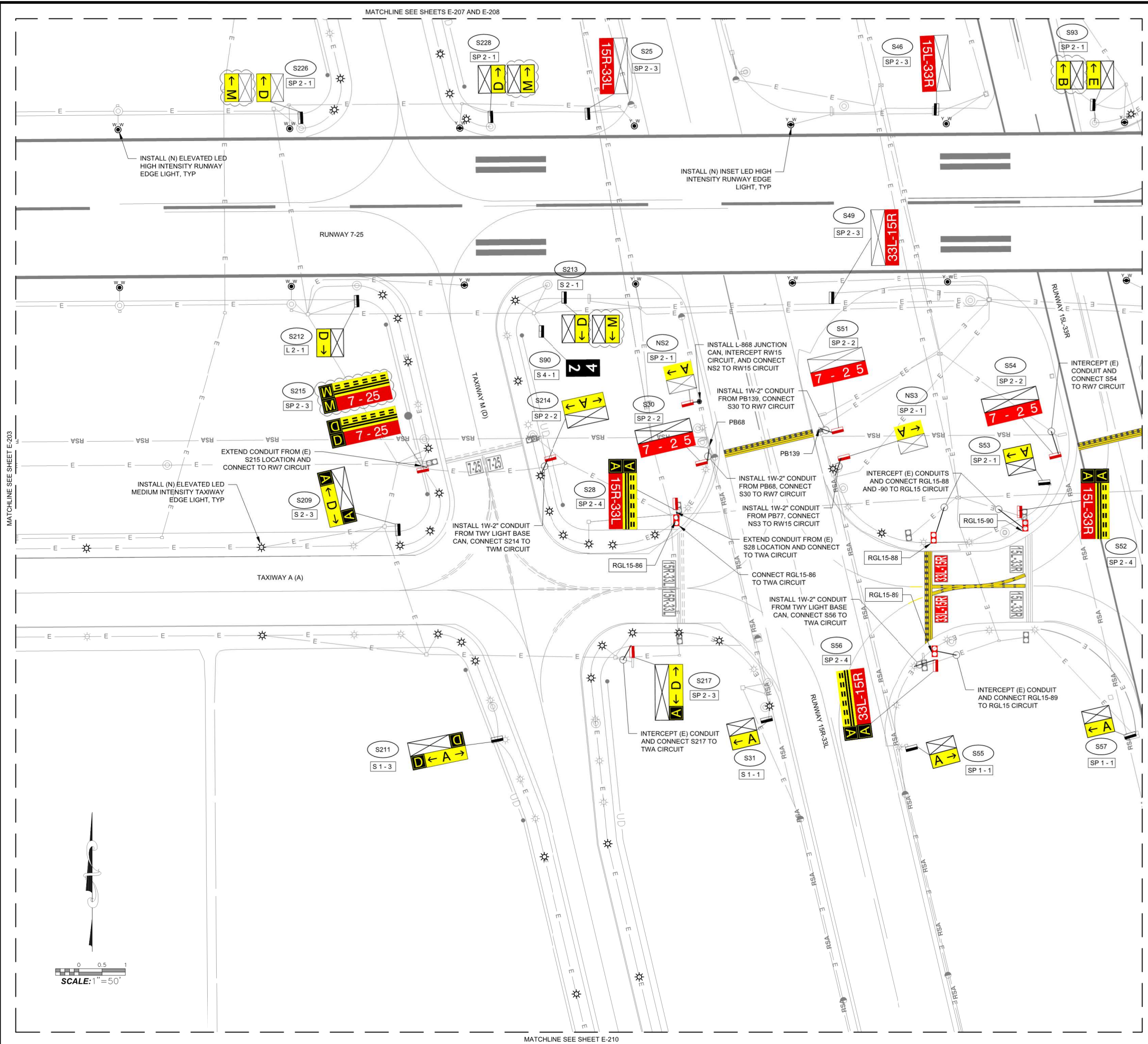
NOTES:

1. SEE SHEET G-002 FOR ADDITIONAL LEGEND.
2. SEE SHEET E-601 FOR AIRFIELD SIGN AND PAD DETAILS.
3. SEE SHEET E-602 FOR RUNWAY AND TAXIWAY LIGHTS DETAILS.
4. SEE SHEET E-603 FOR RUNWAY GUARD LIGHTS DETAILS.
5. CONTRACTOR SHALL FIELD VERIFY SIGN LOCATION AFTER LAYOUT.
6. SEE REFERENCE SHEETS FOR CONDUIT AND CIRCUIT ROUTING.
7. SEE SHEET C-673 FOR UNLIGHTED SIGNS SCHEDULE.

KEY MAP
NOT TO SCALE



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NOT FOR CONSTRUCTION



MATCHLINE SEE SHEET E-203

MATCHLINE SEE SHEETS E-207 AND E-208

MATCHLINE SEE SHEET E-205

MATCHLINE SEE SHEET E-210

MATCHLINE SEE SHEET E-208



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ENGINEERING DIVISION

APPROVED: _____ DATE _____
CITY ENGINEER

DESIGN: _____
DRAWN: _____
CHECKED: _____
DRAFT: _____
FINAL: _____

NO.	DATE	APPROVED	REVISIONS

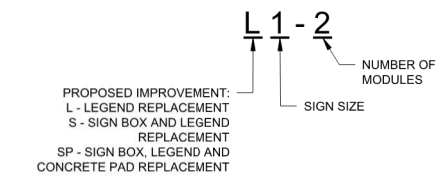
AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
ELECTRICAL LAYOUT PLAN - 5
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

C-5-A2201
DWG. NO.
4062
BID. NO.
E-205
SHT. DES.
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LEGEND

- (E) AIRFIELD SIGN LOCATION
- (N) AIRFIELD SIGN LOCATION
- INSTALL L-868 JUNCTION CAN
- (N) ELEVATED RGL LOCATION
- INSTALL ELEVATED LED MITL (FIXTURE, TRANSFORMER, AND BASE CAN)
- INSTALL ELEVATED LED MITL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL INSET LED RGL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL ELEVATED LED RGL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- ULTIMATE AIRFIELD SIGN LEGEND
- TEMPORARY AIRFIELD SIGN LEGEND
- EXISTING SIGN NUMBER:
S = LIGHTED SIGN
NS = NEW LIGHTED SIGN
US = UNLIGHTED SIGN
- PROPOSED SIGN IMPROVEMENTS

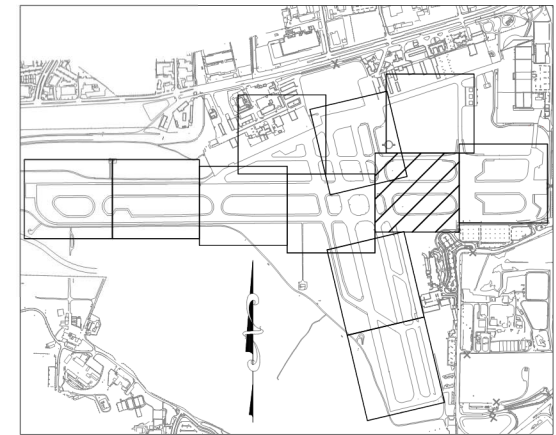


TAXIWAY B (E) EXISTING TAXIWAY NOMENCLATURE (FUTURE NOMENCLATURE)

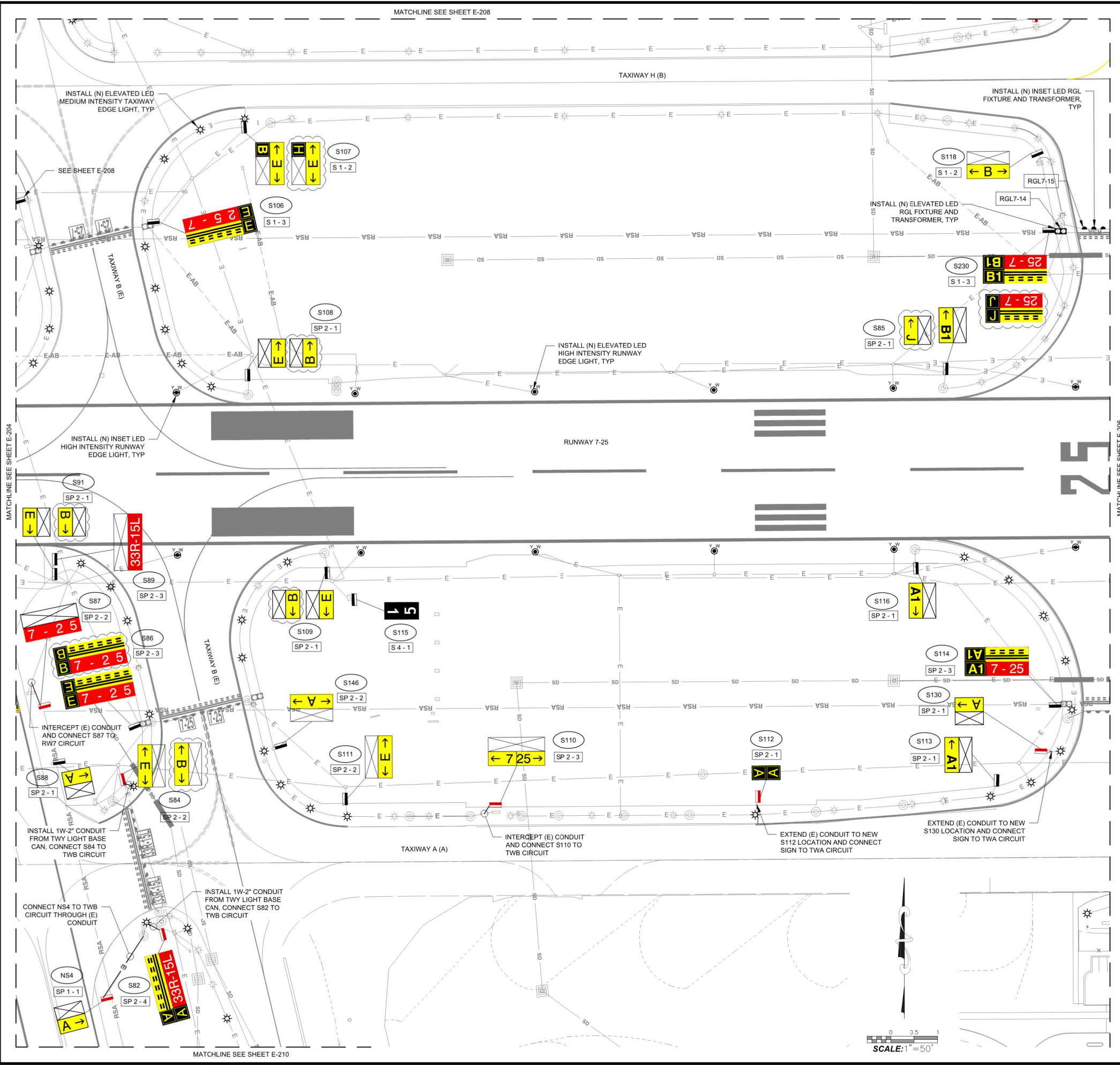
NOTES:

1. SEE SHEET G-002 FOR ADDITIONAL LEGEND.
2. SEE SHEET E-601 FOR AIRFIELD SIGN AND PAD DETAILS.
3. SEE SHEET E-602 FOR RUNWAY AND TAXIWAY LIGHTS DETAILS.
4. SEE SHEET E-603 FOR RUNWAY GUARD LIGHTS DETAILS.
5. CONTRACTOR SHALL FIELD VERIFY SIGN LOCATION AFTER LAYOUT.
6. SEE REFERENCE SHEETS FOR CONDUIT AND CIRCUIT ROUTING.
7. SEE SHEET C-673 FOR UNLIGHTED SIGNS SCHEDULE.

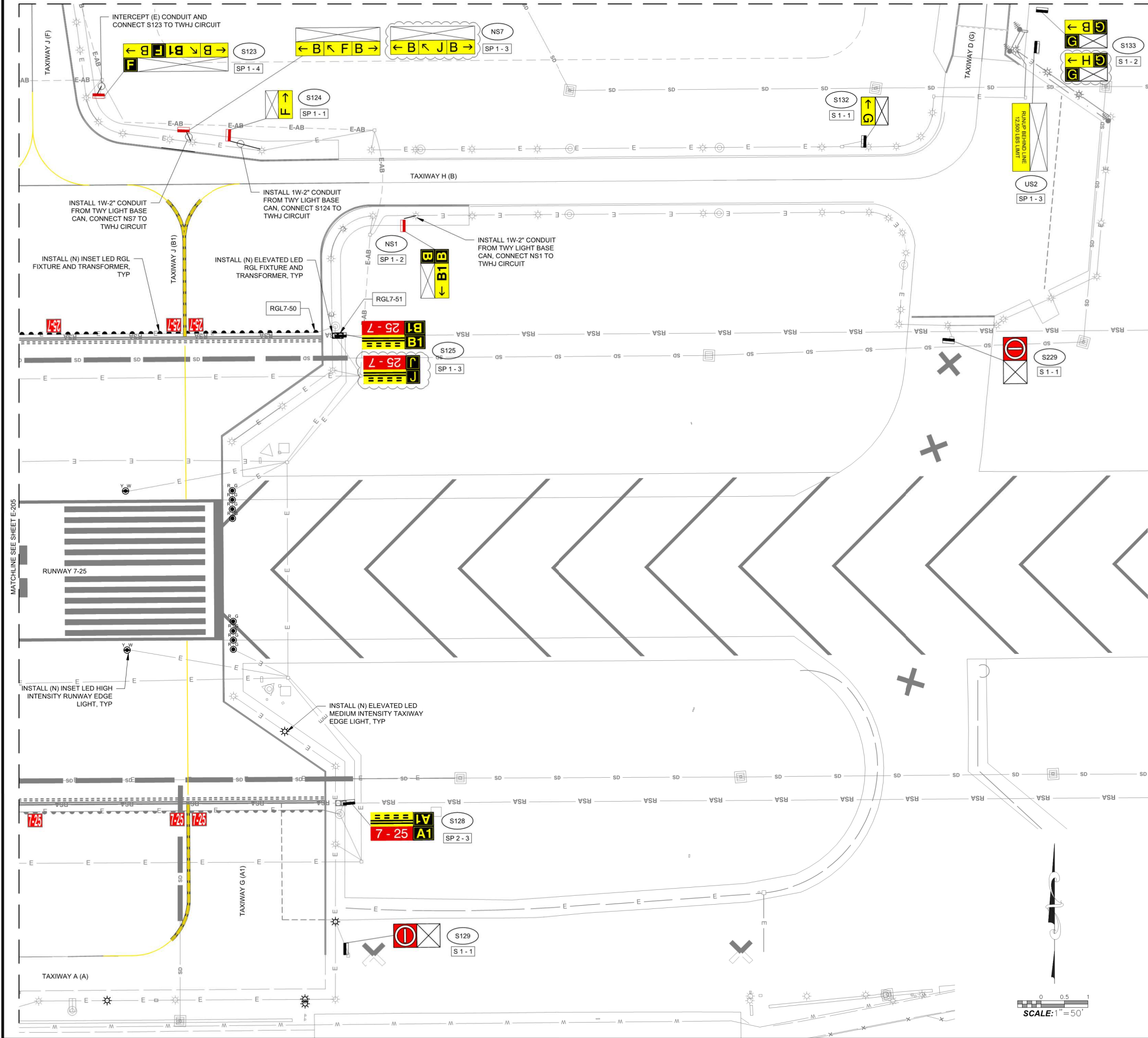
KEY MAP
NOT TO SCALE



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NOT FOR CONSTRUCTION



MATCHLINE SEE SHEET E-209



LEGEND

- (E) AIRFIELD SIGN LOCATION
- (N) AIRFIELD SIGN LOCATION
- INSTALL L-868 JUNCTION CAN
- (N) ELEVATED RGL LOCATION
- INSTALL ELEVATED LED MITL. FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL INSET LED RGL. FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL ELEVATED LED RGL. FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- ULTIMATE AIRFIELD SIGN LEGEND
- TEMPORARY AIRFIELD SIGN LEGEND
- EXISTING SIGN NUMBER:
S = LIGHTED SIGN
NS = NEW LIGHTED SIGN
US = UNLIGHTED SIGN
- PROPOSED SIGN IMPROVEMENTS

PROPOSED IMPROVEMENT:
 L - LEGEND REPLACEMENT
 S - SIGN BOX AND LEGEND REPLACEMENT
 SP - SIGN BOX, LEGEND AND CONCRETE PAD REPLACEMENT

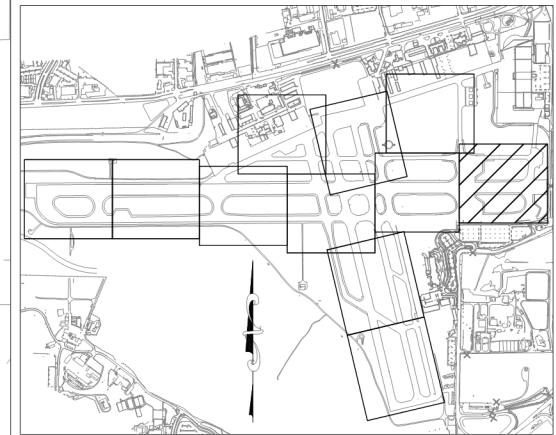
NUMBER OF MODULES
SIGN SIZE

TAXIWAY B (E) EXISTING TAXIWAY NOMENCLATURE (FUTURE NOMENCLATURE)

NOTES:

1. SEE SHEET G-002 FOR ADDITIONAL LEGEND.
2. SEE SHEET E-601 FOR AIRFIELD SIGN AND PAD DETAILS.
3. SEE SHEET E-602 FOR RUNWAY AND TAXIWAY LIGHTS DETAILS.
4. SEE SHEET E-603 FOR RUNWAY GUARD LIGHTS DETAILS.
5. CONTRACTOR SHALL FIELD VERIFY SIGN LOCATION AFTER LAYOUT.
6. SEE REFERENCE SHEETS FOR CONDUIT AND CIRCUIT ROUTING.
7. SEE SHEET C-673 FOR UNLIGHTED SIGNS SCHEDULE.

KEY MAP
NOT TO SCALE



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DEPARTMENT
ENGINEERING DIVISION

APPROVED: _____ DATE _____
 CITY ENGINEER

DESIGN: _____
 DRAWN: _____
 CHECKED: _____
 DRAFT: _____
 FINAL: _____

NO.	DATE	APPROVED	REVISIONS

AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
 ELECTRICAL LAYOUT PLAN - 6
SANTA BARBARA MUNICIPAL AIRPORT
 CITY OF SANTA BARBARA

C-5-A2201
 DWG. NO.
 4062
 BID NO.
 E-206
 SH. DES.
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CITY ENGINEER

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CHECKED: _____
DRAFT _____
FINAL _____

NO.	DATE	APPROVED	REVISIONS

**AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
ELECTRICAL LAYOUT PLAN - 7
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA**

C-5-A2201
DWG. NO.
4062
BID. NO.
E-207
SHT. DES.
SHT. 39 OF 55



LEGEND

- (E) AIRFIELD SIGN LOCATION
- (N) AIRFIELD SIGN LOCATION
- INSTALL L-868 JUNCTION CAN
- (N) ELEVATED RGL LOCATION
- INSTALL ELEVATED LED MITL (FIXTURE, TRANSFORMER, AND BASE CAN)
- INSTALL ELEVATED LED MITL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL INSET LED RGL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL ELEVATED LED RGL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- ULTIMATE AIRFIELD SIGN LEGEND
- TEMPORARY AIRFIELD SIGN LEGEND
- EXISTING SIGN NUMBER:
S = LIGHTED SIGN
NS = NEW LIGHTED SIGN
US = UNLIGHTED SIGN
- PROPOSED SIGN IMPROVEMENTS

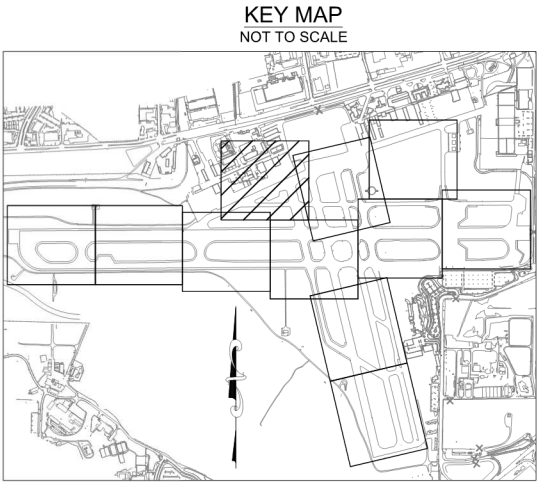
PROPOSED IMPROVEMENT:
L - LEGEND REPLACEMENT
S - SIGN BOX AND LEGEND REPLACEMENT
SP - SIGN BOX, LEGEND AND CONCRETE PAD REPLACEMENT

L 1-2
SIGN SIZE

TAXIWAY B (E) EXISTING TAXIWAY NOMENCLATURE (FUTURE NOMENCLATURE)

NOTES:

- SEE SHEET G-002 FOR ADDITIONAL LEGEND.
- SEE SHEET E-601 FOR AIRFIELD SIGN AND PAD DETAILS.
- SEE SHEET E-602 FOR RUNWAY AND TAXIWAY LIGHTS DETAILS.
- SEE SHEET E-603 FOR RUNWAY GUARD LIGHTS DETAILS.
- CONTRACTOR SHALL FIELD VERIFY SIGN LOCATION AFTER LAYOUT.
- SEE REFERENCE SHEETS FOR CONDUIT AND CIRCUIT ROUTING.
- SEE SHEET C-673 FOR UNLIGHTED SIGNS SCHEDULE.



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MATCHLINE SEE SHEET E-204

MATCHLINE SEE SHEET E-208



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PUBLIC WORKS
DEPARTMENT
ENGINEERING DIVISION

APPROVED: _____ DATE _____
CITY ENGINEER

DESIGN: _____
DRAWN: _____
CHECKED: _____
DRAFT: _____
FINAL: _____

NO. _____
DATE _____
APPROVED _____
DESIGN _____
DRAWN _____
CHECKED _____
JTL _____

REVISIONS

NO. _____
DATE _____
APPROVED _____
DESIGN _____
DRAWN _____
CHECKED _____
JTL _____

NO. _____
DATE _____
APPROVED _____
DESIGN _____
DRAWN _____
CHECKED _____
JTL _____

NO. _____
DATE _____
APPROVED _____
DESIGN _____
DRAWN _____
CHECKED _____
JTL _____

NO. _____
DATE _____
APPROVED _____
DESIGN _____
DRAWN _____
CHECKED _____
JTL _____

NO. _____
DATE _____
APPROVED _____
DESIGN _____
DRAWN _____
CHECKED _____
JTL _____

NO. _____
DATE _____
APPROVED _____
DESIGN _____
DRAWN _____
CHECKED _____
JTL _____

NO. _____
DATE _____
APPROVED _____
DESIGN _____
DRAWN _____
CHECKED _____
JTL _____

NO. _____
DATE _____
APPROVED _____
DESIGN _____
DRAWN _____
CHECKED _____
JTL _____

NO. _____
DATE _____
APPROVED _____
DESIGN _____
DRAWN _____
CHECKED _____
JTL _____

AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
ELECTRICAL LAYOUT PLAN - 8
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

C-5-A2201

DWG. NO.

4062

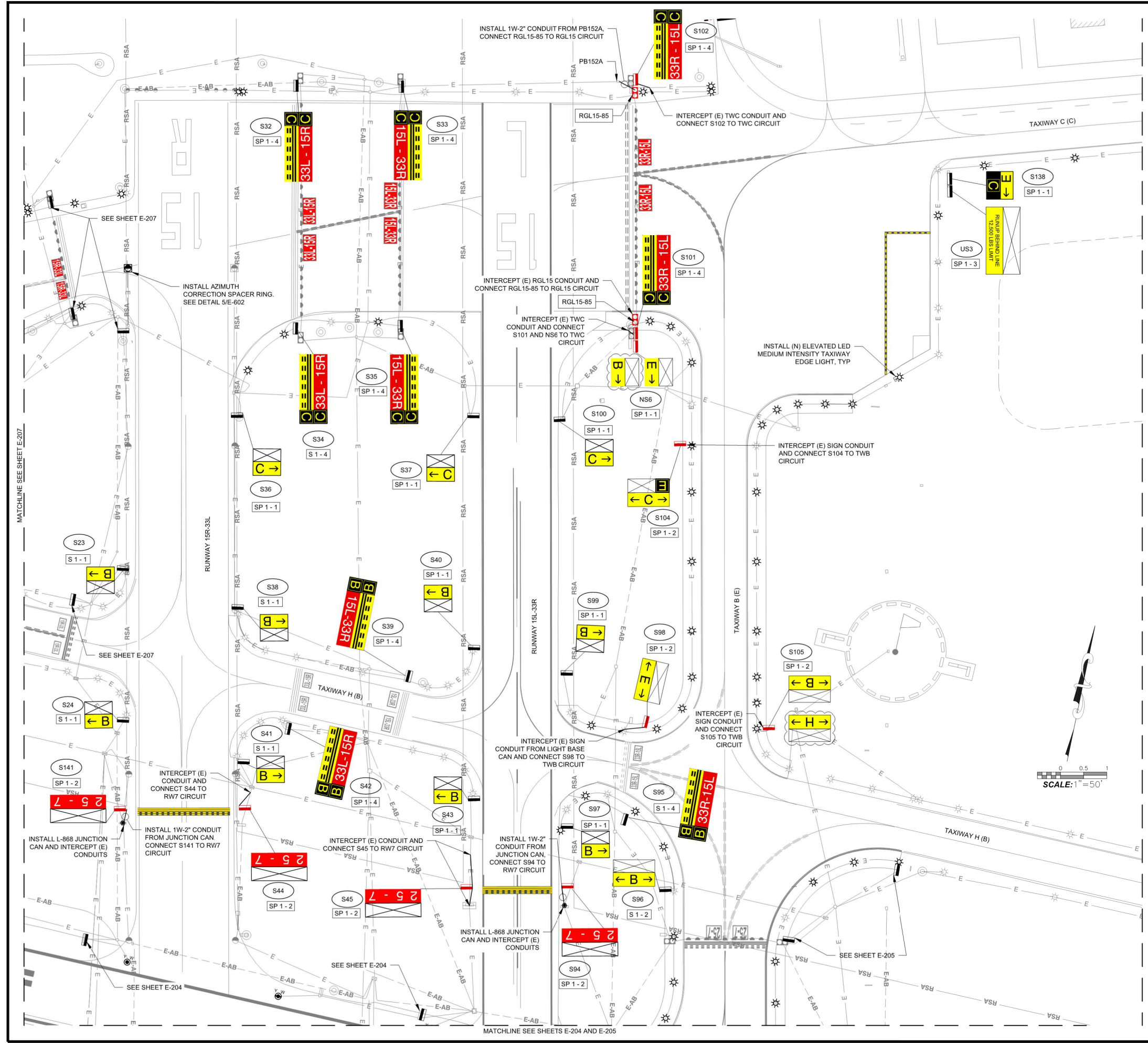
BID. NO.

E-208

SH. DES.

SH. 40 OF 55

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LEGEND

- (E) AIRFIELD SIGN LOCATION
- (N) AIRFIELD SIGN LOCATION
- INSTALL L-868 JUNCTION CAN
- (N) ELEVATED RGL LOCATION
- INSTALL ELEVATED LED MITL (FIXTURE, TRANSFORMER, AND BASE CAN)
- INSTALL ELEVATED LED MITL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL INSET LED RGL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL ELEVATED LED RGL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- ULTIMATE AIRFIELD SIGN LEGEND
- TEMPORARY AIRFIELD SIGN LEGEND
- EXISTING SIGN NUMBER:
S = LIGHTED SIGN
NS = NEW LIGHTED SIGN
US = UNLIGHTED SIGN
- PROPOSED SIGN IMPROVEMENTS

PROPOSED IMPROVEMENT:
L - LEGEND REPLACEMENT
S - SIGN BOX AND LEGEND REPLACEMENT
SP - SIGN BOX, LEGEND AND CONCRETE PAD REPLACEMENT

TAXIWAY B (E) EXISTING TAXIWAY NOMENCLATURE (FUTURE NOMENCLATURE)

NOTES:

- SEE SHEET G-002 FOR ADDITIONAL LEGEND.
- SEE SHEET E-601 FOR AIRFIELD SIGN AND PAD DETAILS.
- SEE SHEET E-602 FOR RUNWAY AND TAXIWAY LIGHTS DETAILS.
- SEE SHEET E-603 FOR RUNWAY GUARD LIGHTS DETAILS.
- CONTRACTOR SHALL FIELD VERIFY SIGN LOCATION AFTER LAYOUT.
- SEE REFERENCE SHEETS FOR CONDUIT AND CIRCUIT ROUTING.
- SEE SHEET C-673 FOR UNLIGHTED SIGNS SCHEDULE.

KEY MAP
NOT TO SCALE

SCALE: 1" = 50'

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PUBLIC WORKS
DEPARTMENT
ENGINEERING DIVISION

APPROVED: _____ DATE _____
CITY ENGINEER

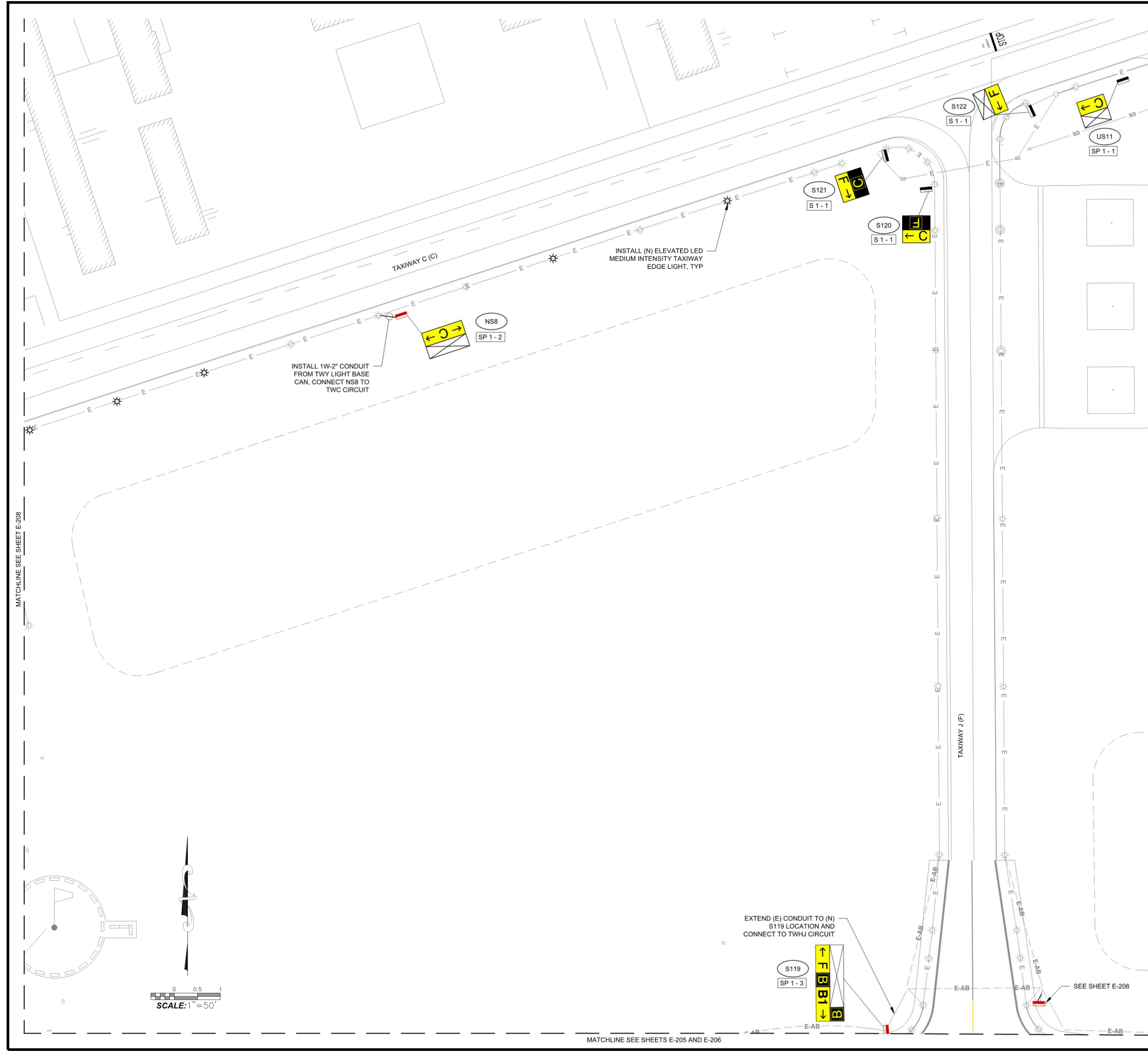
DESIGN: _____
DRAWN: _____
CHECKED: _____
DRAFT
FINAL

NO.	DATE	APPROVED	REVISIONS

AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
ELECTRICAL LAYOUT PLAN - 9
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

C-5-A2201
DWG. NO.
4062
BID. NO.
E-209
SHT. DES.
SHT. 41 OF 55

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Mead & Hunt

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

APPROVED: _____ DATE _____
CITY ENGINEER

DESIGN APPROVED: _____
DRAWN CHECKED: _____
DRAFT FINAL

NO.	DATE	APPROVED	REVISIONS

AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
ELECTRICAL LAYOUT PLAN - 10
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

C-5-A2201
DWG. NO.
4062
BID NO.
E-210
SHT. DES.
SHT. 42 OF 55

x:\1942500\201428.01\TECH\CAD Drawings\E-201 ELECTRICAL LAYOUT PLAN.dwg, 8/9/2022 10:31 PM, Edoardo Barber

LEGEND

- (E) AIRFIELD SIGN LOCATION
- (N) AIRFIELD SIGN LOCATION
- INSTALL L-868 JUNCTION CAN
- (N) ELEVATED RGL LOCATION
- INSTALL ELEVATED LED MITL (FIXTURE, TRANSFORMER, AND BASE CAN)
- INSTALL ELEVATED LED MITL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL ELEVATED LED RGL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- ULTIMATE AIRFIELD SIGN LEGEND
- TEMPORARY AIRFIELD SIGN LEGEND
- EXISTING SIGN NUMBER:
S = LIGHTED SIGN
NS = NEW LIGHTED SIGN
US = UNLIGHTED SIGN
- PROPOSED SIGN IMPROVEMENTS

PROPOSED IMPROVEMENT:
L - LEGEND REPLACEMENT
S - SIGN BOX AND LEGEND REPLACEMENT
SP - SIGN BOX, LEGEND AND CONCRETE PAD REPLACEMENT

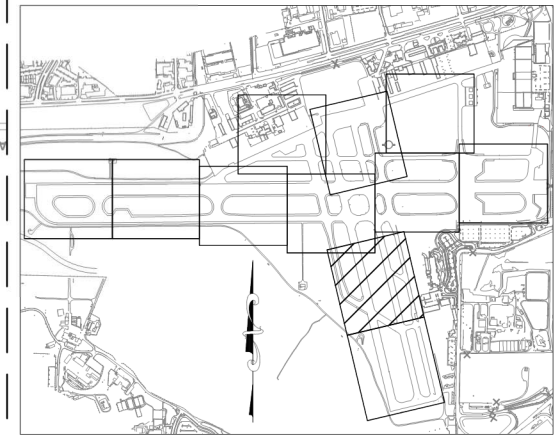
L 1-2
SIGN SIZE
NUMBER OF MODULES

TAXIWAY B (E) EXISTING TAXIWAY NOMENCLATURE (FUTURE NOMENCLATURE)

NOTES:

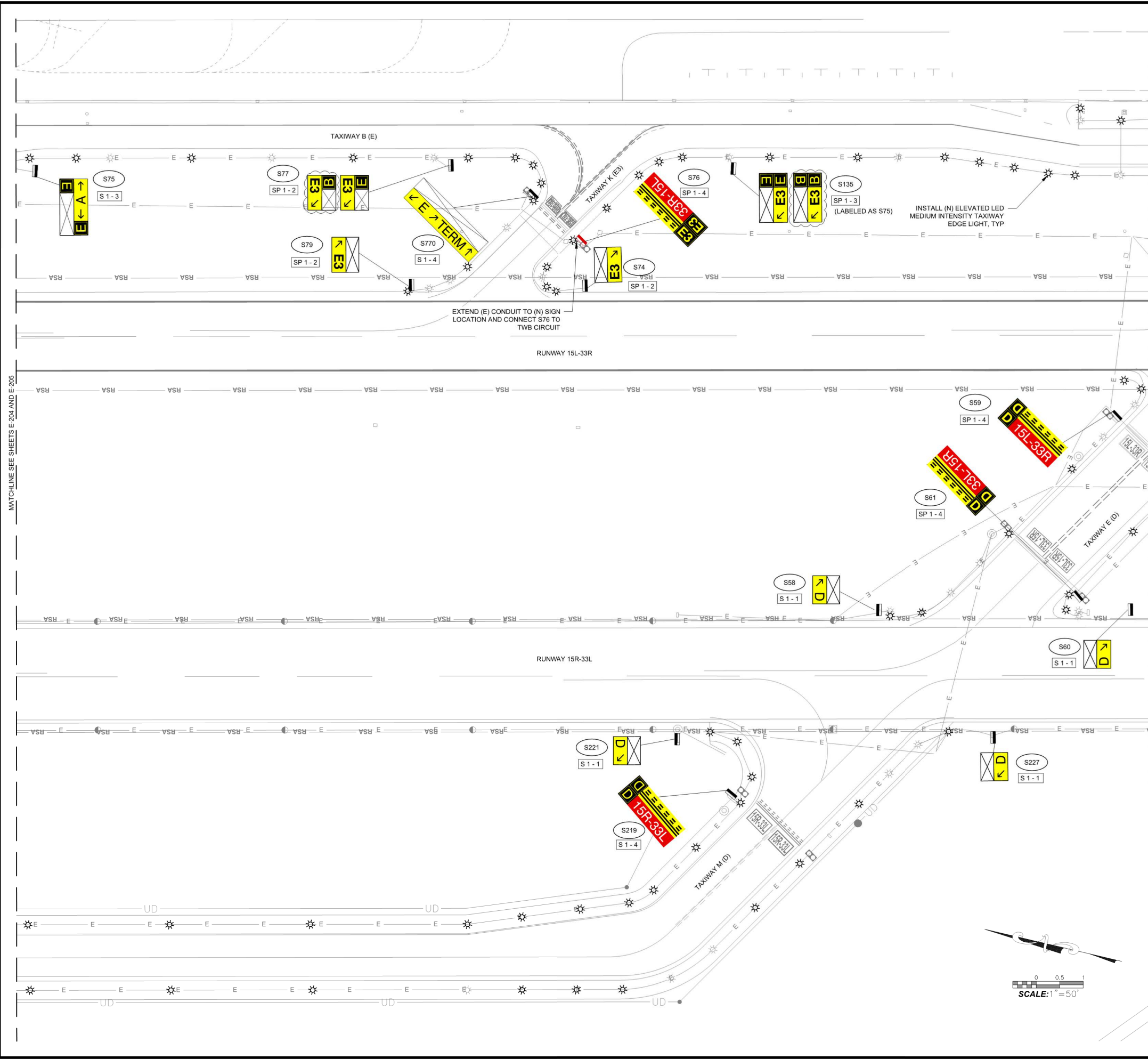
1. SEE SHEET G-002 FOR ADDITIONAL LEGEND.
2. SEE SHEET E-601 FOR AIRFIELD SIGN AND PAD DETAILS.
3. SEE SHEET E-602 FOR RUNWAY AND TAXIWAY LIGHTS DETAILS.
4. SEE SHEET E-603 FOR RUNWAY GUARD LIGHTS DETAILS.
5. CONTRACTOR SHALL FIELD VERIFY SIGN LOCATION AFTER LAYOUT.
6. SEE REFERENCE SHEETS FOR CONDUIT AND CIRCUIT ROUTING.
7. SEE SHEET C-673 FOR UNLIGHTED SIGNS SCHEDULE.

KEY MAP
NOT TO SCALE



SCALE: 1" = 50'

DRAFT FINAL
NOT FOR CONSTRUCTION



MATCHLINE SEE SHEETS E-204 AND E-205

MATCHLINE SEE SHEET E-211



Mead & Hunt

PUBLIC WORKS
DEPARTMENT
ENGINEERING DIVISION

APPROVED: _____ DATE _____
CITY ENGINEER

DESIGN: _____
DRAWN: _____
CHECKED: _____
DRAFT _____
FINAL _____

NO.	DATE	APPROVED	REVISIONS

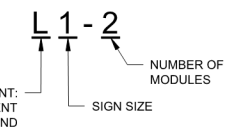
AIRFIELD MARKING SIGNAGE AND LIGHTING UPGRADES
ELECTRICAL LAYOUT PLAN - 11
SANTA BARBARA MUNICIPAL AIRPORT
CITY OF SANTA BARBARA

C-5-A2201
DWG. NO.
4062
BID NO.
E-211
SHT. DES.
SHT. 43 OF 55

x:\1942500\201428.01\TECH\CAD\Drawings\E-201 ELECTRICAL LAYOUT PLAN.dwg, 8/9/2022 10:32 PM, Edoardo Barber

LEGEND

- (E) AIRFIELD SIGN LOCATION
- (N) AIRFIELD SIGN LOCATION
- INSTALL L-868 JUNCTION CAN
- (N) ELEVATED RGL LOCATION
- INSTALL ELEVATED LED MITL (FIXTURE, TRANSFORMER, AND BASE CAN)
- INSTALL ELEVATED LED MITL FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL INSET LED RGL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- INSTALL ELEVATED LED RGL, FIXTURE AND TRANSFORMER ON (E) BASE CAN.
- ULTIMATE AIRFIELD SIGN LEGEND
- TEMPORARY AIRFIELD SIGN LEGEND
- EXISTING SIGN NUMBER:
S = LIGHTED SIGN
NS = NEW LIGHTED SIGN
US = UNLIGHTED SIGN
- L 1-2 PROPOSED SIGN IMPROVEMENTS



PROPOSED IMPROVEMENT:
L - LEGEND REPLACEMENT
S - SIGN BOX AND LEGEND REPLACEMENT
SP - SIGN BOX, LEGEND AND CONCRETE PAD REPLACEMENT

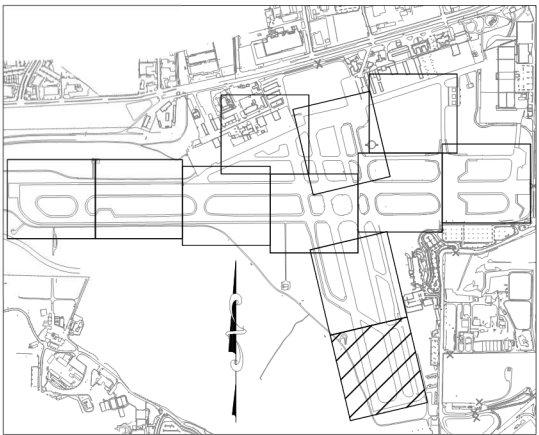
TAXIWAY B (E) EXISTING TAXIWAY NOMENCLATURE (FUTURE NOMENCLATURE)

NOTES:

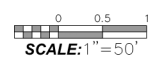
- SEE SHEET G-002 FOR ADDITIONAL LEGEND.
- SEE SHEET E-601 FOR AIRFIELD SIGN AND PAD DETAILS.
- SEE SHEET E-602 FOR RUNWAY AND TAXIWAY LIGHTS DETAILS.
- SEE SHEET E-603 FOR RUNWAY GUARD LIGHTS DETAILS.
- CONTRACTOR SHALL FIELD VERIFY SIGN LOCATION AFTER LAYOUT.
- SEE REFERENCE SHEETS FOR CONDUIT AND CIRCUIT ROUTING.
- SEE SHEET C-673 FOR UNLIGHTED SIGNS SCHEDULE.

KEY MAP

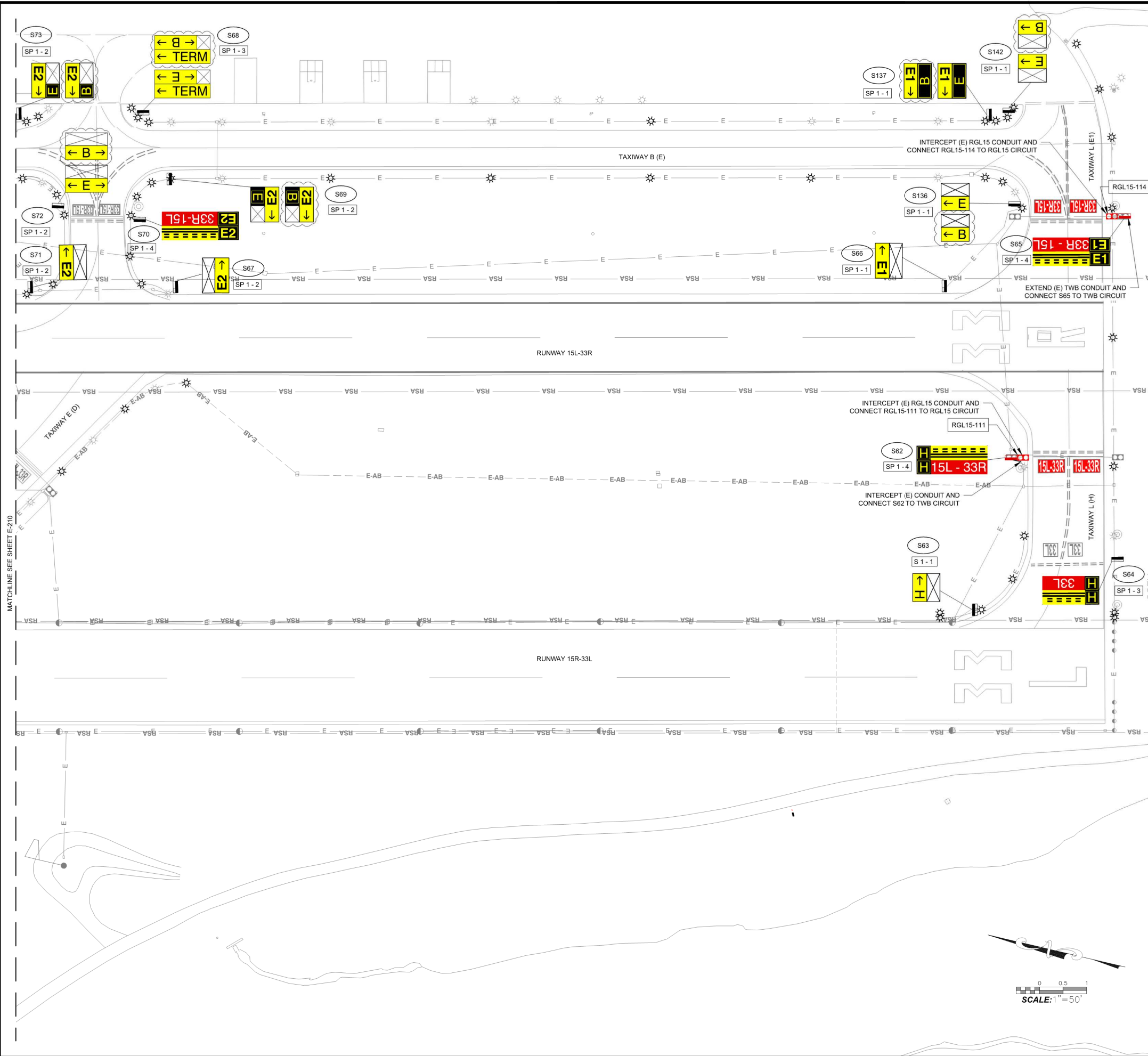
NOT TO SCALE



DRAFT FINAL
NOT FOR CONSTRUCTION



SCALE: 1" = 50'



MATCHLINE SEE SHEET E-210

Attachment B - Safety Plan Compliance Document (SPCD)



**CONTRACTOR'S
SAFETY PLAN COMPLIANCE DOCUMENT (SPCD)
(AC 150/5370-2G)**

Project Information

Airport and Sponsor: SANTA BARBARA MUNICIPAL AIRPORT, SANTA BARBARA, CALIFORNIA

Project ID: FAA AIP NO: 3-06-0235-XXX-2023

Description of Project: Airfield Marking, Signage, and Lighting Upgrades

Type of Work: _____

FAA Project Manager: _____ Phone: _____

Airport Operator Contact: _____ Phone: _____

Contractor's Information

Prime Contractor: _____

Address: _____

Contractor Contact: _____ Phone: _____

Contractor's Responsibility

In accordance with Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5370-2F, *Operational Safety During Airport Construction*, a SPCD for a project must be submitted to the FAA and to the Airport Operator for review and approval prior to the issuance of a Notice-to-Proceed for Construction. The SPCD will be prepared in a detailed written and graphical format that identifies the timing and methodology for the Contractor's compliance with the project's Construction Safety and Phasing Plan (CSPP).

1.2.1 The Contractor will comply with all provisions contained herein and provide the following project-specific complementary and supplemental information to the FAA-approved Construction Safety and Phasing Plan:

1. Contractor will have copies of the CSPP and SPCD available at all times for reference by the Airport Operator and its representatives, and by Contractor's and subcontractor's employees.

Location(s) of CSPP and SPCD: _____

2. Provide contact information for the person responsible for initiating and coordinating an immediate response to correct any construction-related activity that may adversely affect the operational safety of the Airport. Project will require 24-hour coverage.

Point of Contact: _____ Phone: _____

3. Provide list of Contractor's on-site employees responsible for monitoring compliance with the CSPP and SPCD whenever active construction is ongoing.

Contact Person: _____ Phone: _____
Contact Person: _____ Phone: _____
Contact Person: _____ Phone: _____
Contact Person: _____ Phone: _____

4. Contractor will conduct inspections at least once daily, and more frequently if necessary, to ensure construction personnel comply with the CSPP and SPCD and that there are no altered construction activities that could create potential safety hazards. A Construction Project Daily Safety Inspection Checklist is attached.
5. Describe details of Contractor's plan to restrict movement of construction vehicles and personnel to permitted construction areas by flagging, barricading, erecting temporary fencing, or providing escorts, as appropriate and as specified in the CSPP. Include the appropriate plan sheets to identify timing and/or location of control measures: [**Contractor to insert detailed description.**]
6. Describe details of Contractor's plan to ensure that no employees of Contractor, subcontractors, suppliers, or other persons enter any part of the Air Operations Area (AOA) unless authorized. [**Contractor to insert detailed description.**]
7. Provide a description and schedule of anticipated operation for all Contractor equipment over 15 feet in height (e.g. cranes, concrete pumps, other similarly tall equipment) and heights of stockpiles and haul routes when different from what is shown on previously filed CSPP. [**Contractor to insert detailed equipment list/stockpile heights as applicable.**]

(As necessary, the Contractor must coordinate with the Airport Operator for the purpose of filing a supplemental submittal of FAA Form 7460-1 to the FAA for determination of whether or not an aeronautical study must be conducted prior to allowing tall equipment operations to begin.)

8. Provide a description of Contractor's plan to ensure that construction personnel are familiar with the safety procedures and regulations on the Airport, the CSPP, and the SPCD. [**Contractor to insert detailed description.**]

SPCD Amendment

The SPCD will be amended when there is a construction practice proposed by the Contractor that does not conform to the CSPP and SPCD and may impact the Airport's operational safety. This will require a revision to the CSPP and SPCD and re-coordination with the Airport Operator and the FAA in advance.

Statement of Certification

I certify that we understand the operational safety requirements of the CSPP and assert that we will not deviate from the approved CSPP and SPCD unless written approval is granted by the Airport Operator and FAA.

Print Name: _____ Title: _____

Signature: _____ Date: _____

Attachment C - Definitions of Terms & Acronyms



APPENDIX C. TERMS AND ACRONYMS**Table B-1. Terms and Acronyms**

Term	Definition
Form 7460-1	Notice of Proposed Construction or Alteration. For on-airport projects, the form submitted to the FAA regional or airports division office as formal written notification of any kind of construction or alteration of objects that affect navigable airspace, as defined in 14 CFR Part 77, <i>Safe, Efficient Use, and Preservation of the Navigable Airspace</i> . (See guidance available on the FAA web site at https://oeaaa.faa.gov .) The form may be downloaded at http://www.faa.gov/airports/resources/forms/ , or filed electronically at: https://oeaaa.faa.gov .
Form 7480-1	Notice of Landing Area Proposal. Form submitted to the FAA Airports Regional Division Office or Airports District Office as formal written notification whenever a project without an airport layout plan on file with the FAA involves the construction of a new airport; the construction, realigning, altering, activating, or abandoning of a runway, landing strip, or associated taxiway; or the deactivation or abandoning of an entire airport The form may be downloaded at http://www.faa.gov/airports/resources/forms/ .
Form 6000-26	Airport Sponsor Strategic Event Submission Form
AC	Advisory Circular
ACSI	Airport Certification Safety Inspector
ADG	Airplane Design Group
AIP	Airport Improvement Program
ALECP	Airport Lighting Equipment Certification Program
ANG	Air National Guard
AOA	Air Operations Area, as defined in 14 CFR Part 107. Means a portion of an airport, specified in the airport security program, in which security measures are carried out. This area includes aircraft movement areas, aircraft parking areas, loading ramps, and safety areas, and any adjacent areas (such as general aviation areas) that are not separated by adequate security systems, measures, or procedures. This area does not include the secured area of the airport terminal building.
ARFF	Aircraft Rescue and Fire Fighting
ARP	FAA Office of Airports
ASDA	Accelerate-Stop Distance Available
AT	Air Traffic
ATCT	Airport Traffic Control Tower
ATIS	Automatic Terminal Information Service
ATO	Air Traffic Organization
Certificated Airport	An airport that has been issued an Airport Operating Certificate by the FAA under

Term	Definition
	the authority of 14 CFR Part 139, <i>Certification of Airports</i> .
CFR	Code of Federal Regulations
Construction	The presence of construction-related personnel, equipment, and materials in any location that could infringe upon the movement of aircraft.
CSPP	Construction Safety and Phasing Plan. The overall plan for safety and phasing of a construction project developed by the airport operator, or developed by the airport operator's consultant and approved by the airport operator. It is included in the invitation for bids and becomes part of the project specifications.
CTAF	Common Traffic Advisory Frequency
Displaced Threshold	A threshold that is located at a point on the runway other than the designated beginning of the runway. The portion of pavement behind a displaced threshold is available for takeoffs in either direction or landing from the opposite direction.
DOT	Department of Transportation
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FOD	Foreign Object Debris/Damage
FSS	Flight Service Station
GA	General Aviation
HAZMAT	Hazardous Materials
HMA	Hot Mix Asphalt
IAP	Instrument Approach Procedures
IFR	Instrument Flight Rules
ILS	Instrument Landing System
LDA	Landing Distance Available
LOC	Localizer antenna array
Movement Area	The runways, taxiways, and other areas of an airport that are used for taxiing or hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading aprons and aircraft parking areas (reference 14 CFR Part 139).
MSDS	Material Safety Data Sheet
MUTCD	Manual on Uniform Traffic Control Devices
NAVAID	Navigation Aid
NAVAID Critical Area	An area of defined shape and size associated with a NAVAID that must remain clear and graded to avoid interference with the electronic signal.
Non-Movement Area	The area inside the airport security fence exclusive of the Movement Area. It is important to note that the non-movement area includes pavement traversed by aircraft.

Term	Definition
NOTAM	Notices to Airmen
Obstruction	Any object/obstacle exceeding the obstruction standards specified by 14 CFR Part 77, subpart C.
OCC	Operations Control Center
OE / AAA	Obstruction Evaluation / Airport Airspace Analysis
OFA	Object Free Area. An area on the ground centered on the runway, taxiway, or taxi lane centerline provided to enhance safety of aircraft operations by having the area free of objects except for those objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes. (See AC 150/5300-13 for additional guidance on OFA standards and wingtip clearance criteria.)
OFZ	Obstacle Free Zone. The airspace below 150 ft (45 m) above the established airport elevation and along the runway and extended runway centerline that is required to be clear of all objects, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function, in order to provide clearance protection for aircraft landing or taking off from the runway and for missed approaches. The OFZ is subdivided as follows: Runway OFZ, Inner Approach OFZ, Inner Transitional OFZ, and Precision OFZ. Refer to AC 150/5300-13 for guidance on OFZ.
OSHA	Occupational Safety and Health Administration
OTS	Out of Service
P&R	Planning and Requirements Group
NPI	NAS Planning & Integration
PAPI	Precision Approach Path Indicator
PFC	Passenger Facility Charge
PLASI	Pulse Light Approach Slope Indicator
Project Proposal Summary	A clear and concise description of the proposed project or change that is the object of Safety Risk Management.
RA	Reimbursable Agreement
RE	Resident Engineer
REIL	Runway End Identifier Lights
RNAV	Area Navigation
ROFA	Runway Object Free Area
RSA	Runway Safety Area. A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway, in accordance with AC 150/5300-13 .
SDS	Safety Data Sheet
SIDA	Security Identification Display Area
SMS	Safety Management System

Term	Definition
SPCD	Safety Plan Compliance Document. Details developed and submitted by a contractor to the airport operator for approval providing details on how the performance of a construction project will comply with the CSPP.
SRM	Safety Risk Management
SSC	System Support Center
Taxiway Safety Area	A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway, in accordance with AC 150/5300-13 .
TDG	Taxiway Design Group
Temporary	Any condition that is not intended to be permanent.
Temporary Runway End	The beginning of that portion of the runway available for landing and taking off in one direction, and for landing in the other direction. Note the difference from a displaced threshold.
Threshold	The beginning of that portion of the runway available for landing. In some instances, the landing threshold may be displaced.
TODA	Takeoff Distance Available
TOFA	Taxiway Object Free Area
TORA	Takeoff Run Available. The length of the runway less any length of runway unavailable and/or unsuitable for takeoff run computations. See AC 150/5300-13 for guidance on declared distances.
TSA	Taxiway Safety Area, or Transportation Security Administration
UNICOM	A radio communications system of a type used at small airports.
VASI	Visual Approach Slope Indicator
VGSI	Visual Glide Slope Indicator. A device that provides a visual glide slope indicator to landing pilots. These systems include precision approach path indicator (PAPI), visual approach slope indicator (VASI), and pulse light approach slope indicator (PLASI).
VFR	Visual Flight Rules
VOR	Very High Frequency Omnidirectional Radio Range
VPD	Vehicle / Pedestrian Deviation

Attachment D – Daily Safety Inspection Checklist



APPENDIX D. CONSTRUCTION PROJECT DAILY SAFETY INSPECTION CHECKLIST

The situations identified below are potentially hazardous conditions that may occur during airport construction projects. Safety area encroachments, unauthorized and improper ground vehicle operations, and unmarked or uncovered holes and trenches near aircraft operating surfaces pose the most prevalent threats to airport operational safety during airport construction projects. The list below is one tool that the airport operator or contractor may use to aid in identifying and correcting potentially hazardous conditions. It should be customized as appropriate for each project including information such as the date, time and name of the person conducting the inspection.

Table D-1. Potentially Hazardous Conditions

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 inch (7.6 cm) from pavement edges and ends.		
Heavy equipment (stationary or mobile) operating or idle near AOA, in runway approaches and departures areas, or in OFZ.		
Equipment or material near NAVAIDs that may degrade or impair radiated signals and/or the monitoring of navigation and visual aids. Unauthorized or improper vehicle operations in localizer or glide slope critical areas, resulting in electronic interference and/or facility shutdown.		
Tall and especially relatively low visibility units (that is, equipment with slim profiles) — cranes, drills, and similar objects — located in critical areas, such as OFZ and		

Item	Action Required (Describe)	No Action Required (Check)
approach zones.		
Improperly positioned or malfunctioning lights or unlighted airport hazards, such as holes or excavations, on any apron, open taxiway, or open taxi lane or in a related safety, approach, or departure area.		
Obstacles, loose pavement, trash, and other debris on or near AOA. Construction debris (gravel, sand, mud, paving materials) on airport pavements may result in aircraft propeller, turbine engine, or tire damage. Also, loose materials may blow about, potentially causing personal injury or equipment damage.		
Inappropriate or poorly maintained fencing during construction intended to deter human and animal intrusions into the AOA. Fencing and other markings that are inadequate to separate construction areas from open AOA create aviation hazards.		
Improper or inadequate marking or lighting of runways (especially thresholds that have been displaced or runways that have been closed) and taxiways that could cause pilot confusion and provide a potential for a runway incursion. Inadequate or improper methods of marking, barricading, and lighting of temporarily closed portions of AOA create aviation hazards.		
Wildlife attractants — such as trash (food scraps not collected from construction personnel activity), grass seeds, tall grass, or standing water — on or near airports.		
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.		

Item	Action Required (Describe)	No Action Required (Check)
Failure to issue, update, or cancel NOTAMs about airport or runway closures or other construction related airport conditions.		
Failure to mark and identify utilities or power cables. Damage to utilities and power cables during construction activity can result in the loss of runway / taxiway lighting; loss of navigation, visual, or approach aids; disruption of weather reporting services; and/or loss of communications.		
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 anywhere on or near an airport that could be distracting, confusing, or alarming to pilots during aircraft operations.		
Water, snow, dirt, debris, or other contaminants that temporarily obscure or derogate the visibility of runway/taxiway marking, lighting, and pavement edges. Any condition or factor that obscures or diminishes the visibility of areas under construction.		
Spillage from vehicles (gasoline, diesel fuel, oil) on active pavement areas, such as runways, taxiways, aprons, and airport roadways.		
Failure to maintain drainage system integrity during construction (for example, no temporary drainage provided when working on a drainage system).		

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

Attachment E – SBA Badge, Security, & Driving Forms



Santa Barbara Municipal Airport
Application for Access Media

SECTION 1 – APPLICANT INFORMATION (PLEASE PRINT)

LAST NAME				FIRST NAME				MIDDLE NAME			
ALIAS / OTHER NAMES USED (former name, nickname, maiden name)											
PHONE NUMBER			SOCIAL SECURITY # (Optional, See Privacy Act Notice)					E-MAIL ADDRESS (REQUIRED)			
SEX	RACE	HEIGHT	WEIGHT	HAIR	EYES	DATE OF BIRTH	PLACE OF BIRTH (US STATE / COUNTRY)				
MAILING ADDRESS					CITY			STATE	ZIP CODE		
CITIZENSHIP COUNTRY				PASSPORT COUNTRY		PASSPORT #		CERT. OF NATURALIZATION #			
CERT OF BIRTH ABROAD FORM-1350 #				ALIEN REGISTRATION #		NON-IMMIGRANT VISA #		I-94 ARRIVAL/DEPARTURE FORM # (11 Digits, No Dashes)			
SPONSORING ENTITY				AFFILIATION: <input type="checkbox"/> EMPLOYEE <input type="checkbox"/> CUSTOMER <input type="checkbox"/> VENDOR <input type="checkbox"/> OTHER:				EMPLOYEE TITLE / VENDOR NAME			

SECTION 2 - CRIMINAL HISTORY (Skip this section if you are applying for an AOA Badge)

WARNING – You may be subject to prosecution under title 18 of the United States Code if you knowingly and willfully provide false information on this application.

A. During the previous ten years have you been convicted or found not guilty by reason of insanity of any of the crimes listed below? Yes No

B. If your answer to item “A” is yes, please check the box next to each offence that applies:

<input type="checkbox"/> Aircraft piracy	<input type="checkbox"/> Improper transportation of a hazardous material
<input type="checkbox"/> Murder	<input type="checkbox"/> Interference with flight crew members or flight attendants
<input type="checkbox"/> Espionage	<input type="checkbox"/> Commission of certain crimes aboard an aircraft
<input type="checkbox"/> Sedition	<input type="checkbox"/> Carrying a weapon or explosive aboard an aircraft
<input type="checkbox"/> Treason	<input type="checkbox"/> Destruction of an aircraft or aircraft facility
<input type="checkbox"/> Extortion	<input type="checkbox"/> Violence at international airport
<input type="checkbox"/> Felony arson	<input type="checkbox"/> Lighting violations involving transporting controlled substances
<input type="checkbox"/> Interference with air navigation	<input type="checkbox"/> Aircraft piracy outside the special aircraft jurisdiction of the U.S.
<input type="checkbox"/> Conveying false information and threats	<input type="checkbox"/> Distribution of, or intent to distribute, a controlled substance
<input type="checkbox"/> Assault with the intent to murder	<input type="checkbox"/> A felony involving possession or distribution of stolen property
<input type="checkbox"/> Kidnapping or hostage taking	<input type="checkbox"/> Unlawful possession, use, sale, distribution, or manufacture of an explosive or weapon
<input type="checkbox"/> Rape or aggravated sexual abuse	<input type="checkbox"/> A felony involving importation or manufacture of a controlled substance
<input type="checkbox"/> Armed or felony unarmed robbery	<input type="checkbox"/> Forgery of Certificates, false marking of aircraft, and other aircraft registration violations
<input type="checkbox"/> A felony involving a threat	<input type="checkbox"/> Unlawful entry into an aircraft or airport area that serves air carriers or foreign air carriers contrary to established security requirements
<input type="checkbox"/> A felony involving burglary	<input type="checkbox"/> A felony involving illegal possession of a controlled substance punishable by a maximum term of imprisonment of more than 1 year
<input type="checkbox"/> felony involving theft	<input type="checkbox"/> Conspiracy or attempt to commit any of the aforementioned criminal acts
<input type="checkbox"/> A felony involving aggravated assault	
<input type="checkbox"/> A felony involving bribery	
<input type="checkbox"/> A felony involving willful destruction of property	
<input type="checkbox"/> A felony involving dishonesty, fraud, or misrepresentation	

I understand that any individual who has been convicted or found not guilty by reason of insanity of the crimes listed above within the previous ten years is legally prohibited from unescorted SIDA access. I understand that I am required to advise the Airport Operator within 24 hours if I am convicted of any disqualifying criminal offense that occurs while I have unescorted access authority. I understand that this application will be subject to an FBI criminal history record check and that I must provide fingerprints for the criminal history record check. All information obtained from the FBI criminal history record check will be kept confidential and used only for determining unescorted SIDA access. I understand that I am entitled to a copy of the FBI criminal history record check if I submit a written request to the Airport Security Coordinator. If I suspect that the criminal history record check is incorrect, I should contact the reporting agency directly and resubmit another application for verification. _____ (initials)

SECTION 3 – APPLICANT CERTIFICATIONS

- The information I have provided is true, complete, and correct to the best of my knowledge and belief and is provided in good faith. I understand that a knowing and willful false statement can be punished by fine or imprisonment or both (see Section 1001 of Title 18 of the United States Code).
- I received a copy of the Terms and Conditions of my access media and I understand that failure to comply with any of them may result in suspension or revocation of my access media. I understand that this means that I will not be allowed access to any restricted areas of the airport.

FULL NAME (PRINT): _____ SIGNATURE: _____ DATE: _____

I authorize the Social Security Administration to release my Social Security number and full name to the Transportation Security Administration, Office of Intelligence and Analysis (OIA), Attention: Aviation Programs (TSA-10)/Aviation Worker program, 601 South 12th Street, Arlington, VA 20598. I am the individual to whom the information applies and want this information released to verify that my SSN is correct. I know that if I make any representation that I know is false to obtain information from Social Security records, I could be punished by a fine or imprisonment or both.

SIGNATURE: _____ SOCIAL SECURITY #: _____ DATE OF BIRTH: _____

SECTION 4 –SIGNATORY AUTHORITY CERTIFICATION REGARDING APPLICANT INFORMATION, ACCESS MEDIA AND ACCESS POINTS

A. ACCESS MEDIA REQUESTED (Indicate the type of access media the applicant is authorized to receive)

1) BADGE STATUS

- New
- Renewal
- Replacement
- Secondary
- Temporary

2) BADGE TYPE

- SIDA SECURE
- STERILE
- AOA: (indicate designated areas)
 - Hangar 1
 - Hangar 2
 - Hangar 3
 - Other : _____
- Hangar 4
- Tie Down
- Ampersand
- Atlantic
- Above All
- T-Hangar

3) ADDITIONAL MEDIA

- Airport Keys:** YES NO
- AOA Contractor
 - AOA Master

B. ACCESS POINTS (Indicate the doors and gates in your area that applicant is authorized to access):

- 1) ALL GATES: YES NO 2) ALL PEDESTRIAN GATES ONLY: YES NO 3) ALL VEHICLE GATES ONLY: YES NO

4) ONLY THOSE GATES LISTED BELOW:

AUTHORIZED SIGNATORY ATTESTATION

I attest to the following:

- A specific need exists for providing the applicant with unescorted access authority to the restricted area(s) indicated on this application.
- The applicant understands his/her security responsibilities under 49 CFR 1540.105(a).
- I have personally reviewed the information supplied by the applicant in Section 1 of this application and find it legible and accurate.
- I have personally completed each item in Section 4 of the application and approve the items requested.
- I have reviewed the original documents which are the source of the information provided in Section 1 and find that they appear genuine and that the information from those original documents was correctly entered into Section 1 of the application submitted by _____ (applicant's name).

Name (Print): _____ Title _____ Signature: _____ Date: _____

SECTION 5 - FINGERPRINTING & CRIMINAL HISTORY RECORDS CHECK (Skip this section if applying for an AOA Badge)

A. FINGERPRINT AUTHORIZATION – (To be completed by Signatory Authority)

I would like the airport operator to fingerprint the applicant for the purpose of the criminal history records check required under TSR Part 1542.209. Please note that the airport charges a fee for fingerprinting. If your company fingerprinted the applicant pursuant to TSR Part 1544.229, or if the applicant is a government employee exempt from fingerprinting under TSR Part 1542.209(m), please skip to the Criminal Records Check Certification area immediately below.

OR

B. CRIMINAL HISTORY RECORDS CHECK CERTIFICATION

NON-GOVERNMENT & NON-EXEMPT GOVERNMENT APPLICANTS: (To be completed by Signatory Authority of Airline or Airport Operator)
I certify, as a Signatory Authority, that an FBI criminal history record check has been conducted for the applicant in accordance with TSR Part 1542.209 and/or Part 1544.229 on _____ which disclosed no disqualifying offenses within the previous ten years.

Airline/Aircraft Operators must complete the “Aircraft Operator CHRC certification” form at the time of the initial badge application and within 45 days of a badge renewal application.

EXEMPT GOVERNMENT EMPLOYEE APPLICANTS: (Government Signatory Authority to Complete)
I certify that the applicant is a federal, state, or local government employee who, as a condition of employment, was subjected to an employment investigation that included a criminal records check (in accordance with TSR Part 1542.209(m)) which disclosed no disqualifying offenses within the previous ten years.

Name (Print): _____ Title _____ Signature: _____ Date: _____

SANTA BARBARA AIRPORT
APPLICATION FOR AIRFIELD DRIVING PRIVILEGES
(this form to be completed by your organization's Signatory Authority)

1. APPLICANT INFORMATION:

LAST NAME	FIRST NAME	MIDDLE NAME	DRIVERS LICENSE NO.	STATE
SPONSORING ENTITY		AFFILIATION: <input type="checkbox"/> EMPLOYEE <input type="checkbox"/> CUSTOMER <input type="checkbox"/> VENDOR <input type="checkbox"/> OTHER:		
BADGE STATUS			LIST TITLE IF APPLICANT IS AN EMPLOYEE	
1. SIDA BADGE - <input type="checkbox"/> Applicant is in the process of applying for a SIDA Badge <input type="checkbox"/> Applicant is a SIDA Badge Holder				
2. AOA BADGE - <input type="checkbox"/> Applicant is in the process of applying for an AOA Badge <input type="checkbox"/> Applicant is an AOA Badge Holder				

2. DRIVING PRIVILEGE TYPE - INDICATE THE TYPE OF DRIVING PRIVILEGE THE APPLICANT IS TO HAVE (check all that apply):

RAMPS-NON MOVEMENT AREA: (indicate below whether the driving privilege is for a SIDA or AOA badge holder)

SIDA Badge Holders (SIDA Ramp) **AOA Badge Holders** (General Aviation Ramp)

MOVEMENT AREA - authorizes driving in areas requiring ATC tower clearance such as runways, taxiways and safety areas.

PROJECT SPECIFIC – authorizes driving only in those areas pertaining to the project the applicant is involved with.

3. TRAINING CERTIFICATION - INDICATE THE TRAINING PROVIDED, OR TO BE PROVIDED, TO APPLICANT (check all that apply):

RAMPS-NON MOVEMENT AREA:

SIDA Badge Holders/Applicants - I certify that I have administered and the applicant has successfully passed the SIDA Ramp driving test with score of 80% or higher.

AOA Badge Holders/Applicants – I certify that:

- I will issue the applicant a General Aviation Ramp Access Vehicle Permit once the applicant receives an AOA Badge.
- I will provide the applicant with the terms and conditions of the Ramp Access Vehicle Permit.
- I will provide the Applicant with instructions regarding the safe operation of vehicles on an aviation ramp.
- I will deliver a copy of the General Aviation Ramp Access Vehicle Permit Application to the Airport Department.

MOVEMENT AREA– I certify that:

I have provided the applicant with driver training as required under 14 CFR 139.329(e) which included:

- Airport familiarization, including airport markings, lighting and signs systems.
- Procedures for access to, and operations in, movement areas and safety areas.
- Airport communications, including ATCT and CTAF frequencies and instruction in the procedures for reporting unsafe airport conditions.

Applicant has a need to drive on a movement area and I request a SCAN class for applicant.

PROJECT SPECIFIC – I certify that:

- Applicant is part of a project entitled: _____.
- The applicant has a need to drive in the area(s) described below.
- I request that the applicant receive SCAN training from the Airport Department.
- The areas the applicant will be driving in are as follows: _____

4. SIGNATORY AUTHORITY CERTIFICATION

I certify that I have personally reviewed each item in this application and approve the items requested for _____ (applicant's name)

Name (Print): _____ Title _____ Signature: _____ Date: _____

INSTRUCTIONS TO APPLICANTS NEEDING SCAN CLASS – Tender this application to the Badging Office when you submit your Application For Access Media (make sure it's signed by your Signatory Authority). The Badging Office will complete the "SCAN CLASS INFORMATION" section at the bottom of this form and return the form to you. Once your SCAN training has been authorized by the Badging Office please have your Signatory Authority call (805) 692-6005 to schedule a SCAN class for you. Your SCAN instructor will need to see this form to verify that the Badging Office has authorized you to receive this training. The instructor will also need to sign this form to certify that you attended the class. Once this form is signed by the instructor please return it to the Badging Office.

AIRPORT DEPARTMENT USE ONLY

<p>SCAN Class Information</p> <table style="width:100%;"> <thead> <tr> <th style="width:60%;"></th> <th style="width:20%;">Completed by</th> <th style="width:20%;">Date</th> </tr> </thead> <tbody> <tr> <td><input type="checkbox"/> SCAN class not required</td> <td>_____</td> <td>_____</td> </tr> <tr> <td><input type="checkbox"/> Applicant can proceed with SCAN class</td> <td>_____</td> <td>_____</td> </tr> <tr> <td><input type="checkbox"/> Signatory signature verified by</td> <td>_____</td> <td>_____</td> </tr> <tr> <td><input type="checkbox"/> SCAN training completed</td> <td>_____</td> <td>_____</td> </tr> </tbody> </table>		Completed by	Date	<input type="checkbox"/> SCAN class not required	_____	_____	<input type="checkbox"/> Applicant can proceed with SCAN class	_____	_____	<input type="checkbox"/> Signatory signature verified by	_____	_____	<input type="checkbox"/> SCAN training completed	_____	_____	<p>DTD Information</p> <p>Digital Transmitter Issued:</p> <p><input type="checkbox"/> YES, DTD Number is _____</p> <p><input type="checkbox"/> NO, DTD not required for this applicant</p> <p>Completed by: _____ on: _____</p>
	Completed by	Date														
<input type="checkbox"/> SCAN class not required	_____	_____														
<input type="checkbox"/> Applicant can proceed with SCAN class	_____	_____														
<input type="checkbox"/> Signatory signature verified by	_____	_____														
<input type="checkbox"/> SCAN training completed	_____	_____														

Privacy Act Notice

Authority: 6 U.S.C. § 1140, 46 U.S.C. § 70105; 49 U.S.C. §§ 106, 114, 5103a, 40103(b)(3), 40113, 44903, 44935-44936, 44939, and 46105; the Implementing Recommendations of the 9/11 Commission Act of 2007, § 1520 (121 Stat. 444, Public Law 110-52, August 3, 2007); and Executive Order 9397, as amended.

Purpose: The Department of Homeland Security (DHS) will use the biographic information to conduct a security threat assessment. Your fingerprints and associated information will be provided to the Federal Bureau of Investigation (FBI) for the purpose of comparing your fingerprints to other fingerprints in the FBI's Next Generation Identification (NGI) system or its successor systems including civil, criminal, and latent fingerprint repositories. The FBI may retain your fingerprints and associated information in NGI after the completion of this application and, while retained, your fingerprints may continue to be compared against other fingerprints submitted to or retained by NGI. DHS will also transmit your fingerprints for enrollment into US-VISIT Automated Biometrics Identification System (IDENT). If you provide your Social Security Number (SSN), DHS may provide your name and SSN to the Social Security Administration (SSA) to compare that information against SSA records to ensure the validity of the information.

Routine Uses: In addition to those disclosures generally permitted under 5 U.S.C. 522a(b) of the Privacy Act, all or a portion of the records or information contained in this system may be disclosed outside DHS as a routine use pursuant to 5 U.S.C. 522a(b)(3) including with third parties during the course of a security threat assessment, employment investigation, or adjudication of a waiver or appeal request to the extent necessary to obtain information pertinent to the assessment, investigation, or adjudication of your application or in accordance with the routine uses identified in the TSA system of records notice (SORN) DHS/TSA 002, Transportation Security Threat Assessment System. For as long as your fingerprints and associated information are retained in NGI, your information may be disclosed pursuant to your consent or without your consent as permitted by the Privacy Act of 1974 and all applicable Routine Uses as may be published at any time in the Federal Register, including the Routine Uses for the NGI system and the FBI's Blanket Routine Uses.

Disclosure: Furnishing this information (including your SSN) is voluntary; however, if you do not provide your SSN or any other information requested, DHS may be unable to complete your application for a security threat assessment.

Print Name

Signature

Date

Santa Barbara Airport

Terms and Conditions for Airport-Issued Personnel Identification Media and Access Media

Each airport operator is required to have a security program in accordance with TSR 1542.103 (a). The terms and conditions outlined in this document are in place to ensure that Santa Barbara Airport is in compliance with its Security Program, TSA Security Directives and with applicable federal laws and regulations relating to airport security.

Responsibilities and Restrictions - As a holder to Personnel Identification Media and/or Access Media issued by the Santa Barbara Airport you are required to adhere to the following airport security rules:

1. You must comply with all federal laws and regulations relating to Airport Security.
2. You must secure, or continuously monitor, any Restricted Area access point that you open or which you are responsible for monitoring.
3. You must properly display your Personnel Identification Media by wearing it above the waist and on your outermost garment at all times when in a Restricted Area.
4. You must challenge a suspected unauthorized person in a Restricted Area if it is reasonably safe to do so. Whether you challenged the suspected unauthorized person or not, you must nonetheless report the person to the Airport Security Operations Center immediately.
5. You must adhere to proper escort procedures while in a Restricted Area of the airport.
6. If you underwent a CHRC to obtain your Personnel Identification Media, you must notify the Airport of any subsequent convictions for a disqualifying offense.
7. You must follow proper stop and wait procedures by waiting until the electric gate closes after you enter or exit a restricted area.
8. You must remain in your designated area.
9. You must follow lawful orders of Airport Patrol Officers.
10. You must use your Personnel Identification Media and/or Access Media for legitimate purposes only.
11. You must only use or attempt to use your Personnel Identification Media and/or Access Media at locations you are authorized to access.
12. You must immediately return expired Personnel Identification Media and/or Access Media to the Airport Department.
13. You must return Personnel Identification Media and/or Access Media to the Airport Department upon termination of the need for access to the area(s) for which it was issued.
14. You must promptly report security violations or vulnerabilities you observe or know about to the SOC.
15. You must immediately report lost, stolen, or unaccounted for Personnel Identification Media and/or Access Media to the SOC.
16. You must immediately replace worn, damaged, or illegible Personnel Identification Media.
17. If you have been issued a digital transmitter device, you must adhere to procedures established for their proper operation.
18. If you are the holder of SBA access media and are traveling as a passenger, you must access the sterile area only through a TSA screening checkpoint with any accessible property you intend to carry onboard the aircraft. If you leave the sterile area after you have been screened you may only reenter the sterile area through the TSA checkpoint after being rescreened.
19. You must enter your PIN code correctly.
20. You must not use anyone else's Personnel Identification Media and/or Access Media.
21. You must not allow others to use your Personnel Identification Media and/or Access Media or PIN code.
22. You must not be in possession of your own or someone else's Personnel Identification Media and/or Access Media that has expired or that has been previously reported lost or stolen.
23. You must not divulge sensitive security information.
24. You must not be in a Restricted Area unless you are authorized to be there or you are under the airport authorized escort of a person who is authorized to be in that area.
25. You must not allow unauthorized access to a Restricted Area.
26. You must not engage in Piggy Backing.
27. You must not cause unnecessary access control alarms.
28. You must not cause a false PIN Duress alarm.
29. You must not attempt to circumvent or compromise any security system, measure, or procedure.

Santa Barbara Airport

Terms and Conditions for Airport-Issued Personnel Identification Media and Access Media

Each airport operator is required to have a security program in accordance with TSR 1542.103 (a). The terms and conditions outlined in this document are in place to ensure that Santa Barbara Airport is in compliance with its Security Program, TSA Security Directives and with applicable federal laws and regulations relating to airport security.

Responsibilities and Restrictions - As a holder to Personnel Identification Media and/or Access Media issued by the Santa Barbara Airport you are required to adhere to the following airport security rules:

- 30. You must not falsify, forge, counterfeit, tamper with or alter your own or someone else's Personnel Identification Media and/or Access Media.
- 31. You must not use your Personnel Identification Media and/or Access Media to facilitate commission of a misdemeanor or felony.
- 32. You must not provide false or misleading information in any document submitted to the airport for the purpose of obtaining or retaining Personnel Identification Media.
- 33. All access media holders are subject to a \$100 fee, per access media, for unreturned access media upon expiration/termination. (This includes badges, keys and DTDs)
- 34. Fees will be imposed for failure to comply with these Terms and Conditions. The amount of the fee will depend on how many violations a person has committed during the 12 months preceding the security violation in question. The established fee schedule is as follows:

First Offense: \$50 fee (also subject to remedial security training)
Second Offense: \$120 fee (also subject to badge suspension)
Third Offense: badge revocation

Failure to pay required fees may result in the following:
 - a. Your ID media will be disabled,
 - b. Your unescorted access privilege will be suspended
- 35. You must physically check any restricted area access point, to ensure that it is locked, if you opened it or if you are otherwise responsible for ensuring that it is secure after use.
- 36. You must complete remedial security training within five (5) calendar days of having been issued a Notice of Violation for failure to comply with these Terms and Conditions. If you do not complete the remedial security training within five (5) calendar days the consequences listed below will take place until the remedial security training is completed:
 - a. Your ID media will be disabled,
 - b. Your unescorted access privilege will be suspended

- 37. You will be required to reapply for access media if your access media is disabled or suspended for 30 calendar days or more. Reapplying for access media includes the resubmittal of your fingerprints for a Criminal History Records Check (CHRC) and/or and resubmittal of your personal information for a Security Threat Assessment (STA). Your media will be renewed or reactivated once you have cleared the new CHRC and/or the new STA and after you have paid the fees for the resubmittal of the fingerprints and information.
- 38. You must immediately notify the Airport if your current mailing address has changed. (Will not be subject to the Terms and Conditions fee schedule)
- 39. You must not lose Personnel Identification Media and/or Access Media. (Lost ID media will not be subject to the Terms and Conditions fee schedule, but will be subject to the badge office fee)

By my signature below I:	
<ul style="list-style-type: none">1. Agree to comply with these terms and conditions.2. Agree that the Personnel Identification Media and/or Access Media issued to me are the property of, and shall be returned to, the Santa Barbara Airport upon request or if unescorted access is no longer required.3. Acknowledge receiving a copy of this document.	

Print Name	
_____	_____
Signature	Date

Attachment F – SBA Taxiway Naming Existing with Proposed





Federal Aviation Administration

Memorandum

Date: February 3, 2021

To: Aaron Keller, Airport Operations Manager, Santa Barbara Airport

From: Carrie L. Draper, Air Traffic Manager, Santa Barbara ATCT/TRACON

Subject: Taxiway re-design

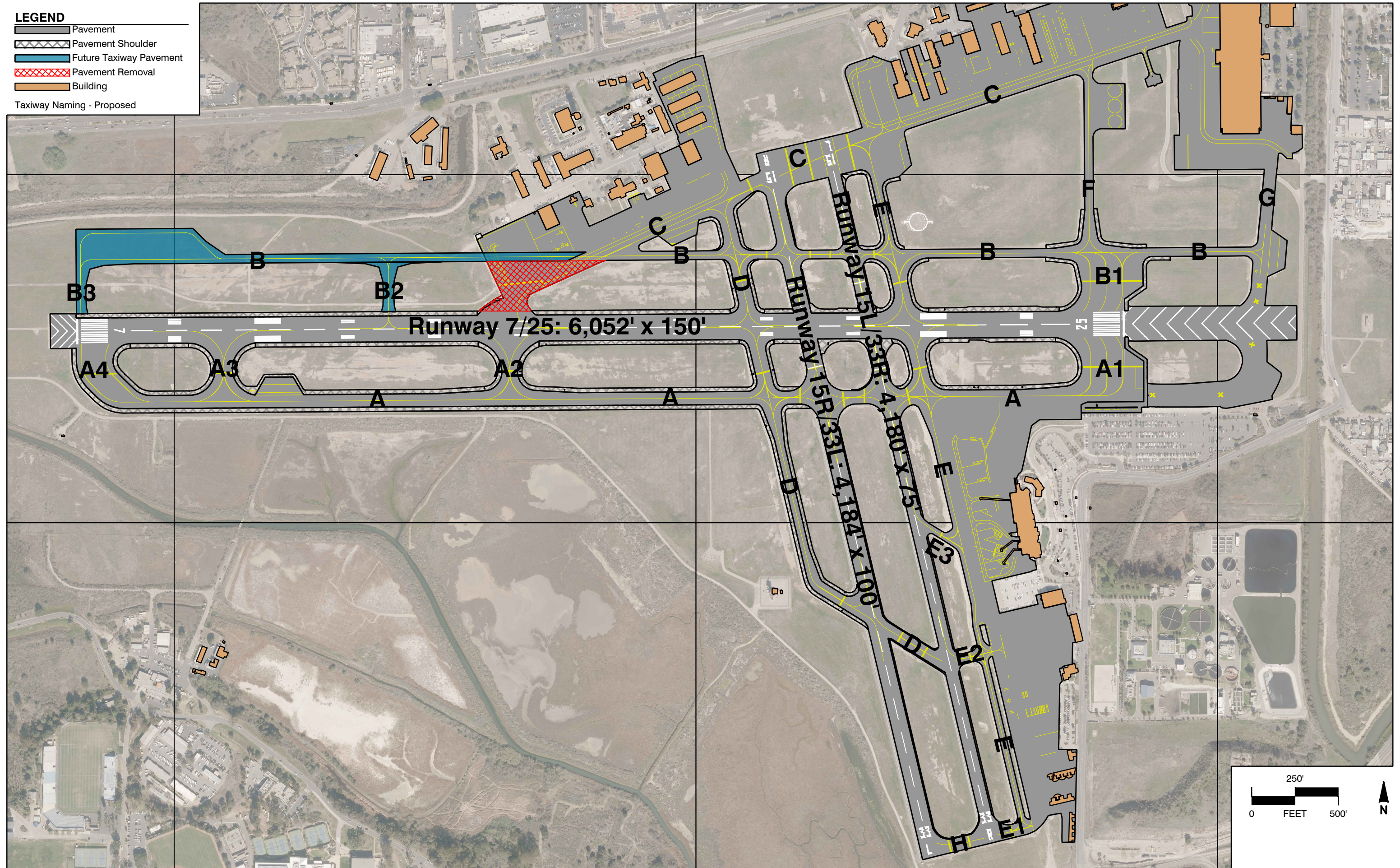
This Memorandum serves as confirmation of agreement on the Taxiway re-naming project document created on 10/01/2020 through joint collaboration between SBA Air Traffic and SBA Airport Department as requested by FAA Airport Divisions Office to accompany the document through the FAA approval process.

A copy of the taxiway re-naming proposal document accompanies this Memo.

LEGEND

- Pavement
- Pavement Shoulder
- Future Taxiway Pavement
- Pavement Removal
- Building

Taxiway Naming - Proposed



Future - Proposed Taxiway Naming Convention
SBA - Santa Barbara Municipal Airport