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September 3, 2024

SUBJECT: Addendum No. 1

REFERENCE: Invitation To Bid (ITB) for Terminal A North (RON) Remain Overnight Parking;
Solicitation No. H73-RONADG-2025-001; Project No. PN973

To: All Prospective Bidders:

This Addendum is being issued for the following reason:

I. ADD Attachment A – Construction Safety and Phasing Plan (CSPP).

When issued, Addendum shall automatically become part of the solicitation documents and shall supersede any previous specification(s) and/or provision(s) in conflict with this Addendum. Addenda will be incorporated into the Contract as applicable. It is the responsibility of the bidder(s) to ensure that it has obtained all such Addenda. By submitting a bid on this project, bidder(s) shall be deemed to have received all Addenda.

If further clarification is needed regarding this solicitation, please contact Gabriel Carey, Sr. Procurement Specialist, via email at gabriel.carey@houstontx.gov.

DocuSigned by:

Cathy Vander Plaats

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AO

Cathy Vander Plaats
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Solicitation File

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ATTACHMENT A
ADDENDUM No. 1



HOUSTON AIRPORT SYSTEM
**Construction Safety and Phasing Plan
(CSPP)**

Terminal A North RON Parking

George Bush Intercontinental Airport (IAH)

Project No.: 973

HAS Contract No.: 4600015598

Prepared by IEA, Inc.



June 2024

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Executive Summary

Project Description

George Bush Intercontinental Airport (IAH) is part of a three-airport system owned and operated by the Houston Airport System (HAS). With recent developments at IAH, including Terminal C North expansion and Terminal A North Gate reconfiguration project, several Remain Overnight (RON) parking positions have been displaced. This project will replace and add additional RON parking spots to meet the airport's current and possible future increase in demand for RON parking positions.

Per the project definition and advance planning documents developed and provided by HAS, the Terminal A North Infill Site was selected as the preferred alternative for RON parking. This project site is located northwest of the Terminal A north concourse across Taxiway NC between Taxiway NR and Taxiway NF. This alternative maximizes the utilization of existing pavement. This site allows for the following:

- Seven independent ADG III RON parking positions
- One ADG V RON parking position in place of two ADG III positions
- ADG IV taxi lane east of the apron
- No change to ADG V Taxiway NR
- No change to ADG VI Taxiway NB

This project will reconstruct select areas as well as construct new pavement to provide the new apron limits. The design effort included survey, subsurface utility engineering (SUE), geotechnical investigation and civil design for the apron. The project will be constructed using the design-bid-build method of project delivery.

Construction Safety Documents

This construction safety document is derived from the FAA Advisory Circular (AC) 150/5370-2G Operational Safety on Airports During Construction. These requirements provide the guidelines for implementation of procedures to increase safety during the construction of the project. This Draft Construction Safety and Phasing Plan (CSPP) has been developed in conjunction with IAH Airport Operations (Operations) to minimize operational impacts, to coordinate work areas, and to determine access and procedures to perform the work.

The Contractor shall be required to submit a Safety Plan Compliance Document (SPCD) to the Airport describing how the Contractor will comply with the requirements set forth in this CSPP.

The SPCD shall be drafted as required in (AC) 150/5370-2G Operational Safety on Airports During Construction. The SPCD must be submitted to the Airport one (1) week prior of the notice to proceed. The SPCD must also include a certification statement by the Contractor stating that it understands the operational safety requirements detailed in this CSPP and SPCD. The Contractor's certification statement will also assert that there will be no deviation from the approved construction practices contained within either of these documents. The SPCD must be submitted and approved in writing prior to starting any construction activities.

In the event the Contractor's activities are found in non-compliance with the provisions of the CSPP or the SPCD, the Airport Engineer will direct the Contractor, in writing, to immediately cease those operations in violation. In addition, a safety meeting will be conducted for the purpose of reviewing those provisions in the CSPP/SPCD that were violated. The Contractor will not be allowed to resume any construction operations until conclusion of the safety meeting and all corrective actions required by the Contractor have been implemented. This shall not affect the overall or phase durations of the contract.

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PN 973 Terminal A North RON Apron

The following general safety objectives were identified as priorities for the field work tasks. The Contractor shall be responsible for controlling their operations as they comply with the requirements of this document and as listed below:

- Maximize safety of aircraft operations
- Keep the airport operational for all users.
- Provide for aircraft operational safety.
- Maintain airfield operations within agreed parameters.
- Minimize delays to aircraft operations.
- Minimize delays to the Work.
- Minimize conflicts between airport operations and the Work.

1. Coordination

a. Contractor Progress Meetings:

Daily or weekly coordination meetings will be held on-site with Operations to verify the upcoming operations and to discuss any known restrictions that may be required. Operational safety and security shall be a standing agenda item for discussion during construction progress meetings throughout the duration of the project.

In addition to the Contractor Progress Meetings, a daily Tailgate Safety Meeting shall be held prior to entering the airfield to identify phasing changes for the day and outline any special precautions. Two weeks prior to starting work in a new phase the Contractor shall conduct a meeting with all employees accessing the work area. This meeting shall at minimum address the specific phased work elements, work limits of the phase, haul routes to and from the phase, and required coordination tasks between other Contractors in the vicinity and Airport Operations. The outline of coordination items will be presented in the Traffic Control Meeting. Reference Section C.1.h, Houston Airport System – Traffic Control Meetings, of this document for details.

HAS conducts weekly Traffic Control Meetings for coordination efforts between Airport Operations, Maintenance, Contractors, etc. Attendance at this meeting will be mandatory by the Contractor's Superintendent.

b. Scope or Schedule Changes:

Changes in the scope and/or duration of the project may necessitate revisions to the CSPP.

The FAA Airports Regional or District office shall be promptly notified of any proposed changes to this CSPP. Changes to this document require review and approval by the Airport, HAS and the FAA prior to implementation. In addition, it may be necessary to coordinate proposed changes with any and all appropriate local and/or federal government agencies (i.e. EPA, OSHA, TSA, state environmental agencies, etc.).

c. FAA Air Traffic Organization (ATO), and other Stakeholder Coordination:

Early coordination with FAA ATO is required to schedule airway facility shutdowns and restarts. It shall remain the Contractor's responsibility to be aware and cognizant of all activities on the airfield and to follow those procedures referenced above for work required in, around, or near any airfield Navigational Aids (NAVAIDs).

All coordination must also go through Airport Operations. At this time there are currently no impacts to NAVAIDs.

d. Pre-construction Conference

A pre-construction conference, convened and conducted by the Airport and the design consultant, shall be used to discuss operational safety and security, quality control testing, quality acceptance testing, labor requirements, environmental factors, and other issues.

This meeting, among all parties affected by the construction will assist in a better understanding of potential problems and possible solutions for the course and performance of this contract.

The pre-construction conference shall be conducted as soon as practicable after the contract has been awarded and before issuance of the notice to proceed. At this time a safety coordination briefing will be conducted.

The expected participants for this meeting shall include the following parties:

- Sponsor's engineer.
- Resident engineer.
- Airport management.
- Testing laboratory representative.
- Contractor and subcontractor(s).
- Contractor's project superintendent.
- Contractor's project clerk.
- Airport users impacted by the proposed construction.
- Utility companies affected by the proposed construction.
- Federal, state, or local agencies affected by the proposed construction.
- Representative of FAA Airports regional or field office

The design consultant will prepare an agenda prior to the pre-construction conference. This will include but is not limited to:

- The scope of the project, as well as the sequence and timing of all operations.
- Relationship between the Airport representative and the Contractor.
- Relationship between the FAA and the Sponsor.
- Identification of the Contractor's superintendent and a discussion of his/her authority and responsibilities.
- Designation of sponsor representative responsible for notifying the FAA Flight Service Station (FSS) serving the airport of the proposed start and completion dates of construction or of any circumstances requiring a NOTAM. Planned coordination (Airport Management), control and communications needed for those closures and crossings identified for this project are discussed in detail in Section C.9, Notification of Construction Activities, of this document.
- Scheduling of work and the need to perform certain items at various stages of the project, including operational safety problems that might arise because of the proposed work.
- Notice to proceed date.
- Safety during construction, including the responsibility for marking and lighting of closed and hazardous areas. Reference AC 150/5370-2, current edition, latest change, and AC 150/5340-1, Standards for Airport Markings, current edition, latest change, for detailed information. Also reference current edition, latest change, of the following safety FAA Advisory Circulars:
 - AC 150/5200-18, Airport Safety-Self Inspection;

- 150/5210-5, Painting, Marking and Lighting of Vehicles Used ON Airports;
 - 150/5320-5, Appendix 3, Suggested Special Provisions for Protection of Cables, Controls, NAVAIDs and Weather Bureau Facilities; and
 - 150/5320-15, Airport Construction Controls to Prevent Air and Water Pollution.
- Security requirements in secure airfield areas.
 - The need for continuing vigilance for potential or existing hazards relative to any of the items associated with construction operations on an active or closed airfield surface.

2. Phasing

a. Phase Elements:

The sequence of construction for this project was phased in order to maintain aircraft operations. Work within the phases and/or subphases of the contract may not be concurrent unless otherwise noted in the CSPP. For the purposes of this project, the terms “phase” and “sequence” should not be considered interchangeable. The phasing plans do generally, follow the projected sequencing of the project, but the phases were developed such that, in some instances, the phase schedules can be adjusted to best fit the operational requirements of the airport.

Regarding North Terminal A RON positions, HS1 and HS2, they will have varying operational availability based on proximity to work. Please refer to the specific operational impacts of each phase.

General elements of this sequencing and phasing are as follows:

Contractor staging and proposed batch plant areas – Reference Appendix C of this document for general safety and security notes as well as staging and batch plant area locations. Construction staging areas, batch plant areas, Contractor employee parking areas, and stockpiling of materials are to remain outside of all Object Free and Safety Areas for all active airfield surfaces.

Construction access and haul routes – Reference Appendix A of this document for routing layouts. Adequate control along Contractor haul routes for both safety and security must be always maintained. This is especially true at those locations that require the Contractor to cross or move through active airfield surfaces. Coordination of oversized loads must be done through IAH Airside Operations.

Aircraft Rescue and Fire Fighting (ARFF) access routes – Emergency ARFF access in and around the site will be maintained by the Contractor, as required, for the duration of this project. Contractor must prominently mark open trenches and excavations within the construction site, prominently light them with red lights during hours of restricted visibility or darkness, and obtain approval from Airport Operations and the project Engineer.

Ground Service Equipment (GSE) vehicle routes – GSE vehicle access in and around the site will be maintained by the Contractor as required for the duration of this project. Contractor must prominently mark open trenches and excavations within the construction site, light them with red lights during hours of restricted visibility or darkness, and obtain approval from Airport Operations and the project Engineer.

Required NAVAID Shutdowns – The Contractor shall coordinate all NAVAID shutdowns with the local FAA facilities manager and / or Air Traffic Control Tower (ATCT), as appropriate.

Required hazard marking and lighting – Low profile barricades, infield marker pole barricades, lighted runway closure markings, unlit taxiway closure markings, signs, lighting and/or safety flag details and usage requirements are provided in the exhibits of Appendix A of this document. Portable lighting units shall be provided, as required, for construction that must occur during nighttime operations. The Contractor shall provide sufficient units so that all work areas are illuminated to a level of five (5) horizontal foot-candles. The lighting levels shall be calculated and measured in accordance with the current standards of the Illumination Engineering Society. Portable lighting units shall be positioned in such a way that they do not impact air traffic control operations and shall be approved by Airport Operations prior to use.

Lead times for required notifications – The Contractor is required to coordinate notifications with Airport Operations. Lead times for required notifications shall be established at the preconstruction meeting.

Construction shall occur over the course of several phases. Phases shall be constructed sequentially except as follows. Phases may be constructed concurrently if coordinated with and approved by HAS. Concurrent construction is at the sole discretion of HAS. Phase 1B (Proposed Taxilane NR closure) and Phase 1C (Proposed Taxilane NF closure) may be constructed concurrently with Phase 1A but shall not be constructed concurrently with each other, i.e., only one Taxilane at a time may be closed. Phase specific elements addressed and taken into consideration during the development of the construction phasing for this project are as follows:

Phase 0 – 7 Calendar days (nighttime work)

1. Phase Scope – Marking removal and placement.
2. The following airfield aircraft traffic operations will be modified during this Phase:
 - a. A new centerline route leading from Taxiway WW to the ADG III Taxilane will be placed.
3. RON positions located currently on Terminal A North Apron, HS1 and HS2, will both be operational during this phase.
4. This work may be performed 7 days per week as needed by contractor, except for HAS identified no-work periods. Phase 0 shall be performed during nighttime construction hours only except as approved by HAS. Nighttime construction hours shall be directed by HAS.
5. No barriers will be required during this phase. Reference Appendix C for additional safety measures.
6. Taxi routes – Taxiway NC will be permanently closed as a Taxi route from the East side of Taxiway NR to the West side of Taxiway NF. Reference Appendix A of this document for aircraft taxi routes impacted by the construction operations of this Phase.

7. Flagmen – Placements of flagmen shall be submitted by the Contractor to Airport Operations for review and approval. See Appendix A for locations of Flagmen along Haul Road.
8. Impacts to NAVAIDs – No impact to airport NAVAIDs is anticipated.
9. Marking changes – Relocation of hold bars and spot marking will be conducted. Non-Movement Area markings will be added onto the following Taxiways: NR NF NC WW WD ND. Centerline marking leading to/away from the area of TWY NC in between NE and NR will be permanently removed during this phase. Taxiway edge markings of TWY NC will be permanently removed.
10. See Appendix A for specific locations of pavement marking and detailed project scope notes.

Subphase 1A – 49 Calendar days

1. Subphase Scope – Pavement removal, storm drain construction, and pavement construction.
2. The following airfield aircraft traffic operations will be modified during this Phase:
 - a. Taxiway NC will be closed permanently from the east side of Taxiway NR to the west side of Taxiway NF.
 - b. RON positions located currently on Terminal A North Apron, HS2 will not be operational in this phase due to Contractor vehicle traffic crossing spot 5 at this location. HS1 will be operational during this phase.
3. Reference Appendix A of this document for barricade locations and Appendix C for additional safety measures.
4. Subphase 1A may be completed at the same time as Subphase 1B or Subphase 1C but all three Subphases may not be completed at the same time.
5. Taxi routes – Reference the exhibits of Appendix C of this document for aircraft taxi routes impacted by the construction operations of this Phase.
6. Flagmen – Placements of flagmen shall be submitted by the Contractor to Airport Operations for review and approval. See Appendix A for locations of Flagmen along Haul Road.
7. Impacts to NAVAIDs – No impact to airport NAVAIDs is anticipated.
8. Marking changes – Old apron edge markings will be removed during this Subphase.
9. Reference the exhibits of Appendix A of this document for detailed project scope notes.

Subphase 1B – 21 calendar days (Proposed Taxilane NR closure)

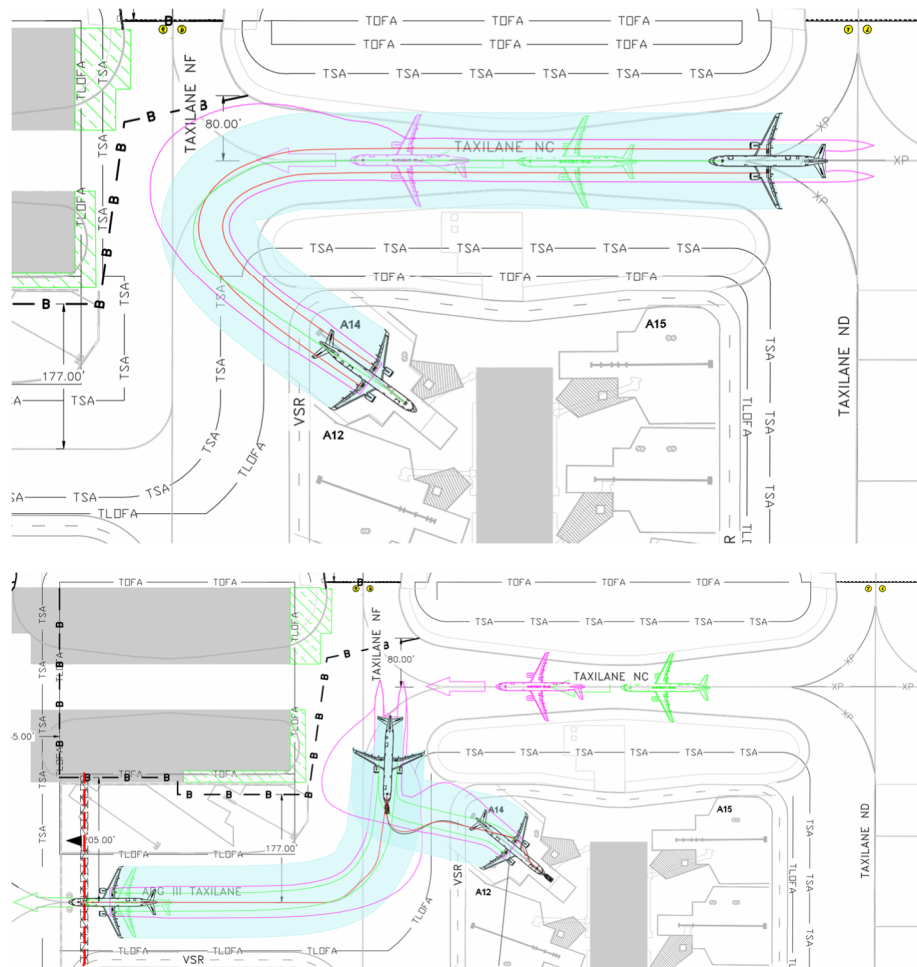
1. Subphase scope – Pavement removal and placement. Marking removal and placement
2. The following airfield aircraft traffic operations will be modified during this Phase:
 - a. Taxiway NR will be closed from the north side of Taxiway WW to the south side of Taxiway NB.
 - b. Taxiway NC will be closed from the east side of Taxiway NE to the west side of Taxiway NR.
 - c. Regarding the RON positions located currently on Terminal A North Apron, only HS1 will both be operational during this phase. HS2 will be shutdown due to proximity to work area.
3. Reference Appendix A of this document for barricade locations and Appendix C for additional safety measures.
4. Subphase 1B may be completed at the same time as Subphase 1A but not also at the same time as Subphase 1C.
5. Taxi routes – Reference Appendix A of this document for aircraft taxi routes impacted by the construction operations of this Phase.
6. Flagmen – Placements of flagmen shall be submitted by the Contractor to Airport Operations for review and approval. See Appendix A for locations of Flagmen along Haul Road.
7. Impacts to NAVAIDs – No impact to airport NAVAIDs is anticipated.
8. Marking changes – No changes are anticipated to pavement markings.
9. Reference Appendix A of this document for detailed project scope notes.

Subphase 1C – 21 calendar days (Proposed Taxilane NF closure)

1. Subphase scope – Pavement removal and placement. Marking removal and placement
2. The following airfield aircraft traffic operations will be modified during this Phase:
 - a. Taxiway NF from the beginning of Taxilane NF to the south side of Taxiway NB will be closed for the duration of this Subphase.
 - b. Taxilane NF will be closed from south end of Taxiway NF to the north side of Taxilane NC.
 - c. Regarding the RON positions located currently on Terminal A North Apron, HS2 will not be operational in this phase due to Contractor vehicle traffic crossing spot 5 at this location. HS1 will also be shut down due to proximity to work area.

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- d. Gate A14 will be affected as far as the manner in which planes will enter and exit. Entry and Exit paths are shown below. Exiting will require being moved with a tug to the final position shown to alleviate jet blast onto work site during this subphase. Prior to commencement of Phase 1C, operations at this gate shall be coordinated with IAH Operations and the assigned air carrier of this gate.



3. Reference Appendix A of this document for barricade locations and Appendix C for additional safety measures.
4. Subphase 1C may be completed at the same time as Subphase 1A.
5. Taxi routes – Reference Appendix A of this document for aircraft taxi routes impacted by the construction operations of this Phase.

6. Flagmen – Placements of flagmen shall be submitted by the Contractor to Airport Operations for review and approval. See Appendix A for locations of Flagmen along Haul Road.
7. Impacts to NAVAIDs – No impact to airport NAVAIDs is anticipated.
8. Marking changes – No changes are anticipated to pavement markings.
9. Reference Appendix A of this document for detailed project scope notes.

Subphase 1D – 14 calendar days (Taxiway NB closure)

1. Subphase scope – Storm drain construction, grading, apron shoulder pavement construction and marking placement.
2. The following airfield aircraft traffic operations will be modified during this Phase:
 - a. Taxiway NB will be closed from the east side of Taxiway NE to the west side of Taxiway NF.
 - b. Taxiway NR will be closed from the north side of Taxiway NB to the southside of Taxiway NB.
 - c. Regarding the RON positions located currently on Terminal A North Apron, HS2 will not be operational in this phase due to Contractor vehicle traffic crossing spot 5 at this location. HS1 will be operational during this phase.
3. Reference Appendix A of this document for barricade locations and Appendix C for additional safety measures.
4. Due to proposed closures, Subphase 1D shall be completed singular from any other phase.
5. Taxi routes – Reference Appendix A of this document for aircraft taxi routes impacted by the construction operations of this Phase.
6. Flagmen – Placements of flagmen shall be submitted by the Contractor to Airport Operations for review and approval. See Appendix A for locations of Flagmen along Haul Road.
7. Impacts to NAVAIDs – No impact to airport NAVAIDs is anticipated.
8. Marking changes – No changes are anticipated to pavement markings.
9. Reference Appendix A of this document for detailed project scope notes.

Phase 1E – 14 Calendar Days (Taxiway NB closure)

1. Subphase scope – Grading and apron shoulder pavement placement. Marking removal and placement
2. The following airfield aircraft traffic operations will be modified during this Phase:

- a. Taxiway NB will be closed from the east side of Taxiway NR to the west side of Taxiway ND.
 - b. Taxiway NF will be closed from the north side of Taxiway NB to the southside of Taxiway NB.
 - c. Regarding the RON positions located currently on Terminal A North Apron, HS2 will not be operational in this phase due to Contractor vehicle traffic crossing spot 5 at this location. HS1 will be operational during this phase.
3. Reference Appendix A of this document for barricade locations and Appendix C for additional safety measures.
 4. Due to proposed closures, Subphase 1E shall be completed singular from any other phase.
 5. Taxi routes – Reference Appendix A of this document for aircraft taxi routes impacted by the construction operations of this Phase.
 6. Flagmen – Placements of flagmen shall be submitted by the Contractor to Airport Operations for review and approval. See Appendix A for locations of Flagmen along Haul Road.
 7. Impacts to NAVAIDs – No impact to airport NAVAIDs is anticipated.
 8. Marking changes – No changes are anticipated to pavement markings.
 9. Reference Appendix A of this document for detailed project scope notes.

Phase 2 – 7 calendar days (nighttime construction)

1. Subphase scope – Marking removal and placement.
2. The following airfield aircraft traffic operations will be modified during this Phase:
 - a. No aircraft traffic operation will be modified during this phase as all work will be done overnight.
 - b. Regarding the RON positions located currently on Terminal A North Apron, both HS1 and HS2 will be shut down as their aircraft safety envelopes will be removed during this phase.
3. Reference Appendix A of this document for barricade locations and Appendix C for additional safety measures.
4. Phase 2 shall be performed during nighttime construction hours only except as approved by HAS. Nighttime construction hours shall be directed by HAS.
5. Taxi routes – Reference Appendix A of this document for aircraft taxi routes impacted by the construction operations of this Phase.
6. Flagmen – Placements of flagmen shall be submitted by the Contractor to Airport Operations for review and approval. See Appendix A for locations of Flagmen along Haul Road.

7. Impacts to NAVAIDs – No impact to airport NAVAIDs is anticipated.
8. Marking changes – non-movement area boundaries will be removed and added. Aircraft safety envelopes for new pavement will be laid down. Phase 2 consists of all new planned pavement markings to be placed in the work area along with any replacement of existing pavement marking within work area as well.
9. This work may be performed 7 days per week as needed by contractor, except for HAS identified no-work periods. Reference Appendix A of this document for detailed project scope notes.

b. Construction Safety Drawings: See plans in Appendix A.

3. Areas and Operation Affected by the Construction Activity

Phase 0 – Mobilization

a. Identification of Affected Areas:

The affected areas consist of Terminal A Apron, Taxiway NC between Taxiway NR and Taxiway NF, extending south to Taxiway WD and adjacent parallel taxiways, connecting taxiways, and connecting taxilanes.

Table 1. Summary of Operational Impacts for Phase 0

Area	Normal (Existing)	Impact
Taxiway NB	ADG V	None.
Taxiway NC	ADG V	Nighttime closure.
Taxiway NF	ADG IV	Nighttime closure.
Taxiway NR	ADG V	Nighttime closure.
Taxilane NF	ADG III	Nighttime closure.
Taxilane NR	ADG III	Nighttime closure.
Taxiway WW	ADG V	None
Taxiway WD	ADG V	Nighttime closure.
Taxiway ND	ADG V	Nighttime closure.

a1. Closing, or Partial Closing, of Runways, Taxiways and Aprons and Displaced Thresholds:

See Table 1 above.

At the conclusion of mobilization, non-movement area boundary adjustments will have been made to affected areas listed above. The section of NC between the east of TWY NR and west of TWY NF will have leading centerlines permanently obliterated. This area will be permanently closed to aircraft traffic and will need to be barricaded off.

a2. Closing of Aircraft Rescue and Fire Fighting Access Routes:
 Not Applicable.

a3. Closing of Access Routes Used by Airport and Airline Support Vehicles:
 Not Applicable.

a4. Interruption of Utilities, Including Water Supplies for Fire Fighting:
 Not Applicable.

a5. Approach/Departure Surfaces Affected by Heights of Objects:
 Not Applicable.

a6. Construction Areas, Storage Areas, and Access Routes Near Runways, Taxiways, Aprons, or Helipads:
 See attached Exhibit in Appendix A.

b. Mitigation of Effects:
 Reflective cones/barricades will be used on all closed taxiways to show crossing points for aircraft. This will isolate the work area and mitigate the risk of an aircraft trying to go across on a closed taxiway. See attached Exhibit in Appendix A for more details.

b1. Temporary Changes to Runway and/or Taxiway Operations:
 The work will occur during regular nighttime closures at the airport and will not affect runway or taxiway operations. See Table 1 above for additional details.

b2. Detours for ARFF and Other Airport Vehicles:
 Not Applicable.

b3. Maintenance of Essential Utilities:
 Not Applicable.

b4. Temporary Changes to ATC Procedures:
 Such changes must be coordinated with the ATO.

Phase 1A

a. Identification of Affected Areas: The affected areas consist of Terminal A Apron, Taxiway NC between Taxiway NR and Taxiway NF, extending south to Taxiway WD and adjacent parallel taxiways, connecting taxiways, and connecting taxilanes.

Table 2. Summary of Operational Impacts for Phase 1A

Area	Normal (Existing)	Impact
Taxiway NB	ADG V	None.
Taxiway NC	ADG V	Permanent Closure of TWY section between TWY NR and TL NF.
Taxiway NF	ADG IV	None.
Taxiway NR	ADG V	None.
Taxilane NF	ADG III	None.
Taxilane NR	ADG III	None.

Taxiway WW	ADG V	None
Taxiway WD	ADG V	None

a1. Closing, or Partial Closing, of Runways, Taxiways and Aprons and Displaced Thresholds:

See Table 2 above.

a2. Closing of Aircraft Rescue and Fire Fighting Access Routes:

Not Applicable.

a3. Closing of Access Routes Used by Airport and Airline Support Vehicles:

Not Applicable.

a4. Interruption of Utilities, Including Water Supplies for Fire Fighting:

Not Applicable.

a5. Approach/Departure Surfaces Affected by Heights of Objects:

Not Applicable.

a6. Construction Areas, Storage Areas, and Access Routes Near Runways, Taxiways, Aprons, or Helipads:

See attached Exhibit in Appendix A.

b. Mitigation of Effects:

Reflective cones/barricades will be used on all closed taxiways to show crossing points for aircraft. This will isolate the work area and mitigate the risk of an aircraft trying to go across on a closed taxiway. See attached Exhibit in Appendix A for more details.

b1. Temporary Changes to Runway and/or Taxiway Operations:

The work will occur during regular nighttime closures at the airport and will not affect runway or taxiway operations. See Table 2 above for additional details.

b2. Detours for ARFF and Other Airport Vehicles:

Not Applicable.

b3. Maintenance of Essential Utilities:

Not Applicable.

b4. Temporary Changes to ATC Procedures: Such changes must be coordinated with the ATO.

Phase 1B

a. Identification of Affected Areas:

The affected areas consist of Terminal A Apron, Taxiway NC between Taxiway NR and Taxiway NF, extending south to Taxiway WD and adjacent parallel taxiways, connecting taxiways, and connecting taxilanes.

Table 3. Summary of Operational Impacts for Phase 1B

Area	Normal (Existing)	Impact
Taxiway NB	ADG V	None.

Taxiway NC	ADG V	Temporary closure from TWY NE to TWY NR.
Taxiway NF	ADG IV	None.
Taxiway NR	ADG V	Temporary closure from TWY NB to intersection of TWY WW and TL for ADG III.
Taxilane NF	ADG III	None.
Taxilane NR	ADG III	None.
Taxiway WW	ADG V	None.
Taxiway WD	ADG V	None.

a1. Closing, or Partial Closing, of Runways, Taxiways and Aprons and Displaced Thresholds:

See Table 3 above.

a2. Closing of Aircraft Rescue and Fire Fighting Access Routes:

Not Applicable.

a3. Closing of Access Routes Used by Airport and Airline Support Vehicles:

Not Applicable.

a4. Interruption of Utilities, Including Water Supplies for Fire Fighting:

Not Applicable.

a5. Approach/Departure Surfaces Affected by Heights of Objects:

Not Applicable.

a6. Construction Areas, Storage Areas, and Access Routes Near Runways, Taxiways, Aprons, or Helipads:

See attached Exhibit in Appendix A.

b. Mitigation of Effects:

Reflective cones/barricades will be used on all closed taxiways to show crossing points for aircraft. This will isolate the work area and mitigate the risk of an aircraft trying to go across on a closed taxiway. See attached Exhibit in Appendix A for more details.

b1. Temporary Changes to Runway and/or Taxiway Operations:

The work will occur during regular nighttime closures at the airport and will not affect runway or taxiway operations. See Table 3 above for additional details.

b2. Detours for ARFF and Other Airport Vehicles:

Not Applicable.

b3. Maintenance of Essential Utilities:

Not Applicable.

b4. Temporary Changes to ATC Procedures:

Such changes must be coordinated with the ATO.

Phase 1C

a. Identification of Affected Areas:

The affected areas consist of Terminal A Apron, Taxiway NC between Taxiway NR and Taxiway NF, extending south to Taxiway WD and adjacent parallel taxiways, connecting taxiways, and connecting taxilanes.

Table 4. Summary of Operational Impacts for Phase 1C

Area	Normal (Existing)	Impact
Taxiway NB	ADG V	None.
Taxiway NC	ADG V	None.
Taxiway NF	ADG IV	None.
Taxiway NR	ADG V	None.
Taxilane NF	ADG III	Temporary closure from TWY NB to TL for ADG III
Taxilane NR	ADG III	None.
Taxiway WW	ADG V	None.
Taxiway WD	ADG V	None.

a1. Closing, or Partial Closing, of Runways, Taxiways and Aprons and Displaced Thresholds:

See Table 4 above.

a2. Closing of Aircraft Rescue and Fire Fighting Access Routes:

Not Applicable.

a3. Closing of Access Routes Used by Airport and Airline Support Vehicles:

Not Applicable.

a4. Interruption of Utilities, Including Water Supplies for Fire Fighting:

Not Applicable.

a5. Approach/Departure Surfaces Affected by Heights of Objects: Not Applicable.

a6. Construction Areas, Storage Areas, and Access Routes Near Runways, Taxiways, Aprons, or Helipads:

See attached Exhibit in Appendix A.

b. Mitigation of Effects:

Reflective cones/barricades will be used on all closed taxiways to show crossing points for aircraft. This will isolate the work area and mitigate the risk of an aircraft trying to go across on a closed taxiway. See attached Exhibit in Appendix A for more details.

b1. Temporary Changes to Runway and/or Taxiway Operations:

The work will occur during regular nighttime closures at the airport and will not affect runway or taxiway operations. See Table 4 above for additional details.

b2. Detours for ARFF and Other Airport Vehicles:

Not Applicable.

b3. Maintenance of Essential Utilities:

Not Applicable.

b4. Temporary Changes to ATC Procedures:
 Such changes must be coordinated with the ATO.

Phase 1D

a. Identification of Affected Areas: The affected areas consist of Terminal A Apron, Taxiway NC between Taxiway NR and Taxiway NF, extending south to Taxiway WD and adjacent parallel taxiways, connecting taxiways, and connecting taxilanes.

Table 5. Summary of Operational Impacts for Phase 1D

Area	Normal (Existing)	Impact
Taxiway NB	ADG V	Temporary closure between TWY NE and TWY NF.
Taxiway NC	ADG V	None.
Taxiway NF	ADG IV	None.
Taxiway NR	ADG V	Temporary closure between TWY NA and TWY NC.
Taxilane NF	ADG III	None.
Taxilane NR	ADG III	None.
Taxiway WW	ADG V	None.
Taxiway WD	ADG V	None.

a1. Closing, or Partial Closing, of Runways, Taxiways and Aprons and Displaced Thresholds:

See Table 5 above.

a2. Closing of Aircraft Rescue and Fire Fighting Access Routes:

Not Applicable.

a3. Closing of Access Routes Used by Airport and Airline Support Vehicles:

Not Applicable.

a4. Interruption of Utilities, Including Water Supplies for Fire Fighting:

Not Applicable.

a5. Approach/Departure Surfaces Affected by Heights of Objects:

Not Applicable.

a6. Construction Areas, Storage Areas, and Access Routes Near Runways, Taxiways, Aprons, or Helipads:

See attached Exhibit in Appendix A.

b. Mitigation of Effects:

Reflective cones/barricades will be used on all closed taxiways to show crossing points for aircraft. This will isolate the work area and mitigate the risk of an aircraft trying to go across on a closed taxiway. See attached Exhibit in Appendix A for more details.

b1. Temporary Changes to Runway and/or Taxiway Operations:

The work will occur during regular nighttime closures at the airport and will not affect runway or taxiway operations. See Table 5 above for additional details.

b2. Detours for ARFF and Other Airport Vehicles:

Not Applicable.

b3. Maintenance of Essential Utilities:

Not Applicable.

b4. Temporary Changes to ATC Procedures:

Such changes must be coordinated with the ATO.

Phase 1E

a. Identification of Affected Areas: The affected areas consist of Terminal A Apron, Taxiway NC between Taxiway NR and Taxiway NF, extending south to Taxiway WD and adjacent parallel taxiways, connecting taxiways, and connecting taxilanes.

Table 6. Summary of Operational Impacts for Phase 1E

Area	Normal (Existing)	Impact
Taxiway NB	ADG V	Temporary closure between TWY NR and TWY NF.
Taxiway NC	ADG V	None.
Taxiway NF	ADG IV	Temporary closure between TWY NA and Taxilane NC.
Taxiway NR	ADG V	None.
Taxilane NF	ADG III	None.
Taxilane NR	ADG III	None.
Taxiway WW	ADG V	None.
Taxiway WD	ADG V	None.

a1. Closing, or Partial Closing, of Runways, Taxiways and Aprons and Displaced Thresholds:

See Table 6 above.

a2. Closing of Aircraft Rescue and Fire Fighting Access Routes:

Not Applicable.

a3. Closing of Access Routes Used by Airport and Airline Support Vehicles:

Not Applicable.

a4. Interruption of Utilities, Including Water Supplies for Fire Fighting:

Not Applicable.

a5. Approach/Departure Surfaces Affected by Heights of Objects:

Not Applicable.

a6. Construction Areas, Storage Areas, and Access Routes Near Runways, Taxiways, Aprons, or Helipads:

See attached Exhibit in Appendix A.

b. Mitigation of Effects:

Reflective cones/barricades will be used on all closed taxiways to show crossing points for aircraft. This will isolate the work area and mitigate the risk of an aircraft trying to go across on a closed taxiway. See attached Exhibit in Appendix A for more details.

b1. Temporary Changes to Runway and/or Taxiway Operations:

The work will occur during regular nighttime closures at the airport and will not affect runway or taxiway operations. See Table 6 above for additional details.

b2. Detours for ARFF and Other Airport Vehicles:

Not Applicable.

b3. Maintenance of Essential Utilities:

Not Applicable.

b4. Temporary Changes to ATC Procedures:

Such changes must be coordinated with the ATO.

Phase 2

- a. **Identification of Affected Areas:** The affected areas consist of Terminal A Apron, Taxiway NC between Taxiway NR and Taxiway NF, extending south to Taxiway WD and adjacent parallel taxiways, connecting taxiways, and connecting taxilanes.

Table 7. Summary of Operational Impacts for Phase 2

Area	Normal (Existing)	Impact
Taxiway NB	ADG V	None
Taxiway NC	ADG V	Nighttime closures between TWY NR and TWY NF
Taxiway NF	ADG IV	Nighttime closures between TWY NB and TWY NC
Taxiway NR	ADG V	Nighttime closures between TWY NB and TWY NC
Taxilane NF	ADG III	Full nighttime closure
Taxilane NR	ADG III	Nighttime closures between TWY WW and TWY WD
Taxiway WW	ADG V	None
Taxiway WD	ADG V	None

- a1. **Closing, or Partial Closing, of Runways, Taxiways and Aprons and Displaced Thresholds:** See Table 7 above.

a2. Closing of Aircraft Rescue and Fire Fighting Access Routes:

Not Applicable.

a3. Closing of Access Routes Used by Airport and Airline Support Vehicles:

Not Applicable.

a4. Interruption of Utilities, Including Water Supplies for Fire Fighting:
Not Applicable.

a5. Approach/Departure Surfaces Affected by Heights of Objects:
Not Applicable.

a6. Construction Areas, Storage Areas, and Access Routes Near Runways, Taxiways, Aprons, or Helipads:
See attached Exhibit in Appendix A.

b. Mitigation of Effects:

Reflective cones/barricades will be used on all closed taxiways to show crossing points for aircraft. This will isolate the work area and mitigate the risk of an aircraft trying to go across on a closed taxiway. See attached Exhibit in Appendix A for more details.

b1. Temporary Changes to Runway and/or Taxiway Operations:

The work will occur during regular nighttime closures at the airport and will not affect runway or taxiway operations. See Table 7 above for additional details.

b2. Detours for ARFF and Other Airport Vehicles:

Not Applicable.

b3. Maintenance of Essential Utilities:

Not Applicable.

b4. Temporary Changes to ATC Procedures:

Such changes must be coordinated with the ATO.

4. Protection of Navigational Aids (NAVAIDs)

a. FAA owns, operates, and maintains the NAVAIDs. Airside Operations will coordinate the disposition of NAVAIDs during closure of the runways or taxiways with FAA.

b. Taxiways will be closed; however, NAVAIDs are not likely to be affected.

5. Contractor Access

a. Location of Stockpiled Construction Materials:

No material that is a hazard to aircraft operations, an attraction to wildlife, nor a FOD generator shall be stockpiled in the AOA. The final determination for the stockpile location shall be indicated the SCPD and approved by IAH OPS.

b. Vehicle and Pedestrian Operations:

Vehicle and pedestrian access routes for this project will be controlled to prevent inadvertent or unauthorized entry of persons, vehicles, or animals onto the AOA. Airside Operations will coordinate requirements for vehicle operations with airport tenants, contractors, and FAA air

traffic manager. Pedestrian operations are limited within the marked TSA. Reference Appendix E, OI 88-6.

1. Construction Site Parking:

Construction site parking will be limited to the contractor's laydown yard.

2. Construction Equipment Parking:

Construction equipment parking will be limited to the contractor's laydown yard unless other locations are approved by Operations. Contractor will need to submit a list for approval for equipment they would like to keep at the work site.

3. Access and Haul Routes:

Gate WV-19 will be the primary and only entrance onto the AOA that will be utilized during this project. Reference sheet GI.08 for Haul Route map and location of access gate. The route will then follow along Tug Rd which is parallel to Taxiway WB. The route then proceeds through the end of Tug Rd and past the gate house at the meeting of Tug Rd and Grace St. The route then follows Grace St around the outside of Central Cargo turning under the Taxiway RA Bridge and Taxiway RB Bridge. Following along until the route intersects the vehicle service road of Terminal B South. At this section of the route, there are 3 gates that will have aircraft traffic. Gates B1, B2, B3 will have both arrival and departure disruption to the Haul route. Reference Subsection 5.b.5 for driver instructions. Continuing to follow the vehicle service road around and behind Terminal B South and then behind Terminal A South as well. The length of the VSR situated behind Terminal B South has a vertical clearance of 13ft. Any oversized loads must be coordinated with airside Operations for rerouting. The route will pass by the old tower site and then continue north past the West extension of Terminal A North. Route then crosses over the ADG 3 taxiway present there, ending at the Terminal A North RON Parking Locations. In regard to the 3 gate Air Safety Envelopes of Terminal B South (B1, B2, & B3), additional training will be required to work around those gates.

Access or haul routes used by Contractor vehicles must be clearly marked to prevent inadvertent entry to areas open to Airport Operations. Construction traffic must remain on the haul road, never straying from the approved paths. With approval from Airside Operations, the Contractor shall use colored cones or reflective tape, easily visible from 150 feet, to denote the limits of the haul route. The color shall match that of the project specific color assigned to the project. Maintenance and upkeep of the haul roads are the responsibility of the Contractor.

Per Operating Instructions 88-6, attached in Appendix E, ground vehicles are authorized on the Non-Movement Area as Contractors who have been authorized or ground vehicles under authorized escort. Additional training will be conducted to effectively prepare drivers when operating in Non-Movement Areas when traversing to and from the construction area through the Terminal A North RON Parking Apron.

See Exhibit A for CSPP notes, details, haul routes and phasing plans.

4. Marking and Lighting of Vehicles:

Marking and lighting of vehicles will be in accordance with AC 150/5210-5D, *Painting, Marking, and Lighting of Vehicles used on an Airport*. All vehicles entering the AOA will have appropriate signage on both sides of the vehicle visible from 200 ft. Reference

Section 8 – Hazardous Material Management, for specifics regarding vehicles carrying hazardous material and their required marking.

5. Description of Proper Vehicle Operations on Various Areas Under Normal, Lost Communications, and Emergency Conditions:

For incidents on the AOA, staff must follow the procedures as outlined in their AOA SIDA training and Non-Movement Area drivers training. All incidents must be reported to Airside Operations immediately.

Special attention must be given to ensure that if construction traffic is to share or cross any ARFF routes that ARFF right of way is not impeded at any time, and that construction traffic on haul roads do not interfere with NAVAIDs or approach surfaces of operational runways.

All construction vehicles and personnel shall be restricted to the immediate work areas specified by the contract for this project. These areas include the haul routes into the work area, the designated Contractor staging and stockpiling area, and the specific airfield areas under construction. Use of alternate haul routes or staging areas by the Contractor shall not be permitted without prior notification and approval by the Airport Engineer and/or Airport Operations.

The project area(s) shall be bounded by the low-profile barricades and infield marker pole barricades identifying Contractor personnel and vehicle area operation limits. These barricaded project limits, haul routes, Contractor staging areas, and associated safety and security details are also provided graphically in the exhibits of Attachment A of this document. Low-profile barricades must be interlocked.

6. Required Escorts:

All construction-related activity taking place within any active area of the AOA requires the presence of an Airport-approved and badged escort having the ability to communicate and receive commands from IAH Operations. At no time will vehicles or personnel enter portions of the secure AOA outside the contract area unless permitted and accompanied by an Airport-approved escort. Contractor escorted vehicles are limited to three (3) vehicles per escort or two (2) 18-wheeler delivery vehicles per escort. Escorts must maintain positive control of all escorted vehicles at all times. All escorted vehicles and personnel must be within visual and verbal communication range and be able to receive and immediately respond to any directive or command at all times.

7. Training Requirements for Vehicle Drivers to Ensure Compliance with the Airport Operator's Vehicle Rules and Regulations:

Specific training should be provided to vehicle operators, including those providing escorts. Citing OI No. 88-6, Appendix D, all ground vehicle operators must complete the Airport Driver Training program and receive "D" designation on their HAS identification badge prior to operating ground vehicles on the AOA. See AC 150/5210-20, *Ground Vehicle Operations on Airports*, for information on training and records maintenance requirements.

8. Situational Awareness:

At no time shall active taxiways or runways be crossed by construction vehicles or equipment without notification and proper approval/clearance from IAH Operations and

air traffic control. Aircraft traffic will continue to use existing runways, aprons, and taxiways of the Airport during the time that work under the project is being performed. The Contractor shall, at all times, conduct the work in such a manner that no hindrance, hazard, or obstacle to aircraft using the Airport is created. Airport Operations and the Contractor must maintain a high level of security during construction when existing gates are utilized to permit access by construction vehicles to the project work site.

c. Two-Way Radio Communication Procedures:

The Contractor and his construction team may utilize two-way radios during construction provided that the equipment does not interfere with existing Airport and FAA communication equipment, and frequencies. The Contractor may or may not be permitted to contact the ATCT (Air Traffic Control Tower) when accessing the Project Site/Work areas. Any needed coordination with ATCT must be made through Airside Operations.

d. Airport Security and Badging:

Flagmen shall, at a minimum, be properly badged for access on the airfield and must have successfully completed the supplemental Airport Flagman Training. Badged escorts must have a "D" on their badge denoting that they have completed the non-movement driver training. The Contractor's flagmen shall be required to monitor truck radios and/or have mobile phones for sending and receiving instructions at all times. A sufficient quantity of devices shall be supplied by the Contractor. Such radios and/or phones shall be used only for the Contractor's internal communications, to communicate clearance for movement of equipment, personnel, etc., on or across active AOA areas. Use of radios shall not interfere with frequencies used by the ATCT or Airport Operations. Use of mobile phones shall be restricted to work-related calls within the AOA; no personal calls will be allowed. The Contractor shall maintain an up-to-date contact list with Airport Operations for the duration of all phases of work.

Contractor will follow the TSA badging requirement of having one employee badged for every 5 employees accessing the AOA at all times. Contractor will designate personnel to attend airport security training and be badged. It is Contractor's responsibility to maintain a safe and secure work area. Contractor will notify Airside Operations immediately if a breach in security intentionally or accidentally occurs. Contractor will be required to obtain security badging in accordance with Airport requirements for working within the AOA. Contractor and his subcontractors are directly responsible to HAS for authorizing employees' access into the AOA.

6. Wildlife Management

Contractor will be expected to take steps to carefully control and continuously remove waste or loose materials that might attract wildlife. Contractor's personnel must be aware of and avoid activities that can create wildlife hazards on airports. Contractor shall notify Airside Operations Duty phone if any wildlife is observed inside the perimeter fence.

- a. **Trash:** Food scraps must be collected from personnel activity. Feeding of wildlife is strictly prohibited. All trash must be removed from site at the end of each shift. All trash containers must be closed lid containers.
- b. **Standing Water:** Standing water resulting from Contractor activities shall not be allowed to remain for more than 24-hours. Standing water from significant rain event must be removed with 24-hours as well.

- c. **Tall Grass and Seeds:** All turf reestablishment will be coordinated with the Qualified Airport Wildlife Biologist as per AC 150/5200-33 – *Hazardous Wildlife Attractants on or near Airports*, latest edition. Any grass within the area of closure will need to be maintained by Contractor.
- d. **Fencing and Gates:** If any fence or gate is found to be damaged or is damaged by the Contractor, the Contractor will monitor and notify Airside and Landside Operations or Security immediately. If damage is caused by the Contractor, Contractor is responsible for necessary repairs or replacement.
- e. **Disruption of Existing Wildlife Habitat:** There are no impacts to existing wildlife habitats in this project's work area.
- f. **Feeding of Wildlife Animals:** At no time is it acceptable to feed any wildlife animals.

7. Foreign Object Debris (FOD) Management

- a. Debris, waste, and loose material, FOD, can cause damage to aircraft landing gear, propellers or jet engines. If these materials are observed in the Work Area, the Contractor shall remove them immediately.
- b. Contractor shall take appropriate steps to prevent FOD within the AOA. Contractor shall conduct daily inspections of taxiways. Reference Section 10.a.
- c. **Training:** The Contractor shall provide training to all employees working within the AOA on effective FOD management. Training shall include description and consequences of FOD, FOD awareness, and housekeeping procedures.
- d. **Housekeeping:** Preventing FOD from occurring is the most effective form of FOD management. Contractor will monitor work activities and proactively develop a plan to prevent FOD from occurring. Typical FOD prevention measures include the use of covered trash containers, zero tolerance of littering, and tying down items which may be easily wind-blown. FOD shall be collected immediately and disposed at preferred dumping spot. Employing a "clean as you go" approach shall be used throughout the duration of the project. There will be a vacuum sweeper that is following escorts to and from the vehicle gate and the construction site. A backup sweeper must be available in case of breakdown of primary sweeper. In addition, FOD collection devices which are towed behind vehicles may be used.
- e. **Ground vehicle tire inspections:** Prior to crossing an active airfield pavement, the Contractor will perform a vehicle tire check for any loose rocks that may be in the tread. Tires covered in mud must be cleaned prior to crossing active pavement in order to prevent tracking of dirt and rock.
- f. **Pavement sweeps:** Prior to opening sections of pavement within a work area to aircraft traffic, the Contractor will be required to sweep the entire pavement surface, including paved shoulders. Metal bristled brooms are known to create FOD, and the Contractor will be required to clean all bristles from the pavement. Compressed air and vacuums can be used to clean pavement surfaces as well. Before pavement areas are reopened, a final determination from Airside Operations will be made, including that there is no FOD hazard.

- g. **FOD Inspections:** The Contractor is required to complete a FOD inspection a minimum of three times per day or as directed by the Owner. Furthermore, employees will be advised to be proactive in identifying FOD throughout their shift as well.

8. Hazardous Materials Management

- a. HAZMAT procedures shall be developed by the Contractor prior to the issuance of the Notice to Proceed for site construction. Procedures shall include but not be limited to fuel spill prevention and containment procedures. The Contractor's procedures shall also be included in the SPCD. Vehicles transporting hazardous materials shall be marked as described in Section 5 with placarding as required by the Hazardous Materials Transportation Act and as approved by IAH Operations.
- b. Hazardous materials may be identified by utilizing the U.S. Department of Transportation labelling and identification system. All hazardous materials arriving on site must be properly labelled, stored, and managed as required by the material safety data sheet (MSDS) for that material.
- c. All wastes shall be properly stored, labelled, managed, and disposed of in accordance with the project specifications, local requirements, and Texas Commission of Environmental Quality (TCEQ) regulations.
- d. Contractors are required to have copies of all MSDS for all materials brought on site.
- e. During the course of the construction of the project, there may be hazardous materials discovered on the site. Such materials may be in the form of asbestos in the underground utilities, underground fuel storage units, contaminated soil, or other unknown hazardous materials. If such materials are discovered, the Contractor shall immediately report to Operations and TCEQ. Reporting is to conform to TCEQ requirements.
- f. In the event of a spill, the Contractor shall notify Airside Operations and TCEQ. All spill containment/remediation shall be coordinated and performed to current TCEQ and the City of Houston Environmental Department requirements. A spill kit shall be kept on-site at all times. All spills need to be contained immediately and actions taken to prevent hazardous materials from entering the storm drains or other sensitive areas. The Airport Spill Response Procedure is the minimum standard to be followed for spill response. See Appendix E.

9. Notification of Construction Activities

a. Maintenance of a list of responsible representatives/points of contact: Contractor will provide a list of responsible representatives/points of contact to Operations and Construction Manager and maintain the list for the duration of the work. This list will be added to the Safety Plan Compliance Document (SPCD).

1. Texas Utility One-Call - 811
2. Houston Police Intercontinental Airport Division – 281-230-6800

George Bush Intercontinental Airport
PN 973 Terminal A North RON Apron

3. Houston ARFF Station 54 – 281-233-7960.
4. Memorial Hermann Hospital – 281-540-7700
5. Local Poison Control – 800-222-1222
6. Biohazard Cleanup – 713-461-2700
7. DPS Office – 281-446-3391
8. Airport Operations Communications (AOC) – 281-230-1300
9. Airside Operations Duty Phone – 713-376-0254
10. Landside Operations Duty Phone – 281-743-4367
11. Allied Aviation – 281-553-0252
12. HAS Infrastructure Manager – Chris Bunn – 713 876-4140
13. HAS Infrastructure Manager – Dev Pokhrel – 713-677-4955
14. HAS Environmental Manager – 713-501-2178
15. HAS IT – 281-233-1900.
16. Airside Operations Construction Manager – Jeffrey Cruser – 713-534-7276
17. Construction Project Manager – TBD
18. Construction Superintendent – TBD

b. NOTAM: Notice to Air Missions will be issued by Operations as required for the work. The NOTAMs that will be needed for project must be coordinated at least 72 hours in advance.

c. Emergency notification procedures: In the event of an emergency, the Contractor shall be required to contact emergency services. In the event of an emergency, the contractor will call:

1. 911 – first call to be made
2. AOC - 281-230-1300
3. Airside Operations 713-376-0254
4. If emergency is landside, call Landside Duty Phone at 281-743-4367

In the event of an emergency which disrupts or damages utilities on the airfield, the associated Contractor will call:

1. Airside Operations – 713-376-0254
2. CenterPoint Utility Coordination Committee – 713-223-4567– only as needed.

3. AT&T Texas Damage Prevention Manager – Roosevelt Lee Jr. – 713-567-4552 – only as needed.

d. Coordination with ARFF personnel: Contractor shall coordinate with ARFF personnel through Airside Operations and Infrastructure.

e. Notification to the FAA: The Contractor will prepare the required data for submittal of FAA Form 7460-1, "Notice of Proposed Construction or Alteration". The data and exhibits will be filed with FAA by the HAS.

10. Inspection Requirements

- a. **Daily Inspections:** The Contractor shall keep the project site and vehicles clean, employing a "clean as you go" approach throughout their work. Operations Daily inspections include an inspection of all airfield-paved areas and safety areas to ensure compliance with FAR Part 139. Any discrepancies found by Airside Operations involving the Contractor's work will be resolved immediately prior to planned pavement reopening.
- b. **Airport Operations Daily Inspections:** OPS conducts daily airfield inspections. These inspections include an inspection of all airfield paved areas and safety areas to ensure compliance with Federal Aviation Regulations (FAR) Part 139 and Transportation Security Regulation, CFR Part 1542. Airside Operations is also responsible for enforcing associated Advisory Circulars. The Contractor shall not impede these inspections.
- c. **Final Inspections:** Prior to opening work areas and pavement to aircraft operations, the Contractor must coordinate with the Airport for inspection of the work area. Pavements must be free of all dirt, sand, gravel, wire bristles or any other objects that could cause damage to aircraft engines. All soil areas must be free of dirt clods, ruts, or surface irregularities that could damage an aircraft should it leave the pavement. The Airport will conduct daily inspections to assure all traffic control devices are in proper location and working order. Prior to leaving worksite for the day/night, Contractor shall contact Airside Operations for an inspection of the worksite.

11. Underground Utilities

- a. The Contractor shall notify all utility companies and locate all services a minimum of 48 hours prior to beginning subsurface activities in the Work Area. As this construction project includes the location of underground utilities, much of the subsurface condition is unknown. Great care should be taken to locate all underground utilities prior to demolition and excavations. Any damaged/interrupted utilities will be reported immediately to Airside Operations. Utility locations will be confirmed by the Contractor with Allied, FAA, HAS IT, 811 or any other utility provider prior to any digging. In the event of utility disruption, refer to Section 9c for contact methods to appropriate parties. Contractor, at their own expense, shall repair damages to any utility lines and in good faith, shall make efforts to return utility to service expeditiously.
- b. Any work taking place on or around airfield edge lighting shall be performed within the presence of an Airport Electrician between the hours of 6:30 am – 3:30 pm, unless otherwise authorized and coordinated in advance with Operations.

12. Penalties

- a. Payment of all fines assessed to the Airport due to violations by Contractor(s) of FAA security or staff requirements shall be the sole responsibility of Contractor(s). Refer to the attached Appendix D.
- b. In the event of violation of an administrative or civil law, policy, procedure, rule and/or regulation, an individual or an organization will be notified via means of issuing a charging instrument called a Notice of Violation. Following the issuance of an NOV, steps following procedure outlined in Appendix D will be taken to adhere to Operating Instructions. Additional training will be conducted in attempt to prevent following incidents from occurring again.
- c. It is to be noted that project shutdown or misdemeanor citations may be issued on a first offense. When Contractor activities are suspended, the activities shall not resume until all deficiencies are rectified. Refer to Appendix D: "Tenant Violations – Offenses, Charging Instrument, Due Process Provisions" for the process for resolving violations.

13. Special Conditions

- a. In the event of an aircraft emergency, severe weather conditions, or any issue as determined by the Airport that may affect aircraft operations, Contractor's personnel and/or equipment may be required to immediately vacate the Work Area. Points of contact for the various parties involved with the project shall be identified and shared at the Pre-Construction meeting among the various parties. Reference Section 9.c, Emergency Notification Procedures, in the event of emergency.
- b. Other special conditions also include SMGCS/Low-Visibility Operations and crane operations restrictions.

14. Runway and Taxiway Visual Aids – Marking, Lighting, Signs and Visual NAVAIDs

- a. **General:** Closure of Taxiways are shown in the Construction Plan set.

During Phase 0, there will be nighttime closures to achieve the objective of remarking to reflect expansion of the non-movement area. See Section 3-Phase 0 for table regarding taxiways requiring nighttime closure.

During Phase 1A, Taxiway NC between Taxiways NR and NF will be permanently closed once this phase commences.

During Phase 1B, Taxiway NC between Taxiways NE and NR will be closed for the duration of this phase. Taxiway NR between Taxiways WW and NB will also be closed during this period.

During Phase 1C, Taxiway NF and Taxilane NF will be closed between Taxiway NB and Taxilane NC.

During Phase 1D, Taxiway NB between Taxiways NE and NF, Taxiway NR between Taxiways NC and NA will be closed for the duration of this phase.

During Phase 1E, Taxiway NB between Taxiways ND and NR and Taxiway NF between Taxiway NA and Taxilane NC will be closed for the duration of this phase.

During Phase 2, there will be no closures of taxiways as the work can be completed either at night or on a pullback basis.

b. Markings:

Modifications to existing markings are shown in the Construction Plan set. Contractor is required to repaint all markings within closure prior to reopening. Markings disrupted during construction must be repainted to a point of transition, and to the satisfaction of IAH Airside Operations. Permanent removal of markings should follow standards presented in Specification Section P-620, including any resealing of pavement.

During Phase 0, Mobilization, any centerline markings moving towards Taxiway NC between Taxiway NR and NF will be obliterated permanently. Existing non-movement area boundaries will be obliterated on Taxiways NC and ND. New non-movement area boundary markings will also be established on Taxiways: NR, NC, WW, WD, NF, and ND to establish the enlarged non-movement area due to RON expansion. See sheet GI.10 for additional information. On Southern half of Taxiway NR, an existing hold bar is being obliterated. See sheet CD.02 for additional information.

During Phase 1B, centerlines leading to Taxiway NR from Taxiways NB and WW and to Taxiway NC from NE will be obliterated for duration of phase and reestablished in conclusion of phase. Any centerlines that are also affected by later phases will stay obliterated and reestablished in further phases. See sheet GI06.01B.02 for additional information.

During Phase 1C, centerlines leading to Taxiway NF from Taxiway NB and also ones leading from Taxilane NC to Taxilane NF will be obliterated in this phase and reestablished at the conclusion. Centerlines that are also affected by later phases will be reestablished at the conclusion of those phases. See sheet GI.16 for additional information.

During Phase 1D, centerline markings leading to Taxiway NB from Taxiways NA, NE, NR, NF, NC will be obliterated for duration of this phase and reestablished at the conclusion of it. See sheet GI.18 for additional information.

During Phase 1E, centerline markings leading to Taxiway NB from Taxiway NF, NR and ND and from Taxilane NF and NC will be obliterated in this phase and reestablished at the conclusion. See sheet GI.20 for additional information.

During Phase 2, a new centerline marking will be installed leading from Taxiway WB to Taxiway NC. New pavement direction markings will also be installed to correctly identify directions. See sheet GI.21 for additional information.

c. Lighting and Visual NAVAIDs:

Modifications to existing lighting are shown in the Construction Plan set.

Lighting and base cans that run around the edge of the southern infield area are to be removed. Elevated Taxiway edge lights and base cans to be removed along the southern half of the north infield. Centerline light fixtures that are present on Taxiway NC between Taxiways NR and NF are to be salvaged, with a blank cover on the base to remain.

d. Signs:

Modifications to existing signs including removal and salvage; relocation; and replacement; are shown in the Construction Plan set.

Changes to directional signs referencing Taxiway NC between Taxiway NR and Taxiway NF are required and are shown in the Construction Plan set. Any sign leading into the closure will be revised as well.

Any modifications to airfield signs shall be approved by IAH Airside Operations.

15. Marking and Signs for Access Routes

- a. Preliminary access routes are shown in Appendix A. The haul routes, to the extent possible, shall be marked and signed in accordance with FAA airfield signage requirements, the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) and/or state highway specifications. Signs adjacent to areas used by aircraft must meet the airfield general frangibility requirements as required by the airport and subsequent approval by the Owner. Meeting airfield frangibility requirements may require modification to size and height guidance in the MUTCD.
- b. Flagger must be set up with Airside Operations. Flaggers cannot flag themselves on/off and require Operations presence. Additionally, the Contractor will call prior to entering the airfield and prior to leaving.

16. Hazard Marking and Lighting

a. Purpose:

Hazard marking and lighting prevents pilots from entering areas closed to aircraft and prevents construction personnel from entering areas open to aircraft traffic. To that end, comprehensible warning indicators for any area affected by construction that is normally accessible to aircraft, personnel, or vehicles shall be installed and maintained by the Contractor for the duration of construction operations.

b. Equipment:

Type 1 – Low Profile, water-filled barricades of the type detailed in the plans with omnidirectional flashing red lights shall be placed outside the safety area of intersecting

taxiways at the edge of the closed airfield surfaces and the project work limits. Barricades shall be placed so that the lights are 10-feet apart. Layout locations for this equipment are as shown in the project drawing set and in the exhibits of Appendix A of this document. The Contractor shall have a person on call 24 hours a day for emergency maintenance of airport hazard lighting and barricades. This person must also be referenced in the SPCD. The Contractor must file the contact person's information with the Airport. Lighting shall be checked for proper operation at least once per day, preferably at dusk.

- c. See Section 9a for contact information for maintenance of hazard marking and lighting. This information will be provided in the SPCD.
- d. See Section 5b for additional details.

17. Work Zone Lighting for Nighttime Construction

- a. Nighttime work is necessary for this project. Contractor nighttime lighting equipment and procedures will be subject to Airport approval.
- b. Lights shall be down-fire aimed, in a manner as to not interfere with ATCT or Pilots' lines of sight. Location and light intensity will be approved by the Airside Operations.

18. Protection of Runway and Taxiway Safety Areas

Safety area encroachments, improper ground vehicle operations and unmarked or uncovered holes and trenches in the vicinity of aircraft operation surfaces and construction areas are the three most recurring threats to safety during construction. Protection of runway and taxiway safety areas, object free areas, obstacle free zones, and approach/departure surfaces shall be a standing requirement for the duration of the project. For information on Contractor guidelines, please reference Section 5, Contractor Access. Reference Section 9, Notification of Construction Activities, and Section 14, Runway, Taxiway, and Taxiway Visual Aids, of this document for taxiway closure requirements. Reference Section 16, Hazard Marking and Lighting, of this document for hazard marking. Reference Section 19, Other Limitations on construction, of this document for height restrictions (as required).

- a. Runway Safety Area (RSA)

A runway safety area is the 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 by aircraft.

No work is proposed within the RSA for this project.

- b. Runway Object Free Area (ROFA)

Construction, including excavations, may be permitted in the ROFA. However, equipment must be removed from the ROFA when not in use, and material shall not be stockpiled in the

ROFA if not necessary. Stockpiling material in the OFA requires submittal of a FAA Form 7460-1 and justification provided to the appropriate FAA Airports Regional or District Office for approval.

No work is proposed within the ROFA for this project.

c. Object Free Zone (OFZ)

Construction personnel, material, and/or equipment may not penetrate the OFZ while the runway is open for aircraft operations. The OFZ is a defined volume of airspace centered about and above the runway centerline.

No work is proposed within the OFZ for this project.

d. Runway Approach/Departure Surfaces

All personnel, materials, and/or equipment must remain clear of the applicable threshold siting surfaces. Objects that do not penetrate these surfaces may still be obstructions to air navigation and may affect standard instrument approach procedures. Coordinate with the FAA through the appropriate FAA Airports Regional or District Office. Construction activity in a runway approach/departure area may result in the need to partially close a runway or temporarily relocate the existing runway threshold. Partial runway closure, the temporary relocation of the runway threshold, or the closure of the runway and other portions of the movement area also require coordination through the Airport with the appropriate FAA air traffic manager and ATO/Technical Operations (for affected NAVAIDS) and airport users.

This project will not include work in Part 77 surfaces of any nearby runways.

e. Taxiway/Taxilane Object Free Area (TOFA/TLOFA)

Unlike the ROFA, aircraft wings regularly penetrate the taxiway and taxilane object free areas during normal operations. The restrictions are more stringent. No construction may occur within the TOFA while the taxiway is open for aircraft operations.

This project will include work in the TOFA of many taxiways. Reference Appendix A for phasing plans illustrating any effects to taxiway operations. The affected taxiway(s) will be closed.

f. Taxiway/Taxilane Safety Area (TSA/TLSA)

The taxiway safety area is a defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway. No construction may occur within the TSA while the taxiway is open for aircraft operations.

This project will include work in the TSA of Taxiway NC. The Taxiway will be closed for the duration of planned work.

19. Other Limitations on Construction

a. Prohibitions:

- 1) No interruptions to aircraft operations.

George Bush Intercontinental Airport
PN 973 Terminal A North RON Apron

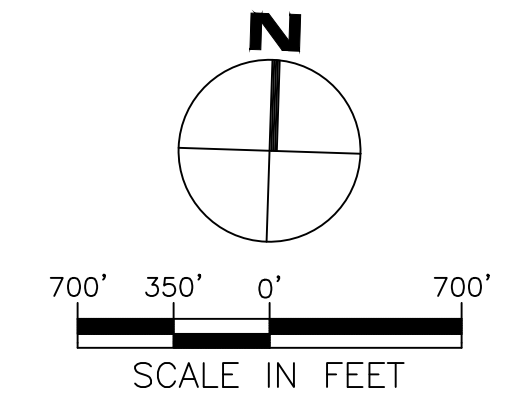
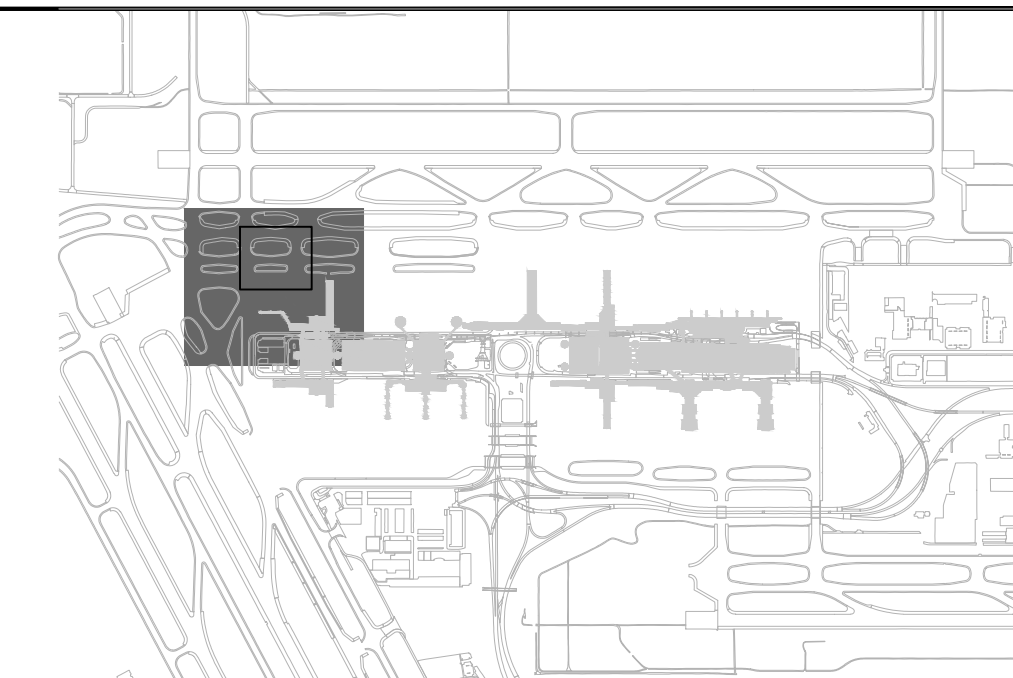
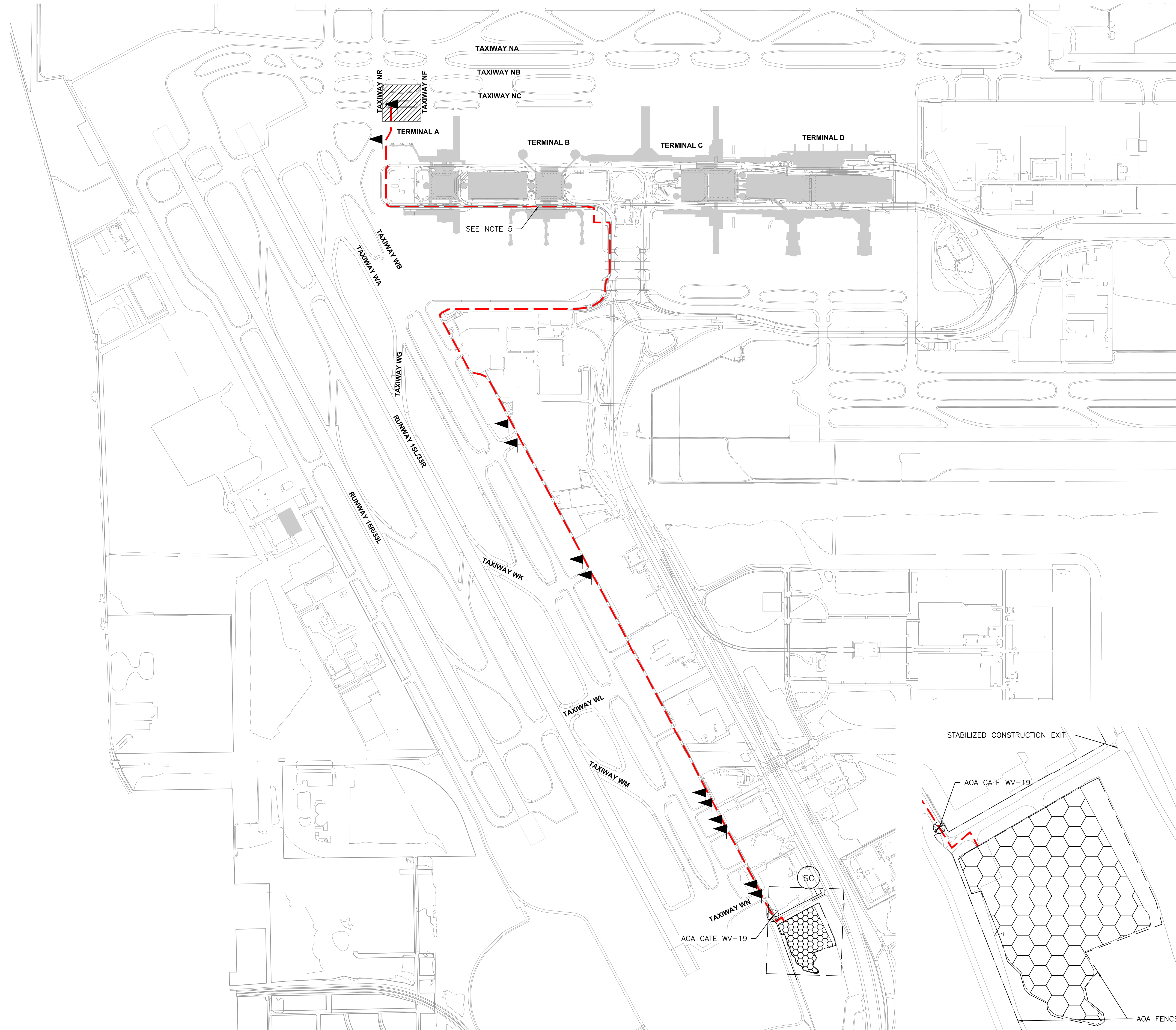
- 2) No uses of open flame, welding or torches unless fire safety precautions are provided, and the Airport has approved their use.
- 3) No use of electrical blasting caps or explosives of any kind on or within 1,000 ft. (300 m) of the airport property.
- 4) No use of flare pots within the AOA.
- 5) No use of construction equipment or machinery of any kind unless a FAA Form 7460-1 determination letter has been issued for such equipment.
- 6) Construction work may not start until the FAA issues the 7460 determination letters.

b. Restrictions:

- 1) The planned maximum height of equipment for construction will be 30 feet above the existing ground. If the Contractor proposes to use taller equipment, a new Form 7460-1 will have to be submitted by the Contractor for review and approval. The maximum equipment height shall be included in the SPCD.
- 2) If weather or tenant operations require the use of a previously closed portion(s) of pavements, the Contractor will pull back their operations in a timely fashion to allow the use. This may require terminating work within a particular area and relocating to another, available area. These pull- back operations will be directed by Operations.
- 3) Other restrictions may be identified during the course of the project.

Appendix A – CSPP Phasing Plans

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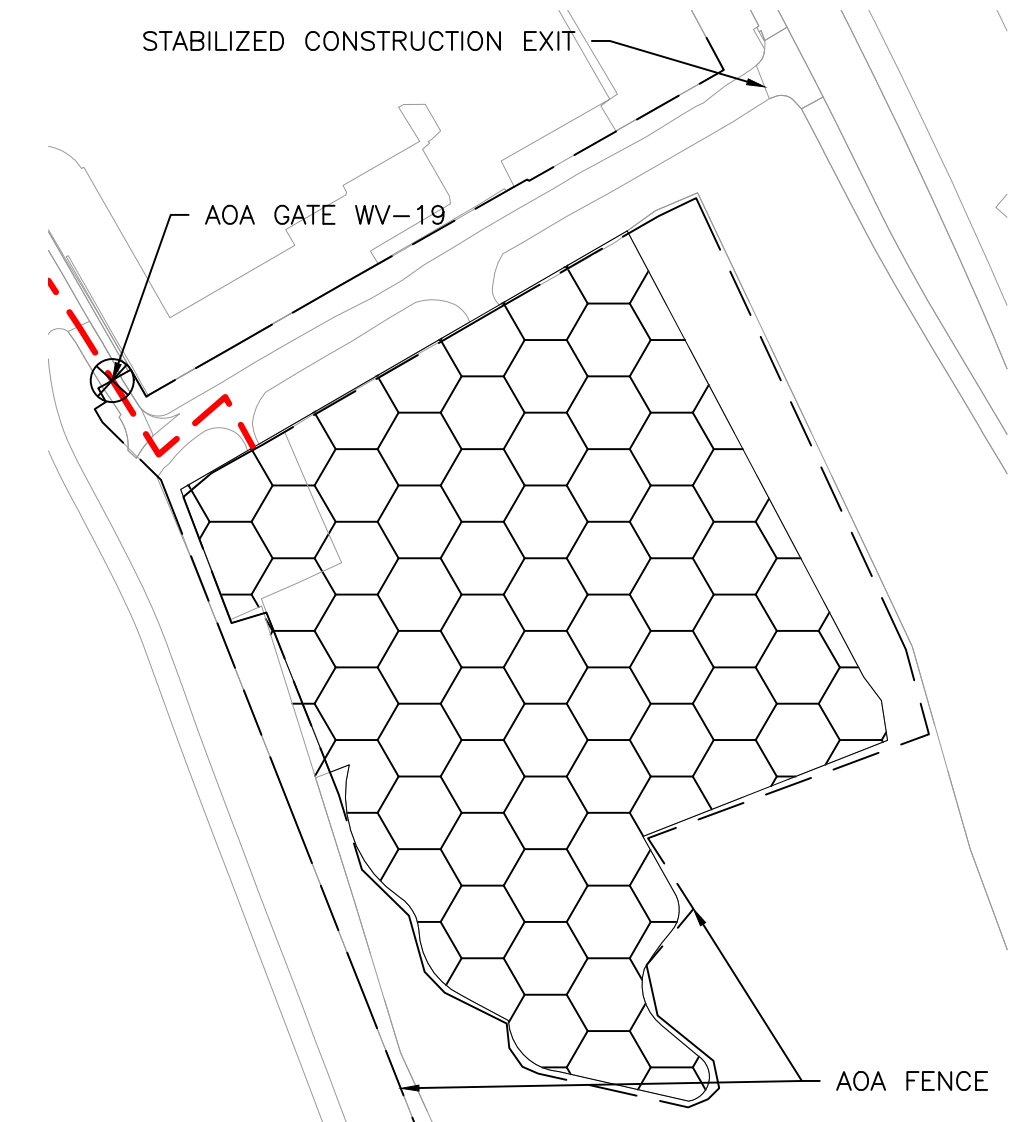


LEGEND

- CONTRACTOR STAGING AREA/EMPLOYEE PARKING/BATCH PLANT SITE
- WORK AREA
- HAUL ROUTE
- FLAGGER
- CONTRACTOR ACCESS/GATE GUARD
- STABILIZED CONSTRUCTION EXIT

NOTES:

1. FLAGGERS TO BE PLACED AT EVERY ACTIVE TAXIWAY/TAXILANE INTERSECTION ALONG THE HAUL ROUTE.
2. CONTRACTOR TO COORDINATE ESCORT LOCATION AND PERSONNEL WITH THE OWNER.
3. CONTRACTOR TO MAKE SURE HAUL ROUTE IS RETURNED IN EQUAL OR BETTER CONDITION UPON COMPLETION OF THE PROJECT.
4. DURING IRREGULAR OPERATIONS AT THE AIRPORT AND WITH THE PEOPLE MOVER SYSTEM, THE CONTRACTOR MAY BE RESTRICTED FROM USING THE HAUL ROUTE NEAR TERMINAL A. AS SHOWN ON THE FOLLOWING SHEETS AS "EMERGENCY BUS STOP".
5. VSR LOCATED BEHIND TERMINAL B SOUTH HAS VERTICAL CLEARANCE LIMITED TO 13FT. OVERSIZED LOADS WILL REQUIRE HAS AIRSIDE OPS COORDINATION.



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 13501 Katy Freeway
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REVISIONS			
NO.	DESCRIPTION	DATE	BY

TERMINAL A NORTH IRON PARKING
 AT GEORGE BUSH INTERCONTINENTAL AIRPORT
**CONTRACTOR STAGING AREA
 AND HAUL ROUTE**
 T.I.P. No. 23-311-IAH B.S.G. No. 2023-356-IAH

ISSUED FOR PERMIT	
PROJECT MGR:	DA
DESIGNER:	JK
DRAWN BY:	JK
CHECKED BY:	BS
SCALE:	1" = 700'
DATE:	06/03/2024

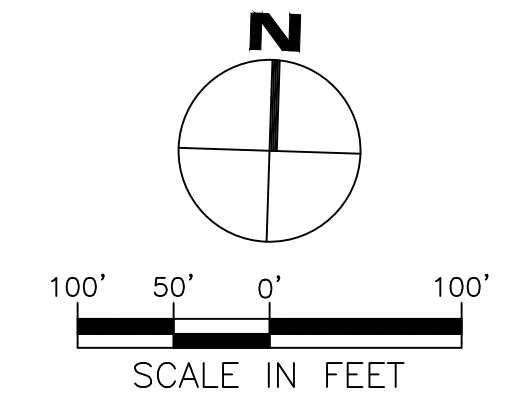
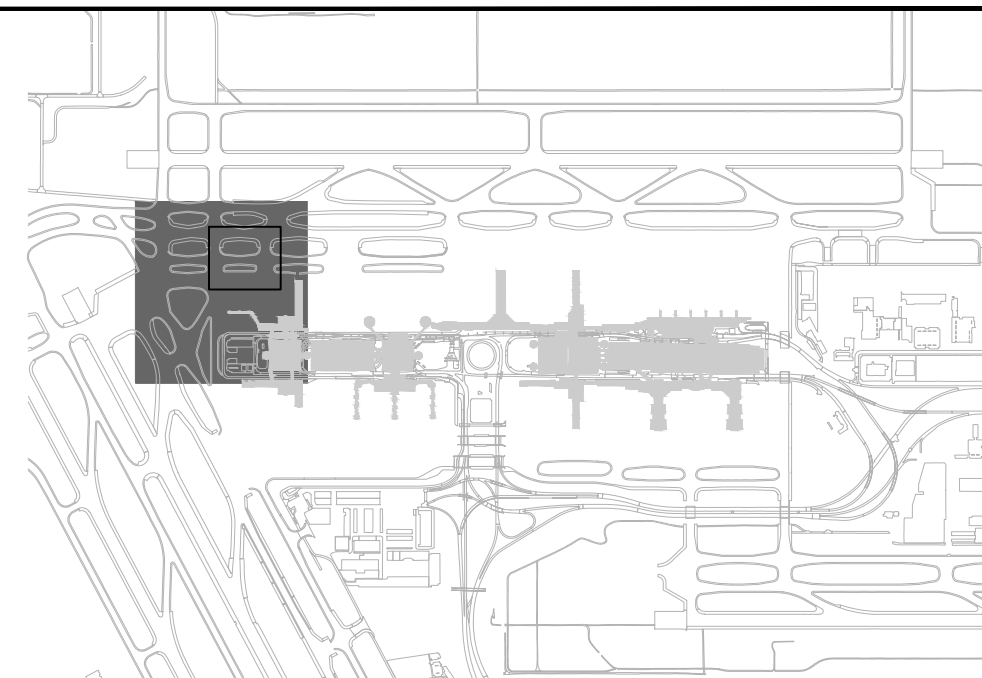
DEPARTMENT OF AVIATION	
APPROVED BY:	DATE:
HOUSTON AIRPORT SYSTEMS AUTHORIZED REPRESENTATIVE	

PROJECT NO.	PN 973
C.I.P. NO.	A-000713
H.A.S. NO.	
SHEET NO.	



REVISIONS

NO.	DESCRIPTION	DATE	BY



LEGEND

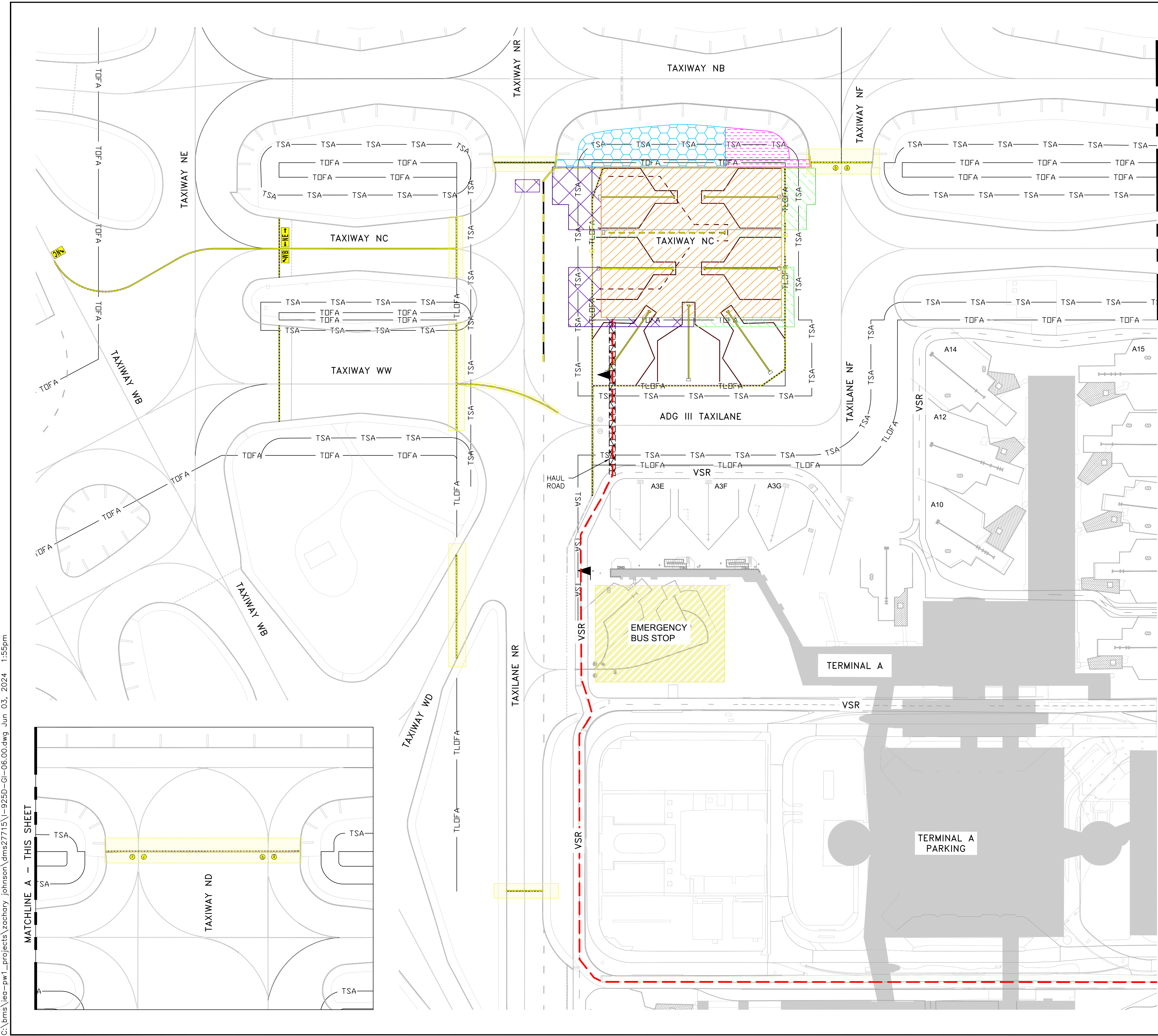
- PHASE 0
- PHASE 1A
- PHASE 1B
- PHASE 1C
- PHASE 1D
- PHASE 1E
- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- HAUL ROUTE
- FLAGGER

NOTES:

- PHASES 1B OR 1C MAY BE COMPLETED AT THE SAME TIME AS PHASE 1A. PHASES 1B AND 1C CAN NOT BE COMPLETED AT THE SAME TIME IN ORDER TO MINIMIZE TAXIWAY CLOSURES.
- PHASE 2 NOT SHOWN FOR CLARITY.

GENERAL PHASING NOTES:

- NO WORK SHALL BE PERFORMED UNTIL ALL BARRICADES AND CONSTRUCTION FENCES HAVE BEEN ERECTED AND ACCEPTED BY A HAS OAR.
- NO WORK SHALL BE PERFORMED UNTIL ALL MODIFICATIONS TO THE AIRFIELD MARKINGS, LIGHTING, AND SIGNAGE HAVE BEEN PERFORMED AND ACCEPTED BY A HAS OAR.
- NO EARTH DISTURBANCE SHALL OCCUR PRIOR TO THE INSTALLATION AND ACCEPTANCE OF THE EROSION AND SEDIMENTATION CONTROLS.
- FLAGGERS MUST STAY OUTSIDE TOFA'S OF ACTIVE TAXIWAYS.
- NO WORK MAY BE PERFORMED WITHIN THE TOFA OF AN ACTIVE TAXIWAY.
- CONTRACTOR SHALL PLACE BARRICADES AT THE TOFA OF THE ACTIVE TAXIWAY OR AS SHOWN IN THE PLANS.
- CONTRACTOR TO MAINTAIN ALL GRASS AREAS WITHIN THE PROJECT LIMIT DURING CONSTRUCTION. CONTRACTOR TO COORDINATE WITH HAS OAR BEFORE THE START OF THE PROJECT TO DETERMINE ALL GRASS AREAS TO BE MAINTAINED.



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MATCHLINE A - THIS SHEET

TERMINAL A NORTH RON PARKING
 AT GEORGE BUSH INTERCONTINENTAL AIRPORT
OVERALL PHASING PLAN AND NOTES
 T.I.P. No. 23-311-IAH B.S.C. No. 2023-356-IAH

ISSUED FOR PERMIT

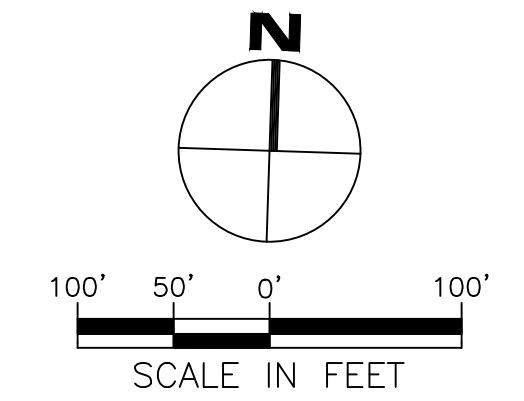
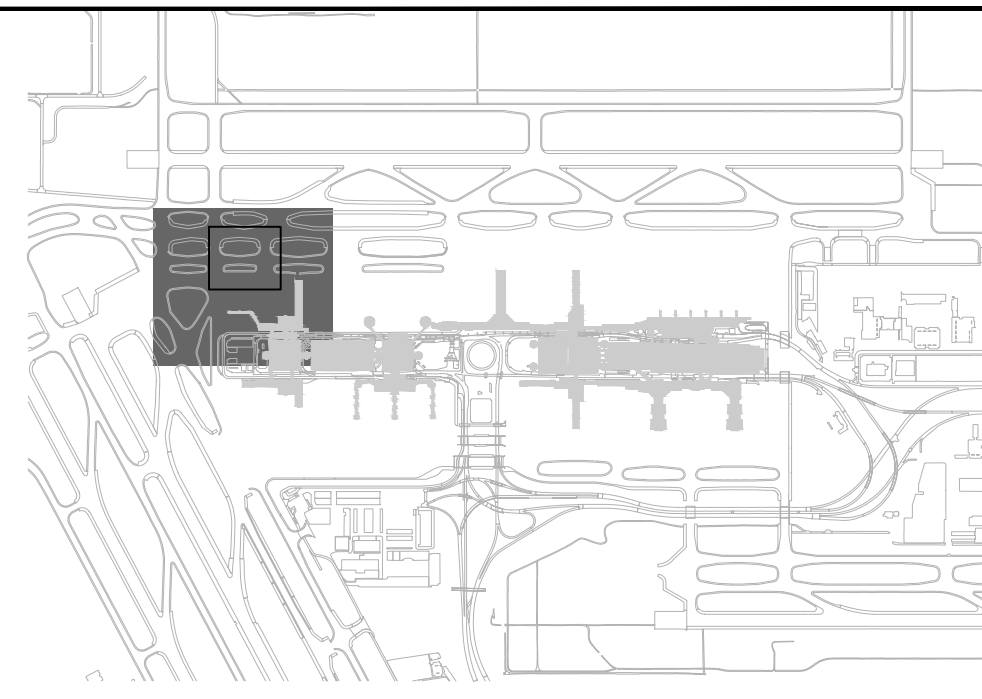
PROJECT MGR:	DA
DESIGNER:	ZJ
DRAWN BY:	ZJ
CHECKED BY:	BS
SCALE:	1" = 200'
DATE:	06/03/2024

DEPARTMENT OF AVIATION	
APPROVED BY:	DATE:
HOUSTON AIRPORT SYSTEMS AUTHORIZED REPRESENTATIVE	

PROJECT NO.	PN 973
C.I.P. NO.	A-000713
H.A.S. NO.	
SHEET NO.	



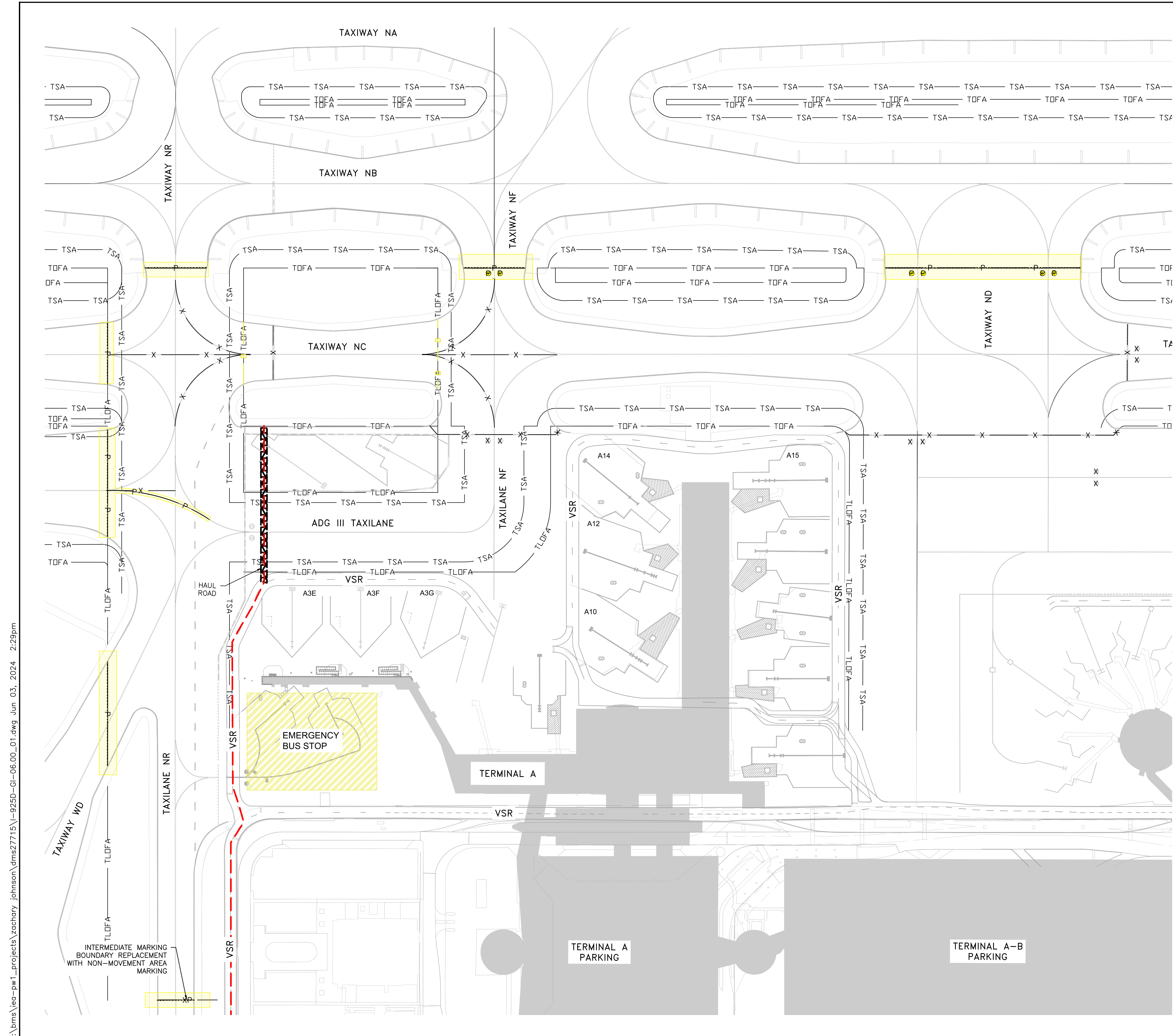
REVISIONS		
NO.	DESCRIPTION	DATE



LEGEND

- [Yellow shaded area] PHASE 0
- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- X - X - MARKING REMOVAL
- P - P - PERMANENT MARKING INSTALLED THIS PHASE
- XP - MARKING REMOVAL AND PERMANENT INSTALLED THIS PHASE
- - - HAUL ROUTE
- ▲ FLAGGER

- NOTES:**
1. WORK OCCURRING IN PHASE 0 SHALL OCCUR DURING NIGHTTIME HOURS, OR ON A PULLBACK BASIS, SO AS NOT TO CONFLICT WITH THE AIRPORT OPERATIONS.
 2. CONTRACTOR TO COORDINATE TAXIWAY CLOSURES, BARRICADE PLACEMENT AND/OR TEMPORARY MARKING REMOVALS WITH HAS AIRSIDE OPERATIONS AND HAS OAR BEFORE CONSTRUCTION BEGINS.
 3. WORK ACTIVITIES DURING PHASE 0 INCLUDE:
 - MAINTENANCE OF TRAFFIC
 - PAVEMENT MARKING REMOVAL
 - PAVEMENT MARKING INSTALLATION



TERMINAL A NORTH RON PARKING
AT GEORGE BUSH INTERCONTINENTAL AIRPORT

PHASING PLAN - PHASE 0

T.I.P. No. 23-311-IAH B.S.C. No. 2023-356-IAH

ISSUED FOR PERMIT	
PROJECT MGR:	DA
DESIGNER:	ZJ
DRAWN BY:	ZJ
CHECKED BY:	BS
SCALE:	1" = 100'
DATE:	06/03/2024

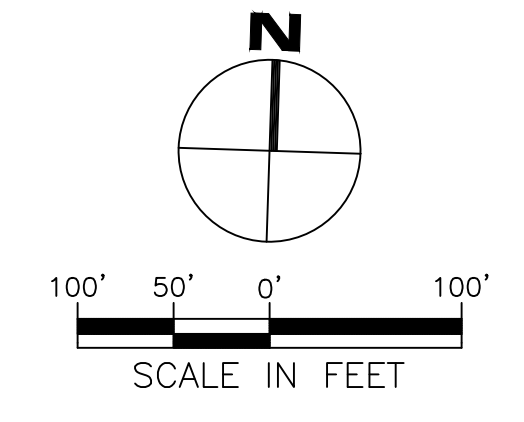
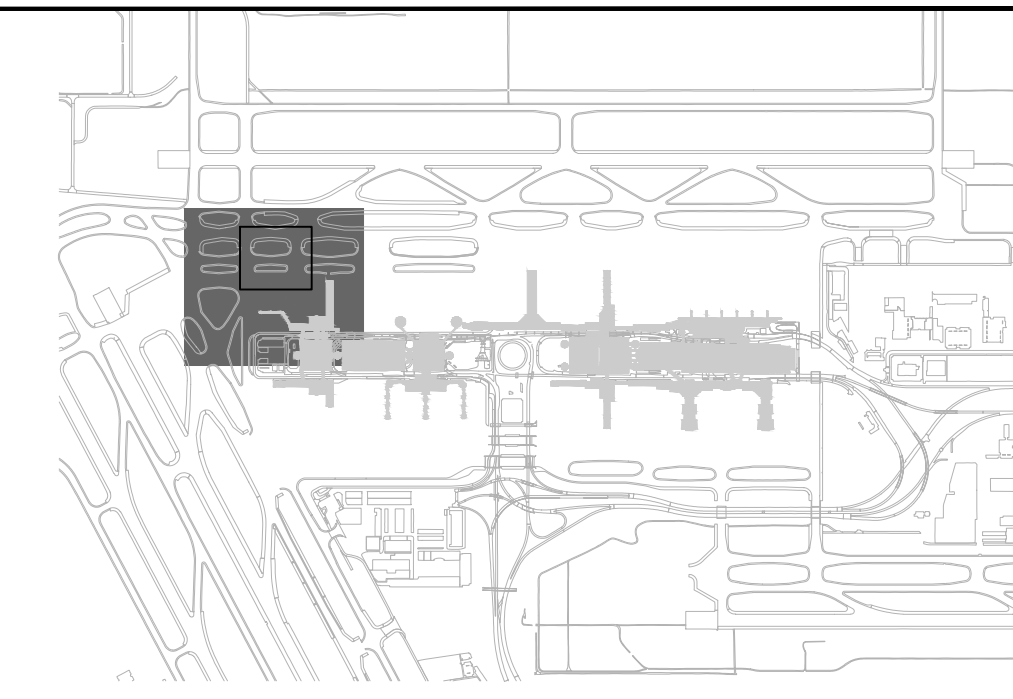
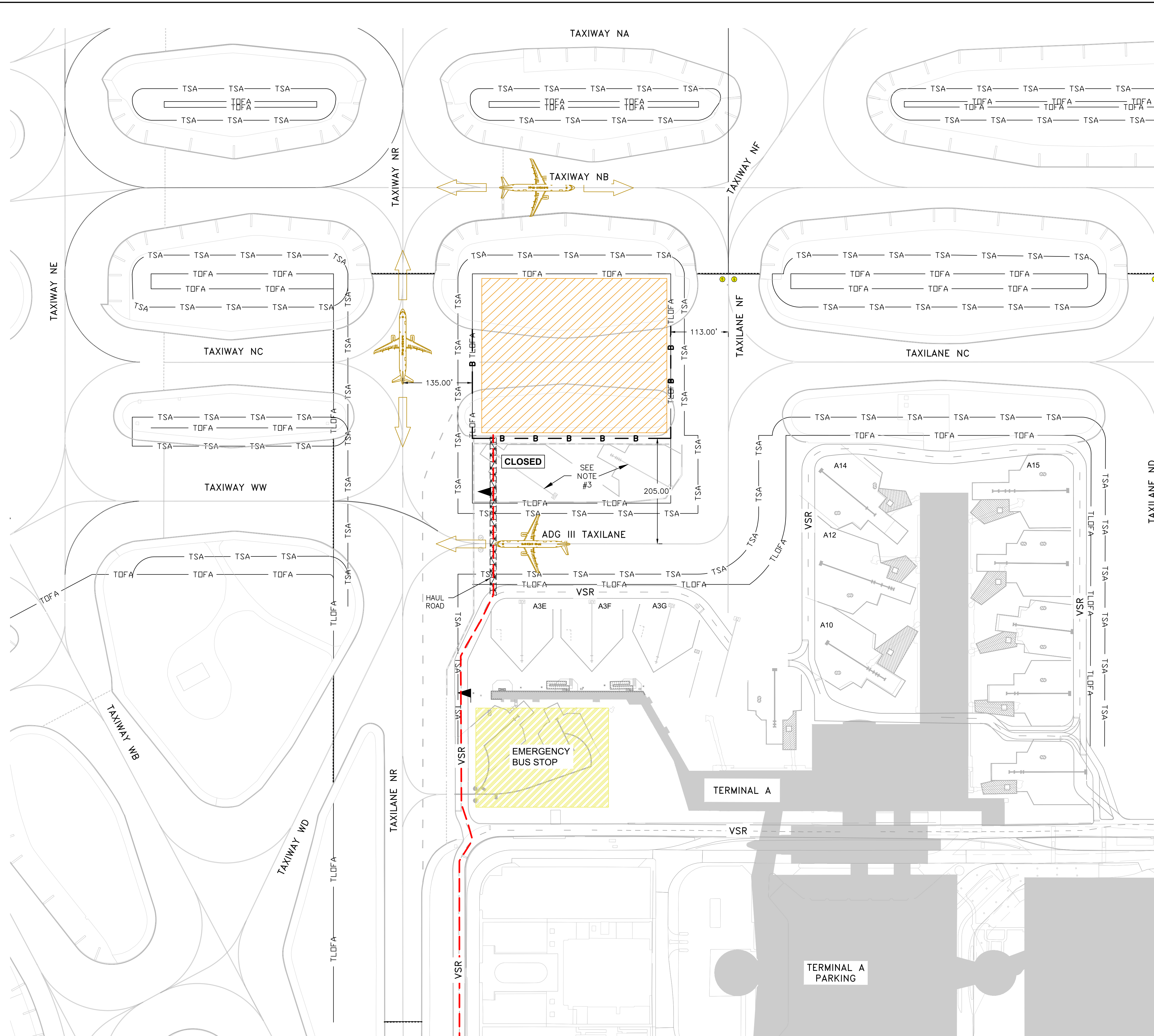
DEPARTMENT OF AVIATION	
APPROVED BY:	DATE:
HOUSTON AIRPORT SYSTEMS AUTHORIZED REPRESENTATIVE	

PROJECT NO.	PN 973
C.I.P. NO.	A-000713
H.A.S. NO.	
SHEET NO.	

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INTERMEDIATE MARKING
BOUNDARY REPLACEMENT
WITH NON-MOVEMENT AREA
MARKING

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LEGEND

- PHASE 1A
- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- B — B — LOW-PROFILE BARRICADE
- — — HAUL ROUTE
- FLAGGER

NOTES:

1. THE FOLLOWING PAVEMENTS WILL BE CLOSED DURING PHASE 1A:
 - TAXIWAY NC (BETWEEN TAXIWAY NR AND TAXIWAY NF)
 - TAXIWAY NC WILL HENCEFORTH BE PERMANENTLY CLOSED AT THIS LOCATION
2. WORK ACTIVITIES DURING PHASE 1A INCLUDE:
 - MAINTENANCE OF TRAFFIC
 - PAVEMENT AND MARKING REMOVAL
 - PLACEMENT OF STABILIZED SUBGRADE
 - PLACEMENT OF CRUSHED CONCRETE AGGREGATE BASE COURSE
 - PLACEMENT OF CEMENT TREATED BASE
 - PLACEMENT OF CEMENT CONCRETE PAVEMENT
 - REMOVAL OF ELECTRICAL INFRASTRUCTURE
 - INSTALLATION OF TAXIWAY EDGE LIGHTS
 - INSTALLATION OF STORM SEWER PIPES AND INLETS
 - STRUCTURE ADJUSTMENTS
 - EARTHWORK/GRADING
3. THE WEST EXISTING RON PARKING POSITION (HS2) IS TO BE CLOSED. EAST EXISTING RON PARKING POSITION (HS1) IS TO BE IN OPERATION.
 - DEBRIS BLOCKING FABRIC IS REQUIRED TO BE USED TO PROTECT AIRCRAFT IN ACTIVE RON POSITION FROM FOD.

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 13501 Katy Freeway
 Suite 3425
 Houston, Texas 77079
 (832) 494-3800
 TBPE Firm Registration No. F-10161

REVISIONS		
NO.	DESCRIPTION	DATE

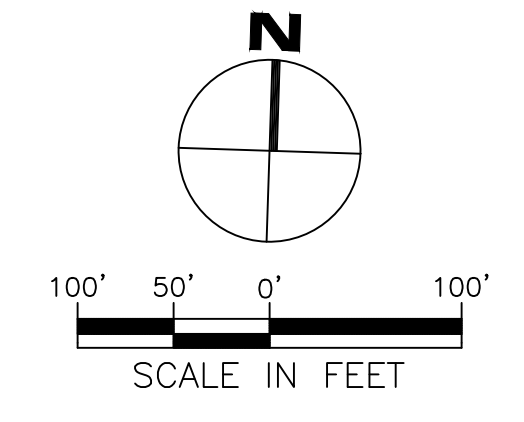
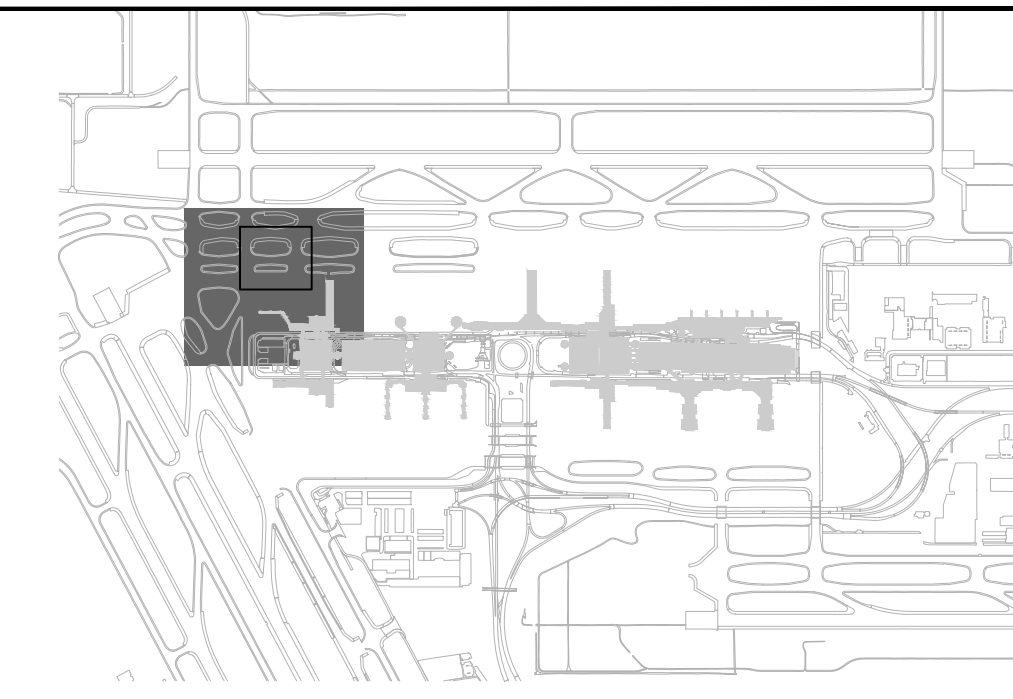
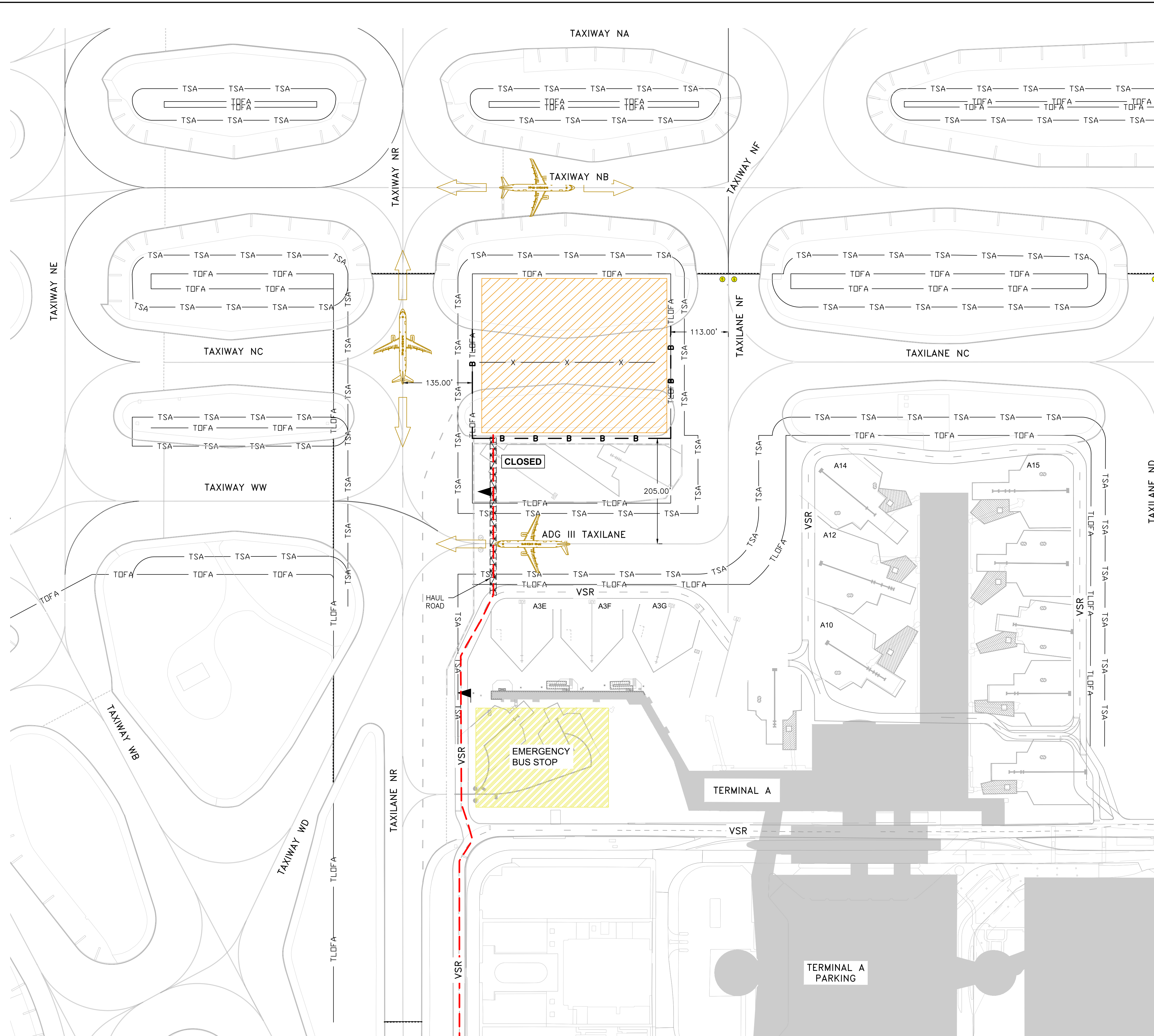
TERMINAL A NORTH RON PARKING
 AT GEORGE BUSH INTERCONTINENTAL AIRPORT
PHASING PLAN - PHASE 1A
 T.I.P. No. 23-311-IAH B.S.G. No. 2023-356-IAH

ISSUED FOR PERMIT	
PROJECT MGR:	DA
DESIGNER:	ZJ
DRAWN BY:	ZJ
CHECKED BY:	DB
SCALE:	1" = 100'
DATE:	06/03/2024

DEPARTMENT OF AVIATION	
APPROVED BY:	DATE:

PROJECT NO.	PN 973
C.I.P. NO.	A-000713
H.A.S. NO.	
SHEET NO.	

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LEGEND

- PHASE 1A
- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- B — B — LOW-PROFILE BARRICADE
- X — MARKING REMOVAL
- — — HAUL ROUTE
- ▲ FLAGGER

NOTES:

1. THE FOLLOWING PAVEMENTS WILL BE CLOSED DURING PHASE 1A:
 - TAXIWAY NC (BETWEEN TAXIWAY NR AND TAXIWAY NF)
 - TAXIWAY NC WILL HENCEFORTH BE PERMANENTLY CLOSED AT THIS LOCATION.
2. WORK ACTIVITIES DURING PHASE 1A INCLUDE:
 - MAINTENANCE OF TRAFFIC
 - PAVEMENT AND MARKING REMOVAL
 - PLACEMENT OF STABILIZED SUBGRADE
 - PLACEMENT OF CRUSHED CONCRETE AGGREGATE BASE COURSE
 - PLACEMENT OF CEMENT TREATED BASE
 - PLACEMENT OF CEMENT CONCRETE PAVEMENT
 - REMOVAL OF ELECTRICAL INFRASTRUCTURE
 - INSTALLATION OF TAXIWAY EDGE LIGHTS
 - INSTALLATION OF STORM SEWER PIPES AND INLETS
 - STRUCTURE ADJUSTMENTS
 - EARTHWORK/GRADING
3. THE WEST EXISTING RON PARKING POSITION (HS2) IS TO BE CLOSED. EAST EXISTING RON PARKING POSITION (HS1) IS TO BE IN OPERATION.
 - DEBRIS BLOCKING FABRIC IS REQUIRED TO BE USED TO PROTECT AIRCRAFT IN ACTIVE RON POSITION FROM FOD.

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 Suite 3425
 Houston, Texas 77079
 (832) 494-3800
 TPBE Firm Registration No. F-10161

REVISIONS		
NO.	DESCRIPTION	DATE

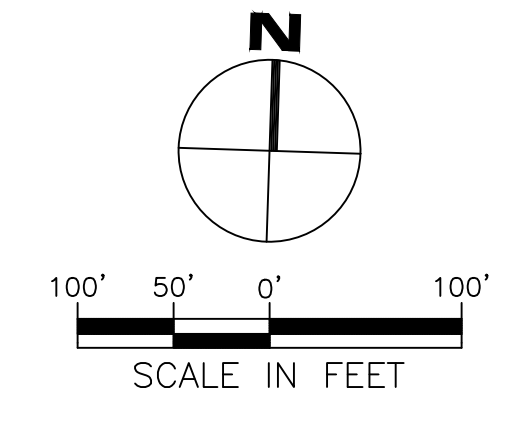
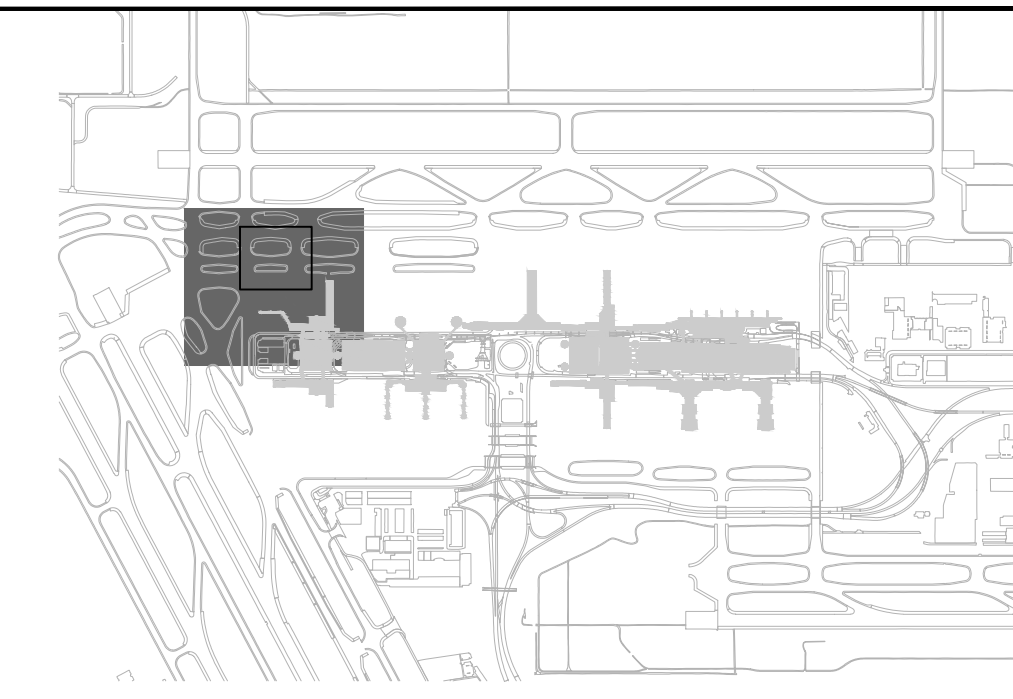
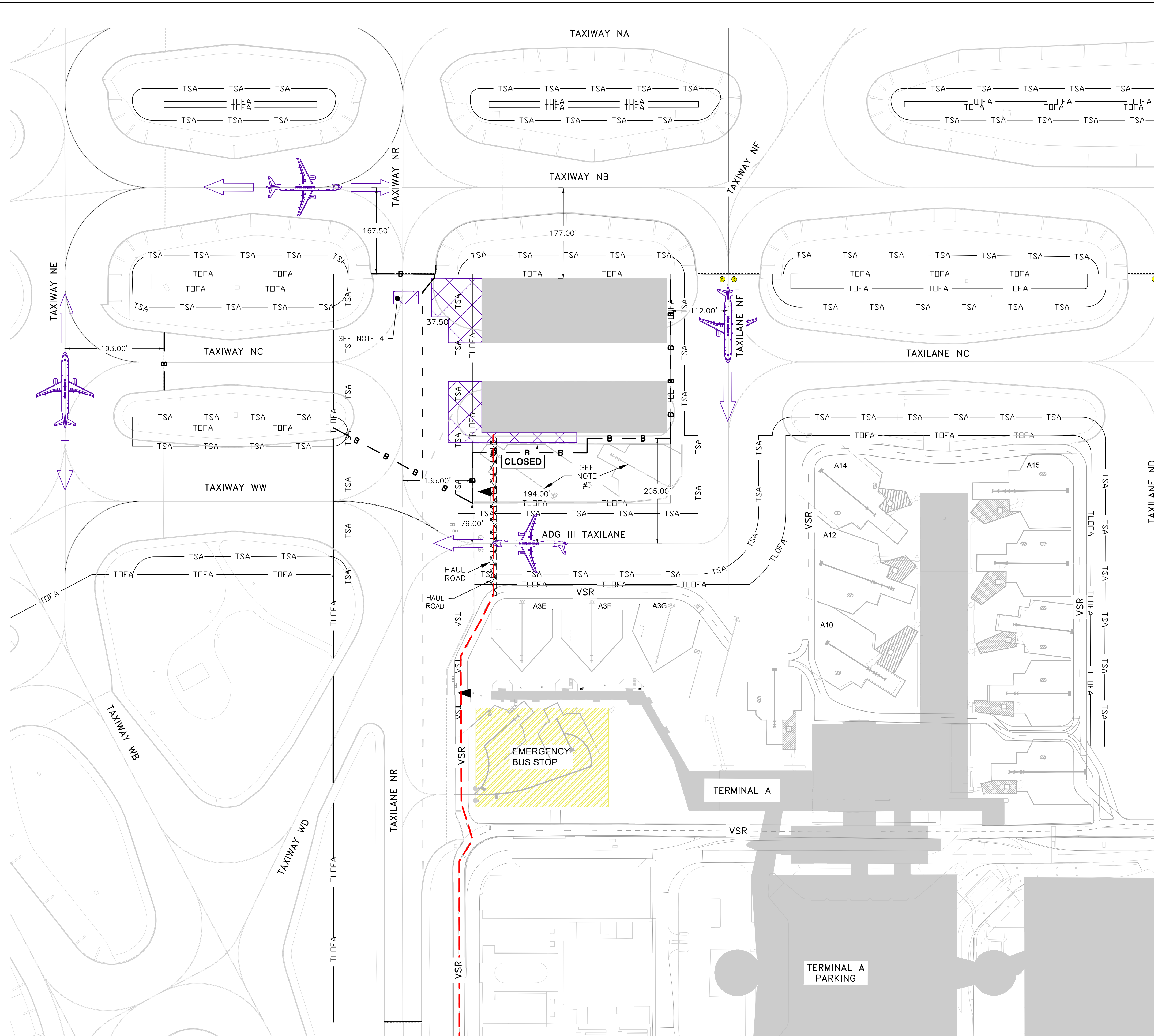
TERMINAL A NORTH RON PARKING
 AT GEORGE BUSH INTERCONTINENTAL AIRPORT
**PHASING PLAN - PHASE 1A -
 PAVEMENT MARKING**
 T.I.P. No. 23-311-IAH B.S.G. No. 2023-356-IAH

ISSUED FOR PERMIT	
PROJECT MGR:	DA
DESIGNER:	ZJ
DRAWN BY:	ZJ
CHECKED BY:	BS
SCALE:	1" = 100'
DATE:	06/03/2024

DEPARTMENT OF AVIATION	
APPROVED BY:	DATE:

PROJECT NO.	PN 973
C.I.P. NO.	A-000713
H.A.S. NO.	
SHEET NO.	

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LEGEND

- PHASE 1B
- COMPLETED PAVEMENT
- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- B — LOW-PROFILE BARRICADE
- Haul Route
- FLAGGER

NOTES:

1. THE FOLLOWING PAVEMENTS WILL BE CLOSED DURING PHASE 1B:
 - TAXIWAY NC (BETWEEN TAXIWAY NE AND TAXIWAY NR)
 - TAXIWAY NR (BETWEEN TAXIWAY WW AND TAXIWAY NB)
2. WORK ACTIVITIES DURING PHASE 1B INCLUDE:
 - MAINTENANCE OF TRAFFIC
 - PAVEMENT AND MARKING REMOVAL
 - PLACEMENT OF STABILIZED SUBGRADE
 - PLACEMENT OF CRUSHED CONCRETE AGGREGATE BASE COURSE
 - PLACEMENT OF CEMENT TREATED BASE
 - PLACEMENT OF CEMENT CONCRETE PAVEMENT
 - REMOVAL OF ELECTRICAL INFRASTRUCTURE
 - INSTALLATION OF TAXIWAY EDGE LIGHTS
 - INSTALLATION OF STORM SEWER PIPES AND INLETS
 - STRUCTURE ADJUSTMENTS
 - EARTHWORK/GRADING
 - PAVEMENT MARKING INSTALLATION
3. PAVEMENT MARKING LOCATED OUTSIDE THE TOFA TO BE PLACED DURING NIGHTTIME HOURS SO AS NOT TO CONFLICT WITH AIRPORT OPERATIONS.
4. CONTRACTOR TO COORDINATE WITH HAS OAR FOR THE LOCATION AND REPAIR REQUIRED FOR TWO PANELS.
5. THE WEST EXISTING RON PARKING POSITION (HS2) IS TO BE CLOSED. THE EAST EXISTING RON PARKING POSITION (HS1) IS TO BE IN OPERATION.
 - DEBRIS BLOCKING FABRIC IS REQUIRED TO BE USED TO PROTECT AIRCRAFT IN ACTIVE RON POSITION FROM FOD.

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 Suite 3425
 Houston, Texas 77079
 (832) 494-3800
 TBPE Firm Registration No. F-10161

REVISIONS			
NO.	DESCRIPTION	DATE	BY

TERMINAL A NORTH RON PARKING
 AT GEORGE BUSH INTERCONTINENTAL AIRPORT
PHASING PLAN - PHASE 1B
 T.I.P. No. 23-311-IAH B.S.G. No. 2023-356-IAH

ISSUED FOR PERMIT	
PROJECT MGR:	DA
DESIGNER:	ZJ
DRAWN BY:	ZJ
CHECKED BY:	BS
SCALE:	1" = 100'
DATE:	06/03/2024

DEPARTMENT OF AVIATION	
APPROVED BY:	DATE:
HOUSTON AIRPORT SYSTEMS AUTHORIZED REPRESENTATIVE	

PROJECT NO.	PN 973
C.I.P. NO.	A-000713
H.A.S. NO.	
SHEET NO.	



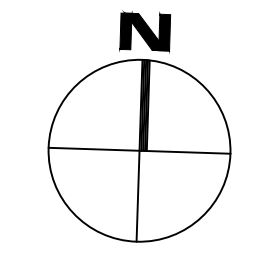
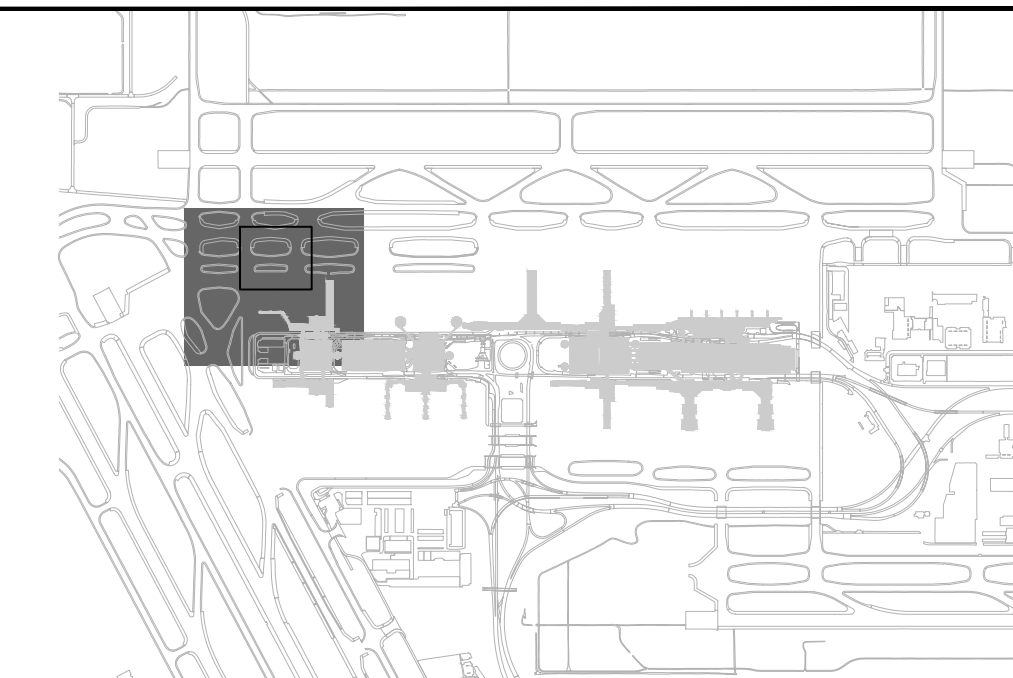
REVISIONS		
NO.	DESCRIPTION	DATE

TERMINAL A NORTH RON PARKING
 AT GEORGE BUSH INTERCONTINENTAL AIRPORT
**PHASING PLAN - PHASE 1B -
 PAVEMENT MARKING**
 T.I.P. No. 23-311-IAH B.S.G. No. 2023-356-IAH

ISSUED FOR PERMIT	
PROJECT MGR:	DA
DESIGNER:	ZJ
DRAWN BY:	ZJ
CHECKED BY:	BS
SCALE:	1" = 100'
DATE:	06/03/2024

DEPARTMENT OF AVIATION	
APPROVED BY:	DATE:
HOUSTON AIRPORT SYSTEMS AUTHORIZED REPRESENTATIVE	

PROJECT NO.	PN 973
C.I.P. NO.	A-000713
H.A.S. NO.	
SHEET NO.	



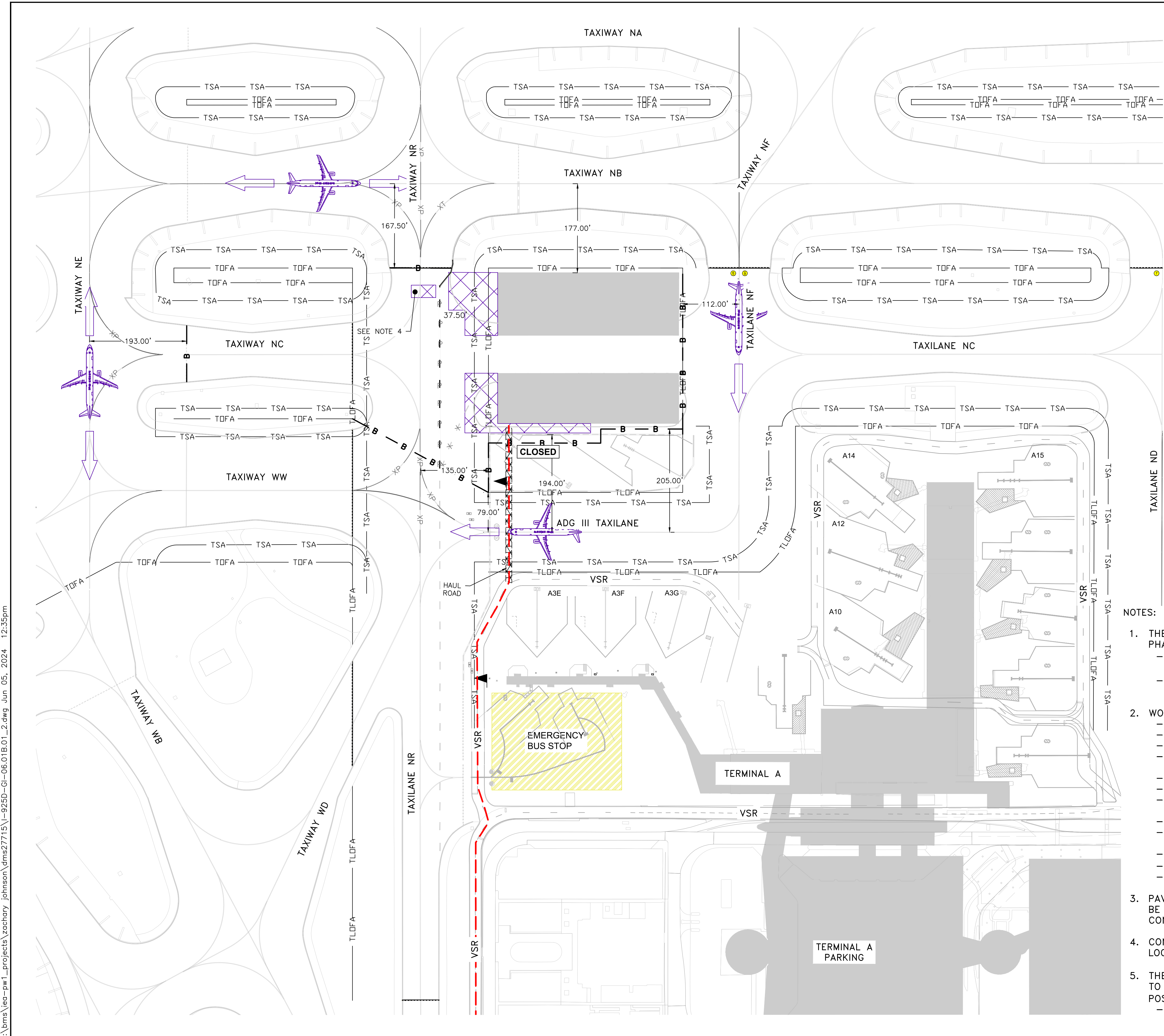
100' 50' 0' 100'
 SCALE IN FEET

LEGEND

- PHASE 1B
- COMPLETED PAVEMENT
- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- B — LOW-PROFILE BARRICADE
- X — MARKING REMOVAL
- XP — MARKING REMOVAL AND PERMANENT MARKING INSTALLED THIS PHASE
- P — PERMANENT MARKING INSTALLED THIS PHASE
- XT — MARKING REMOVAL AND TEMPORARY MARKING INSTALLED THIS PHASE
- HAUL ROUTE
- FLAGGER

NOTES:

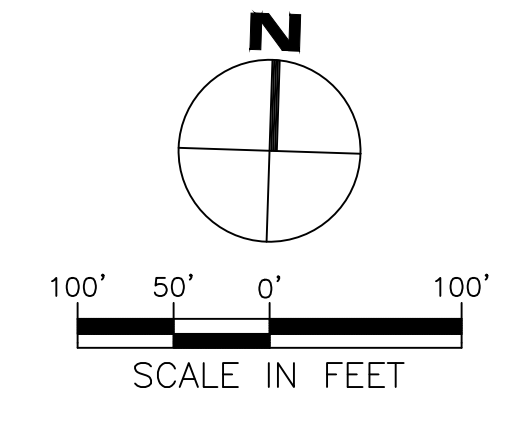
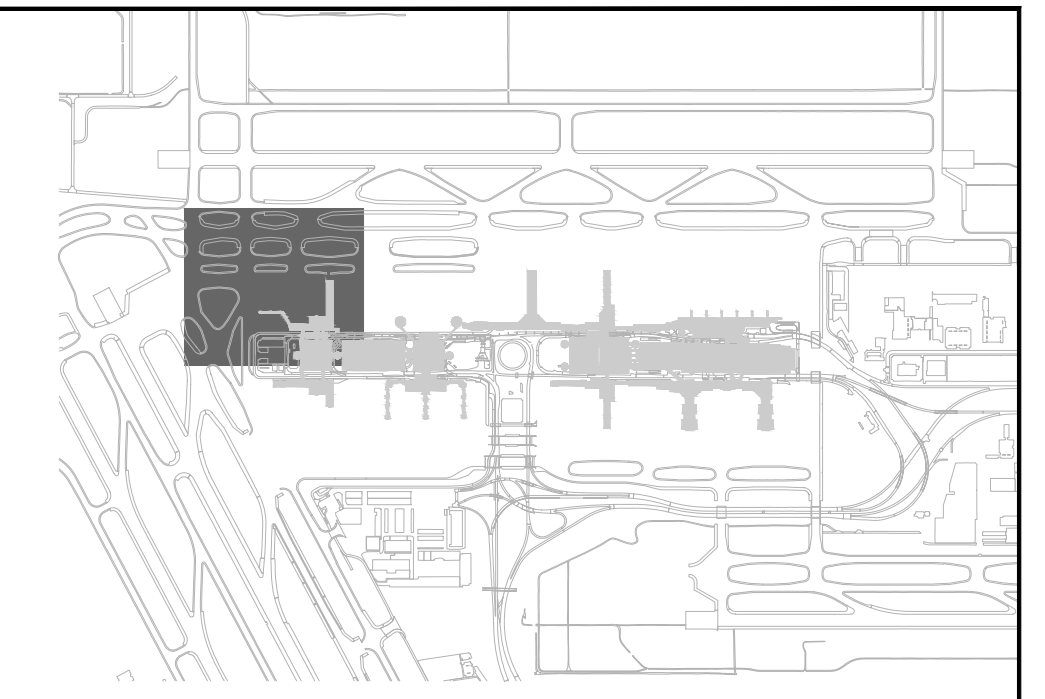
1. THE FOLLOWING PAVEMENTS WILL BE CLOSED DURING PHASE 1B:
 - TAXIWAY NC (BETWEEN TAXIWAY NE AND TAXIWAY NR)
 - TAXIWAY NR (BETWEEN TAXIWAY WW AND TAXIWAY NB)
2. WORK ACTIVITIES DURING PHASE 1B INCLUDE:
 - MAINTENANCE OF TRAFFIC
 - PAVEMENT AND MARKING REMOVAL
 - PLACEMENT OF STABILIZED SUBGRADE
 - PLACEMENT OF CRUSHED CONCRETE AGGREGATE BASE COURSE
 - PLACEMENT OF CEMENT TREATED BASE
 - PLACEMENT OF CEMENT CONCRETE PAVEMENT
 - REMOVAL OF ELECTRICAL INFRASTRUCTURE
 - INSTALLATION OF TAXIWAY EDGE LIGHTS
 - INSTALLATION OF STORM SEWER PIPES AND INLETS
 - STRUCTURE ADJUSTMENTS
 - EARTHWORK/GRADING
 - PAVEMENT MARKING INSTALLATION
3. PAVEMENT MARKING LOCATED OUTSIDE THE TOFA TO BE PLACED DURING NIGHTTIME HOURS SO AS NOT TO CONFLICT WITH AIRPORT OPERATIONS.
4. CONTRACTOR TO COORDINATE WITH HAS OAR FOR THE LOCATION AND REPAIR REQUIRED FOR TWO PANELS.
5. THE WEST EXISTING RON PARKING POSITION (HS2) IS TO BE CLOSED. THE EAST EXISTING RON PARKING POSITION (HS1) IS TO BE IN OPERATION.
 - DEBRIS BLOCKING FABRIC IS REQUIRED TO BE USED TO PROTECT AIRCRAFT IN ACTIVE RON POSITION FROM FOD.



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REVISIONS		
NO.	DESCRIPTION	DATE



LEGEND

- PHASE 1C
- COMPLETED PAVEMENT
- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- B — LOW-PROFILE BARRICADE
- HAUL ROUTE
- FLAGGER

NOTES:

1. THE FOLLOWING PAVEMENTS WILL BE CLOSED DURING PHASE 1C:
 - TAXIWAY NF (BETWEEN TAXIWAY NB AND NORTH SIDE OF TAXILANE NC)
2. WORK ACTIVITIES DURING PHASE 1C INCLUDE:
 - MAINTENANCE OF TRAFFIC
 - PAVEMENT AND MARKING REMOVAL
 - PLACEMENT OF STABILIZED SUBGRADE
 - PLACEMENT OF CRUSHED CONCRETE AGGREGATE BASE COURSE
 - PLACEMENT OF CEMENT TREATED BASE
 - PLACEMENT OF CEMENT CONCRETE PAVEMENT
 - REMOVAL OF ELECTRICAL INFRASTRUCTURE
 - INSTALLATION OF TAXIWAY EDGE LIGHTS
 - INSTALLATION OF STORM SEWER PIPES AND INLETS
 - STRUCTURE ADJUSTMENTS
 - EARTHWORK/GRADING
 - PAVEMENT MARKING INSTALLATION
3. THE WEST EXISTING RON PARKING POSITION (HS2) AND THE EAST EXISTING RON PARKING POSITION (HS1) ARE TO BE CLOSED.
 - DEBRIS BLOCKING FABRIC IS REQUIRED TO BE USED TO PROTECT AIRCRAFT IN ACTIVE RON POSITION FROM FOD.

TERMINAL A NORTH RON PARKING
AT GEORGE BUSH INTERCONTINENTAL AIRPORT

PHASING PLAN - PHASE 1C

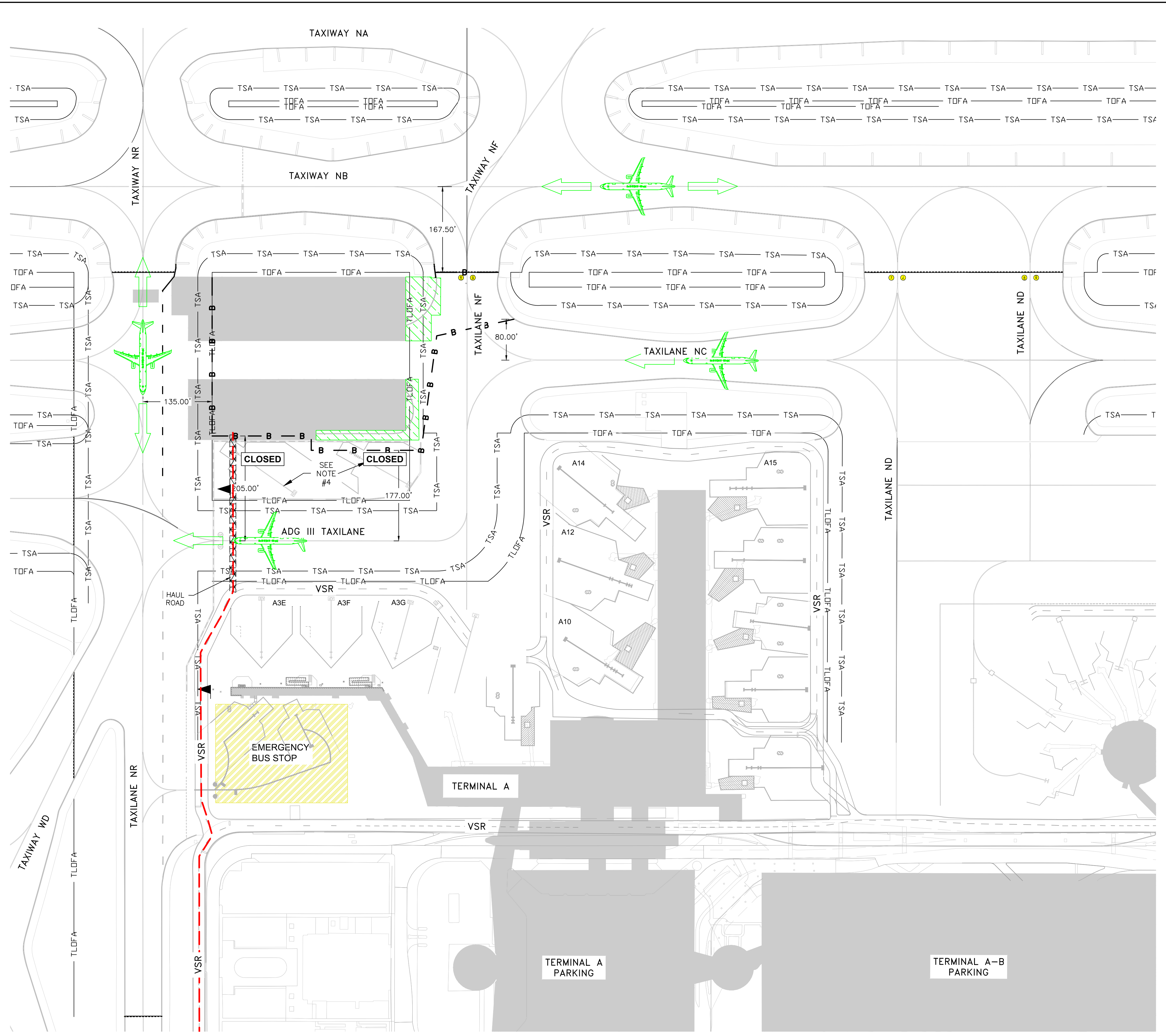
T.I.P. No. 23-311-IAH B.S.C. No. 2023-356-IAH

ISSUED FOR PERMIT	
PROJECT MGR:	DA
DESIGNER:	ZJ
DRAWN BY:	ZJ
CHECKED BY:	BS
SCALE:	1" = 100'
DATE:	06/03/2024

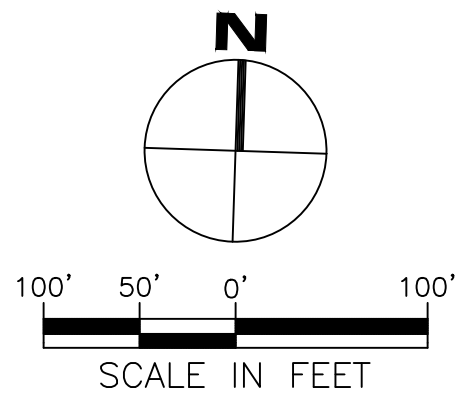
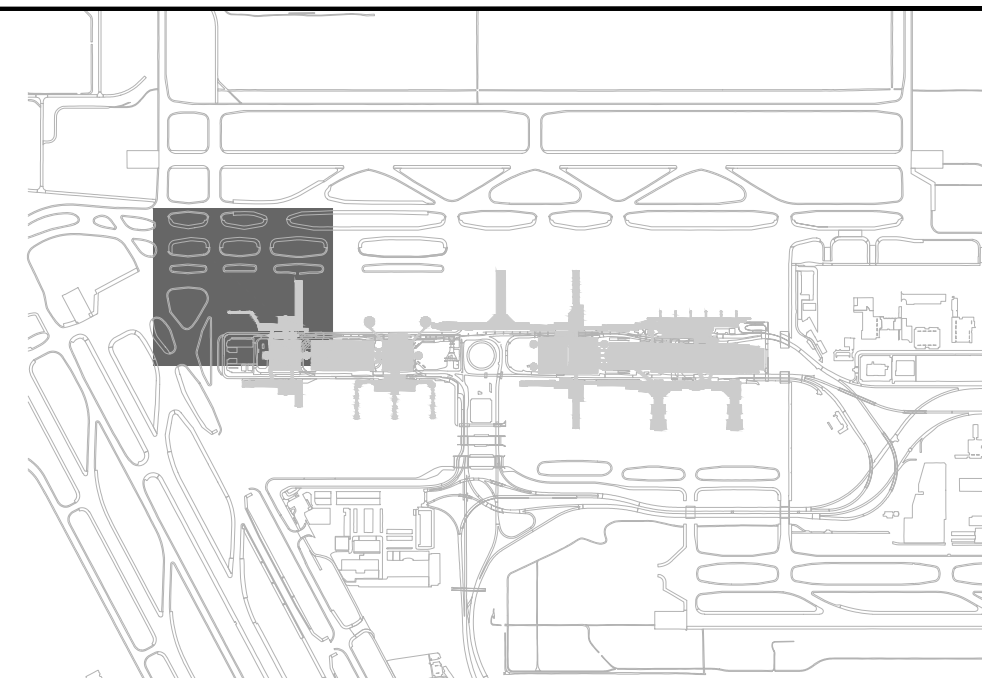
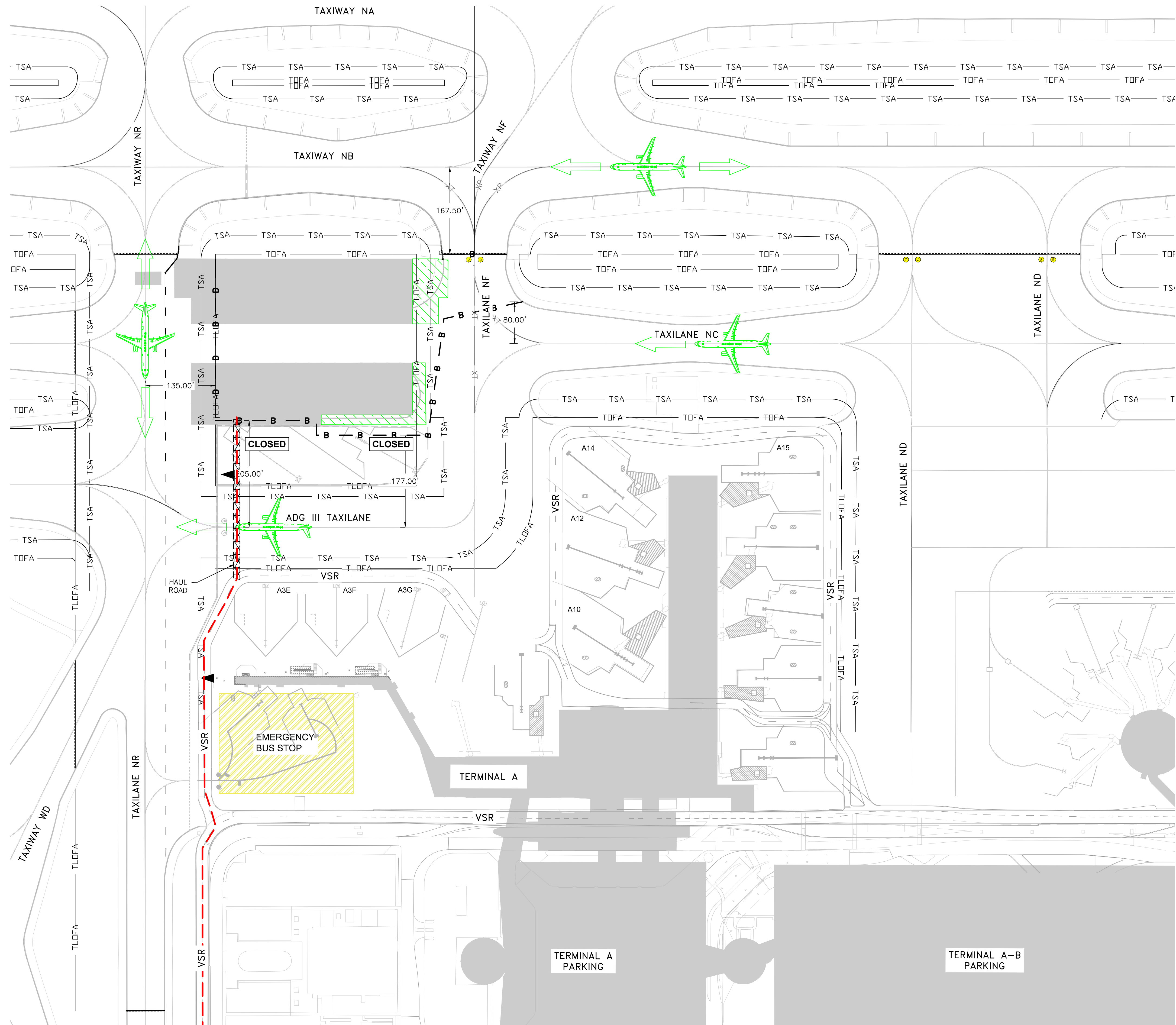
DEPARTMENT OF AVIATION	
APPROVED BY:	DATE:

PROJECT NO.	PN 973
C.I.P. NO.	A-000713
H.A.S. NO.	
SHEET NO.	

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LEGEND

- PHASE 1C
- COMPLETED PAVEMENT
- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- B — B — LOW-PROFILE BARRICADE
- X — MARKING REMOVAL
- XP — MARKING REMOVAL AND PERMANENT MARKING INSTALLED THIS PHASE
- P — PERMANENT MARKING INSTALLED THIS PHASE
- XT — MARKING REMOVAL AND TEMPORARY MARKING INSTALLED THIS PHASE
- HAUL ROUTE
- FLAGGER

NOTES:

1. THE FOLLOWING PAVEMENTS WILL BE CLOSED DURING PHASE 1C:
 - TAXIWAY NF (BETWEEN TAXIWAY NB AND NORTH SIDE OF TAXILANE NC)
2. WORK ACTIVITIES DURING PHASE 1C INCLUDE:
 - MAINTENANCE OF TRAFFIC
 - PAVEMENT AND MARKING REMOVAL
 - PLACEMENT OF STABILIZED SUBGRADE
 - PLACEMENT OF CRUSHED CONCRETE AGGREGATE BASE COURSE
 - PLACEMENT OF CEMENT TREATED BASE PAVEMENT
 - REMOVAL OF ELECTRICAL INFRASTRUCTURE
 - INSTALLATION OF TAXIWAY EDGE LIGHTS
 - INSTALLATION OF STORM SEWER PIPES AND INLETS
 - STRUCTURE ADJUSTMENTS
 - EARTHWORK/GRADING
 - PAVEMENT MARKING INSTALLATION
3. THE WEST EXISTING RON PARKING POSITION (HS2) AND THE EAST EXISTING RON PARKING POSITION (HS1) ARE TO BE CLOSED.
 - DEBRIS BLOCKING FABRIC IS REQUIRED TO BE USED TO PROTECT AIRCRAFT IN ACTIVE RON POSITION FROM FOD.

IEA
 13501 Katy Freeway
 Suite 3425
 Houston, Texas 77079
 (832) 494-3800
 TBPE Firm Registration No. F-10161

REVISIONS		
NO.	DESCRIPTION	DATE

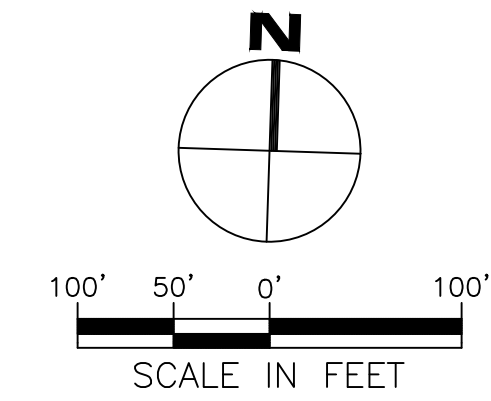
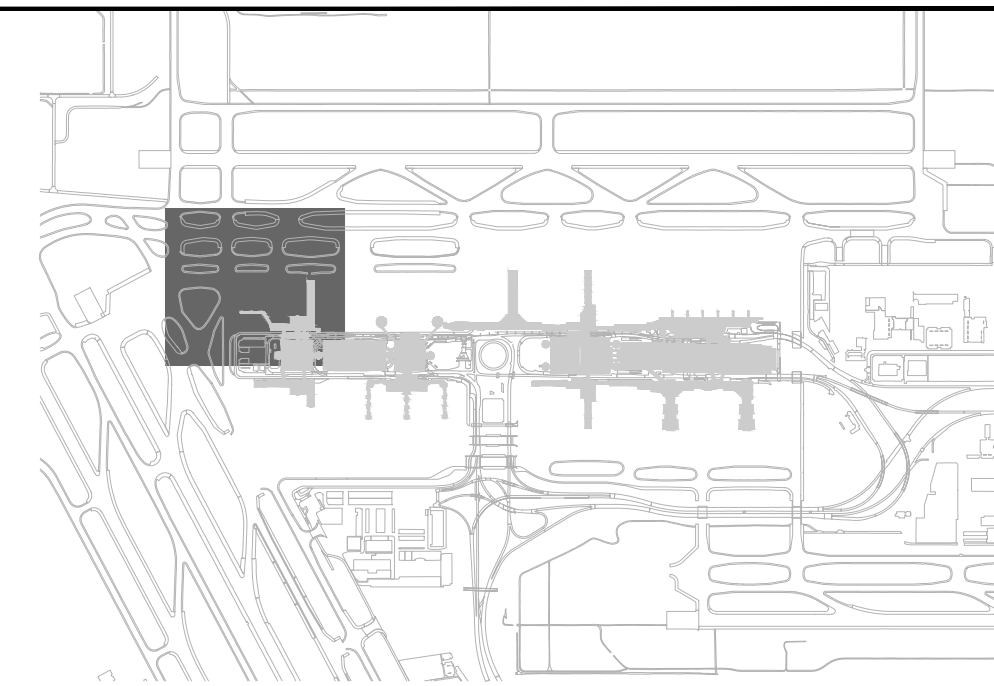
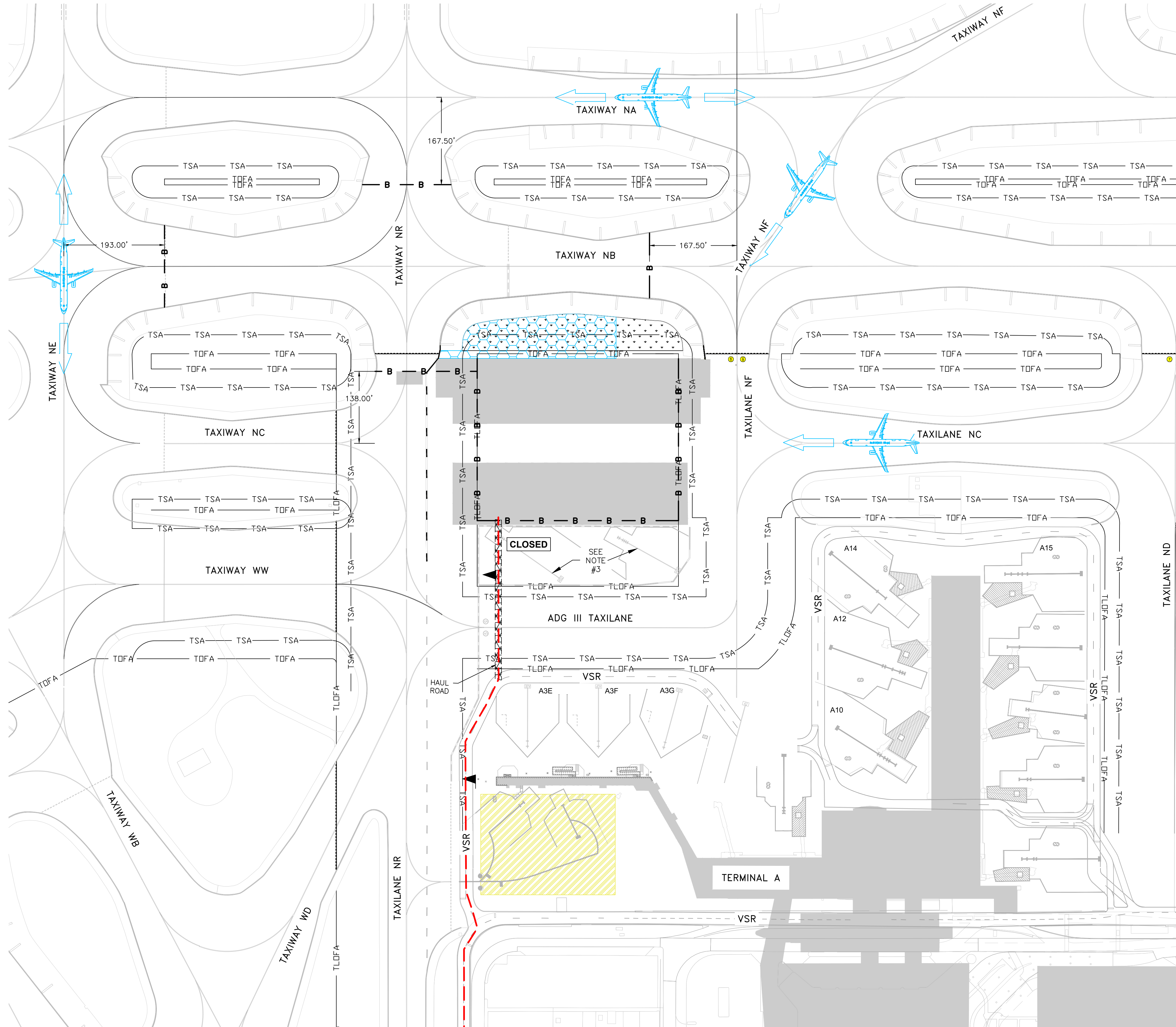
TERMINAL A NORTH RON PARKING
 AT GEORGE BUSH INTERCONTINENTAL AIRPORT
PHASING PLAN - PHASE 1C - PAVEMENT MARKING
 T.I.P. No. 23-311-IAH B.S.G. No. 2023-356-IAH

ISSUED FOR PERMIT	
PROJECT MGR:	DA
DESIGNER:	ZJ
DRAWN BY:	ZJ
CHECKED BY:	BS
SCALE:	1" = 100'
DATE:	06/03/2024

DEPARTMENT OF AVIATION	
APPROVED BY:	DATE:
HOUSTON AIRPORT SYSTEMS AUTHORIZED REPRESENTATIVE	

PROJECT NO.	PN 973
C.I.P. NO.	A-000713
H.A.S. NO.	
SHEET NO.	

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LEGEND

- PHASE 1D
- COMPLETED PAVEMENT
- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- B — LOW-PROFILE BARRICADE
- HAUL ROUTE
- FLAGGER

NOTES:

1. THE FOLLOWING PAVEMENTS WILL BE CLOSED DURING PHASE 1D:
 - TAXIWAY NB (BETWEEN TAXIWAY NE AND TAXIWAY ND)
 - TAXIWAY NR (BETWEEN TAXIWAY NC AND TAXIWAY NA)
2. WORK ACTIVITIES DURING PHASE 1D INCLUDE:
 - MAINTENANCE OF TRAFFIC
 - PLACEMENT OF ASPHALT SHOULDER
 - EARTHWORK/GRADING
 - STORM DRAINAGE UTILITIES
3. THE WEST EXISTING RON PARKING POSITION IS TO BE CLOSED (HS2) AND EAST EXISTING RON PARKING POSITION (HS1) IS TO BE IN OPERATION.
 - DEBRIS BLOCKING FABRIC IS REQUIRED TO BE USED TO PROTECT AIRCRAFT IN ACTIVE RON POSITION FROM FOD.

HOUSTON AIRPORT SYSTEM
 GEORGE BUSH INTERCONTINENTAL AIRPORT
 HOUSTON, TEXAS

13501 Katy Freeway
 Suite 3425
 Houston, Texas 77079
 (832) 494-3800
 TBPE Firm Registration No. F-10161

REVISIONS

NO.	DESCRIPTION	DATE	BY

TERMINAL A NORTH RON PARKING
 AT GEORGE BUSH INTERCONTINENTAL AIRPORT

PHASING PLAN - PHASE 1D

T.I.P. No. 23-311-IAH B.S.G. No. 2023-356-IAH

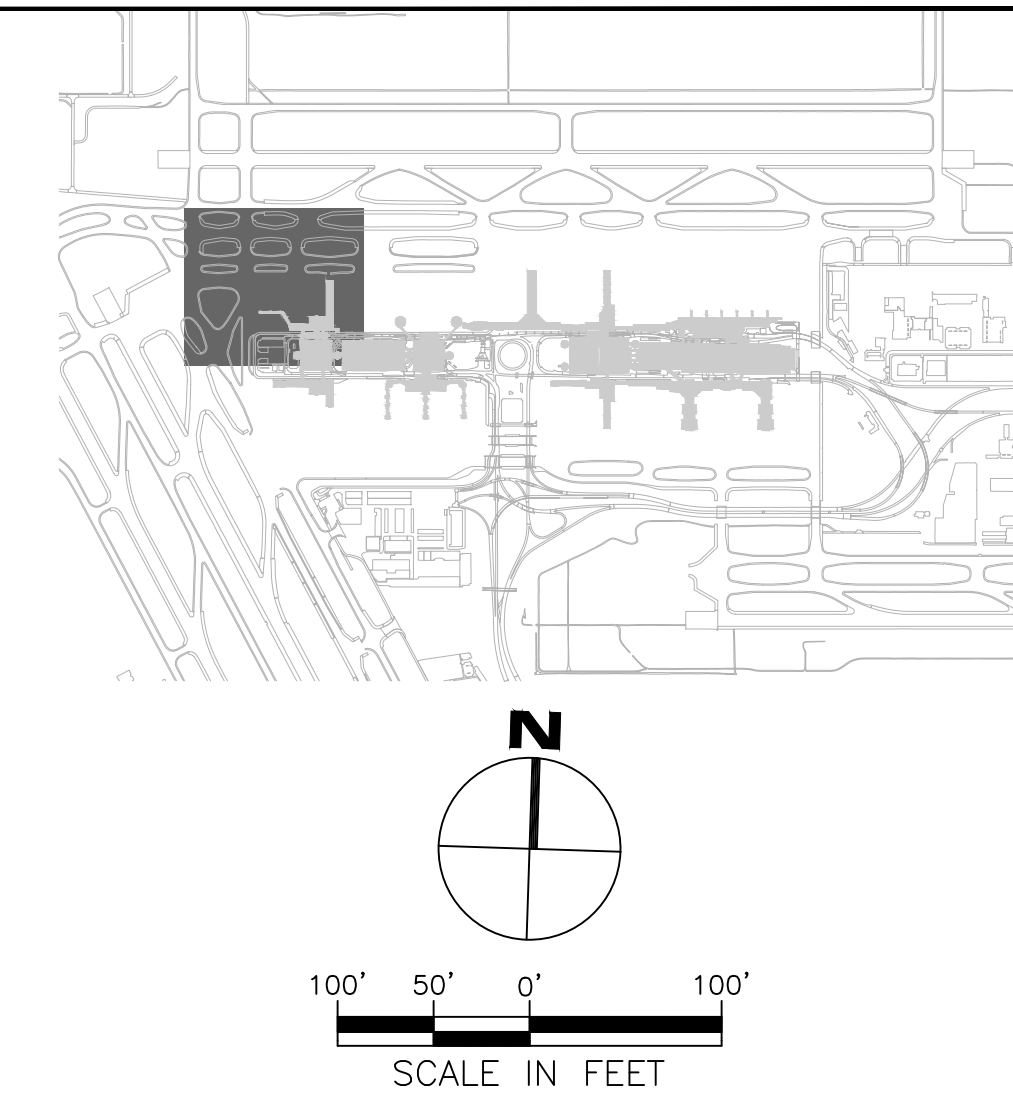
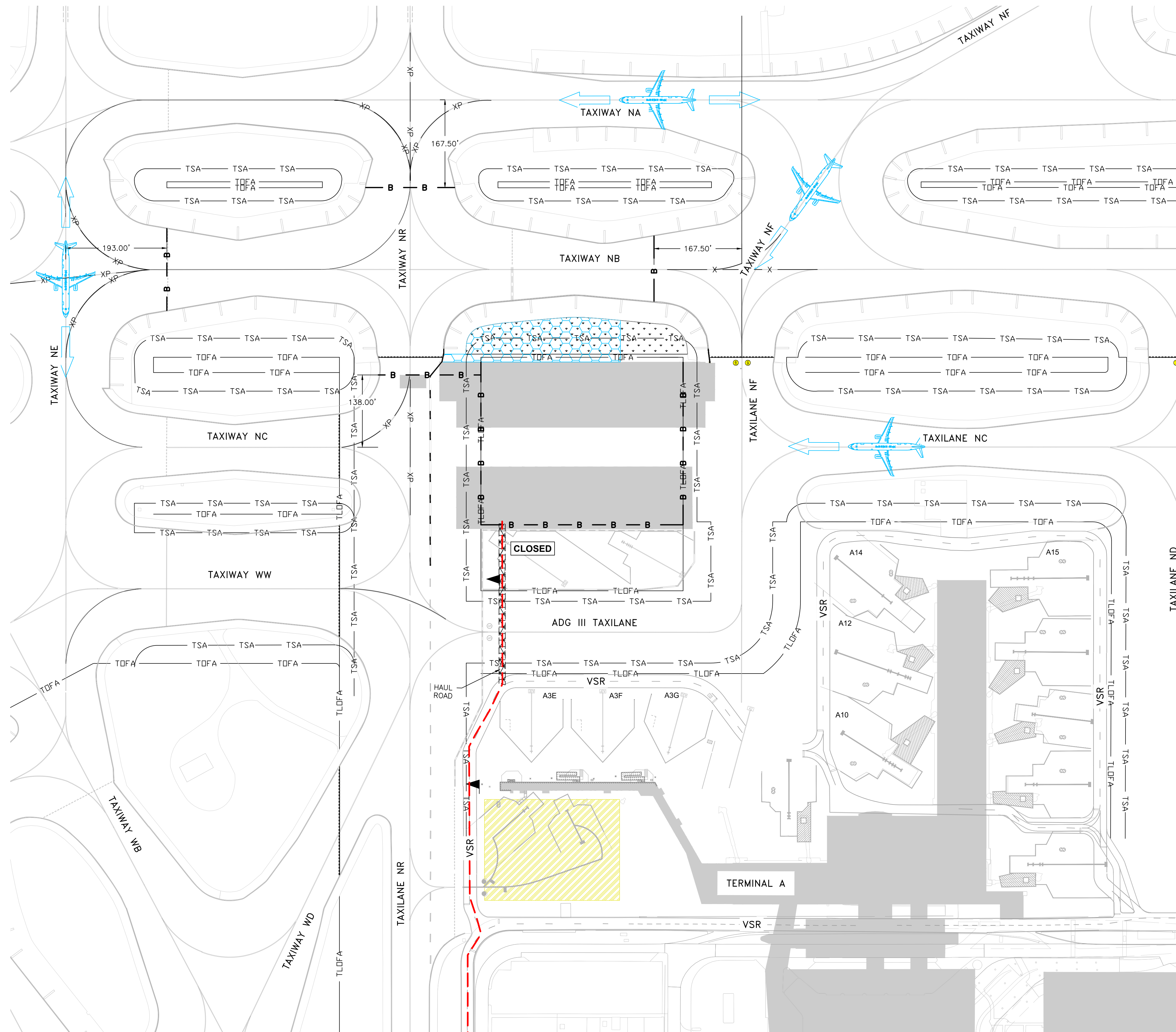
ISSUED FOR PERMIT

PROJECT MGR:	DA
DESIGNER:	ZJ
DRAWN BY:	ZJ
CHECKED BY:	BS
SCALE:	1" = 100'
DATE:	06/03/2024

DEPARTMENT OF AVIATION	
APPROVED BY:	DATE:
HOUSTON AIRPORT SYSTEMS AUTHORIZED REPRESENTATIVE	

PROJECT NO.	PN 973
C.I.P. NO.	A-000713
H.A.S. NO.	
SHEET NO.	

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LEGEND

- PHASE 1D
- COMPLETED PAVEMENT
- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- B — B — LOW-PROFILE BARRICADE
- X — MARKING REMOVAL
- XP — MARKING REMOVAL AND PERMANENT MARKING INSTALLED THIS PHASE
- P — PERMANENT MARKING INSTALL THIS PHASE
- — — HAUL ROUTE
- ▲ FLAGGER

NOTES:

1. THE FOLLOWING PAVEMENTS WILL BE CLOSED DURING PHASE 1D:
 - TAXIWAY NB (BETWEEN TAXIWAY NE AND TAXIWAY NF)
 - TAXIWAY NR (BETWEEN TAXIWAY NC AND TAXIWAY NA)
2. WORK ACTIVITIES DURING PHASE 1D INCLUDE:
 - MAINTENANCE OF TRAFFIC
 - EARTHWORK/GRADING
 - STRUCTURE ADJUSTMENTS
3. THE WEST EXISTING RON PARKING POSITION IS TO BE CLOSED (HS2) AND EAST EXISTING RON PARKING POSITION (HS1) IS TO BE IN OPERATION.
 - DEBRIS BLOCKING FABRIC IS REQUIRED TO BE USED TO PROTECT AIRCRAFT IN ACTIVE RON POSITION FROM FOD.

IEA
 13501 Katy Freeway
 Suite 3425
 Houston, Texas 77079
 (832) 494-3800
 TBPE Firm Registration No. F-10161

REVISIONS		
NO.	DESCRIPTION	DATE

TERMINAL A NORTH RON PARKING
 AT GEORGE BUSH INTERCONTINENTAL AIRPORT
**PHASING PLAN - PHASE 1D -
 PAVEMENT MARKING**
 T.I.P. No. 23-311-IAH B.S.G. No. 2023-356-IAH

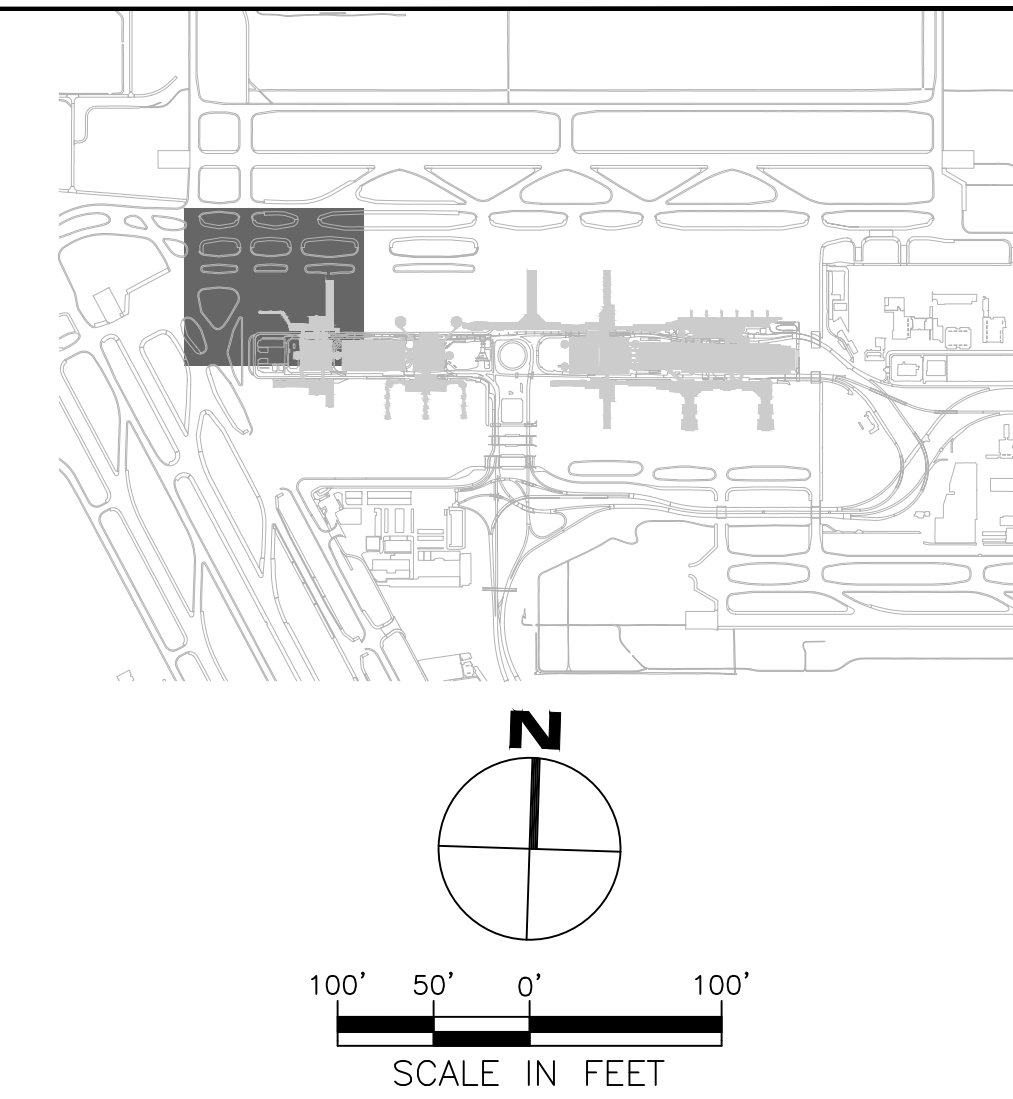
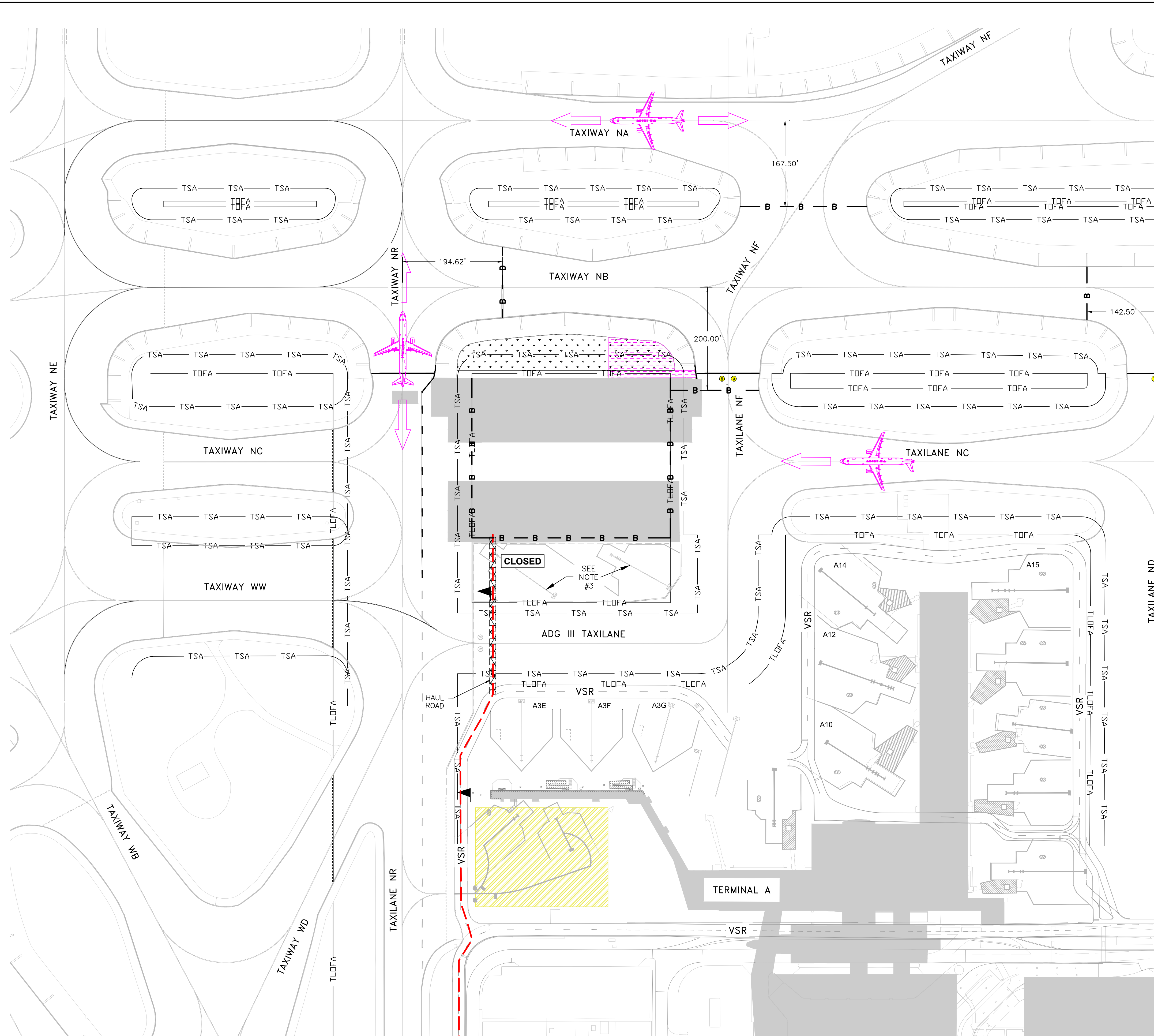
ISSUED FOR PERMIT	
PROJECT MGR:	DA
DESIGNER:	ZJ
DRAWN BY:	ZJ
CHECKED BY:	BS
SCALE:	1" = 100'
DATE:	06/03/2024

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DEPARTMENT OF AVIATION	
APPROVED BY:	DATE:

HOUSTON AIRPORT SYSTEMS AUTHORIZED REPRESENTATIVE	
PROJECT NO.	PN 973
C.I.P. NO.	A-000713
H.A.S. NO.	
SHEET NO.	

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LEGEND

- PHASE 1E
- COMPLETED PAVEMENT
- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- B - B - LOW-PROFILE BARRICADE
- - - HAUL ROUTE
- ▲ FLAGGER

NOTES:

1. THE FOLLOWING PAVEMENTS WILL BE CLOSED DURING PHASE 1E:
 - TAXIWAY NB (BETWEEN TAXIWAY NR AND TAXIWAY ND)
 - TAXIWAY NF (BETWEEN TAXILANE NC AND TAXIWAY NA)
2. WORK ACTIVITIES DURING PHASE 1E INCLUDE:
 - MAINTENANCE OF TRAFFIC
 - PLACEMENT OF ASPHALT SHOULDER
 - EARTHWORK/GRADING
 - ELECTRICAL WORK
3. THE WEST EXISTING RON PARKING POSITION IS TO BE CLOSED (HS2) AND EAST EXISTING RON PARKING POSITION (HS1) IS TO BE IN OPERATION.
 - DEBRIS BLOCKING FABRIC IS REQUIRED TO BE USED TO PROTECT AIRCRAFT IN ACTIVE RON POSITION FROM FOD.

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 13501 Katy Freeway
 Suite 3425
 Houston, Texas 77079
 (832) 494-3800
 TPBE Firm Registration No. F-10161

REVISIONS		
NO.	DESCRIPTION	DATE

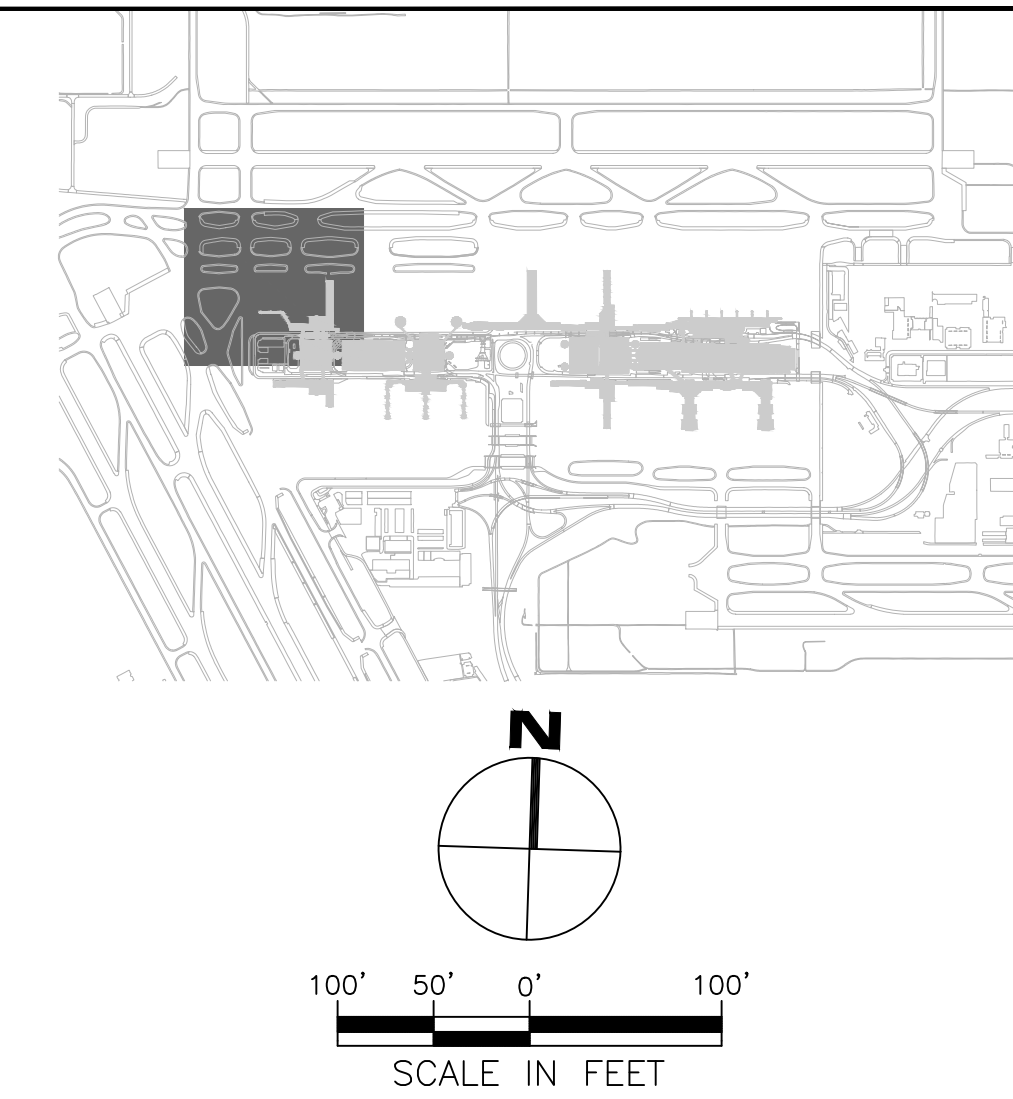
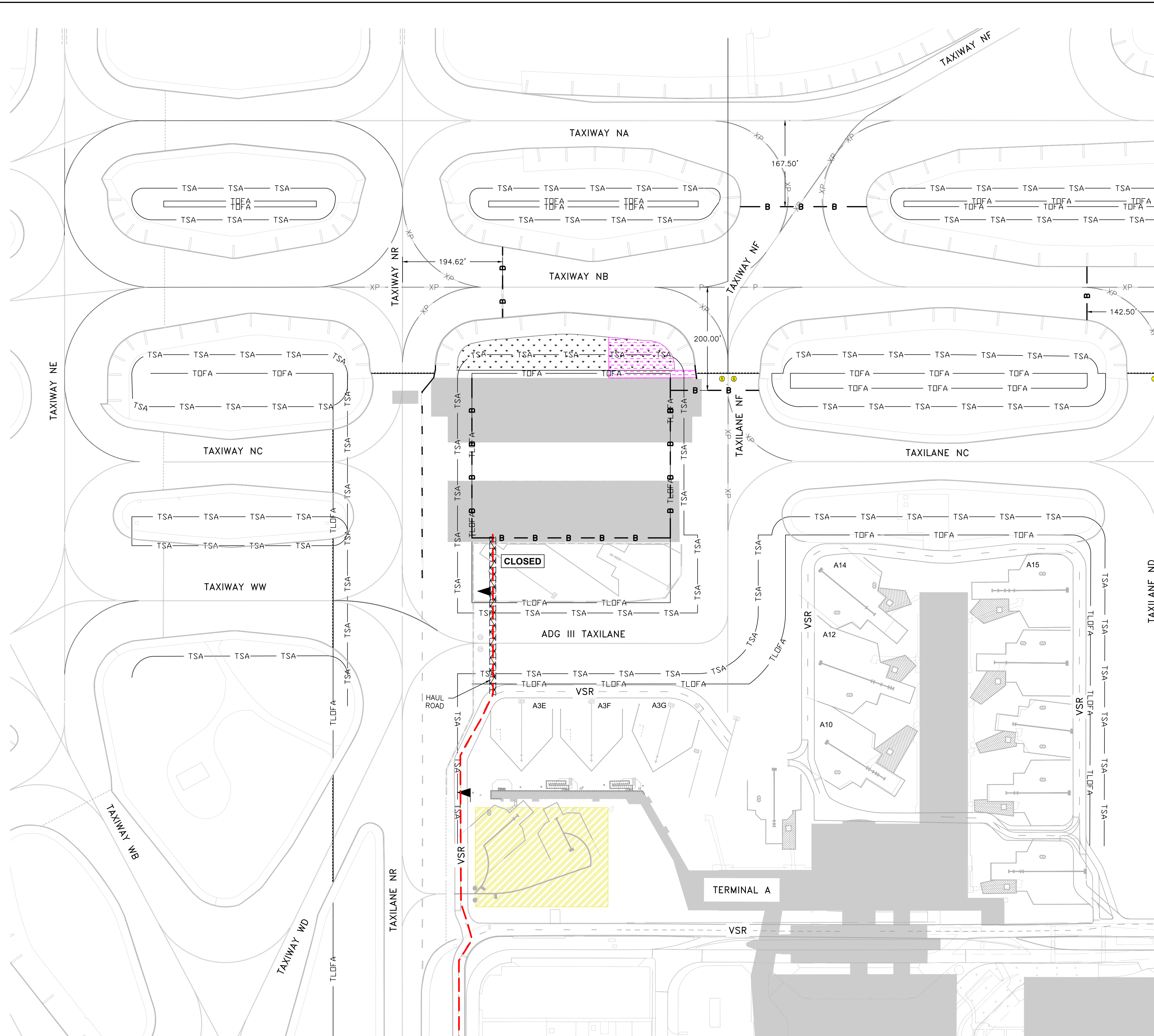
TERMINAL A NORTH RON PARKING
 AT GEORGE BUSH INTERCONTINENTAL AIRPORT
PHASING PLAN - PHASE 1E
 T.I.P. No. 23-311-IAH B.S.G. No. 2023-356-IAH

ISSUED FOR PERMIT	
PROJECT MGR:	DA
DESIGNER:	ZJ
DRAWN BY:	ZJ
CHECKED BY:	DB
SCALE:	1" = 100'
DATE:	06/03/2024

DEPARTMENT OF AVIATION	
APPROVED BY:	DATE:

PROJECT NO.	PN 973
C.I.P. NO.	A-000713
H.A.S. NO.	
SHEET NO.	

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LEGEND

- PHASE 1E
- COMPLETED PAVEMENT
- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- B - B - LOW-PROFILE BARRICADE
- x — MARKING REMOVAL
- XP — MARKING REMOVAL AND PERMANENT MARKING INSTALLED THIS PHASE
- P — PERMANENT MARKING INSTALL THIS PHASE
- - - HAUL ROUTE
- ▲ FLAGGER

NOTES:

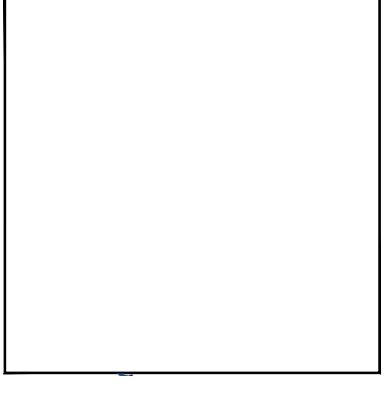
1. THE FOLLOWING PAVEMENTS WILL BE CLOSED DURING PHASE 1E:
 - TAXIWAY NB (BETWEEN TAXIWAY NR AND TAXIWAY ND)
 - TAXIWAY NF (BETWEEN TAXILANE NC AND TAXIWAY NA)
2. WORK ACTIVITIES DURING PHASE 1E INCLUDE:
 - MAINTENANCE OF TRAFFIC
 - EARTHWORK/GRADING
 - STRUCTURE ADJUSTMENTS
3. THE WEST EXISTING RON PARKING POSITION IS TO BE CLOSED (HS2) AND EAST EXISTING RON PARKING POSITION (HS1) IS TO BE IN OPERATION.
 - DEBRIS BLOCKING FABRIC IS REQUIRED TO BE USED TO PROTECT AIRCRAFT IN ACTIVE RON POSITION FROM FOD.

IEA
 13501 Katy Freeway
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 Houston, Texas 77079
 (832) 494-3800
 TPBE Firm Registration No. F-10161

NO.	DESCRIPTION	DATE	BY

TERMINAL A NORTH RON PARKING
 AT GEORGE BUSH INTERCONTINENTAL AIRPORT
**PHASING PLAN - PHASE 1E -
 PAVEMENT MARKING**
 T.I.P. No. 23-311-IAH B.S.G. No. 2023-356-IAH

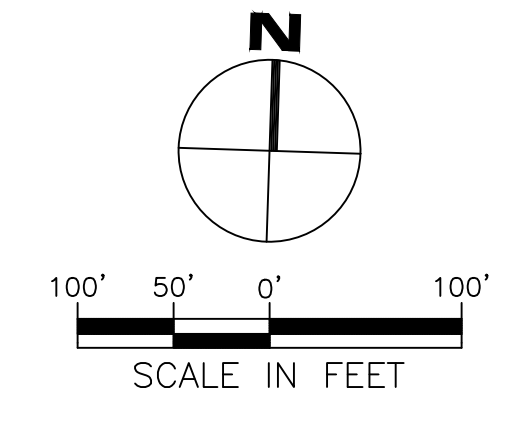
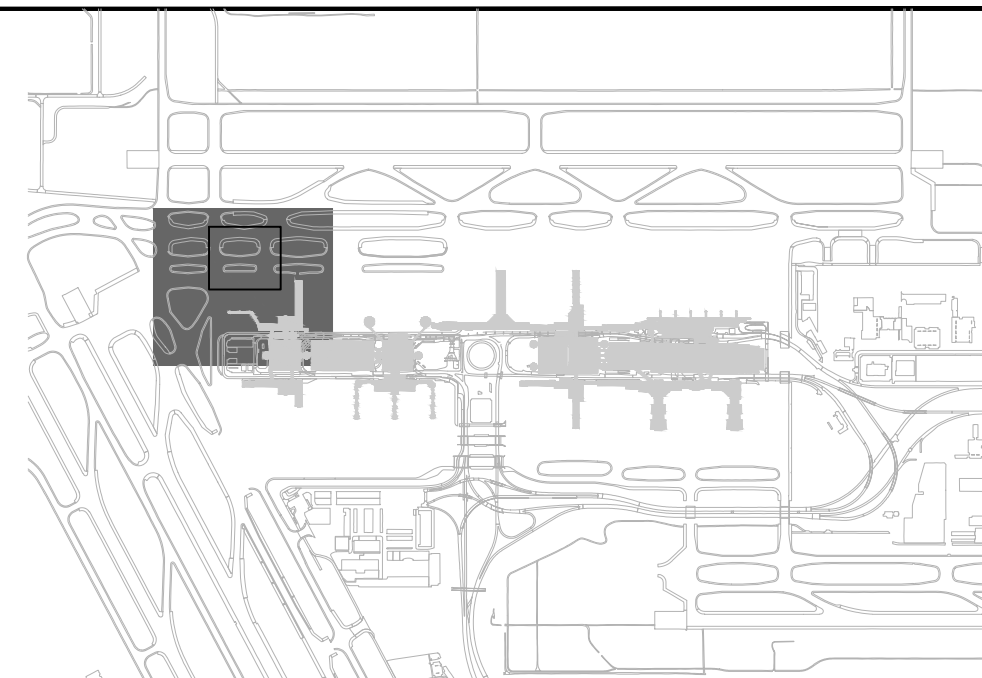
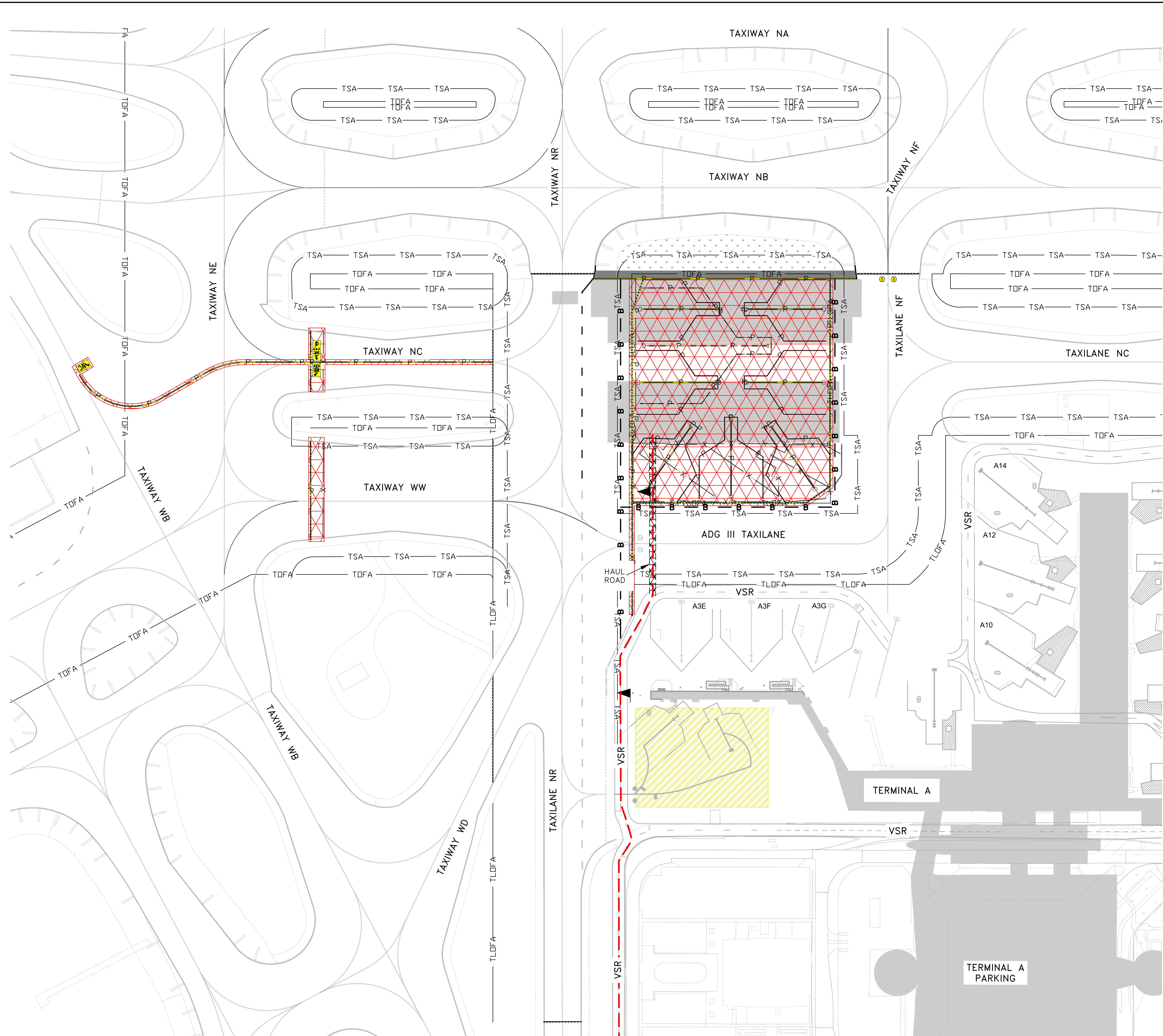
ISSUED FOR PERMIT	
PROJECT MGR:	DA
DESIGNER:	ZJ
DRAWN BY:	ZJ
CHECKED BY:	DB
SCALE:	1" = 100'
DATE:	06/03/2024



DEPARTMENT OF AVIATION	
APPROVED BY:	DATE:

PROJECT NO.	PN 973
C.I.P. NO.	A-000713
H.A.S. NO.	
SHEET NO.	

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LEGEND

- PHASE 2
- COMPLETED PAVEMENT
- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- **B** — LOW-PROFILE BARRICADE
- **X** — MARKING REMOVAL
- **P** — PERMANENT MARKING INSTALLED THIS PHASE
- **HAUL ROUTE**
- **FLAGGER**

NOTES:

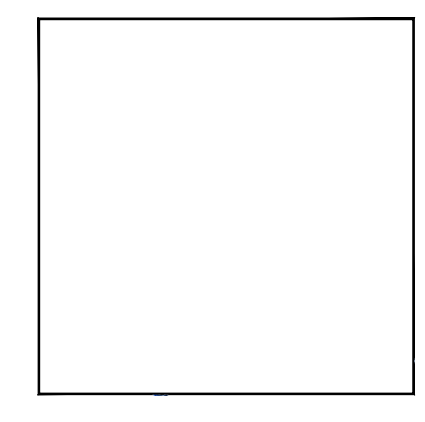
1. WORK OCCURRING IN PHASE 2 SHALL OCCUR DURING NIGHTTIME HOURS, OR ON A PULLBACK BASIS, SO AS NOT TO CONFLICT WITH THE AIRPORT OPERATIONS.
2. CONTRACTOR TO COORDINATE TAXIWAY CLOSURES, BARRICADE PLACEMENT AND/OR TEMPORARY MARKING REMOVALS WITH HAS OAR BEFORE CONSTRUCTION BEGINS.
3. WORK ACTIVITIES DURING PHASE 2 INCLUDE:
 - MAINTENANCE OF TRAFFIC
 - PAVEMENT MARKING REMOVAL
 - PAVEMENT MARKING INSTALLATION

IEA
 13501 Katy Freeway
 Suite 3425
 Houston, Texas 77079
 (832) 494-3800
 TBPE Firm Registration No. F-10161

NO.	DESCRIPTION	DATE	BY

TERMINAL A NORTH RON PARKING
 AT GEORGE BUSH INTERCONTINENTAL AIRPORT
PHASING PLAN - PHASE 2
 T.I.P. No. 23-311-IAH B.S.G. No. 2023-356-IAH

ISSUED FOR PERMIT	
PROJECT MGR:	DA
DESIGNER:	ZJ
DRAWN BY:	ZJ
CHECKED BY:	BS
SCALE:	1" = 100'
DATE:	06/03/2024



DEPARTMENT OF AVIATION	
APPROVED BY:	DATE:
HOUSTON AIRPORT SYSTEMS AUTHORIZED REPRESENTATIVE	

PROJECT NO.	PN 973
C.I.P. NO.	A-000713
H.A.S. NO.	
SHEET NO.	

Appendix B – HAS Spill Response and Procedures



SPILL RESPONSE & PROCEDURES

Is this an **INCIDENTAL RELEASE**?

- The spill is small in size and/or **CAN** be cleaned up safely by 1 or 2 people **&**
- The material spilled is a **KNOWN** material **&**
- The hazards associated with the material are **KNOWN** and **NOT** considered extremely dangerous.

Or

Is this an **EMERGENCY RESPONSE**?

- The spill is large in size and/or **CANNOT** be cleaned safely by 1 or 2 people **or**
(More than **3 Gallons** or **50 Square Feet** (5 * 10 Foot Area) *NFPA-407*
- The material spilled is an **UNKNOWN** material **or**
- **Aircraft Overfill/Mechanical Failure of Fuel System** *NFPA-407*

INCIDENTAL RELEASE

PROTECT THE STORM DRAINS AND CONTAIN THE SPILL USING SPILL KITS. WEAR APPROPRAITE PERSONAL PROTECTIVE EQUIPMENT, BE SAFE, & DON'T WALK OR DRIVE THROUGH SPILL.

NOTIFY AIRSIDE OPERATIONS AND PROVIDE SPILL REPORT
IAH: (281) 233-1131
HOU: (713) 417-5710
EFD: (281) 433-1612

CLEAN-UP CONTAMINATED MATERIALS AND PLACE INTO APPROPRAITE CONTAINERS AND LABEL CONTAINERS TO REFLECT CONTENTS
ENSURE ALL MATERIALS PROPERLY CLEANED UP & NOT FOD HAZARD

STORE CONTAINERS IN A SECURED COVERED LOCATION

CONTACT YOUR COMPANY'S ENVIRONMENTAL REPESENTATIVE TO INSURE PROPER PICK-UP AND DISPOSAL

EMERGENCY RESPONSE

CLEAR AREA IF POSSIBLE & REMAIN UP-WIND & OUT OF THE MATERIAL

CALL **911** & AIRPORT DISPATCH
IAH: (281) 230-1300
HOU/EFD: (713) 641-4100

PROVIDE THE FOLLOWING INFORMATION:

- **ANY INJURIES**
- **NAME OF MATERIAL SPILLED**
- **ESTIMATED AMOUNT SPILLED**
- **LOCATION OF SPILL (GATE/RAMP)**

PROTECT STORM DRAINS IF ABLE & AWAIT EMERGENCY RESPONDERS

PERFORM CLEAN-UP AS DIRECTED BY EMERGENCY RESPONDERS. WEAR APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT & UTILIZE SPILL KITS IN AREA. BE SAFE & DON'T WALK OR DRIVE THROUGH SPILL.
ENSURE ALL MATERIALS PROPERLY CLEANED UP & NOT FOD HAZARD

PLACE CONTAMINATED MATERIALS INTO APPROPRIATE CONTAINERS AND LABEL CONTAINERS TO REFLECT CONTENTS

STORE CONTAINERS IN A SECURED COVERED LOCATION

CONTACT YOUR COMPANY'S ENVIRONMENTAL REPESENTATIVE TO INSURE PROPER PICK-UP AND DISPOSAL

IAH, EFD, HOU
JAMES PARISE (ENVIRONMENTAL INVESTIGATOR V)
 OFFICE..... 281/233-1756
 CELL..... 281/684-5156
 EMAIL: JIM.PARISE@HOUSTONTX.GOV

REMEMBER TO FOLLOW THIS PROCEDURE FOR SPILLS IN ADDITION TO ANY COMPANY PROCEDURES OR PROTICALS REGARDING SPILLS.

SAFETY IS EVERYONE'S RESPONSIBILITY!

Appendix C – Safety and Security Notes



13501 Katy Freeway
Suite 3425
Houston, Texas 77079
(832) 494-3800
TBPE Firm Registration No. F-10161

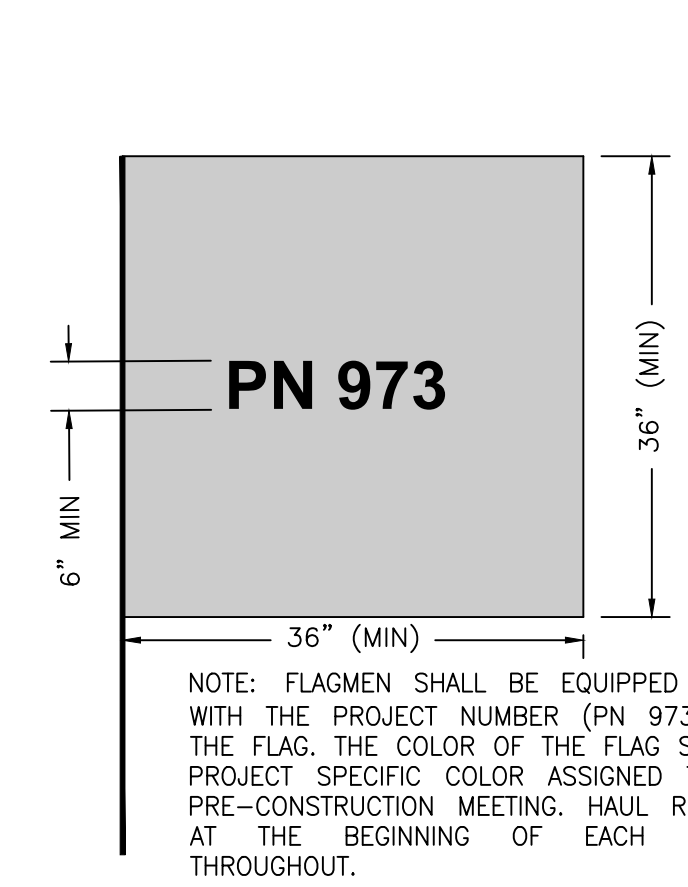
REVISIONS		
NO.	DESCRIPTION	DATE

TERMINAL A NORTH IRON PARKING
 AT GEORGE BUSH INTERCONTINENTAL AIRPORT
SAFETY AND SECURITY DETAILS
 T.I.P. No. 23-311-IAH B.S.G. No. 2023-356-IAH

ISSUED FOR PERMIT	
PROJECT MGR:	DA
DESIGNER:	ZJ
DRAWN BY:	ZJ
CHECKED BY:	BS
SCALE:	NTS
DATE:	06/03/2024

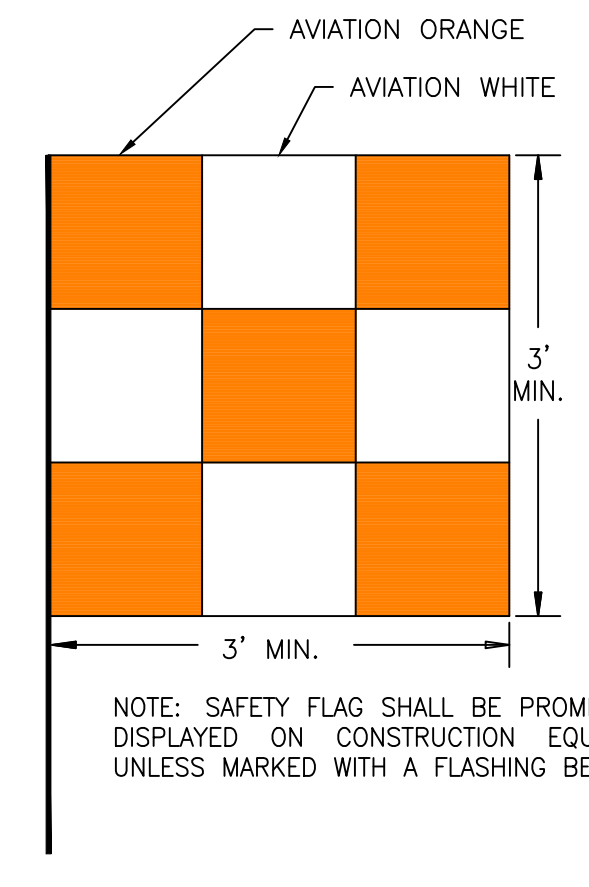
DEPARTMENT OF AVIATION	
APPROVED BY:	DATE:
HOUSTON AIRPORT SYSTEMS AUTHORIZED REPRESENTATIVE	

PROJECT NO.	PN 973
C.I.P. NO.	A-000713
H.A.S. NO.	
SHEET NO.	



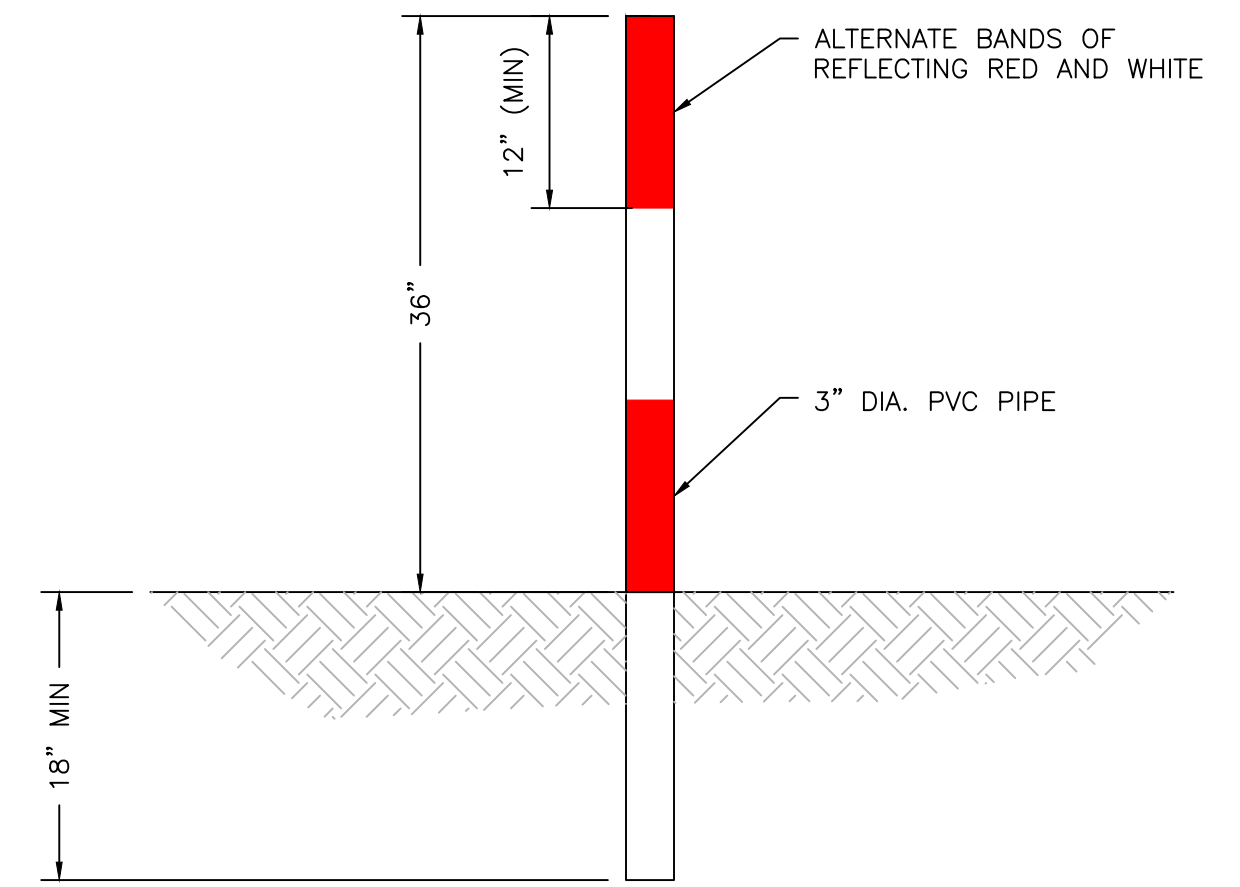
NOTE: FLAGMEN SHALL BE EQUIPPED WITH HAUL ROUTE FLAGS WITH THE PROJECT NUMBER (PN 973) CLEARLY IDENTIFIED ON THE FLAG. THE COLOR OF THE FLAG SHALL MATCH THAT OF THE PROJECT SPECIFIC COLOR ASSIGNED TO THE PROJECT AT THE PRE-CONSTRUCTION MEETING. HAUL ROUTES SHALL BE MARKED AT THE BEGINNING OF EACH PHASE AND MAINTAINED THROUGHOUT.

1
GI.07 **HAUL ROUTE FLAG**
SCALE:NTS



NOTE: SAFETY FLAG SHALL BE PROMINENTLY DISPLAYED ON CONSTRUCTION EQUIPMENT UNLESS MARKED WITH A FLASHING BEACON.

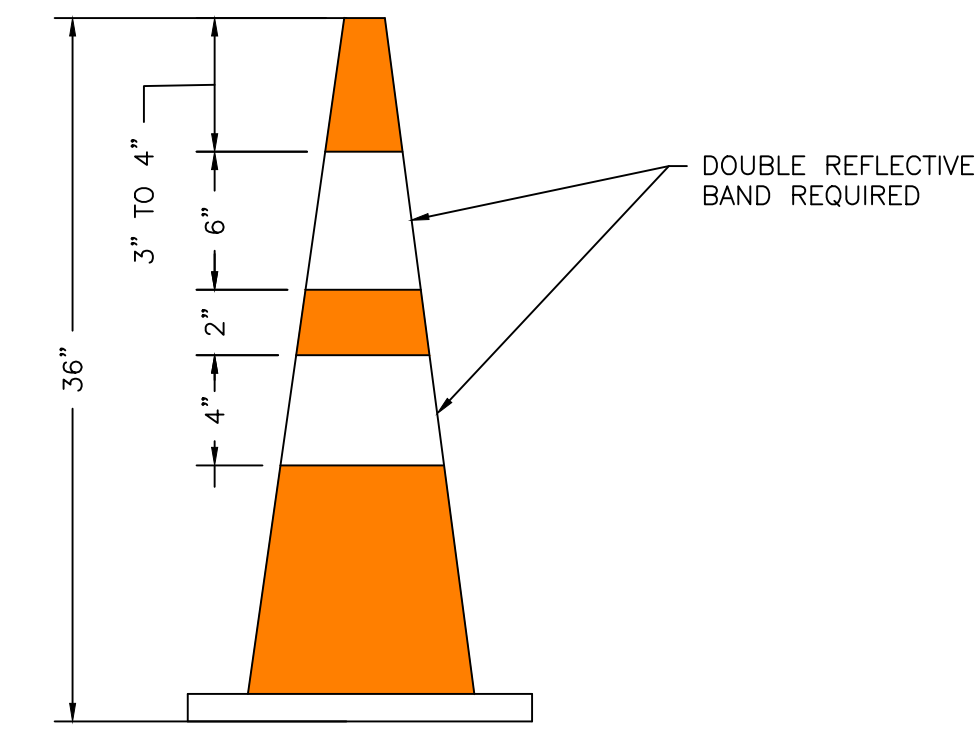
2
GI.07 **CONSTRUCTION SAFETY FLAG**
SCALE:NTS



NOTES:

1. INFIELD MARKER POLE BARRICADES TO BE PLACED WHERE NOTED IN THE PLANS OR AS REQUIRED BY THE OWNER, SPACING TO BE 25 FEET MAXIMUM (CENTER TO CENTER).
2. INFIELD BARRICADES ARE ADEQUATELY SECURED AGAINST MOVEMENT DUE TO WIND AND / OR AIRCRAFT ENGINE THRUST.
3. THE CONTRACTOR SHALL CONTINUOUSLY MAINTAIN THE PLACEMENT, LOCATION AND OPERATION OF ALL BARRICADES FOR THE DURATION OF THE PROJECT. BARRICADES SHALL BE INSPECTED DAILY BY THE CONTRACTOR AND THE OWNER AND ANY DEFICIENCIES FOUND SHALL BE CORRECTED IMMEDIATELY.
4. ALL COSTS ASSOCIATED WITH THE INSTALLATION, MAINTENANCE, AND REMOVAL OF BARRICADES INCLUDING LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS SHALL BE SUBSIDIARY TO SECTION 01 59 01, MISCELLANEOUS TEMPORARY CONSTRUCTION ITEMS.

3
GI.07 **MARKER POLE BARRICADE**
SCALE:NTS

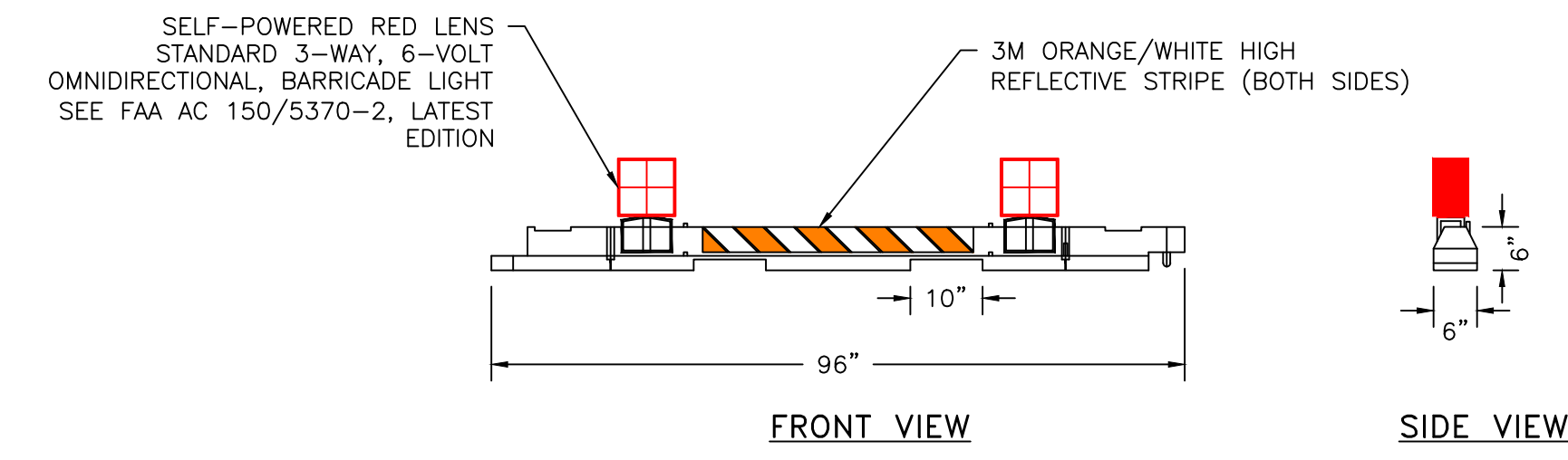


TRAFFIC CONE

NOTES:

1. TRAFFIC CONES, AND ALL RELATED ITEMS SHALL COMPLY WITH THE REQUIREMENTS OF THE CURRENT VERSION OF THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (TMUTCD) AND THE "COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST" (CWZTCD).
2. DRUMS, CONES, BASES, AND RELATED MATERIALS SHALL EXHIBIT GOOD WORKMANSHIP AND SHALL BE FREE FROM OBJECTIONABLE MARKS OR DEFECTS THAT WOULD ADVERSELY AFFECT THEIR APPEARANCE OR SERVICEABILITY.
3. THE CONTRACTOR SHALL CONTINUOUSLY MAINTAIN THE PLACEMENT, LOCATION AND OPERATION OF ALL TRAFFIC CONES FOR THE DURATION OF THE PROJECT. BARRICADES SHALL BE INSPECTED DAILY BY THE CONTRACTOR AND THE OWNER AND ANY DEFICIENCIES FOUND SHALL BE CORRECTED IMMEDIATELY.
4. WARNING LIGHTS OR DIRECTIONAL CHEVRONS MAY BE INSTALLED ON A DRUM.
5. WARNING LIGHTS SHALL NOT BE INSTALLED ON A TRAFFIC CONE OR ON A DRUM THAT HAS A SIGN, CHEVRON, OR VERTICAL PANEL.
6. TRAFFIC CONES MAY BE USED FOR APPROVED TEMPORARY (LESS THAN 12 HOURS), AIRFIELD PAVEMENT CLOSURES. A MINIMUM OF FIVE TRAFFIC CONES OR ONE FOR EVERY 20 FEET OF PAVEMENT TO BE CLOSED (WHICHEVER IS GREATER) IS REQUIRED TO PROPERLY BARRICADE A SECTION OF PAVEMENT.
7. ALL COSTS ASSOCIATED WITH THE INSTALLATION, MAINTENANCE, AND REMOVAL OF TRAFFIC CONES INCLUDING LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS SHALL BE SUBSIDIARY TO SECTION 01 59 01, MISCELLANEOUS TEMPORARY CONSTRUCTION ITEMS.

4
GI.07 **CONSTRUCTION TRAFFIC CONE**
SCALE:NTS



NOTES:


1. BARRICADES SEPARATING THE CONSTRUCTION AREA FROM THE EXISTING PAVEMENT SHALL BE CONTINUOUSLY CONNECTED END-TO-END WITH NO SPACING BETWEEN THEM. A 20 FT OPENING SHALL BE PROVIDED FOR IAH AIRPORT OPERATIONS AND ARFF ACCESS. CONTRACTOR SHALL COORDINATE LOCATION OF OPENING WITH THE HAS PROJECT MANAGER, IAH AIRPORT OPERATIONS, AND ARFF PRIOR TO EACH INDIVIDUAL PHASE OF WORK.
2. ALL LINES OF BARRICADES SHALL BE TERMINATED WITH BARRICADES ANGLED AT 45 DEGREES AWAY FROM AIRFIELD PAVEMENT.
3. BARRICADES SHALL NOT BE PLACED FURTHER THAN 3 FT ONTO PAVEMENT FROM EXCAVATION EXCEPT AS SHOWN ON THE PLANS.
4. BARRICADES STRIPING SHALL BE ORANGE AND WHITE CONFORMING TO FAA AC 150/5370-2, LATEST EDITION, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.
5. THE REQUIRED LIGHTS MUST BE RED AND FLASHING. INTENSITIES AND LUMINANCE MUST BE AT LEAST FIVE CANDELAS EFFECTIVE INTENSITY AND FLASH AT A RATE FROM 55 TO 160 FLASHES PER MINUTE.
6. LIGHTS MUST BE OPERATIONAL BETWEEN SUNSET AND SUNRISE AND DURING PERIODS OF LOW VISIBILITY WHENEVER THE AIRPORT IS OPEN FOR OPERATIONS.
7. ALL BARRICADES SHALL BE FILLED WITH WATER UNLESS OTHERWISE DIRECTED BY IAH AIRPORT OPERATIONS.
8. CONTRACTOR SHALL PERFORM DAILY INSPECTIONS BEFORE THE START OF EACH WORK SHIFT AND AT THE COMPLETION OF EACH WORK PERIOD. CONTRACTOR SHALL PROVIDE A WRITTEN CHECKLIST DOCUMENTING THE INSPECTION, DEFICIENCIES, AND CONFIRMATION ALL DEFICIENCIES HAVE BEEN ADDRESSED.
9. BARRICADES SHALL BE PLACED TO ACHIEVE A 10 FT MAXIMUM SPACING BETWEEN LIGHTS.
10. ALL COSTS ASSOCIATED WITH THE INSTALLATION, MAINTENANCE, AND REMOVAL OF BARRICADES INCLUDING LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS SHALL BE SUBSIDIARY TO SECTION 01 59 01, MISCELLANEOUS TEMPORARY CONSTRUCTION ITEMS.

5
GI.07 **LOW PROFILE BARRICADE**
SCALE:NTS

C:\bms\iea-pw1_projects\zachary_johnson\dms27715\1-925D-GI-05.02.dwg Jun 03, 2024 1:46pm

Appendix D – Houston Airport System, Tenant Violations – Offenses, Charging Instrument, Due Process and Provisions

Operating Instruction

<p>TITLE</p> <p>Tenant Violations - Offenses, Charging Instrument, Due Process Provisions</p>	<p>OI Category No. 05-03</p>
<p>Authorized Signature:  Mario C. Diaz, Director of Aviation</p>	<p>Date Original Approved: August 01, 2005</p> <p>Revised Date: February 1, 2016</p>

I. PURPOSE

- A. To explain the rationale of the system of enforcing compliance with various laws, ordinances, policies, procedures, rules and regulations of or pertaining to the Houston Airport System (HAS), including, but not limited to, the Airport Security Plan (ASP), Organization Policy & Procedures (OPPS), Airport Operating Procedures (AOP) and Airport Security Manual and/or Operating Instructions (O.I).
- B. To identify the persons authorized to issue Notice(s) of Violation(s), which is the charging instrument in the Houston Airport System (HAS) for O.I. and other administrative violations.
- C. To identify violations, including, but not limited to the specific violations enumerated herein.
- D. To assign consequences to such violations.
- E. To provide a means of providing for due process to those charged.

II. POLICY BASIS

Title 49 Code of Federal Regulations Parts 1540 & 1542, Airport Security Plan, Title 14 Code of Federal Regulations Part 139, Chapter 9 of the City of Houston Code of Ordinances, Houston Airport System Operating Instruction 05-02

III. BACKGROUND

- A. HAS, along with various federal, state and local governmental bodies, including administrative bodies, has developed, and continues to develop, various laws, policies, procedures, rules and regulations that are deemed reasonable and necessary for the safe, efficient and secure operation of the Houston Airport System (HAS).
 - 1. At the Houston Airport System there are three enforcers of these laws, ordinances, policies, procedures, rules and regulations:
 - a. The Airport Operations and Airport Security Sections, as designated by the Airport General Manager, are the primary Sections responsible for enforcement of security, non-security, safety, and operations related laws, ordinances, policies, procedures, rules and regulations; and
 - b. Law Enforcement Officers-Law Enforcement Officers only have the authority to enforce criminal laws and not administrative or civil law nor the administrative or civil counterpart of any criminal law.
 - c. The Section Directors may designate those within their Sections who are authorized to enforce non-criminal and administrative violations, and/or the administrative or civil counterpart of any criminal law, i.e. issue Notices of Violation, by either name or by their operating title class, and any designated by operating title class shall include any and all of those becoming employed in

said operating title class after the date of designation, as well as, those in any operating title class that is named as a successor to a prior operating title class.

- d. The Airport General Manager, as he/she deems necessary, may designate any other section with the responsibility of the enforcement of security, non-security, safety, and operations related laws, ordinances, policies, procedures, rules and regulations.
2. The means of notifying an individual or an organization that they have violated an administrative or civil law, policy, procedure, rule and/or regulation is by means of issuing a charging instrument called an NOV or Notice of Violation. This form may be used for either issuing a warning or for formal charging. (See Attachment #1)
3. This O.I. provides periods of time and a procedure in which to file a contest and a procedure for a fair and impartial hearing.
4. Besides a general offense of violating a law, ordinance, policy, procedure, rule or regulation, specific offenses are listed herein so as to provide the HAS Community a clearer view of some of the areas that the Community needs to concentrate in resolving for the safety, security and efficiency of the HAS airports.
5. This O.I provides a procedure to follow the NOV from issuance through completion of the consequences and to allow for better tracking of the NOV history of each individual and sponsoring organization's sponsored individuals.
6. The title to any HAS position stated in this O.I. or any other O.I. related to ID Badging may be changed by posting the change in the public area at the main ID Badging Office at any HAS Airport affected thereby.

IV. POLICY APPLICABILITY

- A. This (O.I) applies to any person or entity who uses, desires to use, or should be using, the HAS Airport Security Section ID Badging system and/or Access Control System at any one or more of the HAS airports or facilities, employees of HAS who are governed by other HAS and City Of Houston ordinances, rules and regulations.
- B. This (O.I), by this paragraph, does hereby extend and apply O.I. 05-02 (Security Access Control System & ID Badging) to any person or entity who uses, desires to use, or should be using, the HAS Airport Security Section ID Badging system and/or Access Control System at any one or more of the HAS airports or facilities, employees of HAS who are governed by other HAS and City Of Houston ordinances, rules and regulations.
- C. This O.I. and O.I. 05.02 as applicable per airport, also applies to airline crews, airline mechanics and others who are allowed access to restricted or controlled areas based upon identification or access media issued by their employers (included in the definition of "HAS authorized ID Badges") and who are not otherwise required to possess an HAS issued ID Badge shall be required to submit to and undergo the same sanctions as if they had an HAS issued ID Badge and failure to submit to and undergo such sanctions for violations shall make them a trespasser after warning and subject to being so charged under the Penal Code of the State of Texas.
- D. This O.I. and O.I. 05.02 as applicable per airport, also applies to any individual who's employed at HAS owned, leased or controlled property for the purpose of providing any work, goods or services to HAS or any of its contractors, subcontractors, lessees, concessionaires, etc. and in so providing said work, goods

or services enters into any controlled or restricted area of such HAS owned, leased or controlled is required to obtain an HAS issued ID Badge. Individuals employed at all locations requiring a HAS ID badge shall be required to submit a completed HAS badge application to a HAS Badging Office prior to being authorized to work in a controlled or restricted area. These individuals may only be escorted after submitting a completed badge application to HAS Badging Office.

Individuals denied an HAS ID badge due to disqualifying criminal crimes and conditions prohibiting such issuance (O. I. 05-02 Attachment A) or have their HAS ID badge privileges suspended may not be employed or provide goods or services at any HAS owned, leased or controlled property including public areas. The individuals described in this subparagraph shall make them a trespasser after warning and subject to being so charged under the Penal Code of the State of Texas.

V. RESPONSIBILITY

- A. It is the responsibility of each individual and the tenant or other sponsoring entity and/or the party to whom they are providing work, goods or services, jointly and severally, to ensure that they and/or those sponsored or utilized by them are fully aware of the regulations, violations, penalties, and enforcement procedures contained in this (O.I), as well as, all other applicable laws, ordinances, rules and regulations, **before starting work and/or providing work, goods or services at an HAS airport - lack of knowledge or understanding is not an excuse nor a defense.** It shall be the responsibility of all above mentioned are kept advised of all changes and revisions to the regulations, violations, penalties, and enforcement procedures contained in this (O.I) and other applicable laws, ordinances, rules and regulations.
- B. It is the responsibility, duty and obligation of each and every individual to whom an ID Badge is issued, to know the limitations of their access, the laws, ordinances, policies, procedures, rules and regulations governing access, safety and security at the HAS airports and to timely and faithfully carryout their duties and obligations to the same, including, but not limited to, obeying each and every law, policy, procedure, rule and regulation and to strictly avoid any violation(s) of the same and by acceptance and/or retention of an ID Badge they represent that they have complied with these responsibilities, duties and obligations.

VI. DEFINITIONS

- A. Wherever an “Attachment”, “Form” or “Map” is referred to anywhere in this O.I., they are provided for your convenience only as a general assistance and do not constitute a legal description. The current “Attachment”, “Form” or “Map” can be obtained from the HAS Airport Security Section.
- B. The use of bolding, italics, underlining or other means of emphasizing a word or words is merely an aid to bring that portion to the reader’s attention and does not denigrate the status or importance of any other word, words, sentences or paragraphs nor reduce their being mandatory in nature where appropriate.
- C. Word and Phrase Definitions:
1. Airport Identification Badge (ID Badge): Any single identification media or combined identification media and access control media which is, and does always remain, the property of the Houston Airport System and is issued by HAS to provide identification, authorization, and access to restricted and/or controlled airport areas and other HAS facilities. Anytime the term “ID Badge” is used, it is referring to an ID Badge issued by HAS, Airport Security ID Badging, unless otherwise specifically noted. The term shall also include any medallions, etc. designated and authorized by HAS to be attached to the ID Badge.
 2. Airport General Manager: Is the person designated as such by the Houston Airport System for each HAS Airport. The term “Airport General Manager” shall include the person designated by the Airport General

Manager or by the Director of Aviation as the Acting or Interim Airport General Manager, when the Airport General Manager is on leave (vacation, city business, sick leave, FMLA, etc.) or unable or unavailable to fulfill their normal duties.

3. Airport Security Coordinator (ASC): The Primary Airport Security Coordinator is the person that occupies the position as defined in 49 Code of Federal Regulations (CFR) 1542.3 and as designated in the Airport Security Plan. The “Primary Airport Security Coordinator”, as used herein, is the Airport Security Manager. The Airport Security Coordinator for ID Badging, if any, is the person who is the Head Supervisor for the ID Badging Section or any successor title thereto, i.e., it is the person that is the highest ranking individual for an ID Badging Office. The Airport Security Coordinator for the Security Section, if any, is the person holding that operational title.
4. Airport Security Manager (ASM): Is the person so designated in that position by the General Manager of the airport. The term “Airport Security Manager” shall include the person designated by the Airport Security Manager as the Acting or Interim Airport Security Manager, when the Airport Security Manager is on leave (vacation, city business, sick leave, FMLA, etc.).
5. Air Operations Area (AOA): A portion of an airport, specified in the airport security program, in which security measures specified in Part 1540 are carried out. This area includes aircraft movement areas, aircraft parking areas, loading ramps, and safety areas, for use by aircraft regulated under 49 Code of Federal Regulations (CFR) Part 1544 or 1546, and any adjacent areas (such as general aviation areas) that are not separated by adequate security systems, measures, or procedures. Portions of the AOA may concurrently have more restrictive and controlled designations. The AOA is more specifically delineated in attachments to the Airport’s ASP.
6. Airport Security Plan (ASP): An airport’s security program developed for and approved by the Transportation Security Administration (TSA) under the provisions of 49 CFR Chapter XII Part 1542.101. The Airport Security Plan is sometimes referred to as the Airport’s Security Program.
7. Airport Tenant Security Program (ATSP): The agreement, if applicable, between the airport operator and an airport tenant that specifies the measures by which the tenant will perform security functions, and approved by TSA, under Part 1542.113 of 49 CFR Chapter XII.
8. Apron Areas/Ramps: Any area at an HAS airport where aircraft operate or park without being under direct control of the Air Traffic Control Tower, excluding corporate hanger areas, Fixed Based Operator (FBO) areas, and general aviation areas. Access to apron areas is restricted for security/safety reasons as defined in TSA 49 CFR 1540 & 1542, 1544 and 1546 and/or other applicable laws, rules and regulations.
9. Authorized ID Badge: Includes not only HAS issued ID Badges, but also, the ID Badges and access media of airline crews, airline mechanics or others who are allowed access to restricted or controlled areas based upon identification or access media issued by their employers and who are not otherwise required to possess an HAS ID Badge.
10. Authorized Signatory Authority: ~~Is a person~~ is a person authorized by an employer or sponsoring company, and approved by an HAS ID Badging Office, to sign forms, including but not limited to Security Clearance Requests, Badge Renewal Requests, Key Requests, and PIN Requests, for individuals employed by or being sponsored for an HAS ID Badge.
11. Badging & Access Office: The HAS Airport Security ID Badging & Access Office Section that is primarily responsible for reviewing, approving, issuing, accounting to TSA for, and/or governing authorized ID Badges, Keys, PIN’s and other access media. This Office is also responsible for Criminal History Records Check (CHRC)s, other security background checks, designation, assigning and entry of access rights, programming and deprogramming ID Badges, PIN data, etc. into the HAS access control computer system. ID Badges, PIN’s and other media are issued by the Badging & Access Office located

at each of the HAS airports. In addition to each permanent Badging & Access Office at each HAS airport, the HAS Airport Security Section may, from time to time, specially and/or temporarily designate other locations. Hours of operation may vary depending on staffing and other considerations. Other names for this Office are the ID Badging & Access Office and/or ID Badging Office and/or Badging Office and/or other combinations thereof.

12. Company Offense: An offense that is chargeable against an organization, as opposed to, or in addition to, an individual. In a company offense, the sanction shall be performed by the highest ranking officer, project manager, station manager, superintendent, division manager, substantial owner or other management person of a rank similar to the foregoing that is directly connected with the business, operation, or project of the charged organization for the Airport or HAS facility related to the business, operation or project.
13. Controlled Areas: Those areas controlled by card readers, key lock, PIN pad or other access control device. These areas include, but are not limited to, certain parking areas, certain restricted areas, secured areas, sterile areas, apron areas, SIDA areas, AOA or any other area as defined in this O.I. or other applicable law, rule, regulation, Airport Security Plan, Security Program, lease, contract, agreement or by signage as off-limits to anyone not authorized to be in that area.
14. Current Picture: A picture of the applicant which is clear enough and closes enough in appearance so that a reasonable person can readily conclude that the document with the picture and the person presenting the document with the picture as being their own picture are one and the same person.
15. Disqualifying Condition: A pattern of criminal intent or activity as evidence by arrest records or convictions, irrespective of the type of the criminal offense(s) alleged or time period as determined by the Airport Security Manager. Termination of Badging/Access Rights or similar thereto, any airport within the 10 year period prior to seeking badging at an HAS Airport. (The term "Airport "as used herein shall mean any airport in the world)
16. Escort: To accompany or monitor and physically/visually control the activities of an individual who does not have unescorted access authority into or within a TSA Regulated Area as defined in the ASP.
17. Enforcement: The Airport Security and Airport Operations Sections are responsible for enforcement of safety, security and non-security related offenses described in this Operating Instruction and associated O.I.s.
18. Faithfully: Without variance, completely, devotedly, dependably.
19. HAS Airports: All land and improvements which are owned, leased, controlled and/or operated by the City of Houston under the auspices of the Houston Airport System at, or in conjunction with and/or support of, any one or more of the City owned airports.
20. Houston Airport System (HAS): City of Houston department responsible for operation of the City owned airports.
21. I.D. Badge Application and/or Application: Includes, but is not limited to, the Security Clearance Request form and the Security Clearance Renewal Request form, and any other application, clearance or request forms promulgated and used by HAS I.D. Badging Offices for the purpose of badging or issuance of access media.
22. Immediately or Immediate or Timely: Without delay, right there and then, time is of the essence, something to be accomplished before proceeding with other tasks, either business or personal.

23. Immediate Temporary Suspension: An individual's badging rights are immediately suspended as a result of behavior and/or action(s) that creates an unreasonable risk which may diminish the reputation, or the safety and/or security of the HAS community.
24. Key Set Symbol: The code number stamped on a controlled key used for identification purposes.
25. Media: Includes ID Badges, keys, PIN Numbers and other equipment and devices for identification and/or access.
26. Notice of Violation: Written notice on a form, or in a format, designated by HAS Airport Security, officially charging an individual or entity with a violation of Security, or non-security, laws, ordinances, policies, procedures, rules or regulations or any other laws, ordinances, policies, procedures, rules or regulations, including, but not limited to the Airport Security Plan, Organization Policy & Procedures (OPPS), Airport Operating Procedures (A.O.P.), Airport Security Plan and/or Operating Instructions (O.I.).
27. PIN Code: Personal Identification Number, normally identifiable to just one person, but which may, under some circumstances, be issued to more than one person, but often identifiable to a specific group of similarly engaged persons, needing access through a PIN controlled portal and normally used for access to Controlled Areas not covered by conventional locks or card readers.
28. Portal: Any opening through which an individual or object can enter into a place or exit from a place; a portal may be controlled or uncontrolled; a portal includes, but is not limited to, doors, windows, baggage conveyor doors, doorways, cutouts in walls and floors, gates, openings in fences, docks, driveways into and out of a building or area, conveyor openings, construction openings, etc.
29. Remedial Training: Such training as may be required by HAS of any individual or entity receiving a Notice of Violation.
30. Restricted Area: Areas not otherwise classified and which requires a grant of permission to enter and remain in from either HAS or a person or entity having greater rights of possession and control of the area than the person seeking to enter or remain therein.
31. Secured Area: A portion of an airport, specified in the Airport Security Plan, in which certain security measures specified in Part 1542 of 49 CFR Chapter XII are carried out. This area is where aircraft operators and foreign air carriers that have a security program under Part 1544 or 1546 of 49 CFR Chapter XII enplane and deplane passengers and sort and load baggage and any adjacent areas that are not separated by adequate security measures. The Secured Area is more specifically delineated in attachments to the Airport's ASP.
32. Security Identification Display Area (SIDA): A portion of an airport, specified in the airport security program, in which security measures specified in Part 1542 are carried out. *The Secured Area is always a SIDA but a SIDA is not always a Secured Area; other areas of an airport besides the Secured Area may be defined as SIDA.* The Secured Identification Display Area is more specifically delineated in attachments to the Airport's ASP.
33. SIDA Video: Security training media, including, but not limited to, film, videotapes, web-pages, CDs, and DVDs, required by TSA 49 CFR 1542 to be viewed by all of those who are granted access to the (SIDA), and required by HAS for all badged individuals, whether receiving SIDA access or not, prior to exercising the privileges of their Airport ID Badges, keys, PIN's or other access media or IDs.
34. Sponsor and/or Sponsoring Organization: This term, jointly and severally, includes the badging applicant's employer (including an Aircraft Operator subject to 49 CFR Part 1544 and governmental agencies normally exempt under 49 CFR 1542.209(m)(1)) as well as any other person, including the

entity that such other person is employed by, who is authorized by HAS to and does execute an HAS Badge Application in the signature block designated for the Sponsoring Company information and signature. Commonly referred to as “employer”

35. Station Manager: This term means the person that is the individual that is the top person in charge of the day to day overall operations of a company or organization at an HAS airport on the date of the issuance of an NOV. It is an affirmative defense that an individual receiving an NOV is not the individual meeting the foregoing definition, however, any individual claiming this affirmative defense must provide a sworn statement naming the correct individual in his/her company or organization that meets this definition.
 36. Sterile Area: A portion of an airport defined in the airport security program that provides passengers access to boarding aircraft and to which the access generally is controlled by TSA, or by an aircraft operator under Part 1544 of 49 CFR Chapter XII or a foreign air carrier under Part 1546 of 49 CFR Chapter XII, through the screening of persons and property.
 37. Transportation Security Administration (TSA): Division of the U.S. Department of Homeland Security responsible for administering Airport and other transportation venue Security Programs and/or its successor(s), if any, to one or more of its functions.
 38. Under-Badged: An individual is under-badged for an area if the access rights granted by either the type of HAS I.D. Badge they have been issued or the access rights granted to that individual by HAS I.D. Badging is not of the level to permit the individual to be in or remain in an area without an escort.
 39. Violation: The failure to, in whole or in part, strictly perform in a faithful and timely manner any duty or obligation, whether or not the duty or obligation is to do or not to do a general or specific matter imposed upon an HAS ID Badge holder by any federal, state or local, including Houston Airport System, law, ordinance, policy, procedure, rule or regulation.
 40. Inchoate Offense: A type of crime completed by taking a punishable step towards the commission of another crime. The basic inchoate offenses are attempt, solicitation, and conspiracy.
- D. All other words and phrases, not specifically defined in this section or otherwise, in this O.I., shall be defined as is commonly used and understood at HAS airports by HAS Management -- the interpretation of the HAS Director of Aviation, in his/her sole discretion, shall be final.

VII. VIOLATIONS / OFFENSES / CONSEQUENCES

- A. The violation, a/k/a, offense, whether by act or omission, of any Federal, State or Local, law, ordinance, policy, procedure, rule or regulation or any part thereof, whether such violation is due to intentional, knowingly, reckless or negligent conduct or a combination thereof is an offense and may result in a consequence. All offenses covered by this O.I. are strict liability offenses, meaning that a certain state of mind, *mens reas*, is not an element of the offense, unless otherwise specifically stated. Each I.D. Badge holder is hereby personally charged with the duty and obligation to know all laws, ordinances, policies, procedures, rules and regulations concerning safety, conduct, and/or security at an HAS airport or other HAS controlled facility. Any offense that is not specifically listed below shall be a violation of this OI and shall bear the consequences set forth herein.
- B. Should any offense as committed, whether general or specific, cause or have the reasonable possibility of placing another person in danger of imminent bodily injury or death, or should the offense cause or have the reasonable possibility of placing property in danger of imminent damage in an amount greater than \$ 5,000.00, or should the offense or violation result in a TSA or FAA investigation being opened

and/or sanction imposed against HAS, or similar to a violation that resulted in a TSA or FAA investigation being opened and/or sanction being imposed against HAS within the immediately preceding three hundred sixty-five (365) calendar day period, then the offense may be enhanced by one (1) degree.

- C. An individual committing or attempting to engage in an inchoate offense, including, but not limited to, conspiracy, aiding and abetting (either before or after the substantive offense), misprision (failure to report a violation of which the individual has reasonable knowledge to believe has occurred), shall be considered the same as if they had committed the offense and shall bear the consequences set forth herein.
- D. A violator/offender is subject to the following sanctions, these sanctions are not exclusive, but are cumulative to other sanctions that may be imposed by other laws, ordinances, policies, procedures, rules and regulations -- the sanctions herein are mandatory and not subject to compromise, plea bargain, or reduction by a Hearing Panel/Hearing Officer or court:
- E. Time calculations-Violations remain on an individual's record for seven hundred thirty (730) consecutive calendar days. The days will be calculated from the date of the violation.

1. Warning Notice: Can be given in the sole discretion of the person issuing the NOV. Two warnings in a three hundred sixty-five (365) consecutive calendar day period will result in the issuance of an NOV. For the NOV to be a Warning, the Issuer must, at the time of issuance, precede the Violation Details with "WARNING ONLY".

2. Class I-1st Offense: The violator's employer shall be responsible to retrain and educate the violator of the policies, procedures and regulations to prevent future violations.

Class I-2nd Offense: Sanctions for a second Class I violation sustained or uncontested NOVs excluding Warning NOVs are that the violator and the violator's direct line supervisor must attend the viewings at the same time and must also pass the tests that the Airport Security Manager and/or the Airport Manager (ASM if security related and AM if non-security related) of that airport has determined is appropriate for the specific offense, unless it is a safety violation related to driving on the AOA, in which case the violator must watch and pass the tests on both the SIDA video and the Driving on the AOA video and/or such other prerequisites for driving on the AOA as may then be currently in force and effect. There will be a \$25.00 administrative fee for the testing of each NOV. The fee may be paid by either the Company or the individual (billed through rates and charges or directly at the badging office) who received the NOV. The fee is required to be made prior to the test being administered.

Class I-3rd Offense: Sustained or uncontested NOVs excluding Warning NOVs will result in a permanent loss of HAS ID Badge and Access Rights.

3. Class II Offenses: May result in Immediate Temporary Suspension. Sustained or uncontested violations shall result in permanent loss of ID Badge and Access Rights at all HAS airports.

4. Company Offense: An offense that is chargeable against an organization, as opposed to, or in addition to, an individual. In a company offense, the sanction shall be performed

by the highest ranking officer, project manager, station manager, superintendent, division manager, substantial owner or other management person of a rank similar to the foregoing that is directly connected with the business, operation, or project of the charged organization for the Airport or HAS facility related to the business, operation or project. The sponsoring organization must prepare and submit a plan, acceptable to the Airport Security Manager, in the event the offense is related to security, or acceptable to the Airport Manager, in the event the offense is related to other than security, at the airport where the NOV was issued, for preventing the violator and all other employees and/or sponsored individuals from violating the specific law, ordinance, policy, procedure, rule or regulation in the future. Such acceptable plan must be presented not later than the fourteenth (14th) calendar day from the date of the last day to file a Notice of Contest or from the date of the rendering of a decision by a Hearing Panel/Hearing Officer, whichever is later.

- F. For a 3rd violation of the same rule within 365 calendar days, by an Employer/Sponsoring Organization the head of security and/or safety for the Employer/Sponsoring Organization, and if no person is normally designated as such by the Employer/Sponsoring Organization, then an officer, project manager, station manager, superintendent, division manager, substantial owner or other management person of a rank similar to the foregoing of the Employer/Sponsoring Organization must prepare and submit a plan, acceptable to the Airport General Manager, or his/her designee, of the airport where the NOV was issued, for preventing the violator and all other employees and/or sponsored individuals from violating the specific law, ordinance, policy, procedure, rule or regulation in the future. Such acceptable plan must be presented not later than the fourteenth (14th) calendar day from the date of the last day to file a Notice of Contest or from the date of the rendering of a decision by a Hearing Panel/Hearing Officer, whichever is later.
- G. Sanctions time calculations:
1. The violation sanctions for each violation will remain on an individual's record for seven hundred thirty (730) consecutive calendar days from the date of the violation.
 2. The accrual of three Class I violations, sustained or uncontested NOVs excluding Warning NOVs by any employee during a seven hundred thirty (730) consecutive day period will result in immediate suspension of and permanent loss of their HAS ID Badge and Access Rights.
 3. The accrual of one or more Class II violation, sustained or uncontested NOV by any employee will result in immediate suspension of and permanent loss of their HAS ID Badge and Access Rights.
- H. Offenses of Specific Violations:
1. Offenses of Specific Violations are attached hereto as "Attachment #2" and incorporated herein by reference, the same as if recited verbatim herein.
 2. Other O.I.s can add additional Specific Violations without the need to amend this O.I.
 3. The violation of any law, ordinance, policy, procedure, rule or regulation that is not specifically set forth in this O.I. or any other O.I. as to the sanction level is treated as a violation in accordance with the structure set forth in section VII.D above, however, if the violation results in an injury to or puts an individual in imminent danger of bodily injury, then such offense can be enhanced one (1) offense level and accrue the appropriate sanction points and monetary penalties.

VIII. THE CHARGING INSTRUMENT

- A. As hereinabove stated, the administrative charging instrument for violations of this O.I. will be a Notice of Violation (NOV) by a person authorized pursuant to this O.I. to issue NOV's. The NOV will be on the form designated by the HAS Airport Security Section ID Badging Office. A copy of the current form is attached hereto as "Attachment # 1". The NOV form attached is for illustration purposes only.
- B. The following are the only required information on the NOV, the lack of which would render the instrument invalid:
 1. The date of the offense;
 2. The approximate time of the offense;
 3. The name and HAS ID Badge number of the issuing party;
 4. The signature of the issuing party; and
 5. A general description of the offense.
- C. Any other information requested on the form or placed upon the form is for the sole benefit of HAS and the presence or lack of presence thereof will not render the NOV invalid nor void nor voidable.
- D. NOV's shall bear a box for checking off the three (3) letter designation of the airport where the NOV is issued and shall bear a number that is specific to that particular NOV.
- E. An NOV determined to be invalid may be cured by issuance of a new and correct NOV; however, all dates for requesting hearings, etc. or compliance with sanctions shall then run from the date of issuance of the new and correct NOV.
- F. The issuer of the Notice of Violation (NOV) after properly and fully completing the NOV will:
 1. At time of issuance, provide the pink copy to the violator;
 2. Place the manila cardstock copy in their Section's records in the manner directed by their Section management not later than the end of the issuer's shift the same day as the date of issue -- each Section authorized to issue NOV's will develop a filing system within their Section for the retention and rapid recall of NOV's issued by those in that Section;
 3. Deliver the white and green copies to the HAS Airport Security Badging Office at the airport where the NOV was issued;
 4. The Badging Office will retain the white copy in their Centralized NOV file and will send the green copy to the offender's employer or sponsor's Authorized Signatory Authority;
 5. The Badging Office will, within 48 hours of receipt (or the next business day if the Badging Office is closed for more than 48 hours), enter the violation into the Access Control Computer System and/or any alternative computer system that may be developed and designated by the Airport Security Manager or his/her designee; and
 6. The individual issuing the NOV shall retain the yellow copy in their personal file for use at any hearing.

7. The person investigating the alleged violation and/or issuing the Notice of Violation will, at a minimum, contact the violator's Direct Line Supervisor and advise him/her of the alleged violation and subsequent investigation.
- G. Failure to perform any of the instructions contained immediately above, set forth in Section VIII.F, will not invalidate the charging instrument nor serve as the basis for the dismissal of the charged violation.
 - H. In the event that the violator leaves the scene prior to completion of the NOV or refuses to sign and/or take delivery of the NOV, good and sufficient notice and service is complete upon delivery of the green copy to the offender's employer or sponsor's Authorized Signatory Authority along with a note that service was not possible on the violator at the time of issuance -- no explanation for the lack of service at time of issuance is required; however, any time limits start to run on the day of delivery to said employer or sponsor's Authorized Signatory Authority and any person listed with the ID Badging Office as an Authorized Signatory Authority may be served.
 - I. If an offense is not witnessed by an authorized issuer of NOVs, an authorized issuer of NOVs may issue an NOV based upon the written statement of a direct witness or based upon a review of such documentation, including, but not limited to, video replays (including digital), photographs (including digital) and access control records or such other evidence, as they, in their sole discretion, conclude is probable cause to believe that an offense has taken place by one or more specific individuals.
 - J. The Airport General Manager, or his/her designee, of the HAS Airport and/or other HAS facility where the offense occurred shall have the authority, in their sole discretion, to void any NOV issued by those under their line command. All voids must be in writing, signed by the individual making the void and shall state thereon the date and reason for the voiding and the writing shall be attached by the HAS Badging Office to the White copy of the NOV and retained. A voided NOV cannot be used for the enhancement of other violations.
 - K. The Airport General Manager, or his/her designee, of an HAS Airport, and/or other HAS facility for which he/she is responsible, shall have authority to immediately suspend the HAS ID Badge of any person whom said Airport General Manager, or designee, deems, in his/her sole discretion, to be of imminent and/or continuing threat to the safety and/or security of the airport, meets disqualifying conditions, including, but not limited to, its assets (including, but not limited to, its reputation, employees, real (including improvements thereto) and personal property), tenants and concessionaires and/or their assets, contractors and/or their assets, airlines and their assets, the traveling public, the general public, dignitaries, the airport community, the airport and/or air transportation industry, the United States of America, the State of Texas and/or any of its political subdivisions, including, but not limited to the County of Harris and/or the City of Houston and/or their citizens and employees.
 - L. The Airport General Manager, or his/her designee, shall also have the authority to, in his/her sole discretion, suspend any person not holding an HAS Authorized Badge from coming onto or remaining on HAS controlled property based on the same criteria as if they were an HAS ID Badge holder.

IX. CONTEST HEARING PROCESS

- A. All hearings held on an NOV shall be heard before a Hearing Panel of 1-3 Houston Airport System employees or a contracted Hearing Officer. The Airport General Manager or designee shall appoint a Hearing Panel/Hearing Officer for the airport wherein the NOV was issued. The appointed Hearing Panel members will be, at a minimum Pay grade 23 or higher. There shall not be any matter such as an arraignment or motion docket.
- B. A failure to file a Notice of Contest within fourteen (14) calendar days from the date of issue of the Notice of Violation shall constitute a plea of No Contest and acceptance of the consequence of having committed the violation.

- C. Hearings shall be restricted to the question of whether or not the alleged violator committed the offense. The records of the Houston Airport System shall be prima facie (the burden to prove the records are wrong are upon the person who claims they are wrong) evidence of the sustaining of or entry of no contest to a prior violation.
- D. There shall not be any hearing on any question of law, mitigation, probation or reduction of sanction. Any challenge as to questions of law shall be heard in a civil court of competent jurisdiction in Harris County, Texas, and such challenge must be filed by the alleged violator in such civil court not later than the thirtieth (30th) calendar day from the date the violation is sustained either by operation of rule or by written decision of the Hearing Panel/Hearing Officer. A challenge as to a question of law need not be preceded by a Notice of Contest, the serving of a Citation and Petition shall be sufficient notice to HAS. HAS does hereby appoint the Assistant General Manager for Security as the agent upon which to serve process in, and only in, a challenge pursuant to this O.I.
- E. An entry of “No Contest” shall not require presentation to a Hearing Panel/Hearing Officer and shall be entered in the violator’s records in the HAS Badging Office by an employee thereof.
- F. The following procedures will be the method of contesting a Notice of Violation by a holder of an authorized HAS ID Badge. The Notice of Contest challenging the factual validity that the violator committed a violation charged in the NOV must be made by the alleged violator or by their Authorized Signature Authority in writing, on a form available from the ID Badging Office, delivered to the Head Supervisor for ID Badging (or to his/her specific Designee for this purpose) by either hand delivery or receipted delivery. Delivery may not be made by e-mail or fax. A written receipt of delivery must be signed by the Head Supervisor for ID Badging (or by his/her specific Designee for this purpose) – delivery to anyone else and acceptance by anyone else will not be effective delivery.
- G. The Contest Hearing shall be in person at an office or conference room made available to the Hearing Panel/Hearing Officer and attendance of the alleged violator’s Authorized Signature Authority with the alleged violator(s) is mandatory and will be at a time and date set by the Head Supervisor for ID Badging or designee. There shall not be any resets for the convenience of the Authorized Signature Authority or for the alleged violator, unless such reset is requested in writing, delivered to the Head Supervisor for ID Badging (or to his/her specific Designee for this purpose) by either hand delivery or receipted delivery, not later than five (5) calendar days prior to the date of the Hearing. Delivery may not be made by e-mail or fax. A written receipt of delivery must be signed by the Head Supervisor for ID Badging (or by his/her specific Designee for this purpose) – delivery to anyone else and acceptance by anyone else will not be effective delivery. Failure to attend a scheduled Notice of Contest Hearing may result in a sustained verdict for the Notice of Violation being challenged. Any reset shall be at the discretion of the Hearing Panel/Hearing Officer.
- H. All consequences of an alleged violation shall be suspended until the Hearing Panel/Hearing Officer has issued a written ruling or the time has passed for the filing of a Notice of Contest. When the alleged violation is a 3rd offense, there may be an Immediate Temporary Suspension and the alleged violator may follow the process for contesting the Immediate Temporary Suspension listed in Section X below, entitled “CONTEST HEARING PROCESS – Immediate Temporary Suspension”.
- I. Any service required or desired to be made upon the alleged violator may be served directly upon the alleged violator or upon any Authorized Signatory Authority at his/her employer/sponsor.
- J. The alleged violator and HAS shall have the right to compel any individual holding an HAS airport ID Badge to appear at any hearing before a Hearing Panel/Hearing Officer and failure to appear may result in the issuance of an NOV to the individual who did not appear. To invoke this right, the alleged violator must file a Requested Compelled ID Badged Witness List with the Head Supervisor for ID Badging (or to his/her specific Designee for this purpose) by either hand delivery or receipted delivery, not later than ten (10) calendar days prior to the date of the Hearing. The individual being compelled shall be entitled to a

total fee of \$ 20.00; including mileage, for their attendance and said fees must be attached to the Requested Compelled ID Badged Witness List. Delivery may not be made by e-mail or fax. A written receipt of delivery must be signed by the Head Supervisor for ID Badging (or to his/her specific Designee for this purpose) – delivery to anyone else and acceptance by anyone else will not be effective delivery. Such compunction shall not be available for Contest of Immediate Temporary Suspension and it shall be incumbent on the alleged violator to produce his/her own witnesses.

- K. At any hearing, all of which are administrative in nature, the Hearing Panel/Hearing Officer hearing the matter shall review the details of the offense, receive the testimony of the alleged violator, the person issuing the NOV, witnesses called by the alleged violator and witnesses called by HAS, the testimony of the alleged violator's Authorized Signature Authority (ASA) (if desired by the alleged violator, the ASA or HAS), and shall, in their sole discretion, make all decisions regarding the factual nature of the testimony, including, but not limited to, the weight to be given to the testimony of any party or witness, whether or not to believe the testimony, in whole or in part, apply the facts as determined by the person hearing the matter, in their sole discretion, to the elements of the offense and render a decision in accordance other provisions of this O.I.
- L. Each side shall be allowed five (5) minutes for an opening statement, thirty (30) minutes for examination of witnesses (this time includes, direct, cross, redirect, re-cross and rebuttal examination) and each party shall be allowed ten (10) minutes for a closing statement/argument.
- M. The Hearing Panel/Hearing Officer hearing the matter shall, not later than 24 hours after the hearing, issue and start delivery to the alleged violator's Employer and/or Sponsoring Organization and to the Assistant General Manager of Security, a written decision on the form then presently in use, save and except for a Contest of Immediate Temporary Suspension, the decision for which will be issued and be delivered at the conclusion of the hearing.
- N. The ruling of the Hearing Panel/Hearing Officer hearing the matter need not be detailed nor technical; a simple statement along the lines of "After hearing was held on XX day of XXXX, 2XXX, the undersigned person(s) sitting as the Hearing Panel/Hearing Officer hearing the contest of NOV # XXXXX wherein the party alleged to have committed the violation of XXXXX XXXXXX finds that the charge in the NOV is (either sustained or overruled)." and the Hearing Panel/Hearing Officer shall sign and date the same and file the ruling with the appropriate ID Badging Office.
- O. Except as otherwise specifically stated, the burden of proof shall be upon HAS as to the ultimate question in each hearing; the ultimate question being did the alleged violator commit the offense.
- P. The standard of proof shall be preponderance of evidence.
- Q. All decisions as to matters of fact and applying the facts to the violated rule shall be in the sole discretion of the Hearing Panel/Hearing Officer.
- R. Formal rules of evidence shall not apply; copies of documents may be introduced providing that the Hearing Panel/Hearing Officer hearing the matter, in their sole discretion, after considering testimony and argument as to the trustworthiness or lack of trustworthiness of the copy, has been heard and considered.
- S. There shall not be any pre-hearing discovery allowed.
- T. At any hearing, whether an NOV is issued by Airport Security personnel or by Airport Operations personnel, the HAS representative, i.e., the person who shall present the case on behalf of HAS, shall be the person who wrote the NOV.
- U. In any and all hearings, either HAS or the alleged violator may invoke "the Rule", requiring that witnesses not be allowed to hear the testimony of other witnesses.

- V. In any and all hearings, all witnesses shall testify under oath or affirmation with penalty of perjury.
- W. All hearings shall be either voice or video (with voice) recorded. The Badging Office will retain the recordings, records and will be provided to either HAS or the alleged violator upon written request.
- X. There is not an automatic stay of sanctions when an individual appeals to a court of competent jurisdiction; the appealing party must seek and obtain injunctive relief for a stay.
- Y. An alleged violator may not be represented by any individual or organization other than himself/herself at any hearing, save and except for an Attorney at Law duly licensed in the State of Texas.
- Z. The decision of the Hearing Panel/Hearing Officer is final and non-appealable as to the facts and the sanctions imposed.

X. CONTEST HEARING PROCESS – Immediate Temporary Suspension

- A. In the event of an Immediate Temporary Suspension the same shall be timely contestable by Notice of Contest of Immediate Temporary Suspension, in writing, on the form available from the ID Badging Office and filed by the alleged violator or their Authorized Signature Authority with the ID Badging Office at the HAS Airport where the NOV was issued. A hearing, restricted solely as to the issue as to whether or not the continued presence of the alleged violator represents any level of danger to the airport or other individuals or entities at the airport shall be heard by the Airport General Manager of Security (or to his/her specific Designee for this purpose) not later than forty-eight (48) hours after the request for such a hearing is delivered to the ID Badging Office by either hand delivery or receipted delivery. Delivery may not be made by e-mail or fax. A written receipt of delivery must be signed by the Head Supervisor for ID Badging (or by his/her specific Designee for this purpose) – delivery to anyone else and acceptance by anyone else will not be effective delivery.
- B. There shall not be any hearing on any question of law, mitigation, probation or reduction of sanction. Any challenge as to questions of law shall be heard in a civil court of competent jurisdiction in Harris County, Texas.
- C. Any service required or desired to be made upon the alleged violator may be served directly upon the alleged violator or upon any Authorized Signatory Authority at his/her employer/sponsor.
- D. When the alleged violation is a 3rd Class I violation there may be an immediate suspension. The alleged violator may be instructed to immediately surrender and deliver their ID Badge to the Head Supervisor for ID Badging, or his/her specific Designee for this purpose, and may be instructed to immediately thereafter remove themselves from HAS owned or lease property and any presence on HAS owned or lease property during the period of suspension, save and except for the specific purpose of arrival or departure from the HAS airport on a flight, shall be trespass after warning and the violator shall be subject to arrest. If it is necessary for the suspended party to visit their employer who is located on HAS owned or lease property at the employer's request, the suspended party must notify the Airport Communications Center's Security Dispatch at least sixty (60) minutes prior to coming upon HAS owned or lease property and must be and remain, at all times, under an escort, even in the public areas, from the employer. During this time the suspended party MAY NOT engage in any business on behalf of the employer or any other party -- the suspended party shall not be or remain on the HAS owned or leased property in excess of sixty (60) minutes.
- E. The Assistant General Manager of Security or Operations (or designee) will render a decision which will be issued at the conclusion of the hearing.
- F. The ruling of the party hearing a Contest of Immediate Temporary Suspension need not be detailed nor technical; a simple statement along the lines of "After hearing was held on XX day of XXXX, 2XXX, the

undersigned person hearing the Contest of Suspension due to NOV # XXXXX wherein the party alleged to have committed the violation of XXXXX XXXXXX finds (choose one of the following) (a) that the alleged violator presents an unreasonable risk and it is in the interest of the safety and/or security of the HAS community alleged violator be immediately suspended and the Immediate Temporary Suspension is sustained or (b) that the alleged violator does not present an unreasonable risk to the safety or security of the HAS community and the Immediate Temporary Suspension is overruled)." and the person hearing the matter shall sign the same.

- G. The burden of proof in a hearing on a Contest of Immediate Temporary Suspension shall be on the alleged violator to prove that the alleged violator's presence on HAS property does not present an unreasonable risk of safety and/or security of the HAS community.
- H. In, and only in, a Contest of Immediate Temporary Suspension the alleged violator, the alleged violator's employer and/or sponsor and the Assistant General Manager of Security and the Airport General Manager may, prior to the contest hearing, enter into an Agreed Order to remove the Immediate Temporary Suspension, subject to certain conditions being imposed upon the alleged violator and those conditions and the decision to enter into such an Agreed Order or not to enter into such an Agreed Order shall be in the sole discretion of HAS -- all of the foregoing parties must agree in order for there to be a valid Agreed Order and a lifting of the Immediate Temporary Suspension.
- I. All decisions as to matters of fact and applying the facts to the rule shall be in the sole discretion of the Assistant General Manager for Security (or designee).
- J. Formal rules of evidence shall not apply; copies of documents may be introduced providing that the Assistant General Manager of Security (or designee) hearing the matter, in their sole discretion, after considering testimony and argument as to the trustworthiness or lack of trustworthiness of the copy, has been heard and considered.
- K. HAS and/or the alleged violator may introduce written statements.
- L. An alleged violator may not be represented by any individual or organization other than himself/herself at any hearing, save and except for an Attorney at Law duly licensed in the State of Texas.
- M. The decision of the Assistant General Manager of Security is final and non-appealable as to the facts and the sanctions imposed.

XI. MISCELLANEOUS MATTERS

- A. Having an HAS ID Badge and/or access rights is not a right, but is a privilege, and persons so having such ID Badge and/or access rights are only entitled to the same for so long as they meet all qualifications, including, but not limited to, being employed with an authorized sponsor and not having been found to have committed a violation or violations which can result in the suspension of the ID Badge and/or access rights.
- B. In the event that acts or omissions could result in the issuance of an NOV for more than one offense and if an NOV is, in fact, issued for multiple offenses, all of the charged offenses may be adjudicated and accrue sanctions for each sustained violation; however, in any event, it shall not be a defense, nor a mitigating fact that an NOV could have been written for only one violation;
- C. The Airport General Manager, in his/her sole discretion, has the right to make reasonable and prudent changes, clarifications, modifications, additions and/or subtractions to this O.I. and to O.I. 05-02, provided that the changes do not result in the loss of any substantive rights to any individual or entity charged with a violation prior to the date of the changes, clarifications, modifications, additions and/or subtractions or within 30 calendar days of posting such revision in the I.D. Badging Office.

- D. In the event that any agency, department, or division named herein changes its name or its duties be assigned to another agency, department or division, such new name or the name of the successor/replacement agency, department or division shall be substituted in place of any such agency, department or division presently named herein and no amendment to this O.I. shall be required;
- E. In the event that any specifically enumerated law, ordinance, rule or regulation set forth herein shall be renumbered, modified or replaced, then the new number and/or law, ordinance, rule or regulation that, in the sole discretion of the Airport General Manager, deems to be appropriate for replacement of the present law, ordinance, rule or regulation shall be substituted in place thereof and no amendment to this O.I. shall be required, however, the replacement law, ordinance, rule or regulation so designated shall be posted in the ID Badging Office and shall be obtainable therefrom.
- F. Any and all violations listed within this document can be charged as company offense.

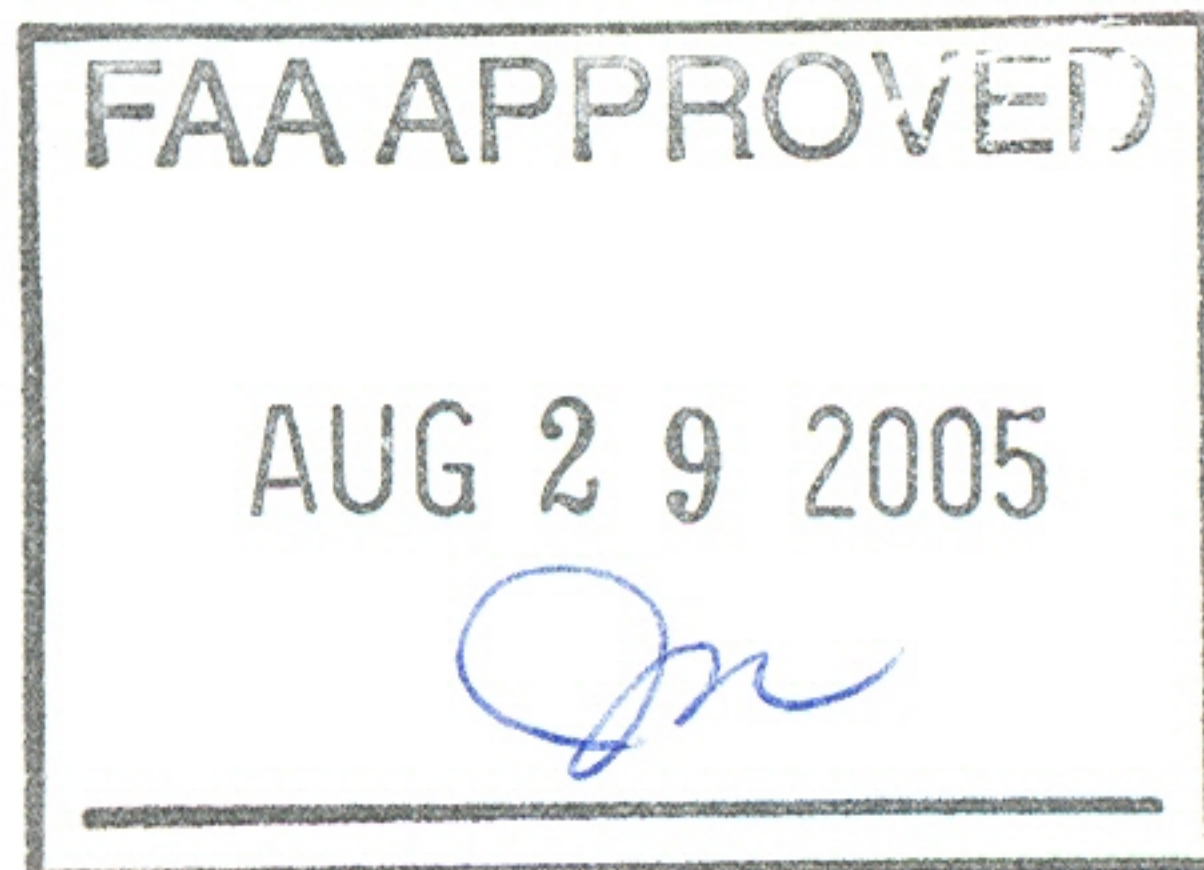
Appendix E – Bush Intercontinental Airport Operating Instructions 88-6 – Ground Vehicle Operations

APPENDIX 3

BUSH INTERCONTINENTAL AIRPORT

OPERATING INSTRUCTIONS

TENANTS



O. I. No: 88-6

Original Date: July 25, 1988

Revision Date: March 2, 2001

GROUND VEHICLE OPERATIONS

Purpose: To provide procedures and guidance for the operation of Ground Vehicles on Bush Intercontinental Airport (IAH) Air Operations Area (AOA) and Aircraft Movement Areas.

Definitions: Air Operations Area: Airside areas other than Movement Areas, including but not limited to aircraft aprons, ramps, parking, and other airside areas where Tower approval is not required before entering.

Ground Vehicle: Any device, motorized or otherwise, used to carry transport, or convey persons or property.

Movement Area: The runways, taxiways, and other airside areas at IAH that are utilized for taxiing, hover taxiing, air taxiing, takeoff and landing of aircraft, including runway and taxiway safety areas, where Tower approval is required before entering.

Non-Movement Area: Aircraft movement areas where Tower approval is not required before entering.

ILS Critical Area: A keyhole-shaped, cleared area, designed to protect the ILS localizer radiated signal which begins in the extended runway safety area and overlies a portion of the runway.

Safety Area: A designated rectangular area abutting the edge of a runway or taxiway intended to reduce the risk of damage to an aircraft inadvertently leaving the runway or taxiway.

Procedure: The following procedures will govern the use of Ground Vehicles operating on Air Operations Areas, Movement, and Non-Movement Areas at IAH.

A. AIRPORT SECURITY

The entire AOA, together with the Movement area, is surrounded by fencing and controlled-entry access gates. Only badged personnel authorized by the

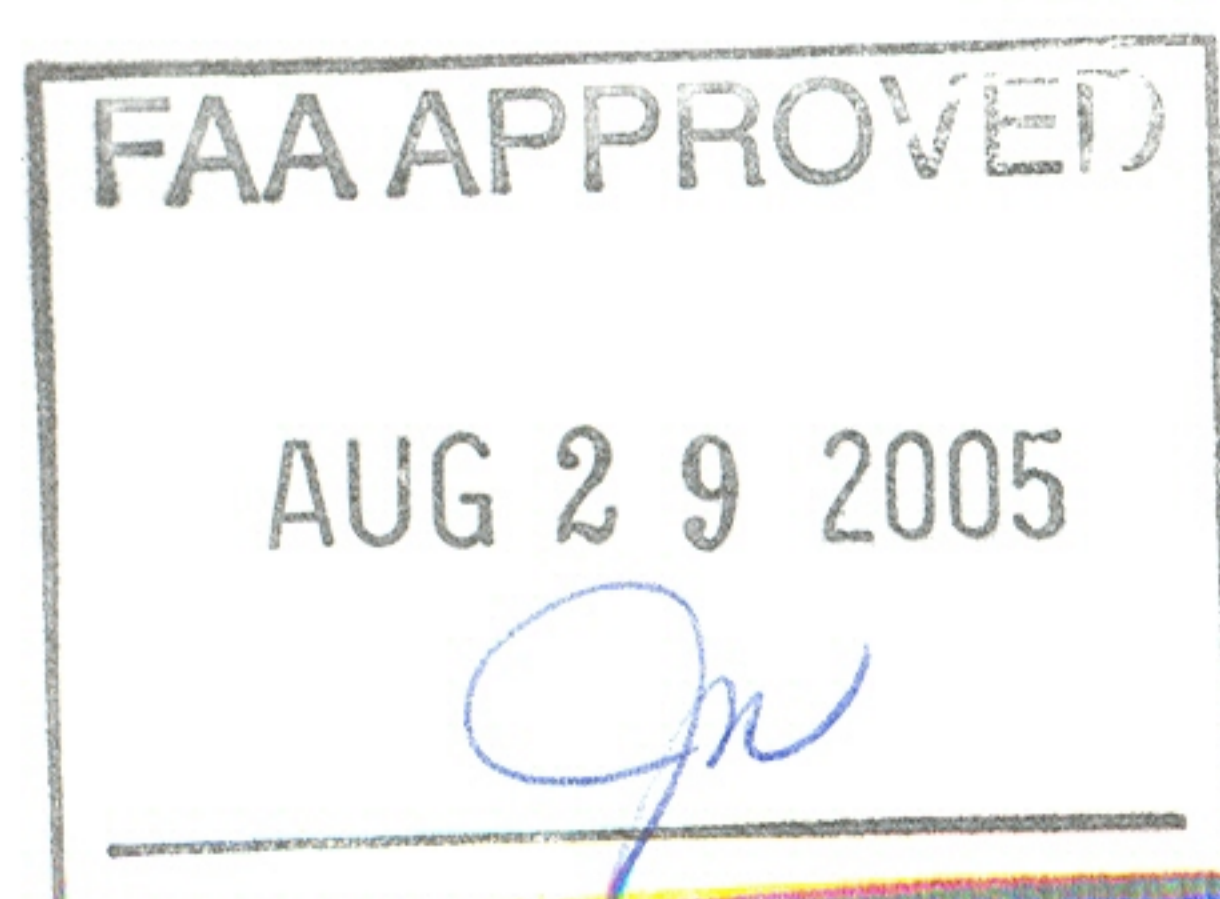
Airport Manager with properly identified vehicles, or escorted persons and Ground Vehicles are authorized entry to the Air Operation and Movement Areas. In the event a report is received of unauthorized vehicles or persons on the Movement or the Air Operations Areas, a City of Houston Airport System (HAS) vehicle will be dispatched to intercept and escort the violator from the area. Additionally, a security violation citation may be issued to the offender.

1. The following Ground Vehicles are authorized on the Movement Area:
 - a. Airport Rescue and Fire-Fighting Equipment (ARFF).
 - b. HAS vehicles, e.g. Management, Maintenance, Operations, etc.
 - c. Houston Police Department - Airport Division.
 - d. FAA Maintenance.
 - e. Contractors who have been authorized.
 - f. Ground Vehicles under authorized escort.

2. The following Ground Vehicles authorized on the Non-Movement Area:
 - a. Tenant owned and operated vehicles.
 - b. Fueling and service vehicles.
 - c. Authorized vendor vehicles.
 - d. Aircraft service vehicles.
 - e. Ground Vehicles described in (1) above.

B. GROUND VEHICLE REQUIREMENTS

1. Identification:
 - a. All Ground Vehicles that are authorized for access on the AOA must be identified in a permanent and distinctive manner. Identification marking shall include the operating organization's name/or logo so that such Ground Vehicles may be identified from a distance of at least 200 feet. Identification markings shall be affixed to the vehicle in a permanent manner on each side of the vehicle, preferably on each front door, if so equipped. Permanent identification markings might be paint, decal, or magnetic sign. Distinctive color schemes are also desired, but will be at the operator's option.



- b. Aircraft ground service, baggage, and cargo Ground Vehicles shall display highly visible mounted reflectors or reflective tape on all four sides of the Vehicle and shall be identified as described in (B) (1) (a) above, subject to approved exceptions because of Ground Vehicle surface size.

2. Safety Equipment:

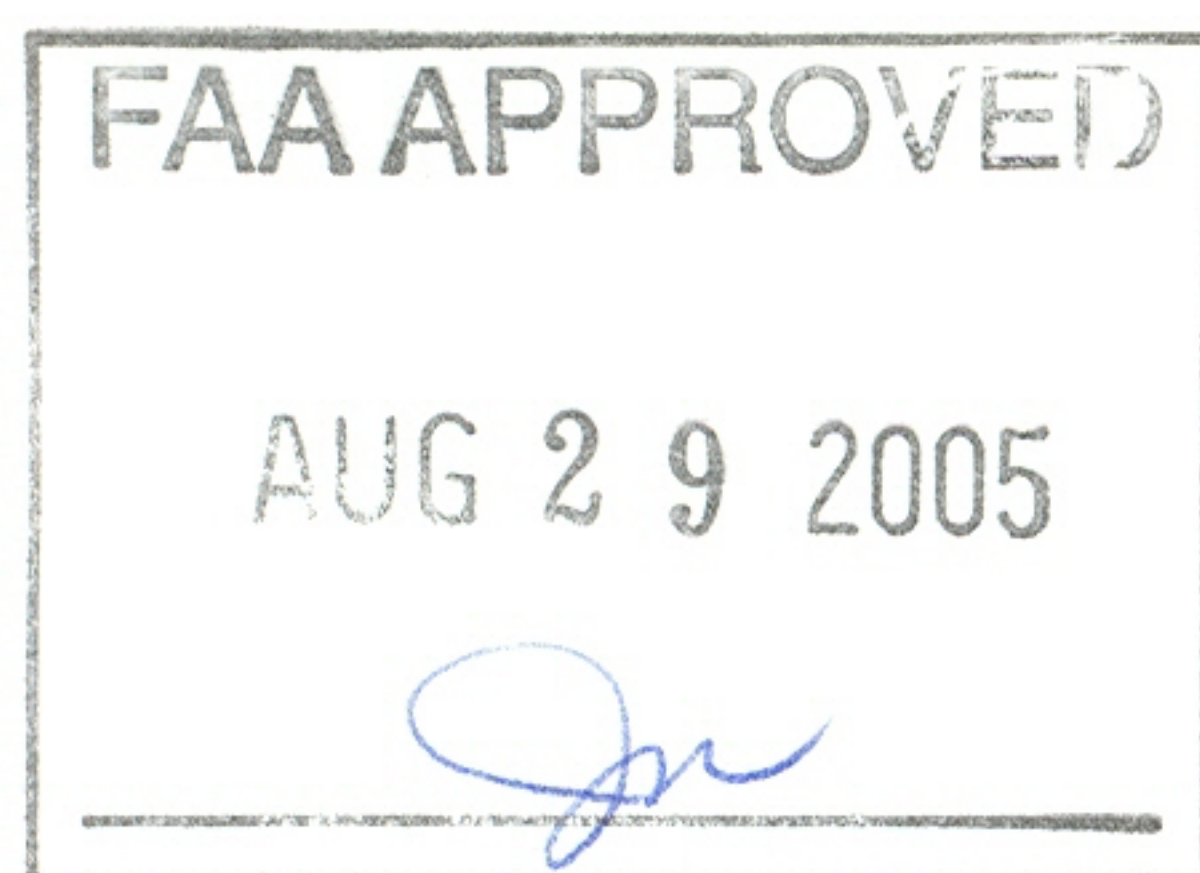
- a. All safety equipment, such as vehicle brakes, horns, lights, beacons, radios, fire extinguishers, etc., shall be maintained in a safe and operable condition at all times.
- b. Motorized Ground Vehicles shall at all times be equipped with two operating headlights, and two operating taillights. Headlights shall be of sufficient brilliance to assure safe visibility at night and shall be lighted during hours of darkness (sunset to sunrise) or during adverse weather conditions whenever the Ground Vehicle is operating on the AOA or Movement Area.

3. License and Inspection Sticker:

- a. All motorized Ground Vehicles shall display a current license tag and inspection sticker if licensed for public roadway operations.

4. Operator Requirements:

- a. All Motorized Ground Vehicle operators shall have in their possession a Valid Texas operator's license or permit.
- b. Airline, tenants, contractors, and vendors authorized by the Airport Manager to operate on the AOA and Movement Areas shall ensure that their Ground Vehicle operators have read and understood this O.I. and other airport operating procedures, and that they are qualified to operate Ground Vehicles and associated equipment.
- c. All Ground Vehicle operators must complete Airport Driver Training program and receive "D" designation on their HAS identification badge prior to operating Ground Vehicles on the AOA.
- d. Ground Vehicle operators shall ensure that entry gate(s) are closed. Immediately after ingressing or egressing the Air Operating Areas.



5. Insurance Requirements:

- a. Automobile Liability coverage:
Combined single limit of \$1,000,000
- b. The City of Houston shall be named as an additional insured on the certificate of insurance.

6. Speed Limits:

- a. It shall be unlawful for any operator to drive a Ground Vehicle on the AOA of IAH at a speed greater than is reasonable, consistent with Existing traffic, light, and weather conditions, and in no event in excess of the following limits:

Air Operations Area: 15 mph

Baggage Tunnels: 6 mph

Service Roads: 20 mph unless there is a posted speed limit to the contrary, in which case the posted speed limit shall control.

7. Service Roads:

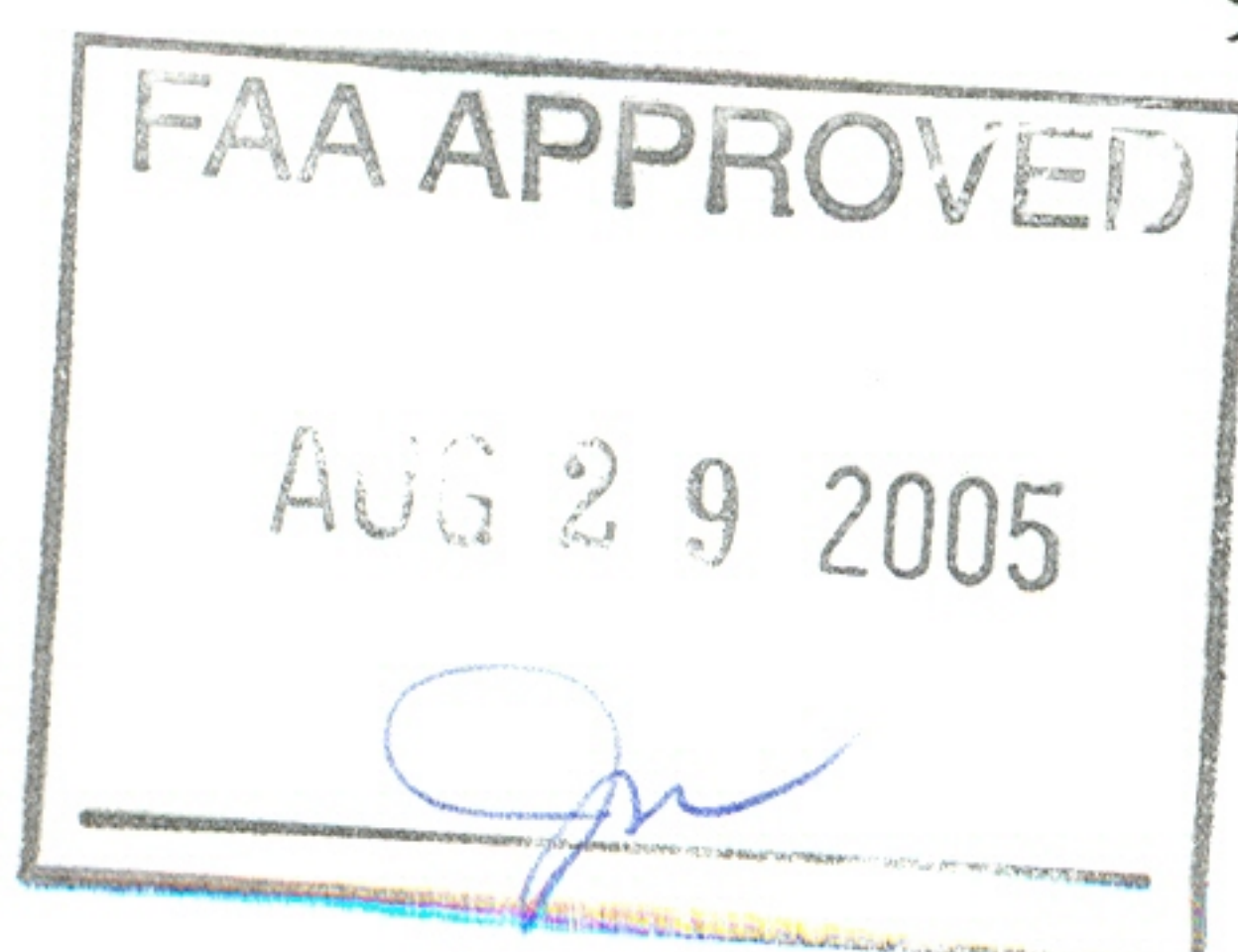
- a. Unless otherwise authorized by the Airport Manager, all Ground Vehicles shall remain on designated service roads at all times. Service roads are marked and designated by white lines. Ground Vehicles proceeding to ramp gates or satellite locations shall use designated service road entry and exit points closest to their destination. Operators shall obey all stop, yield, and/or give-way signs as posted on service roads and/or taxiways.

8. Right-Of-Way:

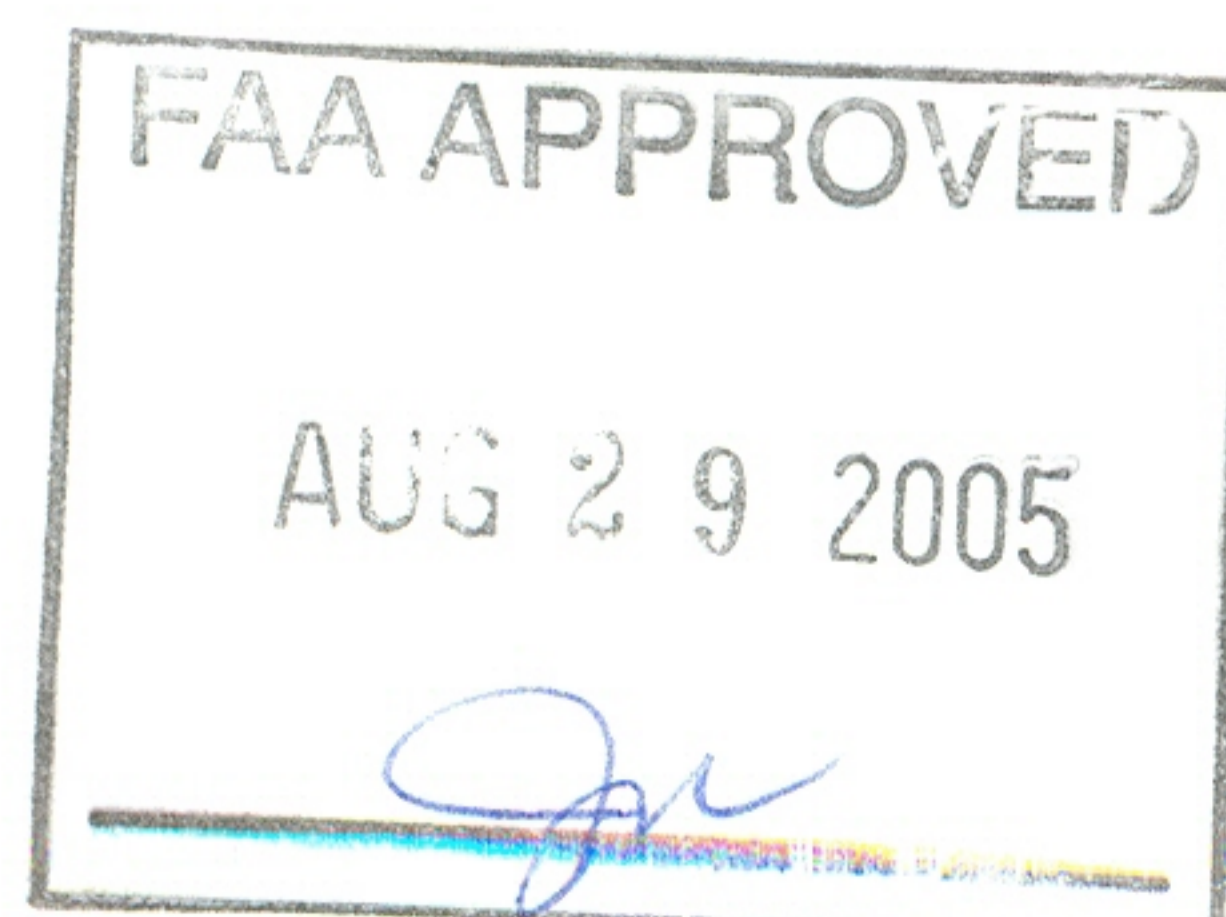
- a. Ground Vehicles shall yield to all aircraft within 500 feet of the Ground Vehicles position. Aircraft have the right-of-way over Ground Vehicles at all times. Ground Vehicles shall not overtake or pass aircraft without prior authorization from Ground Control.

9. Unauthorized Operations:

- a. Except for Ground Vehicles that are servicing a parked aircraft, driving under any portion of an aircraft (parked or moving) is prohibited.
- b. Ground Vehicles and motorized equipment shall not be operated between an aircraft and a loading gate when passengers are embarking or disembarking an aircraft.



- c. Ground Vehicles, equipment, and pedestrians shall give way to emergency equipment. Ground Vehicles or equipment shall not park in a manner, which would obstruct the access routes of emergency equipment.
- d. Ground Vehicles or equipment shall not be operated, parked, or left unattended in a manner or place that would constitute a hazard or threat to aircraft, persons, or property.
- e. Ground Vehicles or equipment shall not be stored, parked, or repaired anywhere on the AOA except in areas so designated by the Airport Manager, or as may be designated in a properly executed lease between the City (or an airline tenant of the City if so authorized under its use and lease agreement with the City) and the operator.
- f. Tractors, tugs, and other motorized Ground Vehicles shall not be operated in any hanger or building without adequate screens or baffles to prevent the escape of sparks and propagation of flames.
- g. Ground Vehicles and associated equipment shall not be operated behind aircraft engines that are operating at high power settings, such as maintenance runs, taxiing, or takeoff runs. Caution should be exercised when pedestrians, vehicles, or equipment are in front of aircraft during the execution of power-back operations from loading gates.
- h. In-flight service Ground Vehicle doors including front, rear, and overhead loading doors shall remain closed at all times except when servicing aircraft.
- i. Scissor type Ground Vehicles shall not be moved with scissors extended nor shall scissors be extended behind running aircraft engines.
- j. The use of motorcycles, bicycles, (H.P.D. Bicycle Patrol exempted), motor scooter, and motor bikes on the AOA are prohibited at all times.
- k. Cleaning and maintenance of ground equipment and Ground Vehicles at aircraft terminal gates is prohibited at all times.
- l. No persons shall operate Ground Vehicles or associated equipment while under the influence of alcohol or drugs.



- m. Disabled and/or junked Ground Vehicles, carts, or ground equipment shall not be abandoned or otherwise stored on the AOA, and shall be immediately removed from IAH by operator.

10. Baggage Carts and Trains:

- a. Unless otherwise authorized by the Airport Manager, the maximum number of carts, dollies, or igloo, pallets, or any combination thereof, shall not exceed five in a single train.
- b. Cart trains are limited to three in tug tunnels at Terminals A and B at any one time, and five at Terminal C at any one time.
- c. Unattended carts and dollies shall be parked in designated and marked locations as authorized by the Airport Manager.

C. ACCESS TO AIR OPERATIONS AREAS

1. Contractors/Vendors:

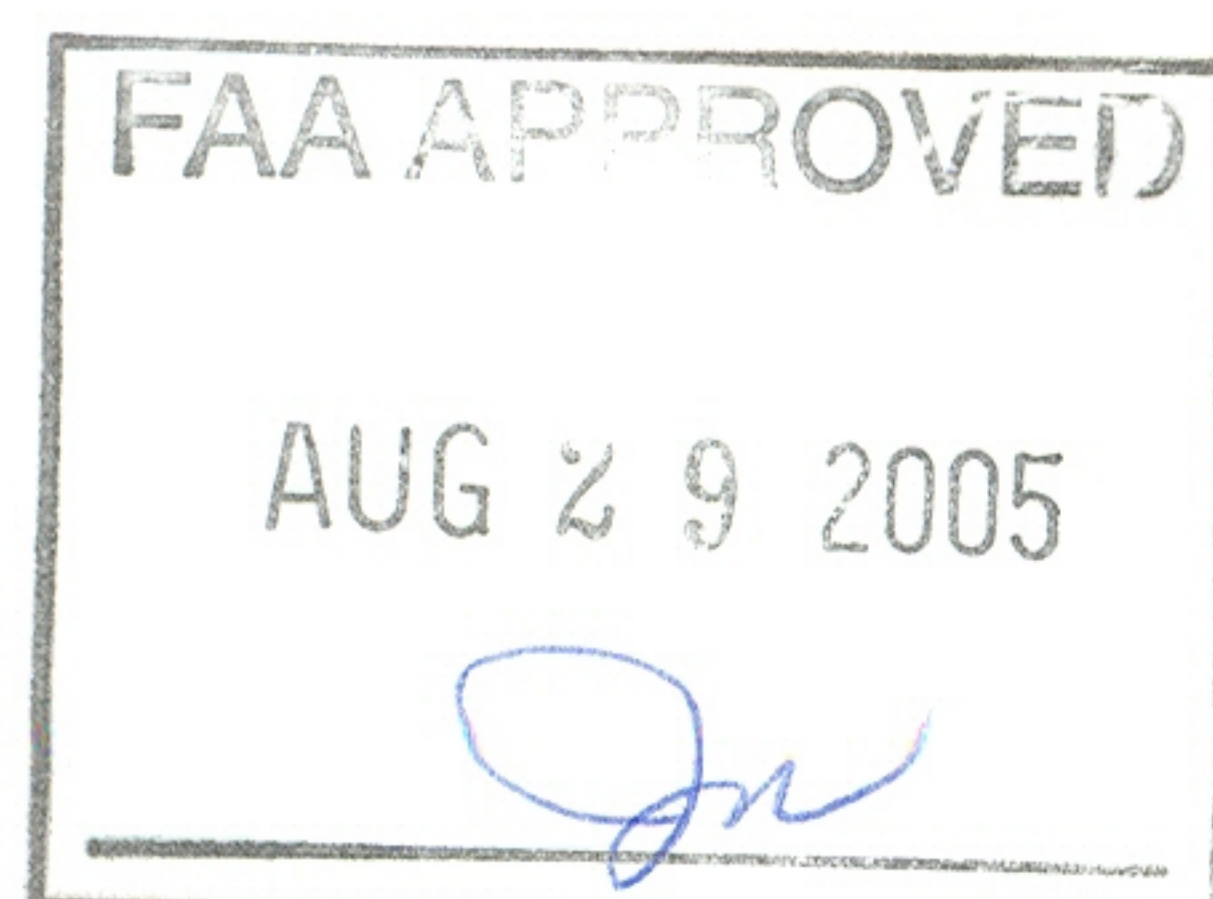
a. Periodic Access:

Properly badged personnel of airlines or tenants may provide escort for contractors and vendors on the AOA. Such escort shall be continuous and uninterrupted for the entire period of time that such vendor or contractor is on the AOA.

b. Regular Access:

Contractors and vendors requiring AOA access on a recurring basis must be escorted by the airline or tenant consistent with the requirements of C (1a) (Periodic Access) above. Alternatively, the manager of the sponsor airline or tenant shall submit a written request to the Airport Manager requesting badges for certain personnel and stating the following information:

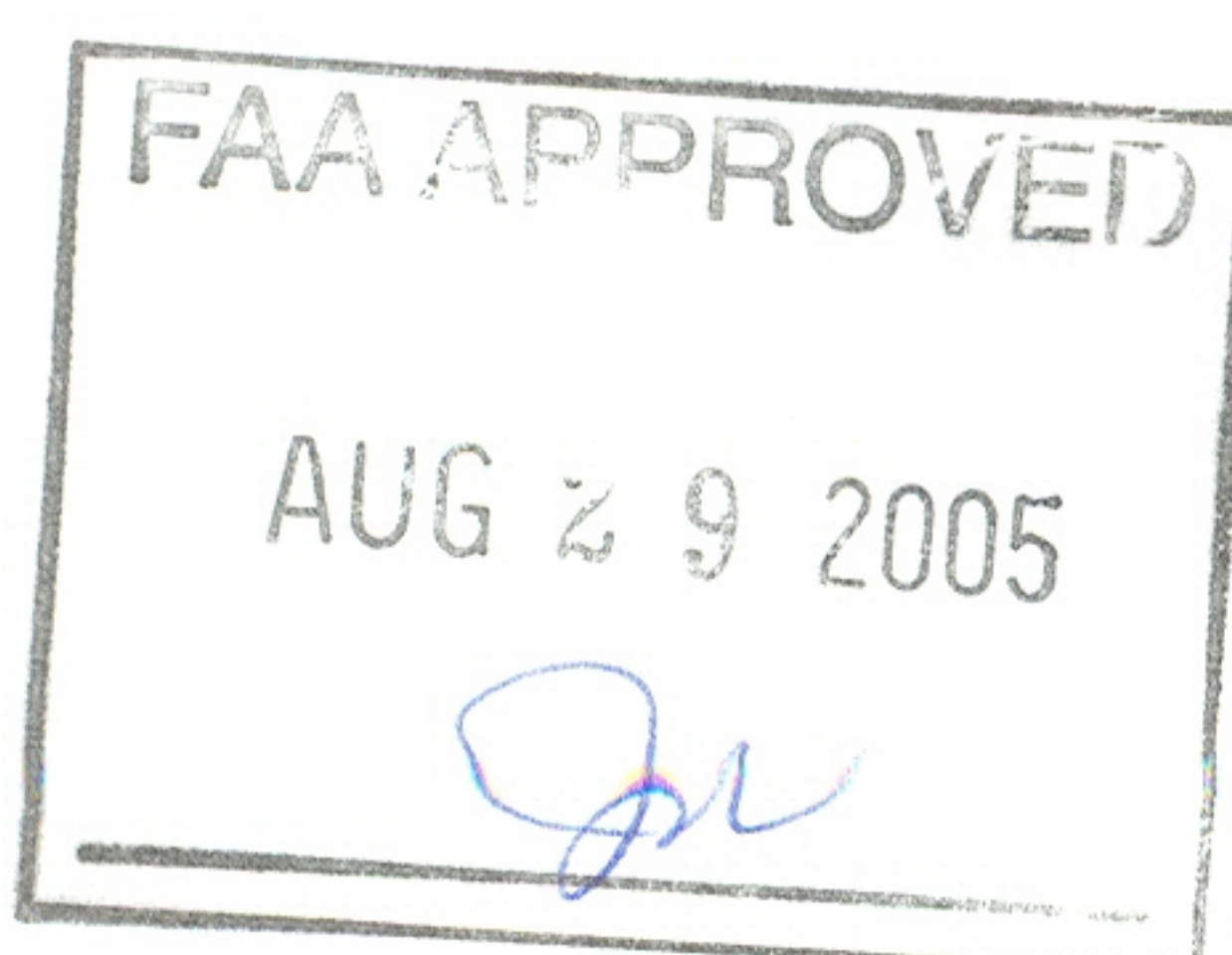
- i. Name of the contractor or vendor
- ii. Name of persons requiring badges
- iii. Requested gates of entry.
- iv. An acknowledgement by the Airline or Tenant Manager of assumed insurance liability for the contractor or vendor Ground Vehicles that will enter the AOA.



2. Buses, Large trucks, and Equipment:
 - a. Athletic team buses, equipment trucks, and other large vehicles or equipment, at the request of the airline or tenant, may be authorized ramp access under escort and control of the airline or tenant only after receiving the proper authorization of Airport Operations. The airline or tenant is also responsible for providing escort of subject vehicles or equipment on and off the AOA.

D. MOVEMENT AREAS AND SAFETY AREAS

1. Communications:
 - a. Ground Vehicles operating on Movement Areas or in Safety Areas shall be equipped with a functioning VHF Tower (Ground Control) radio or be under escort by a Ground Vehicle with a functioning VHF Tower (Ground Control) radio. Ground Vehicles shall not enter Movement Areas or Safety Areas without prior approval from Ground Control. Ground Vehicles will remain a minimum of 100 ft. from the edges of taxiways and 275 ft. from the edge of runways.
 - b. Ground Vehicles shall not enter ILS Critical Areas without prior approval from Ground Control when the weather ceiling is 800 ft. or below and/or visibility is two (2) miles or less.
 - c. Airline, tenants, contractors and vendors are required to obtain permission from Airport Operations before proceeding onto a Movement Area or Safety Area.
 - d. Ground Vehicles shall hold at the yellow taxiway hold lines until authorized by Ground Control to enter or cross a runway or taxiway. Unless specifically authorized by Airport Operations Ground Vehicles shall NOT be operated on airfield grass areas.
 - e. Two-way radio contact shall be maintained with the Tower/Ground Controller at all times when on Movement and Safety Areas.
 - f. Ground Control shall be notified by the operator of the Ground Vehicle or its escort, when vehicle (s) are clear of runways, taxiways, and safety areas.
 - g. If radio contact with Ground Control is lost, vehicles shall remain clear of the runway edge by at least 275 ft. When assistance is required, a Ground Control radio-equipped vehicle will be



dispatched. Construction Vehicles NOT equipped with a radio capable of contact with Ground Control will either be escorted by a Ground Vehicle with a functioning radio, or will have a flagman (with a radio) stationed at areas designated by the Airport Manager to convey instructions to the vehicle.

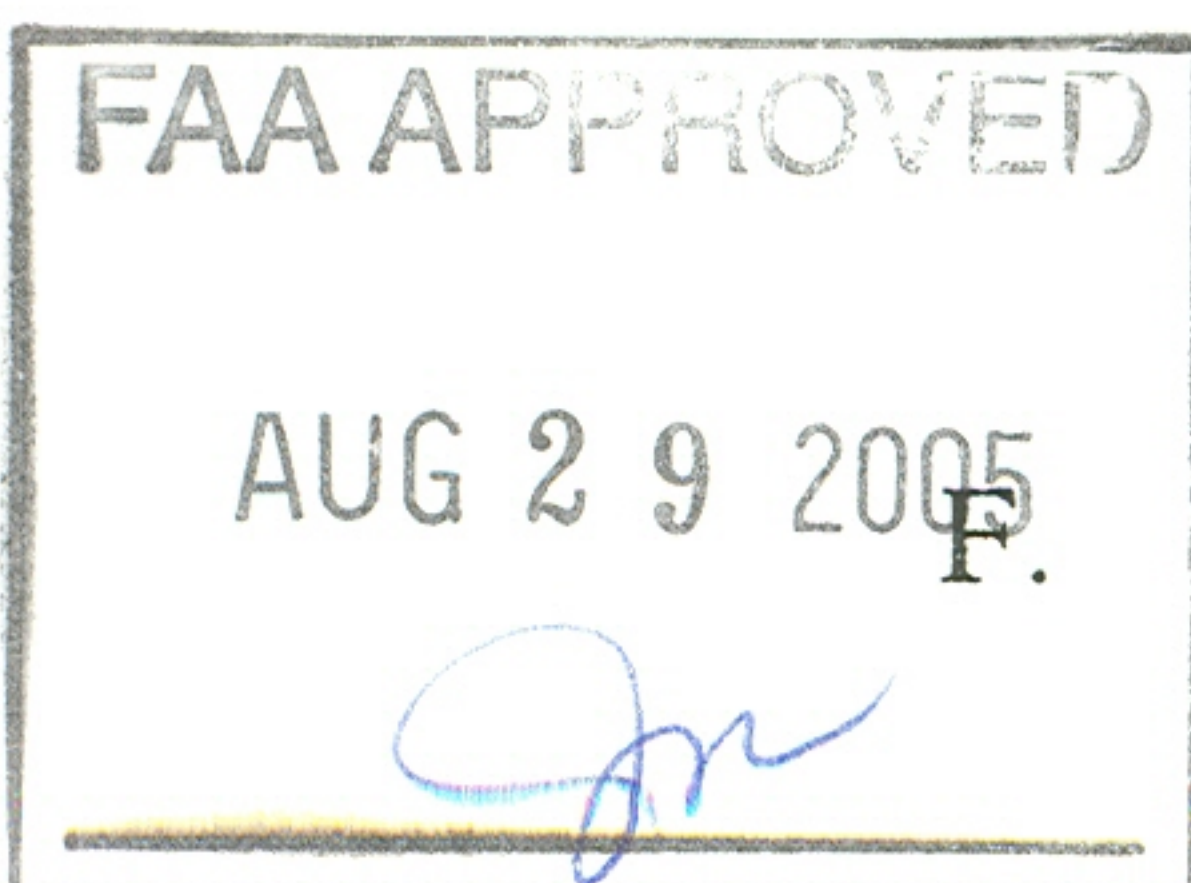
- h. All Ground Vehicle operators required to access any Movement Area or Safety Area shall be familiar with the following Tower light gun signals contained in FAA Advisory Circular 90-67, as may be amended from time to time.

LIGHT GUN SIGNALS

<u>COLOR AND TYPE OF SIGNAL</u>	<u>MOVEMENT OF VEHICLES, EQUIPMENT AND PERSONNEL</u>
STEADY GREEN	Cleared to cross, proceed or go
STEADY RED	STOP
FLASHING RED	Clear the taxiway/runway
FLASHING WHITE	Return to starting point on airport
ALTERNATING RED AND GREEN	Exercise extreme caution

E. VEHICLE LIGHTING

1. Ground Vehicle authorized to operate in Movement Areas or Safety Areas shall be in marked and lighted accordance with FAA AC 150/5210-5 and in addition to the requirement of B (1) as follows:
 - a. Airfield service vehicles - flashing yellow beacon
 - b. Houston Police Department - Airport Division vehicles - flashing blue or combination of red and blue beacons.
 - c. Aircraft rescue and Fire-Fighting vehicles - flashing red or combination of red and white beacons.
 - d. Aircraft support vehicles - flashing yellow beacon.
2. Airport service vehicles, construction Ground Vehicles, and aircraft support vehicles shall be equipped with a flashing yellow beacon mounted on the highest point of the vehicle. Operators will turn on the beacon prior to entering any Movement Area or Safety Areas.



MISCELLANEOUS

1. Fuel Servicing Vehicles:

- a. Fuel tankers shall be parked no closer than 50 ft. from terminals, hangars, buildings, and aircraft loading bridges.
- b. Fuel tankers and hydrant trucks shall not be left unattended when loading or off-loading fuel with hoses connected to fuel pits, aircraft, or with engines running.
- c. Fuel tankers shall be parked for storage only in designated areas approved by the Airport Manager.

2. Wide Loads:

- a. Ground Vehicles transporting or pulling wide loads should display a rotating yellow beacon or be escorted by a Ground Vehicle so equipped. Airport Operations may be contacted to provide escorts under special circumstances.

3. Accidents:

- a. The Houston Police Department - Airport Division shall be notified immediately (281-230-3111) of Ground Vehicle or equipment accidents involving personal injury and/or property damage.

4. Loads:

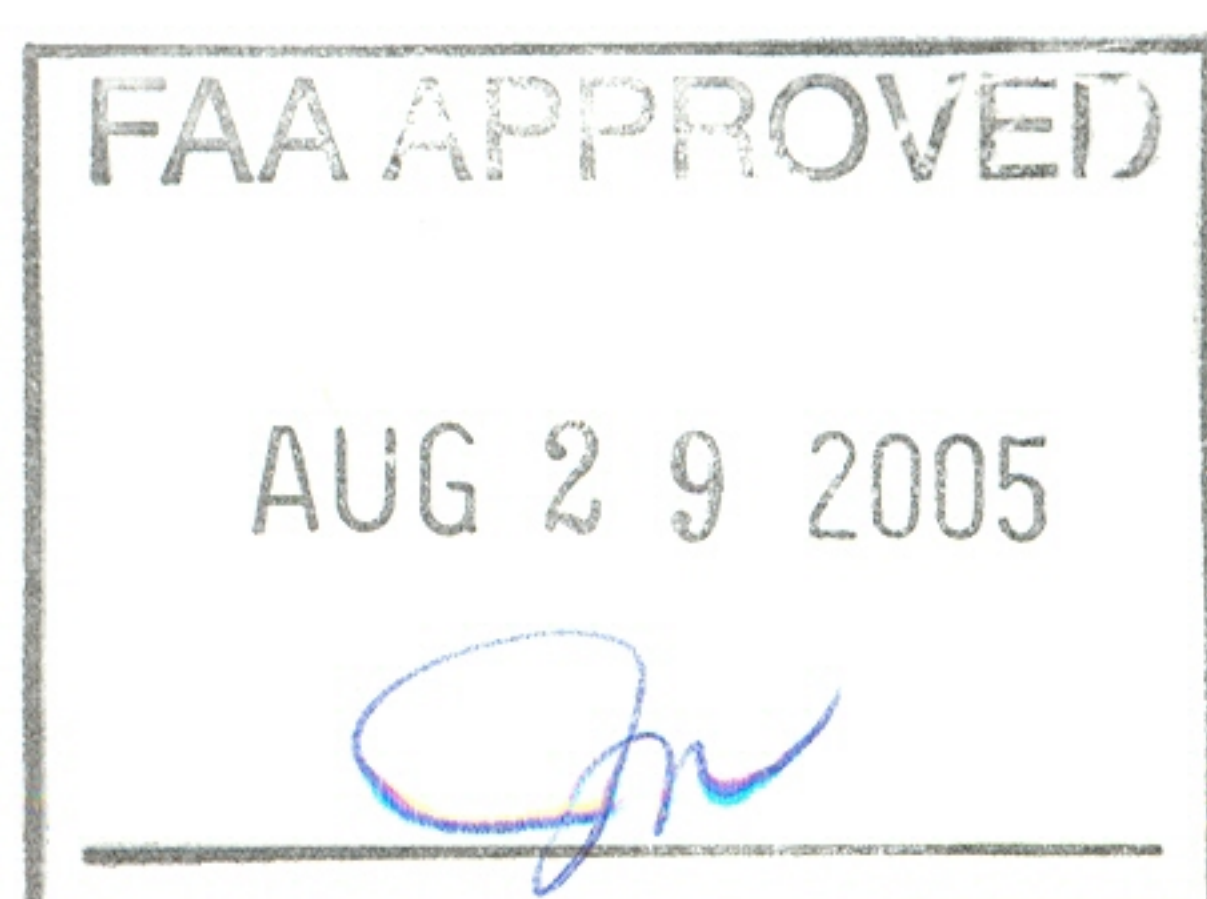
- a. Ground Vehicle operators shall ensure baggage, cargo, and equipment loads are properly secured when driving on the AOA.
- b. Ground Vehicle operators shall immediately recover any item which may fall from a Ground Vehicle, including any debris.

G. ENFORCEMENT

- 1. The following enforcement procedures shall apply to ALL personnel who access the AOA and who violate this O.I. 88-6.

- a. First Violation:

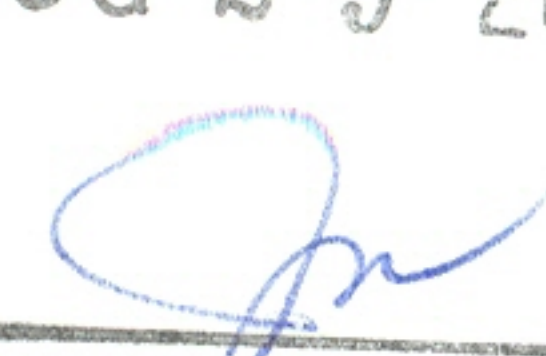
- i. Airport Operations will issue a Notice of Violation and give pink copy to the offender.
- ii. Airport Operations will send white copy to employer.
- iii. Airport Operations will retain card copy in the Airport Operations office.



- iv. Administrative Services will enter violation into the central compute system.


- b. Second Violation (Within 3 months of the first violation):
 - i. Airport Operations will issue a Notice of Violation and give pink copy to the offender.
 - ii. Airport Operations will send white copy to the employer.
 - iii. Airport Operations will retain card copy in the Airport Operations office.
 - iv. Airport Operations will send yellow copy to Badging.
 - v. Violator shall receive recurrent training from Airport Operations. Recurrent training for the second AOA driving violation consists of viewing the HAS AOA Drivers Training Presentation, and successfully completing Driver's Training written test.
 - vi. Once the violator has received the appropriate training, Administrative Services will record the even in the IAH central computer system.

- c. Third Violation (within 3 months of the second violation):
 - i. Airport Operations will issue a Notice of Violation and give pink copy to the offender.
 - ii. Airport Operations will send white copy to the employer.
 - iii. Airport Operations will retain card copy in the Airport Operations office.
 - iv. Airport Operations will send yellow copy to Badging.
 - v. Badging will enter violation into central computer system and violator's badge will be immediately deprogrammed to prevent access to the restricted area by the violator. For the third violation, restricted area access will be denied for a minimum of five (5) business days, even if recurrent training is received sooner.
 - vi. Violator and violator's supervisor shall receive recurrent training from Airport Operations. Recurrent training for the third AOA driving violation consists of viewing the

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AOA Drivers Training Presentation, and successful completion of Driver's Training written test.

- d. Fourth Violation (within 3 months of third violation):
 - i. Airport Operations will issue a Notice of Violation and give pink copy to the offender.
 - ii. Airport operations will send white copy to the employer.
 - iii. Airport Operations will retain card copy in the Airport Operations office.
 - iv. Airport Operations will send yellow copy to Badging.
 - v. Badging will enter violation into central computer system and deprogram violator's badge access. Violator will not be granted AOA access privileges for a period of twelve (12) consecutive months from the date of the last violation.
- 2. Violator's who have three or less AOA driving violations with the Houston Airport System are eligible for their record to be cleared if the violator has no AOA driving violations for a period of twelve (12) consecutive months from the date of the last violation.
- 3. Notwithstanding the foregoing procedures, in those situations where a violation results in property damage, personal injury, or a hazardous condition, the violators access badge may be immediately revoked by Airport Operations or the Houston Police Department, subject to subsequent review by the Airport Manager.


Thomas B. Bartlett
Deputy Director of Aviation
Bush Intercontinental Airport

