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SOLICITATION AMENDMENT
MODIFICATION DE L'INVITATION

The referenced document is hereby revised; unless otherwise
indicated, all other terms and conditions of the Solicitation
remain the same.

Ce document est par la présente révisé; sauf indication contraire,
les modalités de l'invitation demeurent les mêmes.

Comments - Commentaires

Vendor/Firm Name and Address
Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution
Public Works and Government Services Canada -
Pacific Region
800 Burrard Street, Room 219
800, rue Burrard, pièce 219
Vancouver
British C
V6Z 0B9

Title - Sujet Runway 16-34 Rehabilitation	
Solicitation No. - N° de l'invitation EZ899-150031/A	Amendment No. - N° modif. 002
Client Reference No. - N° de référence du client	Date 2014-06-12
GETS Reference No. - N° de référence de SEAG PW-\$PWY-004-7251	
File No. - N° de dossier PWY-4-37019 (004)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2014-06-19	Time Zone Fuseau horaire Pacific Daylight Saving Time PDT
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Mestry, Ruth (PWY)	Buyer Id - Id de l'acheteur pwy004
Telephone No. - N° de téléphone (604) 775-9385 ()	FAX No. - N° de FAX (604) 775-6633
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: TC - Penticton Airport - Penticton, BC	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)	
Signature	Date

June 12, 2014

Addendum No. 1

The following changes/clarification to the tender documents are effective immediately. This addendum will form part of the tender/contract documents.

Revise The Specifications as follows:

1. Specification Section 01 14 00, Work Restriction: Clause 2.2, Delete existing paragraph and insert " Regular working hours are 08:00 to 16:00 local time. After regular hours includes the time (overnight) between 16:00 one day and 08:00 the next day, Monday to Friday, and any time between 16:00 on Fridays and 08:00 on Monday, or Tuesday if Monday is a statutory holiday, unless approved otherwise by departmental Representative".
2. Specification Section 01 74 21, Construction/Demolition Waste Management and Disposal: Replace the Schedule 'A', 'B', and 'D' Tables with new attached Tables (File Section 01 74 21 Schedule A,B, and D Tables).

Revise PCO (OPS Plan), Appendix 1, Issued April 2014 as follows:

1. Remove the Original PCO, Appendix 1, issued April 2014. Insert new PCO, Appendix 1, issued 12 June 2014 (File Appendix1 Penticton Runway 16-34 OPS PLAN 12 June 2014 V02).

Revise The Drawings as follows:

1. Drawing C01, Operations Plan: Note that no fencing is required for the Temporary Access Road from Contractor's Yard to Runway 16-34. Provide a gate (min 5.0 meter wide) at the intersection of contractor yard and the temporary access road from the contractors yard to Runway 16-34.

INQUIRIES AND RESPONSES

Question #1: Who will be checking the survey layout for accuracy and what will they be using for equipment to check it?

Answer: Contractor is responsible for all construction survey and accuracy. Departmental Representative will be engaging an independent topographic survey consultant for random checking of the accuracy. The equipment used will be up to this consultant as long as it meets precision capability specified under specification section 01 11 05, Project General Instructions, clause 9.17, and any other general specified requirements.

Question #2: What will be provided for survey layout?

Answer: Original Survey file and digital Civil 3 D design files will be provided.

Question #3: Is an onsite laboratory a requirement if you would be using an independent contractor for your quality assurance?

Answer: Yes, It is a requirement. Contractor is responsible for all of Quality Control testing. An independent consultant engaged by Departmental representative will be doing only random Quality Assurance testing. On site Contractor's Laboratory will be located in Contractor's Yard.

Question #4: Could the office and Lab.(if required) be the same structure ?

Answer: In Material Testing Laboratory, usually there is lots of noise, dust, and fumes that are not desirable for office work area. It can be same structure if provisions are made by a thick wall and a door to separate these two areas. Otherwise two separate structures will be required. Office Trailer will also be in Contractor's yard.

Question #5: The drawing indicates the fence extending out to the runway, is this the case?

Answer: No this is not required. It is clarified under drawings revision item 1 above. Note that a gate (minimum 5.0 wide) will be required for entering from contractor's yard to the Runway 16-34.

Question #6: Could you please clarify the hours of work, including weekend work.

Answer: It is clarified now, see revised PCO, (File Appendix1 Penticton Runway 16-34 OPS PLAN 12 June 2014 V02).

Question #7: Could initial survey be done during the day between scheduled flights?

Answer: No, it is not permitted due to airport operational requirements.

Question #8: Are the millings from the runway to be placed on site or hauled off?

Answer: All milled asphalt to be hauled off site.

Question #9: Would it be an option to mill or grind up and left in place the shoulder asphalt that is being removed?

Answer: Yes, it is acceptable as long as milled or grinded material size is less than 25mm. Note that min 100mm topsoil is still required. No extra payment will be made for milling or grinding instead of removing asphalt.

Question #10: If we could mill the shoulder asphalt would the remaining joint require to be saw cut or would milled edge be acceptable?

Answer: Saw cut is required.

Question #11: For crack repair can we mill out at 100 mm wide, then replace with asphalt and compact?

Answer: Yes milling 100mm wide and minimum 50mm deep and filling with hot mix asphalt concrete is acceptable. No extra payments will be made. Include all costs in the unit price table cost item number 7.

Question #12: Would it be possible to mill and pave full length strips instead of shorter blocks? This would be more efficient and there would be far less transverse joints.

Answer: No this is not acceptable for aircraft safety.

Question 13: In the spec. for hydraulic seeding under (maintenance during establishment) you have a requirement to mow, re fertilize, water and eliminate weeds and I was wondering if we do have to allow for that ?

Answer: Yes this is requirement. Include cost in the unit price table cost item 15.

Specification Section 01 74 21 Tables

Schedule A- Waste Audit

1	2	3	4	5	6	7
Material Category	Material Quantity Unit	Estimated waste %	Total Quantity of Waste (Unit)	Generation Point	Recycled %	Reused %
Asphalt						
Portland Cement Concrete						
Gravel						
Wood						
Plastics						
Plastic Packaging						
Cardboard Packaging						
Pallets						
Metal						
Add any other items						

Schedule B

1	2	3	4	5	6
Material Category	Persons Responsible	Total Quantity of Waste (Unit)	Reused Amount (Units) Projected/Actual	Recycled Amount (Units) Projected/Actual	Actual Material Destination
Asphalt					
Portland Cement Concrete					
Gravel					
Wood					
Plastics					
Plastic Packaging					
Cardboard Packaging					
Pallets					
Metal					
Add any other					

Schedule D

1	2	3	4	5	6	7
Material Category	Total quantity (Unit)	Volume (Cu.m.)	Weight Tonne	Disposal Cost/Credits \$(+/-)	Category Sub-Total \$(+/-)	Cost(-) Revenue(+)
Asphalt						
Portland Cement Concrete						
Gravel						
Wood						
Plastics						
Plastic Packaging						
Cardboard Packaging						
Pallets						
Metal						
Add any other items						

PLAN OF CONSTRUCTION OPERATIONS

PENTICTON AIRPORT, PENTICTON, BRITISH COLUMBIA.

Appendix 1

**Plan of Construction Operations
PCO (OPS PLAN)**

**Runway 16~34, Taxi A, and Airside
Roads Rehabilitation**

**Penticton Airport
Penticton, British Columbia**

PLAN OF CONSTRUCTION OPERATIONS

PENTICTON AIRPORT, PENTICTON, BRITISH COLUMBIA.

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Issued 12 June 2014 V02

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Project Summary

1 BACKGROUND

- 1.1 The intent of this project is to Rehabilitate Runway 16-34, Taxi A, and Various Airside Roads.
- 1.2 The following is a list of major work items required for the project.
 - 1.2.1 Cold milling asphalt surface of Runway 16-34, Taxi A, and Airside Roads.
 - 1.2.2 Removing full depth asphalt concrete from Runway 16-34 edges (6.0m each side) and small areas on airside roads.
 - 1.2.3 Common excavation of existing materials from an airside road area requiring full depth Hot Mix Asphalt Concrete.
 - 1.2.4 Compacting sub-grade of an existing airside road requiring full depth Hot Mix Asphalt concrete construction.
 - 1.2.5 Compacting sub-grade of Runway 16-34 edges (6.0m each side).
 - 1.2.6 Placing, grading, and compacting new base material on an existing airside road area requiring full depth Hot mix Asphalt Construction.
 - 1.2.7 Crack sealing, and major crack repairs.
 - 1.2.8 Placing new Hot Mix Asphalt Concrete(including Prime or Tack Coats) on Runway 16-34, Taxi A, and Airside Roads.
 - 1.2.9 Adjusting height of Runway 16-34, and Taxi A lights.
 - 1.2.10 Pavement Markings.
 - 1.2.11 Placing common fill on Runway 16-34 edges(6.0 each side)
 - 1.2.12 Topsoil, Hydro seeding and fertilizing Runway 16-34, Taxi A, graded areas and airside roads' shoulders.

2 THE AIRPORT ENVIRONMENT

- 2.1 The airport operational environment is extremely dynamic and involves various stakeholders including Transport Canada, the users, airlines, Nav Canada, airport staff, and security. In addition, the airport environment is highly regulated in the interest of public safety. Therefore, any deviation from standard operating procedures are considered carefully and are subject to review and input from the stakeholders and regulators.
- 2.2 The proposed construction project is very important to Transport Canada to ensure the safe operation of the facility. The construction will temporarily impact the normal operation of the facility and will require temporary operational changes. The cooperation of all parties including the contractor will be important to successfully implement the project.

PLAN OF CONSTRUCTION OPERATIONS

PENTICTON AIRPORT, PENTICTON, BRITISH COLUMBIA.

3 PURPOSE OF THE PLAN OF CONSTRUCTION

- 3.1 The Penticton Airport is a certified airport and must comply with Aerodrome Standards and Recommended Practices TP312 and a number of other regulations and standards. This Plan of Construction Operation (PCO) has been prepared based on recommended practices to accommodate temporary deviations to airport operation manual(AOM) and certification criteria to permit the proposed construction activity.
 - 3.2 The objective of the PCO is to plan the coordination required to implement the construction with a minimum of interruption and conflict with airport operations and ensure that airport security and flight safety are not compromised by the construction operations.
 - 3.3 The plan also informs all airport users, tenants, Transport Canada, Nav. Canada and air carriers about the project in order that they can plan for the potential implications on their operations.
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PLAN OF CONSTRUCTION OPERATIONS

PENTICTON AIRPORT, PENTICTON, BRITISH COLUMBIA.

Construction Staging and Schedule

1 GENERAL

- 1.1 The project is scheduled to commence on 03 July, 2014, tentative to contractor mobilization, and should be completed approximately by 30 October 2014.
- 1.2 Runway 16-34 construction will be done only at night, and it will be opened completely during the day. The night shift hours for construction of Runway 16-34 will be 10:45 PM every night to 06:45 AM next morning. The Runway 16-34, Taxiways A,B,C,D, and Apron will be closed completely from 10:45 PM to 06:45 A.M.(Monday to Sunday) by issuing NOTAM(**Hard Closure**) and no air traffic will be accommodated during this period. The night runway work will include any Taxiways construction up to hold lines. The "**Hard Closure**" NOTAM will be issued by the APM (Airport Manager) for the duration of the Runway Construction prior to project commencement and well in advance of construction. NO changes will be permitted to the NOTAM without the APM approval.
 - 1.2.1 For Runway work, every night, prior to construction crew access to closed Airport areas at 22:45 hours, the APM or delegate will confirm with local FSS that the airport is now closed at 22:45 hours and will then advise the PWGSC - Project manager that access to closed area can commence.
 - 1.2.2 For Runway work, every morning prior to 06:00 airport opening ,the PWGSC - Project manager will confirm to the APM or delegate that the new constructed area is serviceable, all Runway, Taxiways, and Apron edge lights, and navigational systems are operational and safe for aircraft traffic and operations. All surfaces will be hard finished with no gravel areas permitted. The APM or delegate will conduct an immediate runway inspection for visual FOD or any noticeable safety issues or concerns and then confirm with FSS that the Airport is now open.
- 1.3 Taxi A and airside roads construction will be done during day time core hours. Each phase of Taxi A construction area will be closed via NOTAM issued by the APM for the duration of the construction. The NOTAM will be issued prior to and well in advance of construction.
 - 1.3.1 All access to daily taxiway closure areas will be directly via ground side roads. PWGSC - Project manager will control groundside access. No access to airside restricted areas outside closed areas will be permitted without approval by APM and qualified escort.
 - 1.3.2 For Taxi A, for each construction stage work, prior to opening the newly constructed area, the PWGSC - Project manager will confirm to the APM or delegate that the newly constructed area is serviceable, all Taxiway A edge lights are operational and safe for aircraft traffic and operations. All surfaces will be hard finished with no gravel areas permitted. The APM or delegate will conduct an immediate inspection for visual FOD or any noticeable safety issues or concerns and then confirm with FSS that the newly constructed area is now open.

PLAN OF CONSTRUCTION OPERATIONS

PENTICTON AIRPORT, PENTICTON, BRITISH COLUMBIA.

- 1.4 During the project construction, all runway and taxiway closures to aircraft movements will be kept to a minimum.
- 1.5 Core hours for construction will be the hours of 08:00 to 16:00 local time, Monday to Friday, excluding holidays. Any work undertaken outside of these core hours must be coordinated through the PWGSC Project Manager and with the approval of Penticton Airport Manager.
- 1.6 The following is the recommended construction methodology and staging. Note that runway 16-34 restoration is the first priority and all asphalt work on runway 16-34, and Taxiway A will be done before any asphalt paving of any roads. The closed portions of the facilities will be marked appropriately with signs, barricades, and lights in Accordance with TP312 requirements.
- 1.7 The construction equipment and contractor's employee access to various stages work areas will be as shown on drawing C01.
- 1.8 The proposed rehabilitation work will be carried out through the following stages. See Drawing C01 for various stages' work areas.
 - 1.8.1 Stage 1 - Rehabilitation of Runway 16-34 including Taxi A area from the Runway edge to hold-line.,
 - 1.8.2 Stage 2 - Rehabilitation of Taxiway A from Station 10+075 to Station 10+370, Service Road, and Silverdart Road.
 - 1.8.3 Stage 3 - Rehabilitation of Taxiway A from Station 10+ 370 to 10+635.50, and Dakota Av.1, and Dakota 2 Road.
- 1.9 For all Runway 16-34 construction work at night , lockout and turn off power to all Runway 16-34 and Taxiway B, C, and D lighting systems (see Drawing E01). Keep Taxi A lights on from Station 10+075(Hold Line) to Station 10+653.50. Every morning, unlock and turn on Runway 16-34 and Taxiway B, C, and D lighting systems (see Drawing E01).
- 1.10 For all Taxiway A construction work phases isolate, disconnect and lockout power to all lighting system within the closed portions of the Taxiway A to keep closed portion lights off (see Drawing E01). Keep Runway 16-34, Taxi B,C,D, and the remaining portions of Taxiway A lights on.

2 STAGE 1- REHABILITATION OF RUNWAY 16-34 INCLUDING TAXI A AREA FROM THE RUNWAY EDGE TO HOLD-LINE(10+075).

- 2.1 Taxiways A, B, C, D, Airside Apron, and Runway 16-34 will be closed during night construction. Lit barriers will be placed at all intersections of taxiways to runway 16-34 during the night construction work and removed every morning. The lit barriers will be in accordance with TP 312 requirements.

PLAN OF CONSTRUCTION OPERATIONS

PENTICTON AIRPORT, PENTICTON, BRITISH COLUMBIA.

- 2.2 The night shift hours for construction of Runway 16-34 will be 10:45 PM every night to 06:45 AM next morning. The Runway 16-34 will be closed completely during these hours. No air traffic will be accommodated.
- 2.3 All of the runway edge asphalt removal areas will be filled and graded same night, no holes or lips will be left.
- 2.4 Every morning, the new constructed higher surface will be transitioned to existing lower surface using Hot Mix Asphalt Concrete(or Cold mix asphalt in case of emergency e.g. Hot mix plan breakdown) as shown in detail 01 Drawing C02. In case of asphalt plant breakdown or other reasons milled surface is not paved, the aircrafts will need to use milled surface. Airport Manager will be informed immediately for such rare situation.
- 2.5 Every morning, apply temporary Runway Centre line Pavement Paint Marking on the paved area. The centre line to be in accordance with TP312 and SD-701. Use same paint material as for permanent pavement marking.
- 2.6 Every morning Airport Manager, contractor and PWGSC Departmental representative will inspect the work area and ensure that there is no loose material, tool, or equipment on the runway, and the runway edge lights are working.
- 2.7 Declared Distances: Declared Distances for Runway 16-34.
 - 2.7.1 The Runway16-34 will be completely closed during the night construction time. During day time from 06:450 A.M. to 10:45 P.M. the declared distances will be as published in pilot book.

3 STAGE 2 - REHABILITATION OF TAXIWAY A FROM STATION 10+075 TO STATION 10+370, SERVICE ROAD, AND SILVERDART ROAD.

- 3.1 Taxi A and airside roads construction will be done during day time core hours.
- 3.2 Close and construct Taxiway 'A' from Station 10+075 to Station 10+370, Service Road, and Silverdart Road. The barriers will be in accordance with TP 312 requirements.
- 3.3 Keep Runway 16-34, Taxiway A from Station 10+370 to Station 10+653.50, and Taxiways B, C, and D open to air traffic.
- 3.4 Keep Access to all airside roads open, except roads connecting to area under construction.
- 3.5 Keep closures to aircraft movements from Taxi A to Silverdart road to maximum 3 days.
- 3.6 Declared Distances: Declared Distances for Runway 16-34.
 - 3.6.1 The declared distances will be as published in pilot book.

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PENTICTON AIRPORT, PENTICTON, BRITISH COLUMBIA.

3.6.2

4 STAGE 3 - REHABILITATION OF TAXIWAY A FROM STATION 10+ 370 TO 10+653.50, DAKOTA AV.1, AND DAKOTA 2 ROAD.

- 4.1 Taxi A and airside roads construction will be done during day time core hours.
- 4.2 Close and construct Taxiway 'A' from Station 10+370 to Station 10+653.50, Dakota Av.1, and Dakota2 Road. The barriers will be in accordance with TP 312 requirements.
- 4.3 Keep Runway 16-34; Taxiway A from Station 10+000 to Station 10+370 and Taxiways B,C, and D open to air traffic.
- 4.4 Keep Access to all airside roads open, except roads connecting to area under construction.
- 4.5 Keep closures to aircraft movements from Taxi A to Dakota Av.1, and Dakota 2 road to maximum 3 days.
- 4.6 Declared Distances: Declared Distances for Runway 16-34.
 - 4.6.1 The declared distances will be as published in pilot book.

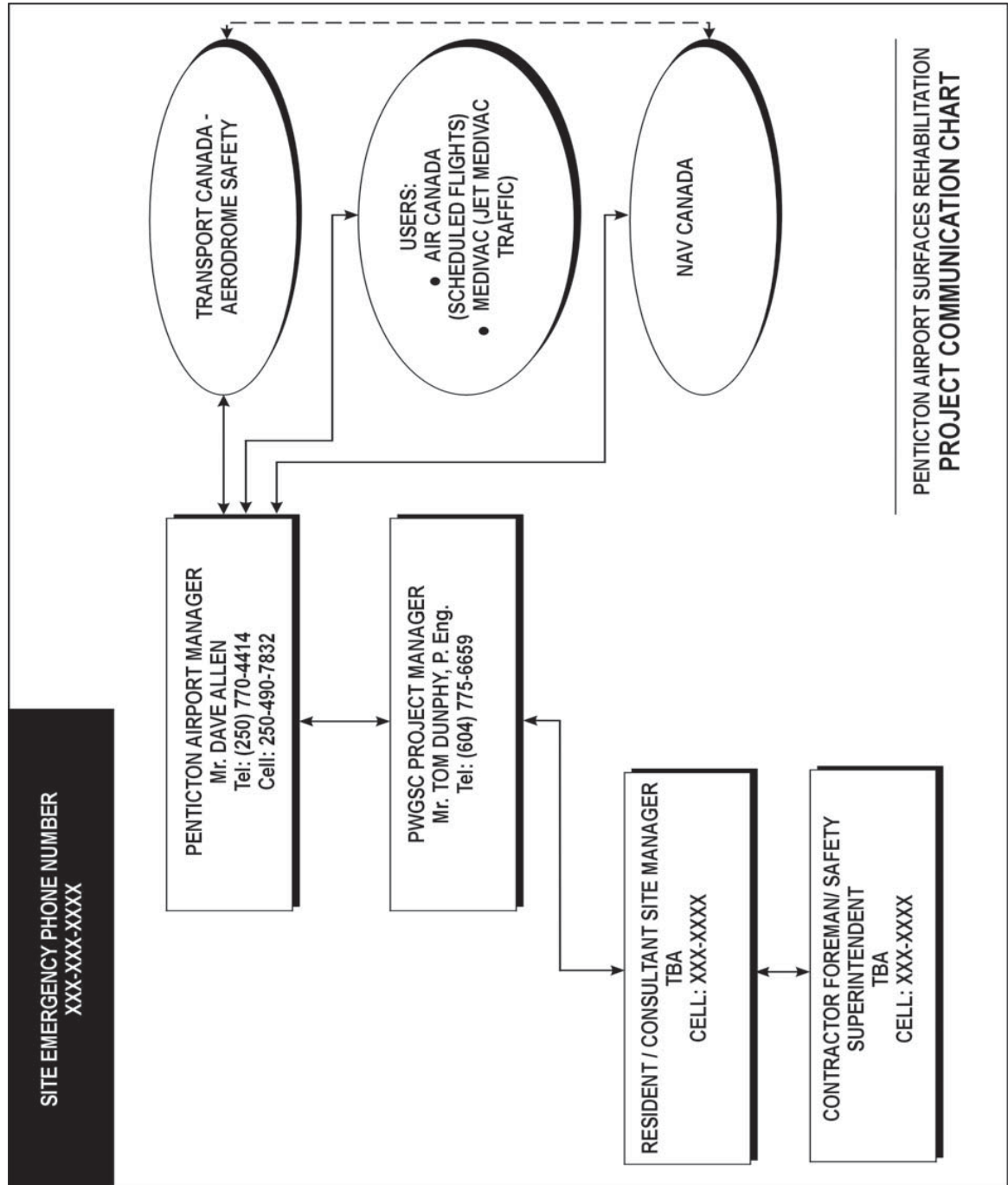
Airport Operations and Procedures

1 COORDINATION OF WORK

- 1.1 The Contractor will liaise directly with the Public Works Government Services Canada Project Manager or his designate. The PWGSC Project Manager is Tom Dunphy. Ph: 1 604 775 6659.
- 1.2 Penticton Airport is a Transport Canada airport and requires specific procedures for communicating with airport users and tenants. The Penticton Airport Manager will liaise with airport users and tenants and with PWGSC Project Manager. The Penticton Airport Manager is Mr. Dave Allen and may be contacted at Ph: 1 250 770 4414 or Cell: 1 250- 490 7832.
- 1.3 Also see Project Communication Chart next page.

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PENTICTON AIRPORT, PENTICTON, BRITISH COLUMBIA.

2 AIRCRAFT OPERATIONS

- 2.1 Time schedules indicating any construction activity affecting the runway or taxiway availability will be provided by the PWGSC Project Manager to the Penticton Airport Manager, who will provide this information to the airline operators. Cooperation with airlines will be maintained to permit scheduled service to the maximum extent possible. Under emergency situations, contractor will move all personnel and equipment to pre-designated staging area. Major airlines operating scheduled flights has been briefed by Airport Manager and have agreed to construction schedule and staging.

3 AIRFIELD OPERATIONS

- 3.1 The Drawing C01 shows construction equipment access for various construction stages. This is intended to minimize disruption of the airport operation. These routes may be updated, as required, in future meetings. Site operational requirements **WILL** take precedence.
- 3.2 Where existing access roads are to be used, the Contractor is required to maintain these roads in existing condition. Flag persons will be provided by the Contractor to control movements through any security gate which is left open for the convenience of the Contractor for hauling materials to and from the site. The contractor will be responsible to lock these gates during non working hours. The Penticton Airport Manager shall have discretion in this matter.

4 OPERATIONAL RESTRICTIONS

- 4.1 The Contractor's supply vehicles will not be permitted on airside service roads except as indicated on drawing C01. A staging area for the Contractor's supply vehicles will be determined by the Project Manager to the satisfaction of the Penticton Airport Manager.
- 4.2 Employee parking will be provided on site at no charge. The location for parking of the Contractor's employee and construction vehicles will be designated by the Project Manager to the satisfaction of the Penticton Airport Manager.
- 4.3 Any impacts or restrictions on aircraft taxiing or parking operation will be kept to a minimum.

5 WORK RESTRICTIONS

- 5.1 Fire and Safety

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PENTICTON AIRPORT, PENTICTON, BRITISH COLUMBIA.

- 5.1.1 All safety and fire standards of Transport Canada, Labor Canada, the Province of British Columbia, and all other authorities having jurisdiction must be met at all times. The Contractor's supervisor or escort personnel are to be briefed on airport safety regulations, common terminology, and general airport operating procedures by the Penticton Airport Manager.
- 5.1.2 The Contractor's supervisor is responsible to provide the site representative (Penticton Airport Manager) with Material Safety Data Sheets (MSDS) for all materials which require the Workplace Hazardous Materials Information Systems (WHMIS) labels.
- 5.1.3 The Penticton Airport Manager shall have the exclusive right to disallow any of the Contractor's personnel on to the construction site if it is found that any unsafe practices are observed and appropriate warnings and instructions are not followed.
- 5.1.4 The Penticton Airport Manager is to be contacted immediately should there be any operational or environmental incidents or accidents.

5.2 Vehicle Operation

- 5.2.1 Access to unrestricted area will be controlled by the PWGSC project manager and contractor. No access will be permitted to the airport's restricted aircraft operating areas when the airport is not closed. Any access, if required, beyond the established closure times will be requested by the PWGSC Project Manager in advance and approved by the APM. All access of this nature will require an approved airport escort.
- 5.2.2 All vehicles operating on airport property must do so in a safe fashion, in accordance with posted signs, traffic regulations and established airport operating procedure. Due consideration must be given to airport related vehicles, aircraft and pedestrian traffic. Maximum equipment height is restricted to 5.0 m. Any equipment, fence, and materials shall be below 40 to 1 ratio from ends of the Runway strip and below 7 to 1 ratio from sides of the runway strip. Mark tops with red lights as directed by Engineer.
- 5.2.3 All vehicles to be operated on airport maneuvering areas must be equipped with a two-way radio for communication, 360 degree rotating beacon, and valid Identification ID (e.g. drivers license).
- 5.2.4 All persons entering airside will need a valid ID. Vehicles and personnel not meeting these requirements must be escorted by authorized vehicles and personnel.
- 5.2.5

5.3 Security

- 5.3.1 All airport security will remain in effect throughout the construction project. All of the Contractor's staff will be required to adhere to security procedures as identified by the Penticton Airport Manager. The Penticton Airport Manager is to be supplied with a list of all the Contractor's personnel and vehicles to be working on airside.

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PENTICTON AIRPORT, PENTICTON, BRITISH COLUMBIA.

5.4 Potential Foreign Object Damage

- 5.4.1 It is operationally critical that all potential foreign object damage (FOD) be removed from active aircraft operational areas and safety areas. Materials and debris which can be tracked or blown on to the airfield areas can pose a risk to aircraft safety. Removal of potential FOD is a primary responsibility of the Contractor and will be closely monitored to ensure compliance. Use power sweepers to clean and loose materials from the pavement surface. Appropriate waste containers must be supplied and used to contain the debris and emptied on a regular basis. All clean-up must be to the satisfaction of the Project Manager and the Penticton Airport Manager. Failure of the Contractor to perform this requirement will result in the Penticton Airport Manager initiating the required clean-up and all costs incurred by the Penticton Airport Manager will be recovered from the Contractor.

5.5 Contractor Compounds

- 5.5.1 The Contractor will establish a material and equipment storage compound area outside of the restricted airport operating areas with no access to restricted areas when airport is not closed. No equipment or material will be stored outside of this storage compound area. The Contractor will arrange for an appropriate designated storage compound, and employee parking area with the approval of the Penticton Airport Manager. All Contractor equipment is to be fully secured if stored within the compound site while not in use or after hours. All hazardous products must be stored according to provincial regulatory requirements.
- 5.5.2 All contents of storage areas will be made known to the site representative to ensure precautions that may need to be taken are addressed.
- 5.5.3 The final decision concerning any storage area location lies with the Penticton Airport Manager.

6 COMMUNICATIONS/NAVIGATION

- 6.1 All construction activity and airport disruptions will be NOTAMed (Notice To Airmen) by the Penticton Airport Manager in advance to minimize disruption to aircraft. All NOTAMs and construction procedures will be clearly understood between PWGSC, Transport Canada and the Contractor. All electronic navigational equipment will remain operational and available during published operating hours. All NOTAMs will be issued by the Penticton Airport Manager.

6.2 NOTAM Action

- 6.2.1 The first NOTAM will be required 7 days prior to commencement of construction. For any further NOTAM change, contractor will provide minimum 48 hours notice.

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7 MEDIA

The official Programs Group media spokesperson for this project is Mr. Rod Nelson, Ph: 1-604-666-1675.

8 INSPECTIONS

- 8.1 All formal inspections will be coordinated by the PWGSC Project Manager with the Programs Group Site Representative or designate as a member of all interim and final acceptance inspections. Inspections by a Programs Group Site Representative may be undertaken at any time.
- 8.2 All projects being implemented on airport property are subject to inspection by the site representative at any time. Any resulting issues will be resolved between the Contractor and the Project Manager.

9 CONTRACTOR LIABILITY

- 9.1 Any damage to airfield systems or equipment directly resulting from the Contractor's actions will be corrected immediately by the Contractor under the direct supervision of the PWGSC, Project Manager and to Transport Canada's satisfaction. These costs shall be the Contractor's responsibility, should it be a result of the Contractor's negligence. The Contractor will be responsible to rectify any environmental damage resulting from their works or operations.

10 CONSTRUCTION MEETINGS

- 10.1 Site meetings between the PWGSC Project Manager, Contractor and the Penticton Airport Manager will be arranged on a weekly basis to review project progress and upcoming work.

11 REMOVAL AND SALVAGE OF MATERIAL

- 11.1 Milled asphalt will be disposed off of site.. All materials which are considered non-recyclable will be removed from the airport property and be disposed of in a dump site arranged for by the Contractor with the Town of Penticton. All waste and waste products must be disposed of according to provincial regulatory requirements.
- 11.2 Reusable material will be placed in an area designated by the Project Manager to the satisfaction of the Penticton Airport Manager.
- 11.3 Arrangements for disposal of any contaminated material will be the responsibility of the Contractor, in accordance with direction from the Town of Penticton.

PLAN OF CONSTRUCTION OPERATIONS

PENTICTON AIRPORT, PENTICTON, BRITISH COLUMBIA.

12 SITE CONDITIONS

- 12.1 Upon completion of the project, the Contractor will be responsible for returning the area to its pre-project condition to the satisfaction of the Penticton Airport Manager or his designate. This will include repairing any roadway damage or fencing damage caused by the contractor during project implementation as well as the clean-up and removal of all debris and garbage.

PLAN OF CONSTRUCTION OPERATIONS

PENTICTON AIRPORT, PENTICTON, BRITISH COLUMBIA.

Sign Off Sheet

Stakeholders	Signature	Date
TC Project Leader Name: Wayne Marston Ph: 604 666 5459		
TC Programs Implementation Manager. Name: TBA		
Airport Manager Name: Dave Allen Ph: 1 250 770 4414 Cell: 250- 902-9080		
PWGSC Project Manager Name : Tom Dunphy Ph: 1 604 775 6659		
Grant Youngson. Civil Aviation Safety Inspector, Flight Operations. Ph: 1 604 666 8333		