

**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS**

**ADDENDUM NO. 2
FOR
RWY 5-23 PAVEMENT REHABILITATION
AT MOLOKAI AIRPORT
HOOLEHUA, MOLOKAI, HAWAII
STATE PROJECT NO. AM2021-21**

March 20, 2026

This Addendum shall make the following amendment(s) to the Solicitation:

A. NOTICE TO BIDDERS

1. Prospective bidders are **hereby notified** that receiving of bids, scheduled for **March 27, 2026** at 2:00 P.M., Hawaii Standard Time (HST), is **HEREBY POSTPONED** until **APRIL 6, 2026 at 2:00 P.M., HST**.

The attached **NOTICE TO BIDDERS**, dated r3/20/26 shall be incorporated and made a part of the **NOTICE TO BIDDERS**.

B. TABLE OF CONTENTS

1. Delete **TABLE OF CONTENTS**, dated February 2026, in its entirety and replace it with attached **TABLE OF CONTENTS**, dated r3/20/26.

C. PROPOSAL

1. Delete the **PROPOSAL**, dated February 2026, in its entirety and replace it with attached **PROPOSAL**, dated r3/20/26.

D. SPECIFICATIONS

1. Add to end of **SECTION 01000 – DESCRIPTION OF WORK** the attached **SAFETY RISK ASSESSMENT PANEL MEETING SAFETY RISK MANAGEMENT DOCUMENT**, dated r3/20/26.

E. PLANS

1. Delete **PLANS SHEET NO. C-302, PAVING PLAN 2** and replace it with attached **PLANS SHEET NO. ADD. 2 C-302, PAVING PLAN 2**.

The following is provided for information.

F. PRE-BID MEETING MINUTES

1. The attached **PRE-BID MEETING MINUTES** and **ATTENDANCE SHEET** are provided for information.

G. RESPONSES TO REQUESTS FOR INFORMATION (RFI'S/QUESTIONS)

1. The attached **RESPONSES TO REQUESTS FOR INFORMATION** are provided for information.

Please acknowledge receipt of this **ADDENDUM NO. 2** by recording the date of its receipt in the space provided on the **PAGE P-4** of the Proposal.



CURT T. OTAGURO
Deputy Director of Transportation for Airports

NOTICE TO BIDDERS
Hawaii Revised Statutes (HRS),
Chapter 103D

The receiving of bids for **RWY 5-23 PAVEMENT REHABILITATION AT MOLOKAI AIRPORT, HOOLEHUA, MOLOKAI, HAWAII, STATE PROJECT NO. AM2021-21, AIP NO. 3-15-0011-###**, will begin as of the HiePRO Release Date.

Bidders shall register and submit complete bids through HiePRO only. Refer to the following HiePRO link for important information on Vendor Registration:

<https://hiepro.ehawaii.gov/welcome.html>.

The solicitation plans, specifications, proposal, and additional documents designated or incorporated by reference shall be available in HiePRO.

HiePRO OFFER DUE DATE AND TIME is March 27, 2026, at 2:00 p.m., Hawaii Standard Time (HST), is **HEREBY POSTPONED** until **April 6, 2026**, at 2:00 p.m., HST. Bidders shall submit and **upload the complete proposal to HiePRO** prior to the offer due date and time. Proposals received after said due date and time shall not be considered. Any additional support documents explicitly designated as **confidential and/or proprietary** shall be uploaded as a **separate file** to HiePRO. Bidders shall not include confidential and/or proprietary documents as part of their proposal. The record of each bidder and their respective proposal shall be open to public inspection. **FAILURE TO UPLOAD THE PROPOSAL TO HiePRO SHALL BE GROUNDS FOR REJECTION.**



CURT T. OTAGURO
Deputy Director of Transportation for Airports

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**PROPOSAL TO THE
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION**

PROJECT: **RWY 5-23 PAVEMENT REHABILITATION
AT MOLOKAI AIRPORT
HO'OLEHUA, MOLOKAI, HAWAII**

STATE PROJECT NO.: **AM2021-21**

AIP PROJECT NO.: **3-15-0011-###**

COMPLETION TIME: NINETY (90) calendar days for pre-construction activities followed by;

ONE HUNDRED TWENTY (120) additional calendar days for construction activities, whereby;

All work under this contract shall be completed within TWO HUNDRED TEN (210) calendar days from the date indicated in the Notice to Proceed from the Department.

DBE PROJECT GOAL: None specified

LIQUIDATED DAMAGES: Refer to Special Provisions Section 8.8

STATE PROJECT MANAGER: ROGER ROSS
HAWAII DEPT. OF TRANSPORTATION (AIR-EA)
400 RODGERS BLVD, SUITE 700
HONOLULU, HI 96819
EMAIL: ROGER.R.ROSS@HAWAII.GOV
PHONE NO.: (808) 895-2954

ELECTRONIC SUBMITTAL: **Bidders shall submit and upload the complete proposal to HiePRO prior to the bid opening date and time. Any additional support documents explicitly designated as confidential and/or proprietary shall be uploaded as a separate file to HiePRO. See SPECIAL PROVISIONS 2.8 PREPARATION AND DELIVERY OF BID for complete details. FAILURE TO UPLOAD THE COMPLETE PROPOSAL TO HiePRO SHALL BE GROUNDS FOR REJECTION OF THE BID.**

Director of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Sir:

The undersigned Bidder declares the following:

1. It has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with this proposal.
2. It has not been assisted or represented on this matter by any individual who has, in a State capacity, been involved in the subject matter of this contract within the past two years.
3. It has not and will not, either directly or indirectly offered or given a gratuity (i.e., an entertainment or gift) to any State or County employee to obtain a contract or favorable treatment under a contract.
4. It will not maintain for its employees any segregated facilities at any of its establishments.
5. Does not and will not permit its employees to perform their services at any location under its control, where segregated facilities are maintained.

The undersigned Bidder further agrees to the following:

1. If this proposal is accepted, it shall execute a contract with the Department to provide all necessary labor, machinery, tools, equipment, apparatus and any other means of construction, to do all the work and to furnish all the materials specified in the contract in the manner and within the time therein prescribed in the contract, and that it shall accept in full payment therefore the sum of the unit and/or lump sum prices as set forth in the attached proposal schedule for the actual quantities of work performed and materials furnished and furnish satisfactory security in accordance with Section 103D-324, Hawaii Revised Statutes, within 10 days after the award of the contract or within such time as the Director of Transportation may allow after the undersigned has received the contract documents for execution, and is fully aware that non-compliance with the aforementioned terms will result in the forfeiture of the full amount of the bid guarantee required under Section 103D-323, Hawaii Revised Statutes.
2. That the quantities given in the attached proposal schedule are approximate only and are intended principally to serve as a guide in determining and comparing the bids.

3. That the Department does not either expressly or by implication, agree that the actual amount of work will correspond therewith, but reserves the right to increase or decrease the amount of any class or portion of the work, or to omit portions of the work, as may be deemed necessary or advisable by the Director of Transportation, and that all increased or decreased quantities of work shall be performed at the unit prices set forth in the attached proposal schedule except as provided for in the specifications.
4. In case of a discrepancy between unit prices and the totals in said Proposal Schedule, the unit prices shall prevail.
5. Unless amended by Special Provision, agrees to begin work within 10 working days after the date of notification to commence with the work, which date is in the notice to proceed, and shall finish the entire project within the time prescribed.
6. The Director of Transportation reserves the right to reject any or all bids and to waive any defects when in the Director's opinion such rejections or waiver will be for the best interest of the public.

The Bidder acknowledges receipt of and certifies that it has completely examined the following listed items: Hawaii Standard Specifications for Road and Bridge Construction, 2005, and/or the General Provisions for Construction Projects for AIR and WATER Transportation Facilities Division dated 2016, as applicable, the Notice to Bidders, Special Provisions, Proposal, Contract, Bond Forms, and Project Plans.

In accordance with Section 103D-323, Hawaii Revised Statutes, this proposal is accompanied with a bid security in the amount of 5% of the total amount bid, in the form checked below. (Check applicable bid security submitted with bid.)

_____ Surety Bid Bond (Use standard form),

_____ Cash,

_____ Cashier's Check,

_____ Certified Check, or

_____ (Fill in other acceptable security.)

The undersigned Bidder acknowledges receipt of any addendum issued by the Department by recording in the space below the date of receipt.

Addendum No. 1 _____ Addendum No. 3 _____

Addendum No. 2 _____ Addendum No. 4 _____

In accordance with Section 103D-302, Hawaii Revised Statutes, the undersigned as Bidder has listed the name of each person or firm who will be engaged by the Bidder on the project as Subcontractor or Joint Contractor and the nature of work to be done by each on the following page. The Bidder must adequately and unambiguously disclose the unique nature and scope of the work to be performed by each Subcontractor or Joint Contractor. For each listed firm, the Bidder declares the respective firm is a Subcontractor or Joint Contractor and is subject to evaluation as a Subcontractor or Joint Contractor. It is understood that failure to comply with the aforementioned requirements may be cause for rejection of the bid submitted.

SUBCONTRACTOR LISTING
(Attach additional sheets if necessary.)

	NAME OF FIRM	NATURE OF WORK
SUBCONTRACTOR:		
1.	_____	_____
	1a ¹ . _____	_____
2.	_____	_____
	2a. _____	_____
3.	_____	_____
	3a. _____	_____
4.	_____	_____
	4a. _____	_____
5.	_____	_____
	5a. _____	_____
6.	_____	_____
	6a. _____	_____
7.	_____	_____
	7a. _____	_____

NOTES:

The Name of Firm and Nature of Work shall be indicated for all listed firms. The Bidder must adequately and unambiguously disclose the unique nature and scope of the work to be performed by each Sub- or Joint Contractor.

For each listed firm, the Bidder declares the respective firm is a Sub- or Joint Contractor and subject to evaluation as a Sub- or Joint Contractor.

¹ Second tier subcontractors

JOINT CONTRACTOR LISTING
(Attach additional sheets if necessary.)

	NAME OF FIRM	NATURE OF WORK
JOINT CONTRACTOR:		
1.	_____	_____
	1a ¹ . _____	_____
2.	_____	_____
	2a. _____	_____
3.	_____	_____
	3a. _____	_____
4.	_____	_____
	4a. _____	_____
5.	_____	_____
	5a. _____	_____
6.	_____	_____
	6a. _____	_____
7.	_____	_____
	7a. _____	_____

NOTES:

The Name of Firm and Nature of Work shall be indicated for all listed firms. The Bidder must adequately and unambiguously disclose the unique nature and scope of the work to be performed by each Sub- or Joint Contractor.

For each listed firm, the Bidder declares the respective firm is a Sub- or Joint Contractor and subject to evaluation as a Sub- or Joint Contractor.

¹ Second tier joint contractors

The undersigned hereby certifies that the bid prices contained in the attached proposal schedule have been carefully checked and are submitted as correct and final.

This declaration is made with the understanding that the undersigned is subject to the penalty of perjury under the laws of the United States and is in violation of the Hawaii Penal Code, Section 710-1063, unsworn falsification to authorities, of the Hawaii Revised Statutes, for knowingly rendering a false declaration.

Bidder (Company Name)

Authorized Signature

Title

Business Address

Business Telephone

Email

Date

Contact Person (If different from above.)

Phone: _____ Email: _____

NOTE:

If Bidder is a CORPORATION, the legal name of the corporation shall be set forth above, the corporate seal affixed, together with the signature(s) of the officer(s) authorized to sign contracts for the corporation. Please attach to this page current (not more than six months old) evidence of the authority of the officer(s) to sign for the corporation.

If Bidder is a PARTNERSHIP, the true name of the partnership shall be set forth above, with the signature(s) of the general partner(s). Please attach to this page current (not more than six months old) evidence of the authority of the partner authorized to sign for the partnership.

If Bidder is an INDIVIDUAL, the bidder's signature shall be placed above.

If signature is by an agent, other than an officer of a corporation or a partner of a partnership, a POWER OF ATTORNEY must be on file with the Department before opening bids or submitted with the bid. Otherwise, the Department may reject the bid as irregular and unauthorized.

**RWY 5-23 PAVEMENT REHABILITATION
AT MOLOKAI AIRPORT
HO'OLEHUA, MOLOKAI, HAWAII
STATE PROJECT NO. AM2021-21
AIP PROJECT NO. 3-15-0011-###**

PROPOSAL SCHEDULE

Item No.	Description	Approx. Quantity	Unit	Unit Price	Total
01100.1	Contractor Quality Control Program	L.S.	L.S.	L.S.	\$ _____
01100.2	CQCP QC/QA Workshop with Subject Matter Expert	ALLOW.	ALLOW.	ALLOW.	\$ 25,000
01105.1	Mobilization (Not to exceed 10% of sum of all items, excluding this item and all allowances)	L.S.	L.S.	L.S.	\$ _____
01533.1	Temporary Barricades and Facilities – All Phases	L.S.	L.S.	L.S.	\$ _____
01561.1	Construction Site Pollution Controls	L.S.	L.S.	L.S.	\$ _____
01562.1	Management of Contaminated Medias, Soil Disposal, and Soil Reuse	ALLOW	ALLOW	ALLOW	\$ 50,000
01565.1	Security Measures	L.S.	L.S.	L.S.	\$ _____
01900.1	Project Survey and Stakeout	L.S.	L.S.	L.S.	\$ _____
02101.1	Cold Milling – 4 Inches	50,000	S.Y.	\$ _____	\$ _____
02401.1	Asphalt Mix Pavement Surface Course	11,111	Ton	\$ _____	\$ _____
02602.1	Emulsified Asphalt Prime Coat	15,000	Gallon	\$ _____	\$ _____
02603.1	Emulsified Asphalt Tack Coat	50	Gallon	\$ _____	\$ _____
02620.1	Runway Markings (Temporary)	71,582	S.F.	\$ _____	\$ _____
02620.2	Runway Markings (Permanent)	38,622	S.F.	\$ _____	\$ _____
02621.1	Saw-Cut Grooving	50,000	S.Y.	\$ _____	\$ _____
16101.1	Demolition & Removal of Airport Electrical Items	L.S.	L.S.	L.S.	\$ _____
16108.1	No. 8 AWG, 5 kV, L-824, Type C, Primary Cable	100	LF	\$ _____	\$ _____
16108.2	No. 6 AWG, 600V, Green Ground Wire	40	LF	\$ _____	\$ _____
16110.1	1W-2" PVC SCH 40 Conduit	100	L.F.	\$ _____	\$ _____
16125.1	Airfield Sign Face	13	E.A.	\$ _____	\$ _____
16125.2	Airfield Sign – Size 3 on Existing Foundation, In Place	7	E.A.	\$ _____	\$ _____
16125.3	Airfield Sign – Size 3 on New Foundation, In Place	1	E.A.	\$ _____	\$ _____
16128.1	Temporary Electrical Work for Construction Phasing	L.S.	L.S.	L.S.	\$ _____
TOTAL AMOUNT FOR COMPARISON OF BIDS					\$ _____

The prices bid herein shall include all labor, materials, equipment, and incidentals necessary to construct all items in place, including installation and testing of equipment, complete and ready for operation, all in accordance with the plans and specifications.

Notes:

1. Bid shall include all Federal, State, County and other applicable taxes and fees.
2. The TOTAL AMOUNT FOR COMPARISON OF BIDS shall be used to determine the lowest, responsive, responsible bidder.
3. Bidders shall complete all unit prices and amounts. Failure to do so shall be grounds for rejection of Bid.
4. If a discrepancy occurs between the unit price and the total, the unit price shall govern.
5. The State reserves the right to reject any or all Bids and to waive any defects in said Bids in the best interest of the State.
6. Submission of a Bid is a warranty that the bidder has made an examination of the project site and is fully aware of all conditions to be encountered in performing the work and the requirements of the plans and specifications.
7. The bidder's attention is directed to Section 2.11 – BID SECURITY, as amended by the Special Provisions.
8. Bidders shall be paid for actual work performed as directed by the Engineer for allowance items. Bidder shall not be paid overhead and profit for unused allowance funds.
9. If the TOTAL AMOUNT FOR COMPARISON OF BIDS exceeds the funds available for the project, then the State reserves the right to negotiate with the lowest, responsive, responsible bidder as permitted under Section 103D-302, Hawaii Revised Statutes (HRS), to further reduce the scope of work and award a contract thereafter.
- 10. Bidders shall submit and upload the complete proposal to HiePRO prior to the bid opening date and time. Proposals received after said due date and time shall not be considered. Any additional supporting documents explicitly designated as confidential and/or proprietary shall be uploaded as a separate file to HiePRO. Do not include confidential and/or proprietary documents with the proposal. The record of each bidder and respective bid shall be open to public inspection. Original (wet ink, hard copy) proposal documents are not required to be submitted. Contract award shall be based on evaluation of proposals submitted and uploaded to HiePRO.**

**FAILURE TO UPLOAD THE COMPLETE PROPOSAL TO HiePRO SHALL BE
GROUNDS FOR REJECTION OF THE BID.**

If there is a conflict between the specification document and the HiePRO solicitation, the specifications shall govern and control unless otherwise specified.

SUPPLEMENT TO PROPOSAL SCHEDULE

The Department recognizes that certain items of material to be incorporated into the project and/or consumed in the prosecution of the project are temporarily in short supply and beyond the control and without the fault of the Contractor. The effect of such shortages has, among other things, resulted in periodic fluctuations in the posted prices of such short supply materials, thereby making the proposal difficult for the Contractor to bid with confidence.

The only materials considered to be in short supply are asphalt cement, portland cement, reinforcing steel, structural steel and galvanized steel.

Each bidder shall submit with the proposal a written statement from the supplier of each short supply material indicating the supplier's current posted price, effective date of that price and the location of the material at that posted price (by island).

If the price of such short supply material is increased or decreased by more than 5% by the supplier prior to the completion of that contract item requiring the short supply material, the Contractor shall submit to the Department a written statement from the supplier indicating the effective date and changed price the Contractor will thereafter be charged for such short supply material. The Contractor shall also obtain whenever possible, quotations for furnishing the material from other available local suppliers. The quotations shall be obtained sufficiently in advance of the need for the material to allow review by the Department so as not to delay the work. The Contractor's request to the Department for adjusted compensation due to such changed prices will be computed only with prices in effect at the time of delivery. Only the lowest quotation obtained will be accepted by the Department. Transportation, handling, loading, processing and other similar costs will not be subject to adjusted compensation.

No adjustment to the unit bid prices will be made when the increase or decrease in the price of the short material is less than 5% of the original posted price.

If the adjustment to the unit bid price is decreased in the price of the short supply material by more than 5% of the original posted price, the State will be credited. The Contractor shall notify the State within five (5) working days in the event of such an occurrence.

When an adjustment in price is made in accordance with this section, the adjustment will be allowed only so long as the purchase price remains more or less than 5% of the original posted price.

If an increase in the price of any short supply material exceeds or is scheduled to exceed 5% of the original posted price, the Contractor must notify the State within five (5) working days before using the short supply material. Upon receipt of such notification from the Contractor, the State will direct the Contractor to either (1) authorize work to proceed as usual with the assurance that the indicated incremental price increase above the

5% will be compensable, (2) issue such change orders as the State may deem necessary to reduce further requirements of the short supply material which is to be paid at the increase price, or (3) if the material is considered to have priced itself beyond reason or beyond what the State can pay, the State may order cessation of further use of such short supply material on the project. Such notification by the Contractor will be required at each instance of incremental price increase above the 5% limit. If the Contractor fails to notify the State of any such incremental price increase within five (5) working days before using the short supply material and continues to utilize the short supply material on the project, the State will not be responsible for payment for the incremental cost increase of which the State was not forewarned.

Computation for the adjusted compensation will be as follows:

(A) Portland Cement

If, X = Adjustment per cubic yard of concrete,

P = Portland cement content of the approved mix design expressed in hundredweight per cubic yard of concrete,

Q = Increase or decrease in the price of portland cement in dollars per hundredweight,

Then, $X = QP$

Example: Posted price of Portland cement increases from \$1.40 to \$1.70 per cwt. and the hundredweight (cwt) of concrete is 5.6 cwt per c.y., then the adjustment will be:

$$\begin{aligned}
 \$1.70 - \$1.40 &= \$0.30 \\
 (\$1.40) \times (5\%) &= \$0.07 \\
 \$0.30 - \$0.07 &= \$0.23 \\
 X &= (\$0.23) \times (5.6) \\
 &= \$1.29 \text{ per c.y. of concrete}
 \end{aligned}$$

(B) Asphalt Cement

If, X = Adjustment per ton of mix,

P = Asphalt cement content, expressed in percentage of dry weight of the aggregates, as determined and accepted by the Department for each of the design plant mixes,

Q = Increase or decrease in the price of asphalt cement, in dollars per ton,

Then, $X = Q \times (P) \div (100 + P)$

Example: Posted price of asphalt concrete increases from \$70 to \$80 per ton and the asphalt content of the A.C. mix was accepted at 6.0%, then the adjustment shall be:

$$\begin{aligned} \$80.00 - \$70.00 &= \$10.00 \\ (\$70.00) \times (5\%) &= \$3.50 \\ \$10.00 - \$3.50 &= \$6.50 \\ X &= \$6.50 \times 6 / (100 + 6) \\ &= \$0.37 \text{ per ton A.C. mix} \end{aligned}$$

(C) Reinforcing Steel

If, $X =$ Adjustment for reinforcing steel,

$P =$ Weight of reinforcing steel, expressed in hundredweight,

$Q =$ Increase or decrease in the price of reinforcing steel in dollars per hundredweight,

Then, $X = QP$

Example: Posted price of grade 40 reinforcing steel increases from \$14.00 to \$15.00 per cwt and the weight of the grade 40 reinforcing steel is 80,000 pounds, then the adjustment shall be:

$$\begin{aligned} \$15.00 - \$14.00 &= \$1.00 \\ (\$14.00) \times (5\%) &= \$0.70 \\ \$1.00 - \$0.70 &= \$0.30 \\ X &= (\$0.30) \times (800) \\ &= \$240 \text{ for grade 40 reinforcing steel} \end{aligned}$$

The contractor shall submit to the Department original receipted bills covering the short supply material used on the project as soon as practicable after shipments are completed. The bills shall be accompanied by a tabulation on which the bills are listed in chronological order showing for each bill the quantity, the date shipped from the supplier's terminal and the price per unit at the place indicated in the posted price (reflecting any deductions for quantity shipments). These bills shall be subject to audit verification.

The Department reserves the right to alter the quantities of material to be furnished in accordance with the provisions of General Provisions, Article IV, Section 4.2 – CHANGES.

The Department also reserves the right, during construction, to decrease or increase the scope of work, because of limitations of funds, with no adjustment in unit prices other than that specified hereinabove.

Price increases as specified hereinabove shall not exceed the remaining unpaid balance in the contract at any point in time without prior review and approval from the State Project Manager or designated representative.

SURETY BID BOND

Bond No. _____

KNOW TO ALL BY THESE PRESENTS:

That we, _____
(full name or legal title of offeror)

as Offeror, hereinafter called the Principal, and

(name of bonding company)

as Surety, hereinafter called Surety, a corporation authorized to transact business as a
Surety in the State of Hawaii, are held and firmly bound unto

(State/county entity)

as Owner, hereinafter called Owner, in the penal sum of

(required amount of bid security)

Dollars (\$ _____), lawful money of the United States of America,
for the payment of which sum well and truly to be made, the said Principal and the said
Surety bind ourselves, our heirs, executors, administrators, successors and assigns, jointly
and severally, firmly by these presents.

WHEREAS:

The Principal has submitted an offer for

(project by number and brief description)

NOW, THEREFORE:

The condition of this obligation is such that if the Owner shall reject said offer, or in
the alternate, accept the offer of the Principal and the Principal shall enter into a contract
with the Owner in accordance with the terms of such offer, and give such bond or bonds
as may be specified in the solicitation or Contract Documents with good and sufficient
surety for the faithful performance of such Contract and for the prompt payment of labor
and material furnished in the prosecution thereof as specified in the solicitation then this
obligation shall be null and void, otherwise to remain in full force and effect.

Signed this _____ day of _____, _____

Name of Principal (Offeror)

(Seal)

Signature

Title

Name of Surety

(Seal)

Signature

Title

**CERTIFICATION OF COMPLIANCE WITH FAA BUY AMERICAN PREFERENCE –
CONSTRUCTION PROJECTS**

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 USC § 50101, Build America, Buy America Act (BABA), and other related Made in America Laws, U.S. statutes, guidance, and FAA policies, by selecting one of the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (i.e., not both) by inserting a checkmark (✓) or the letter “X”.

- ☐ Bidder or offeror hereby certifies that it will comply with 49 USC § 50101, BABA, and other related Made in America Laws, U.S. statutes, guidance, and policies of the FAA by:
- a) Only installing iron, steel, and manufactured products produced in the United States;
 - b) Only installing construction materials defined as an article, material, or supply – other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives – that are or consist primarily of non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber; or drywall that have been manufactured in the United States;
 - c) Installing manufactured products for which the Federal Aviation Administration (FAA) has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
 - d) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

- a) To provide to the Airport Sponsor or the FAA evidence that documents the source and origin of the iron, steel, and/or manufactured product.
 - b) To faithfully comply with providing U.S. domestic products.
 - c) To furnish U.S. domestic product for any waiver request that the FAA rejects.
 - d) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.
 - e) To certify that all construction materials used in the project are manufactured in the U.S.
- ☐ The bidder or offeror hereby certifies it cannot comply with the 100 percent Buy American Preferences of 49 USC § 50101(a) and BABA but may qualify for a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the bidder or offeror agrees:
- a) To submit to the Airport Sponsor within five (5) calendar days after bid opening, a formal waiver request and required documentation that supports the type of waiver being requested.

- b) That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination that may result in rejection of the proposal.
- c) To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
- d) To furnish U.S. domestic product for any waiver request that the FAA rejects.
- e) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 2 Waiver (Nonavailability) – The iron, steel, manufactured goods or construction materials are not available in sufficient quantity or quality in the United States. The required documentation for a Type 2 Nonavailability waiver is:

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire.
- b) Record of thorough market research, consideration where appropriate of qualifying alternate items, products, or materials including;
- c) A description of the market research activities and methods used to identify domestically manufactured items capable of satisfying the requirement, including the timing of the research and conclusions reached on the availability of sources.

Type 3 Waiver – The cost of components and subcomponents produced in the United States is more than 60 percent of the cost of all components and subcomponents of the “facility/project”. The required documentation for a Type 3 waiver is:

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire including;
- b) Listing of all manufactured products that are not comprised of 100 percent U.S. domestic content (excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety).
- c) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly and installation at project location.
- d) Percentage of non-domestic component and subcomponent cost as compared to total “facility/project” component and subcomponent costs, excluding labor costs associated with final assembly and installation at project location.

Type 4 Waiver (Unreasonable Costs) – Applying this provision for iron, steel, manufactured goods or construction materials would increase the cost of the overall project by more than 25 percent. The required documentation for a Type 4 Unreasonable Costs waiver is:

- a) A completed Content Percentage Worksheet and Final Assembly Questionnaire including;
- b) At minimum, two comparable equal bids and/or offers.

- c) Receipt or record that demonstrates that supplier scouting called for in Executive Order 14005 indicates that no domestic source exists for the project and/or component.
- d) Completed waiver applications for each comparable bid and/or offer.

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

Bidder (Company Name)

Signature

Date

Name and Title of Signing Official

Molokai Airport (MKK)

Runway 5-23 Rehabilitation

Safety Risk Assessment Panel Meeting

Safety Risk Management Document



State of Hawaii
Department of Transportation
Airports



SRMD Version 1.1
March 6, 2026

Sponsor: James Fu

Prepared by: Base Management LLC

Version No.: 1.1

Change Control and Version Tracking

SRMD Action/Change	Date	Version
Pre-SRA Panel Meeting with all stakeholders	October 23, 2025	--
2 nd Pre-SRA Panel Meeting with all stakeholders	November 05, 2025	--
HDOT-A SRA Panel Meeting	February 03, 2026	--
Draft SRMD distributed to Panel Members for comment	February 23, 2026	1.0
Panel Member comments on Draft SRMD due	March 2, 2026	1.0
Final SRMD routed for signatures	March 6, 2026	1.1
Final SRMD with signatures distributed (estimated)		

Limitations: The observations and conclusions presented in this report are based on discussions from Preliminary and Panel SRA meetings. The decisions are based upon panel member subject matter expertise and information provided at this SRA Panel meeting. The actual work conducted in the future may not be accurately reflected as shown in this SRMD because conditions may have changed. It's assumed the changes are minor, the existing controls, mitigation measures (if applicable) would be effectively implemented accordingly. If not, a reconvened SRA Panel may be triggered. This report is for the sole and exclusive use by our Client and is not meant to be relied upon by or disseminated to others. No warranty is expressed or implied.

Signature Page

Title: Molokai Airport Runway 5-23 Rehabilitation, Safety Risk Assessment Panel Meeting, Safety Risk Assessment Document

Initiator: James Fu

Initiator's Organization: DOT-A

Initiator's Phone Number: (808) 838-8827

Submission Date: March 6, 2026

SRMD Version: 1.1

Risk Acceptance Signature:

Marvin Moniz – Manager, Maui District Airport

Date

Ford Fuchigami – DOT Airports Administrator

Date

Curt Otaguro – Deputy Director of Transportation for Airports
Date

Proposal Rejection:

Signature, Name and Organization

Date

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Definitions and Acronyms

The following table provides definitions and acronyms used throughout this Safety Risk Management Document (SRMD). Acronyms are spelled out at first use in the narrative text and included here for reference.

| AC | Advisory Circular |

| ADM | Airport District Manager |

| ADO | Airports District Office |

| ALPA | Air Line Pilots Association |

| AOPA | Aircraft Owners and Pilots Association |

| AMR | American Medical Response |

| ARFF | Aircraft Rescue and Fire Fighting |

| ATO | Air Traffic Organization |

| ATCT | Air Traffic Control Tower |

| CIP | Capital Improvement Program |

| CMO | Certificate Management Office |

| CM | Construction Manager |

| CSPP | Construction Safety Phasing Plan |

| CTAF | Common Traffic Advisory Frequency |

| DOT-A | Department of Transportation – Airports |

| FAA | Federal Aviation Administration |

| FOD | Foreign Object Debris |

| FSDO | Flight Standards District Office |

| GACH | General Aviation Council of Hawaii |

| HCF | Honolulu Control Facility |

| HNL | Daniel K. Inouye International Airport |

| LOSA | Loss of Situational Awareness |

| MKK | Molokai Airport |

| NAS | National Airspace System |

| NOTAM | Notice to Air Missions |

| OE | Operational Error |

Definitions and Acronyms - Continued

PD	Pilot Deviation
PHA	Preliminary Hazard Analysis
PHL	Preliminary Hazard List
PreSRA	Preliminary Safety Risk Assessment
RMP	Radio Monitoring Person
RSO	Runway Safety Office
RWY	Runway
SMS	Safety Management System
SRA	Safety Risk Assessment
SRMD	Safety Risk Management Document
SRMP	Safety Risk Management Panel
TCAS	Traffic Collision Avoidance System
TWY	Taxiway
UNICOM	Universal Communications
WIP	Work-In-Progress
WRSA	Wesley R. Segawa & Associates, Inc. – Designer
WSC	Western Service Center

Executive Summary

The State of Hawaii, Department of Transportation, Airports division (DOT-A) proposes to provide pavement rehabilitation at Molokai Airport (MKK) Runway 5-23 and bring into compliance with current FAA design standards. The project will address deteriorated pavement conditions and faded markings.

The DOT-A implemented the Safety Risk Assessment (SRA) process into the Construction Safety Phasing Plan (CSPP) review due to the proposed changes to the airfield and presumed significant impacts to the airfield operational status and the National Airspace System (NAS). All DOT-A led SRA Preliminary and Panel meetings were conducted and facilitated in accordance with the FAA Airport (ARP) Safety Management System Order 5200.11A, FAA ARP Safety Management Systems (SMS) Desk Reference, Version 1.0, FAA AC 150/5200-37A Safety Management Systems for Airport Operators, and FAA Order 8040.4C Safety Risk Management Policy.

This Safety Risk Management Document (SRMD) captures the Safety Risk Management Panel's (SRMP) evaluation of the potential hazards and effects associated with the proposed CSPP for the pavement rehabilitation of Runway 5-23.

DOT-A conducted two Preliminary SRA (PreSRA) meetings with airport stakeholder groups to ensure that the SRMP is sufficiently knowledgeable of the Federal Aviation Administration (FAA) Airports SMS process and understand the proposed change to airfield system.

The first Preliminary SRA (PreSRA) meeting was conducted on October 23, 2025. Invitations from DOT-A to the stakeholders included the Designer (Wesley R. Segawa & Associates, Inc. (WRSA)), Molokai Airport (MKK) Operations staff, MKK Airport Rescue and Fire Fighting (ARFF), Maui District Operations Staff, DOT-A staff, Parsons, AECOM, MKK Air Traffic Control Tower (ATCT), FAA HNL Airports District Office (ADO), FAA Honolulu Control Facility (HCF), FAA Tech Ops, FAA Runway Safety Office (RSO), FAA ATO Western Service Center (WSC), FAA Flight Standards District Office (FSDO), FAA CMO, AvAirPros, Mokulele Airlines, Kamaka Air, FedEx, Surf Air, Hawaii Life Flight, Aircraft Owners, Pilots Association (AOPA)/General Aviation Council of Hawaii (GACH), and General Aviation (GA) Tenants.

Critical discussions topics from the PreSRA meeting are listed below:

1. Updating taxiway nomenclature to align with FAA guidance and Engineering Brief 89A.
 - a. Separate meeting was set up to discuss taxiway nomenclature changes.
2. MKK Tower is acceptable of survey work being conducted during normal operations under a work in progress (WIP).
3. Runway 17-35 was assumed to be closed during construction. Updating CSPP to show it open.
4. Runway intersection work to be broken out into subphases to allow Runway 17-35 to remain open as long as possible.
 - a. WRSA to coordinate with Kamaka Air for work hours.

The second Preliminary SRA (PreSRA) meeting was conducted on November 05, 2025. Invitations from DOT-A to the stakeholders included the Designer (Wesley R. Segawa & Associates, Inc. (WRSA)), Molokai Airport (MKK) Operations staff, MKK Airport Rescue and Fire Fighting (ARFF), Maui District Operations Staff, DOT-A staff, Parsons, AECOM, MKK Air Traffic Control Tower (ATCT), FAA HNL Airports District Office (ADO), FAA Honolulu Control Facility (HCF), FAA Tech Ops, FAA Runway Safety Office (RSO), FAA ATO Western Service Center (WSC), FAA Flight Standards District Office (FSDO), FAA CMO, AvAirPros, Mokulele Airlines, Kamaka Air, FedEx, Surf Air, Hawaii Life Flight, Aircraft Owners, Pilots Association (AOPA)/General Aviation Council of Hawaii (GACH), and General Aviation (GA) Tenants.

Critical discussions topics from the PreSRA meeting are listed below:

1. Survey team limited to three (Driver, Radio Monitor, Survey Crew).
2. Barricades to be interlocked when placed between the work area and active Runway.
3. If runway opening is delayed the CM will notify MKK AOM III with 1-hour notice, who will notify FAA Tech Ops and Kamaka Air.
4. Prior permission required (PPR) for HLF emergencies requiring fixed wing operations timeframe to be discussed.
5. FAA Flight Procedures recommends no practice approaches allowed during runway closures. NOTAM to be added “Runway 17-35 Practice approaches not authorized”.
6. Updated phase descriptions to add Final Marking and Grooving.
7. Added phases for Taxiway nomenclature changes.

Following the Preliminary SRA meeting, the SRA Panel meeting was conducted on February 3, 2026, with all stakeholders. The SRMP completed its evaluation of the Runway 5-23 Rehabilitation CSPP. The evaluations are summarized below under their respective section headings.

SRMP Findings

The Hazards were identified, analyzed, and assessed in an organized group discussion, based on the thorough review of the Project Proposal Summary (PPS) and the CSPP. There were six (6) preliminary potential hazards generated through the brainstorming session and documented in the Preliminary Hazard List (PHL). The six (6) preliminary potential hazards were evaluated in the Preliminary Hazard Analysis (PHA) worksheet.

During the PHA process, the SRMP reviewed the preliminary hazard list containing six (6) potential hazards and evaluated them for different effects. The SRMD determined the Worst Credible Effect for each Hazard and rated them based on Severity and Likelihood. There was one (1) potential hazard (HZ-5) that was determined as a Cause for other hazards and accepted for removal. See Table 1 below for the summary, taken from the PHA in Appendix B.

Table 1: Hazard Risk Assessment Results

(1) Hazard ID	(2) Hazard Description	(7) Effects	(12) Initial Risk	(15) Predicted Residual Risk
XYZ-1	Condition, real or potential; can cause injury, illness, etc. Pre-requisite for accident or incident	Potential Outcome or harm of the hazard if it occurs in the defined system state; worst credible	Conditions, characterized by qualities, in which a system can exist; worst credible	Risk status predicted to occur when recommended controls or requirements are verified
MKK-RWY-5-23-REHAB: HZ-1	Pilot Loss of Situational Awareness (LOSA)	-Wrong runway landing -LOSA for airport users and pilots -Runway Incursion (Aircraft or Vehicle) -Not reading the NOTAMs -Aircraft colliding with a vehicle -Taking off on the wrong runway -Runway excursion	3D MEDIUM	N/A
MKK-RWY-5-23-REHAB: HZ-2	Vehicle Loss of Situational Awareness (LOSA)	-LOSA for airport users and pilots -Runway Incursion (Aircraft or Vehicle) -Not reading the NOTAMs -Aircraft colliding with a vehicle -Runway excursion	4D MEDIUM	N/A
MKK-RWY-5-23-REHAB: HZ-3	Contractor/Pedestrian (LOSA)	-LOSA for airport users and pilots -Runway Incursion (Aircraft or Vehicle) -Not reading the NOTAMs	4D MEDIUM	N/A

		-Aircraft colliding with a vehicle -Runway excursion		
MKK-RWY-5-23-REHAB: HZ-4	Foreign Object Debris (FOD)	-Damage to aircraft -Personal injury -Damage to vehicle	4D MEDIUM	N/A
MKK-RWY-5-23-REHAB: HZ-5 (REMOVED)	Communication Between Ground and CTA	N/A	N/A	N/A
MKK-RWY-5-23-REHAB: HZ-6	Increase of Wildlife	-Injury to personnel -Equipment Damage -Bird Strike -Aircraft Damage -Loss of Birds	3D MEDIUM	

Severity Likelihood	Minimal 5	Minor 4	Major 3	Hazardous 2	Catastrophic 1
Frequent A					
Infrequent B					
Extremely Infrequent C					
Remote D		-MKK-RWY-5-23- REHAB: HZ-2 -MKK-RWY-5-23- REHAB: HZ-3 -MKK-RWY-5-23- REHAB: HZ-4	-MKK-RWY-5-23- REHAB: HZ-1 -MKK-RWY-5-23- REHAB: HZ-6		
Extremely Remote E					
Improbable F					
Extremely Improbable G					

Figure 1: Risk matrix

High Risk – Unacceptable
Medium Risk – Acceptable with Mitigation
Low Risk – Acceptable

The three (3) of the five (5) hazards (HZ-2, -3, -4) resulted in Initial Risk Ratings of Medium Risk (4D), two (2) of the five (5) hazards (HZ-1 and HZ-6) resulted in Initial Risk Ratings of Medium Risk (3D). The SRMP felt there were enough existing controls and emphasis put on stakeholder notifications that no further evaluation for additional mitigation was needed for these hazards.

The SRMP applied the SRM process determining that the MKK Runway 5-23 Rehabilitation can be introduced into the NAS with an acceptable level of risk. Appendix F provides the SAS-1 Form 5200-8 Signature Page, signifying SRMP member's concurrence of this Safety Risk Assessment for the MKK Runway 5-23 Rehabilitation. Please note, the Hazards in the Matrix are abbreviated and are the same hazards as identified in Table 1, Hazard Risk Assessment Results.

Introduction and Background

The Molokai Airport (MKK) is a small hub airport, owned and operated by the State of Hawaii, Department of Transportation Airports Division (HDOT-A). MKK is located on the Island of Molokai and is one of the six airports that make up HDOT-A Maui District, servicing commercial air carriers, air cargo, air taxi, corporate, military, general aviation, and helicopter operations. The airport has (2) RWY's occupying 288 acres and averaging seventy (70) flights daily. The Molokai Air Traffic Control tower (ATCT) operates, 0600-1830, seven (7) days a week in Class D airspace.

Runway 17-35 is closed till August 2026 (estimated). A portion is available for taxi.

The proposed project is planned to rehabilitate the Runway 5-23 and implement a nomenclature change of Taxiways A, C & D.

Runway 5-23 was last rehabilitated in 1992, which is now beyond the anticipated 20-year design life. The current Runway 5-23 rehab project is intended to increase the lifespan of the runway until a future project can strengthen and reconstruct the runway.

The FAA has notified HDOTA that updated taxiway nomenclature should be implemented to meet updated guidance. The project will change the naming convention of MKK's taxiways.

The DOT-A utilized their SRA facilitator services consultant to conduct all SRA preliminary and panel meetings in accordance with the FAA Airport (ARP) Safety Management System Order 5200.11A, FAA ARP Safety Management Systems (SMS) Desk Reference, Version 1.0, FAA AC 150/5200-37A Safety Management Systems for Airport Operators, and FAA Order 8040.4C Safety Risk Management Policy.

A series of preliminary SRA meetings was conducted using a systematic approach to prepare for the final SRA Panel meeting. The meeting was scheduled with stakeholder groups as they reviewed the Construction Safety Phasing Plan (CSPP) presented by the designer, WRSA. The following outlines the meeting date and stakeholder groups that were invited. However, it is not an indicator of the actual attendance, please refer to Appendix E Sign-In Sheets.

Preliminary SRA Meeting Date	Stakeholder Group	Purpose
October 23, 2025	WRSA, MKK Operations staff, MKK ARFF, Maui District Operations staff, DOT-A staff, Parsons, AECOM, MKK ATCT, FAA HNL ADO, FAA HCF, FAA Tech Ops, FAA RSO, FAA ATO WSC, FAA FSDO, FAA CMO, AvAirPros, Mokulele Airlines, Kamaka Air, FedEx, Surf Air, Hawaii Life Flight, AOPA/GACH, and GA Tenants.	Preliminary meeting with all stakeholders to review draft Phasing and Barricade Plans.
November 05, 2025	WRSA, MKK Operations staff, MKK ARFF, Maui District Operations staff, DOT-A staff, Parsons, AECOM, MKK ATCT, FAA HNL ADO, FAA HCF, FAA Tech Ops, FAA RSO, FAA ATO WSC, FAA FSDO, FAA CMO, AvAirPros, Mokulele Airlines,	Final Preliminary SRA meeting with all stakeholders to review the <i>revised</i> phasing and barricade plans that

	Kamaka Air, Surf Air, Hawaii Life Flight, and Aircraft Owners and Pilots Association and AOPA/GACH.	resulted from discussions in preliminary meetings.
--	---	--

As the preliminary meetings were conducted, an SRA briefing on the FAA ARP SMS process, roles and responsibilities, and ground rules were presented and posted in the room. The ground rules provided participants with the opportunity to ask questions and have their concerns addressed prior to conducting the final SRA Panel Meeting. Throughout these meetings, the participants were reminded of the ground rules. Specifically, “the absence of an answer is understood as agreement.” This fostered open discussion with participants’ concerns, being either addressed during the meeting or placed on the issues board for future discussion.

The following provides a brief overview of the preliminary SRA meeting discussion and concerns by the stakeholder group in narrative format.

Preliminary SRA No. 1 with the Airport, FAA, and Stakeholders on October 23, 2025

The first Preliminary SRA meeting was conducted on October 23, 2025. Invitations from DOT to the stakeholders included the Designer WRSA, MKK Operations staff, MKK ARFF, Maui District Operations staff, DOT-A staff, Parsons, AECOM, MKK ATCT, FAA HNL ADO, FAA HCF, FAA Tech Ops, FAA RSO, FAA ATO WSC, FAA FSDO, FAA CMO, AvAirPros, Mokulele Airlines, Kamaka Air, FedEx, Surf Air, Hawaii Life Flight, AOPA/GACH, and other GA stakeholders to ensure the CSPP drawings were at the point to have a panel meeting discussion. It was decided that this project would be conducted in Four (4) phases. The following is a recap of the discussion that took place.

- a. The stakeholders reviewed the proposed construction phasing, limits of construction, workdays and daily start and end times. Major revisions identified during the review included breaking the project into additional phases to allow Runway 17-35 to remain open when not working in the intersection. Minor revisions identified during the review included updating the CSPP to show Runway 17-35 open, adjusting work hours to accommodate the cargo stakeholders.

Preliminary SRA No. 2 with the Airport, FAA, and Stakeholders on November 05, 2025

The second Preliminary SRA meeting was conducted on November 05, 2025. Invitations from DOT to the stakeholders included the Designer WRSA, MKK Operations staff, MKK ARFF, Maui District Operations staff, DOT-A staff, Parsons, AECOM, MKK ATCT, FAA HNL ADO, FAA HCF, FAA Tech Ops, FAA RSO, FAA ATO WSC, FAA FSDO, FAA CMO, AvAirPros, Mokulele Airlines, Kamaka Air, FedEx, Surf Air, Hawaii Life Flight, AOPA/GACH, and other GA stakeholders to ensure that the CSPP was at an acceptable state to have a panel meeting discussion. The agreed upon revisions from the previous PreSRA meeting were incorporated into the revised CSPP. It was decided that this project would be conducted in Six (6) phases. The following is a recap of the discussion that took place.

- a. The stakeholders reviewed the revised proposed construction phasing, limits of construction, workdays and daily start and end times. Minor revisions identified during the review included adding a PPR notification contingency for Medivac emergencies, procedures to notify cargo carriers of delayed openings, barricade placements, and adding additional phases for taxiway nomenclature changes.

At the conclusion of the Preliminary SRA meeting with all the FAA offices, airlines, military, general aviation, and other stakeholders, WRSA was able to refine the CSPP diagrams and narrative in preparation for the SRA Panel review. The SRA Panel meeting was conducted on February 03, 2026.

Section 1 – Current System / Baseline

Section 1 provided an overview of the current operational state of Molokai Airport (MKK), establishing the baseline conditions against the Proposed Change and assessing its potential impacts. This baseline includes the existing airfield configuration, operating hours, available navigational and visual aids, runway characteristics, and the types of aviation activities currently conducted at MKK. By documenting these existing conditions, Section 1 enables a clear comparison between the current system and the operational environment anticipated during and after implementation of the proposed runway rehabilitation project. This comparison is essential to identifying system-state changes, understanding how construction activities may interact with ongoing airfield operations, and evaluating any resulting safety risks within the Safety Risk Management (SRM) process.

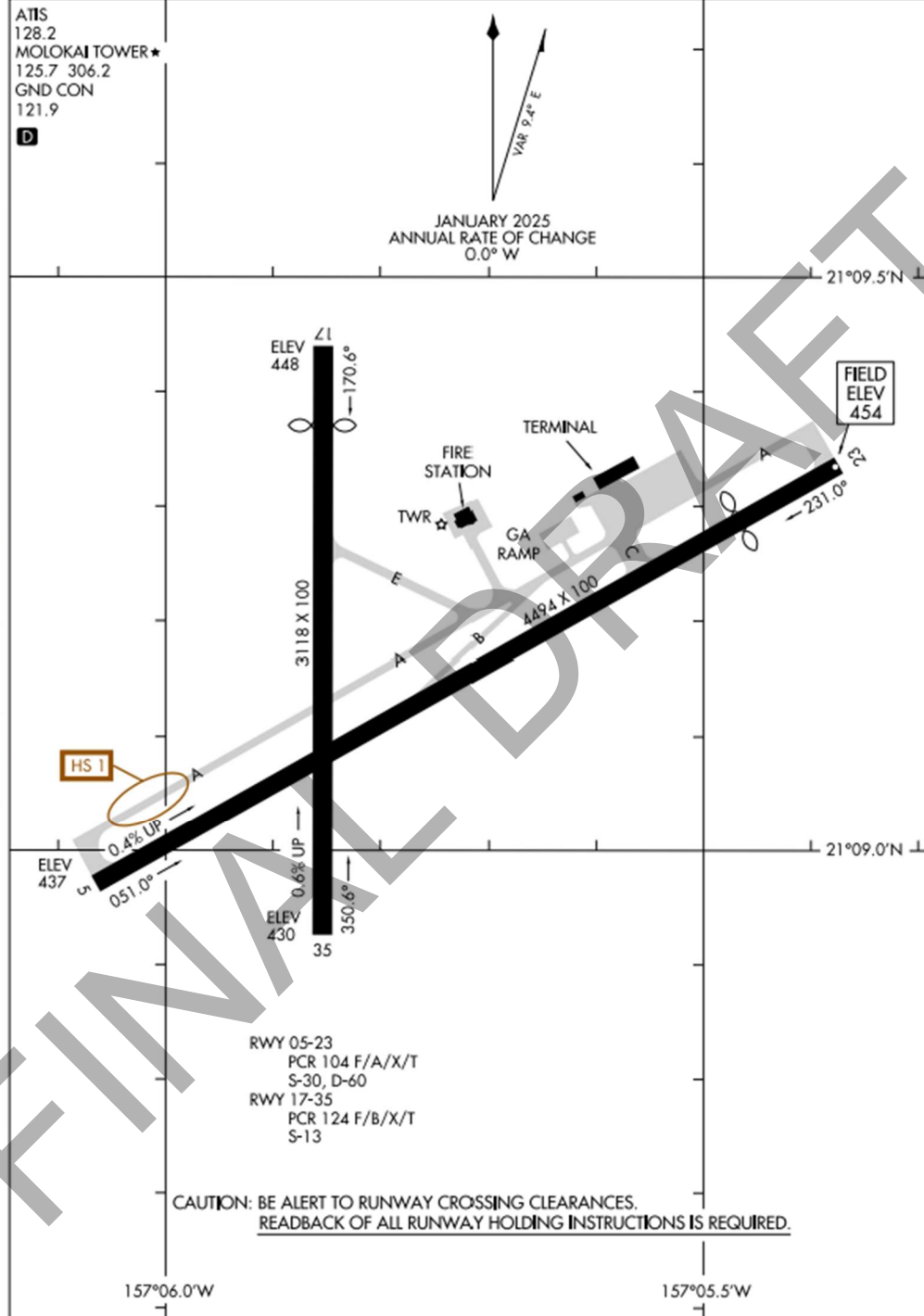
The Molokai Airport (MKK) is a small hub airport located on the island of Molokai. MKK is owned and operated by the State of Hawaii, Department of Transportation, Airports Division (HDOT-A), Class I airport servicing commercial air carriers, air cargo, air taxi, corporate, military, and general aviation flights, and helicopter operations. MKK is an ARFF Index A. The Molokai Air Traffic Control Tower operates 0600-1830 daily in a Class D airspace.

MKK consists of two asphalt runways, Runway 5-23, measuring 4,494 feet in length and 100 feet in width, and Runway 17-35, 3,118 feet in length and 100 feet in width as shown in Table 2. The airport diagram is depicted in Figure 2.

Table 2: Runway Data Summary

Item	Runway		Runway	
	5	23	17	35
Width	100'		100'	
Length	4,494'		3,118'	
Marking Type	Non-Precision		Visual	
Part 77 Approach	NPI	Visual	Visual	Visual
Navigational Aids	None	None	None	None
Visual Aids	4-Light PAPI	None	None	None
Lighting Type	REIL	None	None	None

25163

AIRPORT DIAGRAMMOLOKAI (MKK) (PHMK)
KAUNAKAKAI, HAWAII**AIRPORT DIAGRAM**

25163

KAUNAKAKAI, HAWAII
MOLOKAI (MKK) (PHMK)

Figure 2: Molokai Airport Diagram (MKK)

Section 2 – Proposed Change

Phase 1 (Figure 3: Phasing Plan – Phase 1)

Description:

Ground survey of Runway 5-23

Type:

Work in Progress

Duration:

7 Calendar Days

Working Hours:

0800 – 1600 Hours

Scheduled Dates:

TBD

Required NOTAMS:

1. Runway 5-23 work in progress
2. Runway 17-35 work in progress
3. Taxiway A work in progress
4. Taxiway B work in progress
5. Taxiway C work in progress

Moratorium Dates:

Work must not occur during the annual FAA scheduled moratorium dates:

- November 20 through November 30.
- December 19 through January 4.

Moratorium dates are subject to change

Night work must not occur during the Seabird Fallout Season from:

- September 15 through December 15.

Notes:

1. The contractor is required to have a radio monitoring person (RMP) to communicate on and monitor the ground frequency (121.9).
2. The contractor must yield and pull back to all aircraft and at the direction of ATC.
3. Prior to entering any Runway or Taxiway Safety Area, the contractor shall contact ATC for permission to enter.

Discussion Point:

1. No comments.

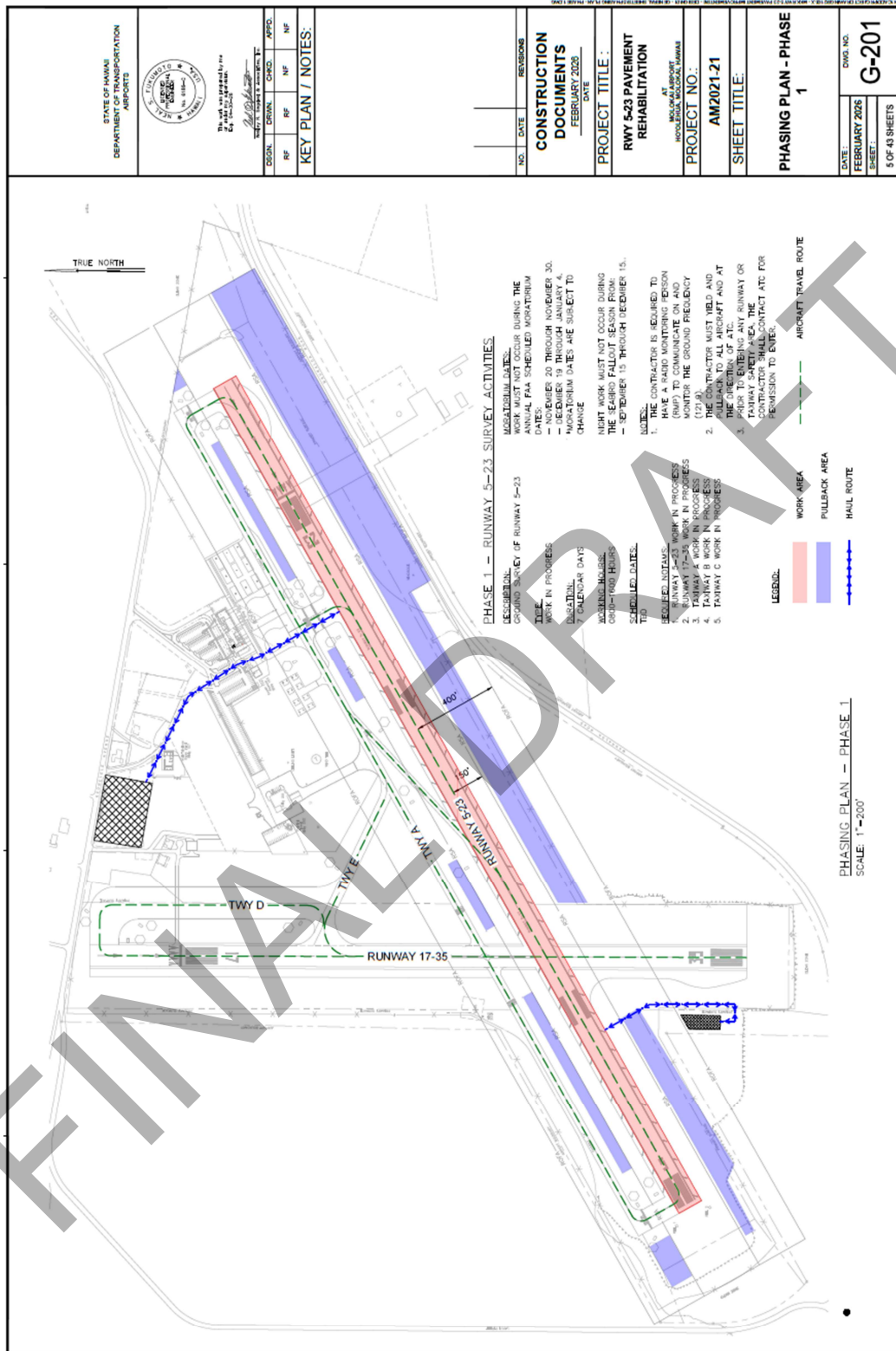


Figure 3: Phasing Plan - Phase 1

Phase 2 (Figure 4: Phasing Plan – Phase 2)

Description:

1. Mill & overlay and temporary striping of Runway 5–23.
2. Grooving and permanent striping of Runway 5–23.

Type:

Runway closed

Duration:

1. Mill & overlay and temporary striping: 21 calendar days
2. Grooving and permanent striping: 7 calendar days

Working Hours:

2100 – 0600 Hours

Scheduled Dates:

TBD

Required NOTAMS:

1. Runway 5–23 closed
2. Runway 5–23 ungrooved
3. Runway 5–23 non-standard markings
4. Runway 5–23 PAPI OTS
5. Runway 5–23 REILs OTS
6. Runway 17–35 practice approaches not authorized
7. Taxiway A closed west of Runway 17–35
8. Taxiway B closed
9. Taxiway C closed

Moratorium Dates:

Work must not occur during the annual FAA scheduled Moratorium dates:

- November 20 through November 30.
- December 19 through January 4.

*Moratorium dates are subject to change

Night work must not occur during the Seabird Season from:

- September 15 through December 15.

Notes:

1. The contractor shall station flag men as indicated on the plans. Flag men shall monitor CTAF and control vehicle traffic to yield to all aircraft operations. Flag men shall be trained by MKK to monitor the radio frequency and to become familiarized with MKK operations prior to the start of the phase.
2. Low profile barricades between the work area and the active runway must be interlocked for the entire length of the closed pavement section.

Discussion Points:

1. No comments.

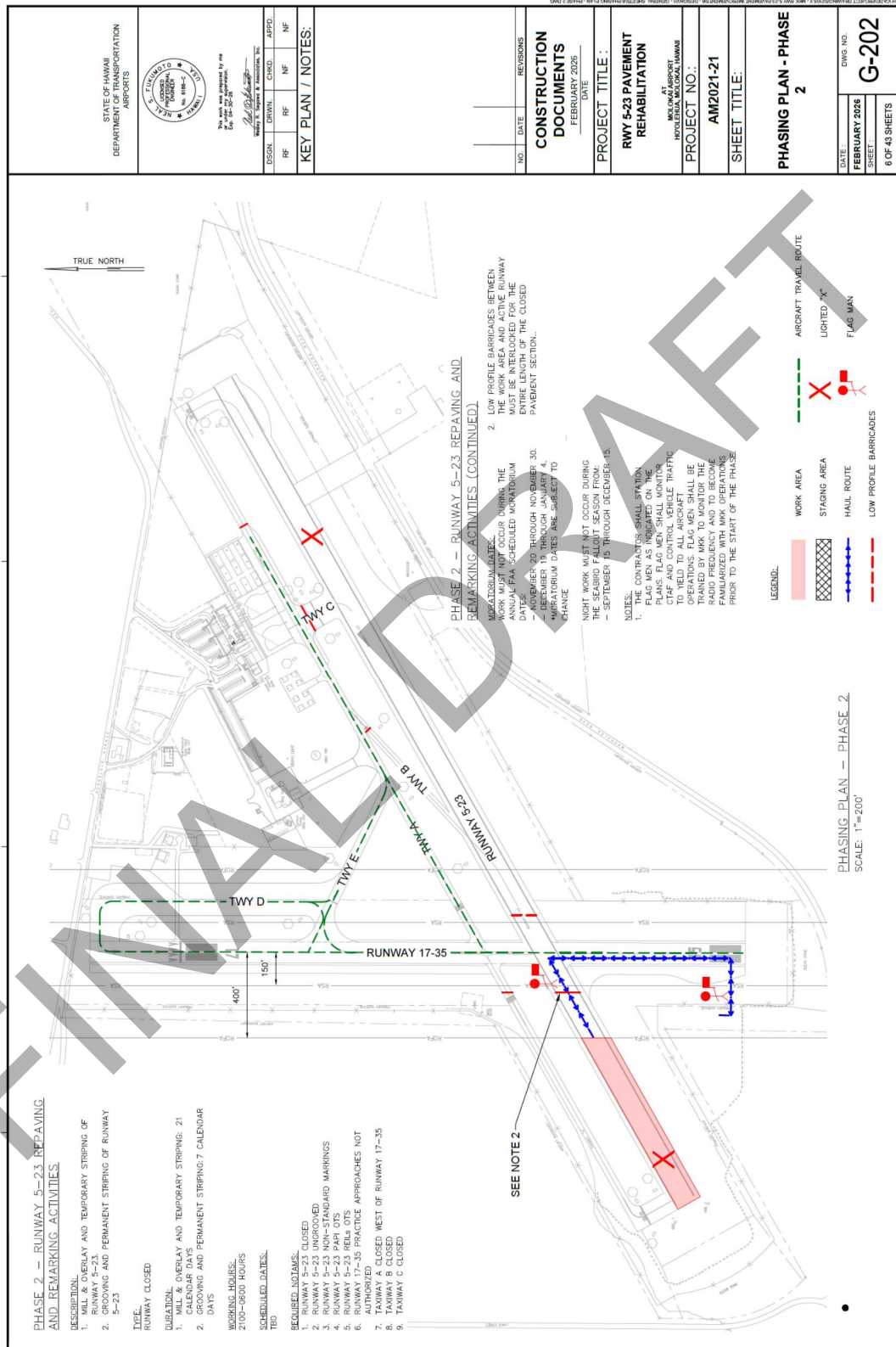


Figure 4: Phasing Plan - Phase 2

Phase 3 (Figure 5: Phasing Plan – Phase 3)

Description:

1. Mill and overlay and temporary striping of Runway 5-23.
2. Grooving and permanent striping of Runway 5-23.

Type:

Runway closed

Duration:

1. Mill and overlay and temporary striping: 42 calendar days
2. Grooving and permanent stripping: 14 calendar days

Working Hours:

2100 – 0600 Hours

Scheduled Dates:

TBD

Required NOTAMS:

1. Runway 5-23 Closed
2. Runway 5-23 Ungrooved
3. Runway 5-23 Non-Standard Markings
4. Runway 5 PAPI OTS
5. Runway 5 REILs OTS
6. Runway 17-35 Practice approaches not authorized
7. Taxiway A closed East of terminal apron
8. Taxiway B Closed
9. Taxiway C Closed

Moratorium Dates:

Work must not occur during the annual FAA scheduled Moratorium dates:

- November 20 through November 30
- December 19 through January 4

*Moratorium dates are subject to change

Night work must not occur during the Seabird Fallout Season from:

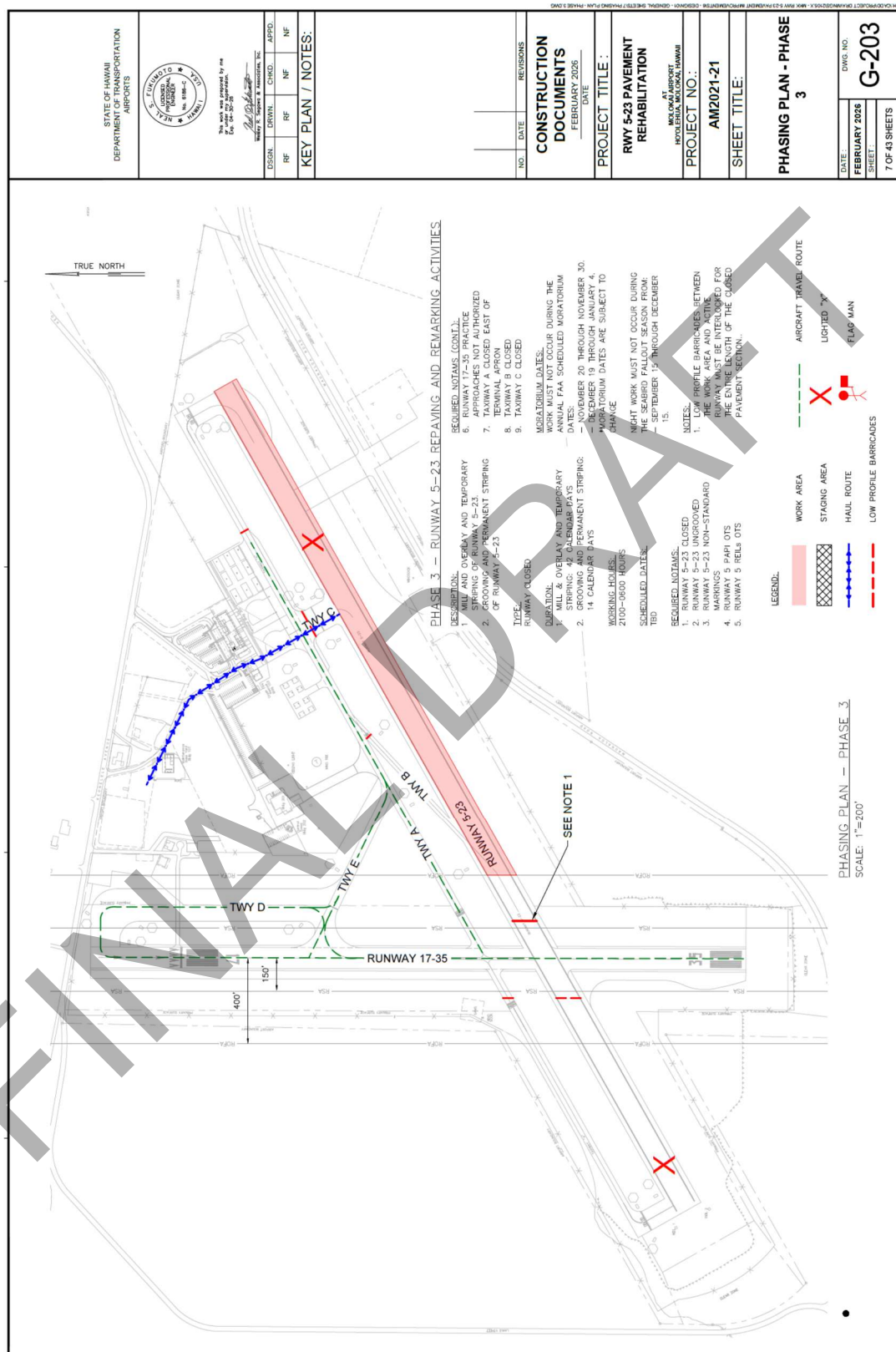
- September 15 through December 15.

Notes:

1. Low profile barricades between the work area and active runway must be interlocked for the entire length of the closed pavement section.

Discussion Points:

1. FOD Management plan included in the narrative and specs not on CSPP.



Phase 4 (Figure 6: Phasing Plan – Phase 4)

Description:

1. Mill and overlay and temporary striping of Runway 5-23.
2. Grooving and permanent striping of Runway 5-23.

Type:

Runway closed

Duration:

1. Mill and overlay and temporary striping: 21 calendar days
2. Grooving and permanent striping: 7 calendar days

Working Hours:

2100 – 0500 Hours

Scheduled Dates:

TBD

Required NOTAMS:

1. Runway 5-23 Closed
2. Runway 5-23 Ungrooved
3. Runway 5-23 Non-Standard Markings
4. Runway 5 PAPI OTS
5. Runway 5 REILs OTS
6. Runway 17-35 Practice approaches not authorized
7. Taxiway A closed East of terminal apron
8. Taxiway B Closed
9. Taxiway C Closed
10. Taxiway D Closed
11. 1 Hour PPR Required for Hawaii Life Flight helicopter arrivals and departures. Contact: (808) xxx-xxxx.
12. 4 hour PPR Required for Hawaii Life Flight fixed wing arrivals and departures. Contact: (808) xxx-xxxx.

Moratorium Dates:

Work must not occur during the annual FAA scheduled Moratorium dates:

- November 20 through November 30.
- December 19 through January 4.

*Moratorium dates are subject to change

Night work must not occur during the Seabird Season from:

- September 15 through December 15.

Notes:

1. Emergency Hawaii Life Flight Helicopter and fixed wing operations are active in this phase. In the event of an emergency helicopter flight, Hawaii Life Flight will contact the CM 1 hour before arrival or departure for approval. In the event of an approved helicopter flight, the contractor must clear the apron and terminal road to make way for the patient transfer.
2. In the event of an approved fixed wing flight, Hawaii Life Flight will contact the CM 4 hours before arrival or departure for approval. The contractor must restore the runway pavement to operational condition, clean up and pass FOD check, and reopen the runway to air traffic.
3. The contractor must notify Hawaii Life Flight, Kamaka Air, FedEx, and other airport stakeholders of the runway intersection 7 days prior to the start of Phase 4.

Discussion Points:

1. Work hours requested to open at 0500 to allow mail delivery by 0700.

Phase 5 (Figure 7: Phasing Plan – Phase 5)

Description:

Installation of new airfield sign housing and base

Type:

Runway closure

Duration:

5 Calendar days

Working Hours:

2100 – 0600 hours

Scheduled Dates:

TBD

Required NOTAMS:

1. Runway 17-35 closed
2. Taxiway D closed from North Ramp to Runway 17-35
3. Taxiway E closed from TWY D to Runway 17-35

Moratorium Dates:

Work must not occur during the annual FAA scheduled Moratorium dates:

- November 20 through November 30.
- December 19 through January 4.

*Moratorium dates are subject to change

Night work must not occur during the Seabird Season from:

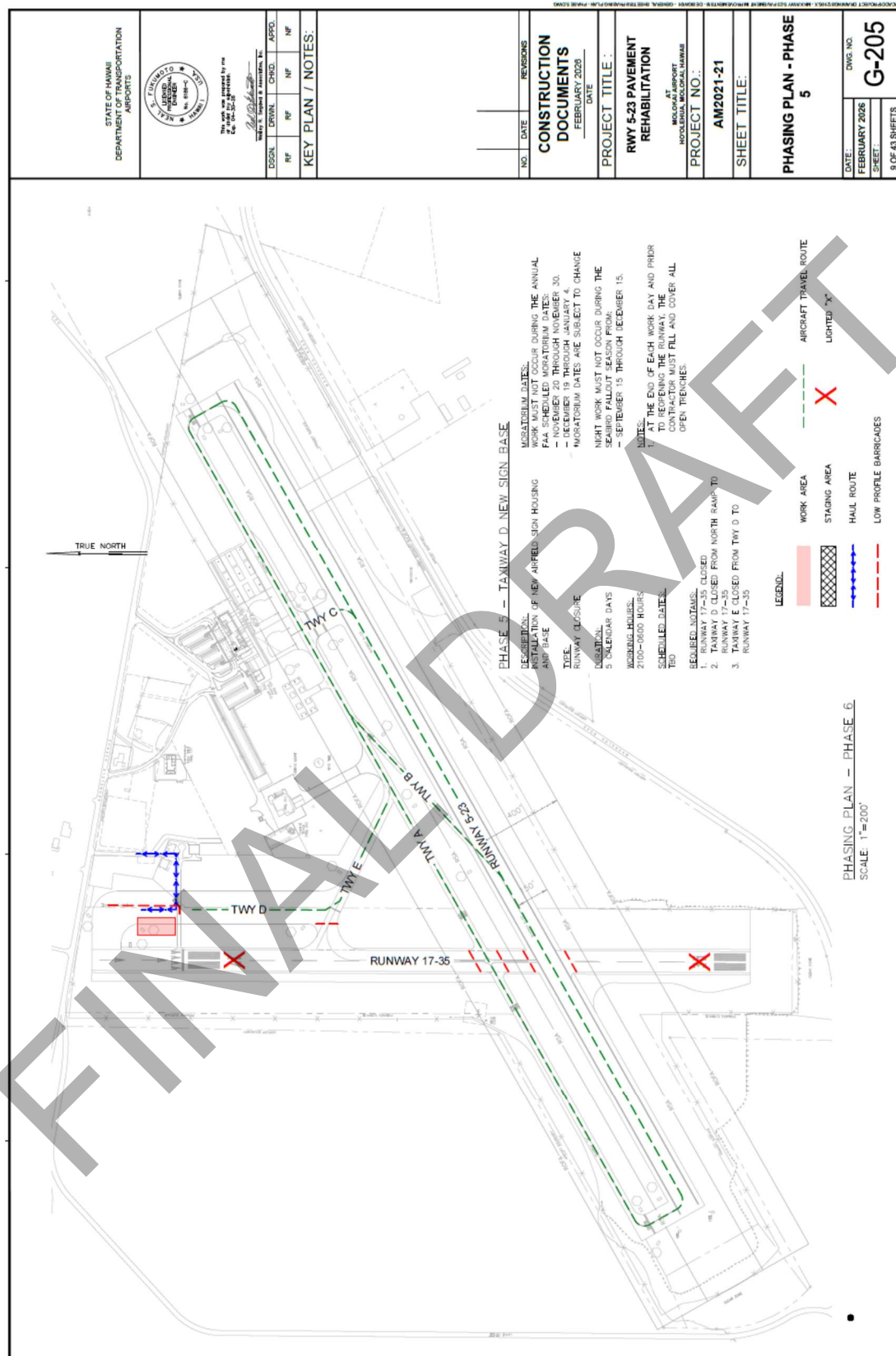
- September 15 through December 15.

Notes:

1. At the end of each workday and prior to reopening the runway, the contractor must fill and cover all open trenches

Discussion Points:

1. Kamaka Air ramp will be unaffected.



Phase 6 (Figure 8: Phasing Plan – Phase 6)

Description:

Airfield sign panel nomenclature change

Type:

Runway closure

Duration:

1 calendar day

Working Hours:

2100 – 0500 Hours

Scheduled Dates:

TBD

Required NOTAMS:

1. Runway 5-23 Closed
2. Runway 5 PAPI OTS
3. Runway 5 REILs OTS
4. Runway 17-35 Closed
5. Taxiway A Closed
6. Taxiway B Closed
7. Taxiway C Closed
8. Taxiway D Closed
9. 1 Hour PPR Required for Hawaii Life Flight helicopter and fixed wing arrivals and departures. Contact (808) xxx-xxxx

Moratorium Dates:

Work must not occur during the annual FAA scheduled Moratorium dates:

- November 20 through November 30.
- December 19 through January 4.

*Moratorium dates are subject to change

Night work must not occur during the Seabird Season from:

- September 15 through December 15.

Notes:

1. Emergency Hawaii Life Flight Helicopter and fixed wing operations are active in this phase. In the event of an emergency, Hawaii Life Flight will contact the CM 1 hour before arrival or departure for approval. In the event of an approved flight, the contractor must pass a FOD check, reopen the runway, and clear the apron and terminal road to make way for patient transfer.
2. Prior to the start of Phase 6 the contractor must coordinate with the airport to update all relevant airport maps and reference documents with the nomenclature change.

Discussion Points:

1. FAA publication dates for taxiway nomenclature changes are 2/18/27 or 4/17/27.

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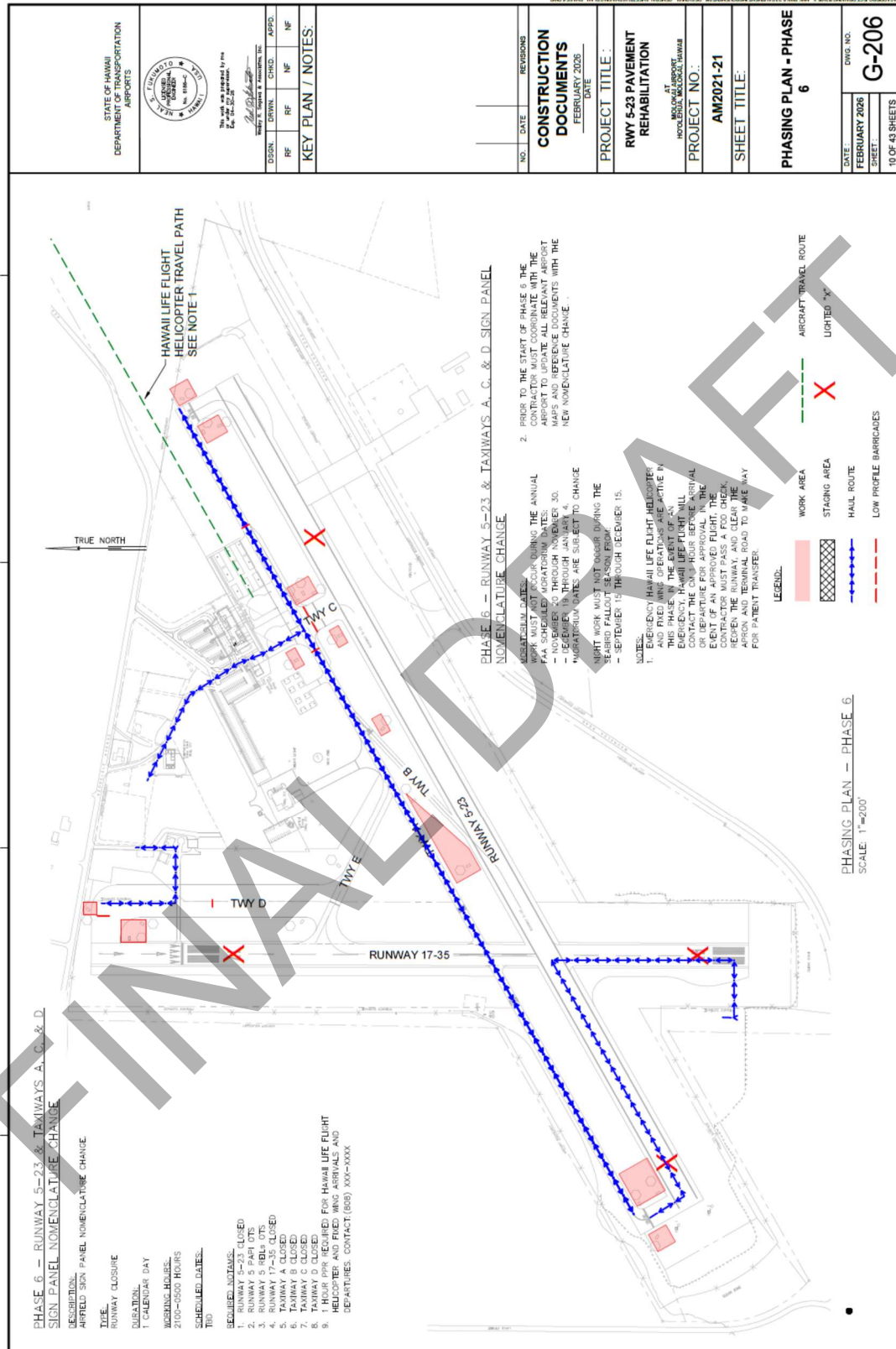


Figure 8: Phasing Plan - Phase 6

Section 3 – Safety Risk Management Planning and Impacted Organizations

The Safety Risk Management Panel met on February 03, 2026, to assess the proposed change to the National Airspace System (NAS) and associated hazards. The facilitator worked with the HNL ADO Program Manager to identify SRMP members, Subject Matter Experts (SMEs), and obtained concurrence prior to sending out calendar invitations. All FAA Lines of Business and Molokai Airport stakeholders were included in the invitation. Table 3 presents the list of panel meeting participants for this panel meeting. The sign-in sheets can be found in Appendix E.

Table 3: SRM Panel Members, Subject Matter Experts, Meeting Attendees

Panel Member	Organization, Position/Title	E-mail
Rachel Look	FAA HNL ADO	rachel.k.look@faa.gov
William Brown	FAA HNL ADO	william.j.brown@faa.gov
Eric Korpi	MKK ATCT	mkk@rvainc.com
Antone Kalilikane	DOT-A MKK	antone.k.kalilikane@hawaii.gov
Sonny DaSilva	Kamaka Air	sonny@kamakaair.com

SME	Organization, Position/Title	E-mail
Wade, Kathy	HDOT-A Maui Dist.	kathleen.n.wade@hawaii.gov
Castardo, Mona-Lisa	HDOT-A Maui Dist.	mona-lisa.l.castardo@hawaii.gov
Tom, Susan	HDOT-A SMS	susan.w.tom@hawaii.gov
Fu, James	HDOT-A AIR-EA	james.fu2@hawaii.gov
Ross, Roger	HDOT-A AIR-EA	roger.r.ross@hawaii.gov
Mayer, Keani	HDOT-A SMS	keani.ml.mayer@hawaii.gov
Sitko, Henry	HDOT-A SMS	henry.g.sitko@hawaii.gov
Shoga, Hana	Parsons	hana.shoga@parsons.com
Quarrie, Sean	Parsons	sean.quarrie@parsons.com
Dunckel, Sean	AECOM	sean.dunckel@aecom.com
Branamunoz, Mary	AECOM	mary.branamunoz@aecom.com
Furushima, Reyn	WRSAsolutions	reyn@wrsasolutions.com
Fukumoto, Neal	WRSAsolutions	neal@wrsasolutions.com
Garcia, Greg	WRSAsolutions	greg@wrsasolutions.com
MKK Tower	MKK ATCT	mkk@rvainc.com
Watanabe, Kandyce	FAA HNL ADO	kandyce.watanabe@faa.gov
Evans, Kimberly	FAA HNL ADO	kimberly.evans@faa.gov
Drakes, Sylvan	FAA Flight Procedures	sylvan.drakes@faa.gov
Morales, Fernando	FAA RSO	fernando.morales@faa.gov
Delmendo, Perfecto	AvAirPros	p.delmendo@avairpros.com
Tarpey, Jeff	AvAirPros	j.tarpey@avairpros.com
McKoy, Gary	Surf Air	gary.mckoy@surfair.com

Facilitation Team	Organization, Position/Title	E-mail
Dawn Ward	Base Management, Co-Facilitator	dawn@basesgrp.com
Steve Wong	Base Management, Co-Facilitator	steve@basesgrp.com
Remington Fox	Base Management, Co-Facilitator	remi@basesgrp.com
Shailyn Menino	Base Management, Tech Writer	shailyn@basesgrp.com

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Section 4 – Assumptions

Assumptions are established in this section to define the baseline conditions, existing controls, and operating expectations which the SRMP conducted its evaluation. Because the SRM process requires a clear and consistent understanding of the environment in which hazards may occur, assumptions help ensure that all stakeholders apply the same baseline conditions when identifying hazards, analyzing risk, and determining the effectiveness of existing or proposed controls. These assumptions also provide a better understanding regarding the constraints, operational norms, and procedural expectations that the panel relied on in its analysis. By documenting these assumptions, the SRMP ensures that the risk assessment remains traceable, repeatable, and aligned with the airfield's current practices and regulatory requirements.

1. All existing controls are in place.
2. Continuous incursion monitoring and outreach efforts will continue by the Airport and local FAA offices.
3. No anticipated increase in commercial service, cargo, general aviation and military operations during construction period.
4. No planned equipment upgrades in NAVAIDs or communication systems by the FAA.
5. Radio personnel will be onsite during construction.
6. Work will not be allowed on the airfield unless an approved CSPP is on file.
7. Ongoing construction meetings will address operations during upcoming phases to ensure attendee awareness of impending construction work and associated operational impacts, including runway and taxiway section closures.
8. Barricade phasing and schedules will be provided to affected parties including the airlines, ATCT, contractor, CM, and District Ops, ARFF via periodic construction meetings, informational meetings, and email.
9. Construction vehicle routes, flaggers and barricades will be reviewed as indicated in the CSPP prior to the start of each construction phase.
10. Construction areas will be clearly marked with lighted low-profile barricades that will be weighted down properly.
11. Controllers, pilots, and vehicle operators will be briefed on runway and taxiway changes, closures, and procedures.
12. FOD checks will be completed by construction and airport personnel when movement areas are used.
13. NOTAMs will be issued for each phase as indicated on the phasing sheets.
14. Minimize changes to CSPP/schedule.
15. Coordination with ongoing projects.
16. Airport Sponsor Strategic Event Submission Form (FAA Form 6000-26) will be submitted 45 days prior to the event.

website:

https://oeaaa.faa.gov/downloads/AIRPORT_SPONSOR_STRATEGIC_EVENT_SUBMISSION_FORM.pdf.

17. All applicable 7460-1 airspace determinations will be completed prior to commencement of airfield work. Post construction, 7460-2 filing will be completed for permanent structures by the contractor.
18. Tower to submit construction activity no later than 30-days prior to start of project to email: 9-AJA-ConstructionCouncil@faa.gov.
19. Shutdown/Restore of NAVAIDs has a Reimbursable Agreement with FAA Western Service Center.
20. All construction personnel will receive MKK Movement Area Training prior to initial performance of duties.
21. CM will have a copy of the latest approved CSPP during time of the construction.
22. If runway reopening is delayed, the CM will notify the MKK AOM III with a 1-hour notice at (808)-281-9898. The MKK AOM III will notify FAA Tech ops, and Kamaka Airlines (808)-321-3837.
23. Anything longer than 3 months, drivers will be required to renew Movement Area training.

Section 5 – Phase 1: System Description

Section 5 provides the current and near-future projects and operational activities anticipated at Molokai Airport (MKK) that were evaluated for their potential cumulative impacts on overall airfield operations. These ongoing and upcoming efforts—including maintenance activities, Capital Improvement Program (CIP) projects, and other airfield-related work—were reviewed to determine whether they could overlap with construction activities associated with the MKK Runway 5-23 Rehab Project. By identifying these concurrent initiatives, the Safety Risk Management Panel (SRMP) ensured that any combined operational effects were considered when assessing system-state changes, potential interactions with construction activities, and any resulting safety risks.

This project is anticipated to begin construction in January 2027, with an expected completion date of March 2027. Shown below are the current and near future projects and events anticipated to occur at MKK that were considered for potential cumulative impacts to airfield operations.

Current CIP Projects at Airport

1. MKK Runway 17-35 Rehab anticipated to finish Mid-August 2026. (On-going)

Upcoming CIP Projects at Airport

1. Runway 5/23: Phase 2 ESA (Environmental Site Assessment).
 - i. Relates to RSA at MKK due to old AC pavement that is in the safety areas. (Will be coordinated with field investigation work)
2. Runway 5/23: Grade RSA and Drainage/Ponding near TWY A and ARFF Driveway

The SRMP determined that these projects are not expected to have any significant impacts with the MKK Runway 5-23 Rehabilitation project.

Section 6 – Phase 2: Identified Hazards

Identification of hazards in this step considers all reasonably possible sources of hazards. According to Order 5200.11, a hazard is any existing or potential condition that can lead to injury, illness, or death to people; damage or loss of a system, equipment, or property; or damage to the environment. A hazard is a condition that is a prerequisite of an accident or incident.

During this hazard identification stage, the facilitator began by providing the panel members with some ground rules listed in Appendix G and reminded the group that, “the absence of an answer is understood as agreement.” The SRM Panel Meeting is the venue to vet out all safety concerns related to this project.

The design consultant (WRSA) completed their presentation of the CSPP exhibits and the facilitator provided the Panel Members with a briefing on the brainstorming process. The development of the Preliminary Hazard List (PHL) allowed all panel members to list their presumed safety concerns based upon their background and subject matter expertise.

During the February 3, 2026, SRA Panel meeting, the facilitation team reviewed the draft PHL from the second PreSRA meeting held on November 5, 2025, with the SRMP and obtained concurrence on the PHL. The Panel Members confirmed that no additional potential hazards were identified beyond those documented in the Preliminary Hazard List, found in Appendix A.

The SRMP identified six (6) preliminary potential hazards as a result of the brainstorming process. Further review of the PHL, the SRMP categorized each potential hazard as a Cause, Hazard or Effect.

The SRMP populated the PHA with the six (6) preliminary potential hazards for risk analysis. As the SRMP evaluated the preliminary potential hazards, they determined that five (5) hazards were credible and warranted further evaluation in the Preliminary Hazard Analysis (PHA) worksheet, found in Appendix B. One (1) potential hazard (HZ-5) was categorized as a Cause for other hazards and was accepted by the SRMP for removal. Table 4 shown below illustrates the SRMP evaluation.

Table 4: List of Hazards and the Associated System State and Effects

(1) Hazard ID	(2) Hazard Description	(4) System State	(7) Effects
XYZ-1	Condition, real or potential; can cause injury, illness, etc. Pre-requisite for accident or incident	Conditions, characterized by quantities or qualities, in which a system can exist; worst credible	Potential outcome or harm of the hazard if it occurs in the defined system state
MKK-RWY-5-23-REHAB: HZ-1	Pilot Loss of Situational Awareness (LOSA)	All Phases	Wrong runway landing -LOSA for airport users and pilots -Runway Incursion (Aircraft or Vehicle)

			-Not reading the NOTAMs -Aircraft colliding with a vehicle -Taking off on the wrong runway -Runway excursion
MKK-RWY-5-23-REHAB: HZ-2	Vehicle Loss of Situational Awareness (LOSA)	All Phases	-LOSA for airport users and pilots -Runway Incursion (Aircraft or Vehicle) -Not reading the NOTAMs -Aircraft colliding with a vehicle -Runway excursion
MKK-RWY-5-23-REHAB: HZ-3	Contractor/Pedestrian Loss of Situational Awareness (LOSA)	All Phases	-LOSA for airport users and pilots -Runway Incursion (Aircraft or Vehicle) -Not reading the NOTAMs -Aircraft colliding with a vehicle -Runway excursion
MKK-RWY-5-23-REHAB: HZ-4	Foreign Object Debris (FOD)	All Phases	-Damage to aircraft -Personal injury -Damage to vehicle
MKK-RWY-5-23-REHAB: HZ-5 (REMOVED)	Communication Between Ground and CTAF	N/A	N/A
MKK-RWY-5-23-REHAB: HZ-6	Increase of Wildlife	All Phases	- Injury to personnel -Equipment Damage -Bird Strike -Aircraft Damage -Loss of Birds

During the SRMP PHA discussion, the following hazards were determined to be uncontrollable events occurring independently or in combination, resulting in a hazard or failure. The SRMP agreed to remove these hazards as they were either recategorized and analyzed as an “Cause” or “Effect” in the PHA. There were no objections in the SRMP, and these were captured under the hazards that were evaluated.

- ❖ Hazard ID: MKK-RWY-5-23-REHAB: HZ-5, Communication Between Ground and CTAF. The SRMP initially identified this condition as a potential hazard. Following further discussion and evaluation during the PHA process, the SRMP concluded that it is more appropriately categorized as a Cause for Pilot and Contractor/Pedestrian Loss of Situational Awareness (LOSA) and was therefore removed from the hazard list.

This panel used the PHA tool/technique provided in the ARP Desk Reference for the MKK Runway 5-23 Rehabilitation CSPP. The PHA provided the panel members with an initial overview of the hazards present in the overall flow of the operation in this proposed change.

Description of Hazards

This step focuses on hazard identification, including further analysis to assist panel members in analyzing the safety risks. The facilitator cultivated discussions to ensure the panel considered all credible sources of system failure, including equipment, human factors, operational procedures, maintenance procedures, and external services.

The facilitator initiated the functional brainstorming technique as a tool to systematically identify hazards as the panel developed the PHL. During the brainstorming session, the group compiled a list of potential hazards associated with the project and provided the basis for the Preliminary Hazard Analysis (PHA).

During the hazard identification stage, the panel identified potential safety Hazards, their possible Causes, and corresponding Effects. The technical writer documented these discussions in the PHA. After each section, the facilitator obtained concurrence from the panel members to ensure all documentation was accurate.

The following sections summarize each identified hazard, along with its associated Causes and Effects, as captured in the Preliminary Hazard Analysis (PHA) worksheet, found in Appendix B for the proposed project.

MKK-RWY-5-23-REHAB: HZ-1 Pilot Loss of Situational Awareness (LOSA)

(All Phases of Construction)

The SRMP determined that Pilot Loss of Situational Awareness (LOSA) is a hazard. This hazard exists during all phases of construction. Events that result in this hazard or failure as documented in Column 3 (Causes) of the PHA worksheet include:

- Miscommunication
- Loss of radio
- Non-standard airfield marking
- Not reading NOTAMs
- Not paying attention, distracted
- Not starting or ending on time.
- Communication between ground and CTAF.
- Improper barricades/markings in place.
- Continuation/expectation bias

The existing controls identified in Column 5 of the PHA worksheet represent control measures currently in place to manage this hazard and mitigate its effects. They are as follows:

- AC 150/5200 – 28, NOTAMs for Airport Operators
- AC 150/5210 – 20, Ground Vehicle Operations on Airports
- AC 150/5210 – 24, Airport Foreign Object Debris Management
- AC 150/5210 – 5, Painting, Marking, Lighting of Vehicles Used on Airport
- AC 150/5300 – 13, Airport Design
- AC 150/5340 – 1, Standards for Airport Markings
- AC 150/5340 – 18, Standards for Airport Sign Systems
- AC 150/5340 – 30, Design and Installation Details for Airport Visual Aids
- AC 150/5345 – 44, Specifications for Runway and Taxiway Signs
- AC 150/5345 – 46, Specifications for Runway and Taxiway Lighting Fixtures
- AC 150/5345 – 53, Airport Lighting Equipment Certification Program
- AC 150/5345 – 55, Specification for L-893, Lighted Visual Aid to indicate Temporary Runway Closure
- AC 150/5370 – 2, Operational Safety on Airports During Construction
- FAR Part 139, Regulations/Airport
- JO 7400.2, Handling Airspace Matters Procedures
- SOP, Standard Operating Procedure
- ATIS, Automated Terminal Information System
- Pilot Training
- Controller Training
- Airfield Driver Training
- Access Control Training
- Pilot Intervention
- Controller Intervention
- ATC Scanning
- Airfield Operations Monitoring
- Radio Frequency Monitoring
- NOTAM, Notice to Airmen
- Charts, Aeronautical, Jeppesen charts
- AFD, Airport/Facility Directory
- AIM, Aeronautical Information Manual
- CRM, Crew Resource Management
- CSPP, Construction Safety and Phasing Plan
- Automated CNDs, Airport Construction Notices
- AWOS

- Weekly Project Construction Meetings

The SRMP identified seven (7) possible effects and determined that a runway incursion (aircraft or vehicle) represents the worst credible potential outcome or harm of the hazard if it occurs in the defined system state. This hazard was analyzed by the SRMP and the results are documented in Section 7.

MKK-RWY-5-23-REHAB: HZ-2 Vehicle Loss of Situational Awareness (LOSA)

(All Phases of Construction)

The SRMP determined that Vehicle Loss of Situational Awareness (LOSA) is a hazard. This hazard exists during all phases of construction. Events that result in this hazard or failure as documented in Column 3 (Causes) of the PHA worksheet include:

- Miscommunication
- Loss of radio
- Non-standard airfield marking
- Not reading NOTAMs
- Not paying attention, distracted
- Not starting or ending on time.
- Communication between ground and CTAF.
- Improper barricades/markings in place.
- Continuation/expectation bias

The existing controls identified in Column 5 of the PHA worksheet represent control measures currently in place to manage this hazard and mitigate its effects. They are as follows:

- AC 150/5200 – 18, Airport Safety Self Inspection
- AC 150/5200 – 28, NOTAMs for Airport Operators
- AC 150/5210 – 20, Ground Vehicle Operations on Airports
- AC 150/5210 – 24, Airport Foreign Object Debris Management
- AC 150/5210 – 5, Painting, Marking, Lighting of Vehicles Used on Airport
- AC 150/5300 – 13, Airport Design
- AC 150/5340 – 1, Standards for Airport Markings
- AC 150/5340 – 18, Standards for Airport Sign Systems
- AC 150/5340 – 30, Design and Installation Details for Airport Visual Aids
- AC 150/5345 – 44, Specifications for Runway and Taxiway Signs
- AC 150/5345 – 46, Specifications for Runway and Taxiway Lighting Fixtures
- AC 150/5345 – 53, Airport Lighting Equipment Certification Program
- AC 150/5345 – 55, Specification for L-893, Lighted Visual Aid to indicate Temporary Runway Closure
- AC 150/5370 – 2, Operational Safety on Airports During Construction

- FAR Part 139, Regulations/Airport
- JO 7400.2, Handling Airspace Matters Procedures
- SOP, Standard Operating Procedure
- ATIS, Automated Terminal Information System
- Controller Training
- Airfield Driver Training
- Access Control Training
- Pilot Intervention
- Controller Intervention
- ATC Scanning
- Airfield Operations Monitoring
- Radio Frequency Monitoring
- NOTAM, Notice to Airmen
- Charts, Aeronautical, Jeppesen charts
- AFD, Airport/Facility Directory
- AIM, Aeronautical Information Manual
- CRM, Crew Resource Management
- CSPP, Construction Safety and Phasing Plan
- Automated CNDs, Airport Construction Notices
- AWOS
- Weekly Project Construction Meetings

The SRMP identified five (5) possible effects and determined that a runway incursion (aircraft or vehicle) represents the worst credible potential outcome or harm of the hazard if it occurs in the defined system state. This hazard was analyzed by the SRMP and the results are documented in Section 7.

MKK-RWY-5-23-REHAB: HZ-3

Contractor/Pedestrian Loss of Situational Awareness (LOSA)

(All Phases of Construction)

The SRMP determined that Contractor/Pedestrian Loss of Situational Awareness (LOSA) is a hazard. This hazard exists during all phases of construction. Events that result in this hazard or failure as documented in Column 3 (Causes) of the PHA worksheet include:

- Miscommunication
- Airport familiarity
- Not paying attention/distracted
- Continuation/expectation bias

The existing controls identified in Column 5 of the PHA worksheet represent control measures currently in place to manage this hazard and mitigate its effects. They are as follows:

- AC 150/5200 –18, Airport Safety Self Inspection
- AC 150/5200 – 28, NOTAMs for Airport Operators
- AC 150/5210 – 20, Ground Vehicle Operations on Airports
- AC 150/5210 – 24, Airport Foreign Object Debris Management
- AC 150/5210 – 5, Painting, Marking, Lighting of Vehicles Used on Airport
- AC 150/5340 – 1, Standards for Airport Markings
- AC 150/5340 – 18, Standards for Airport Sign Systems
- AC 150/5345 – 44, Specifications for Runway and Taxiway Signs
- AC 150/5345 – 46, Specifications for Runway and Taxiway Lighting Fixtures
- AC 150/5370 – 2, Operational Safety on Airports During Construction
- FAR Part 139, Regulations/Airport
- Airfield Driver Training
- Access Control Training
- Airfield Operations Monitoring
- Operational Supervision
- Radio Frequency Monitoring
- NOTAM, Notice to Airmen
- Daily Briefings/Notes
- CSPP, Construction Safety and Phasing Plan
- Weekly Project Construction Meetings

The SRMP identified five (5) possible effects and determined that a runway incursion (aircraft or vehicle) represents the worst credible potential outcome or harm of the hazard if it occurs in the defined system state. This hazard was analyzed by the SRMP and the results are documented in Section 7.

MKK-RWY-5-23-REHAB: HZ-4 FOD (Foreign Object Debris)

(All Phases of Construction)

The SRMP determined that FOD (Foreign Object Debris) is a hazard. This hazard exists during all phases of construction. Events that result in this hazard or failure as documented in Column 3 (Causes) of the PHA worksheet include:

- Things falling off construction vehicles/equipment
- Increase construction activity
- Ineffective post construction inspections

The existing controls identified in Column 5 of the PHA worksheet represent control measures currently in place to manage this hazard and mitigate its effects. They are as follows:

- AC 150/5200 –18, Airport Safety Self Inspection
- AC 150/5210 – 20, Ground Vehicle Operations on Airports
- AC 150/5210 – 24, Airport Foreign Object Debris Management
- AC 150/5370 – 2, Operational Safety on Airports During Construction
- FAR Part 139, Regulations/Airport
- ACAC Checklist, Airport Construction Advisory Council
- SOP, Standard Operating Procedure
- Airfield Driver Training
- Airfield Operations Monitoring
- Operational Supervision
- CSPP, Construction Safety and Phasing Plan
- Weekly Project Construction Meetings

The SRMP identified three (3) possible effects and determined that a personal injury represents the worst credible potential outcome or harm of the hazard if it occurs in the defined system state. This hazard was analyzed by the SRMP and the results are documented in Section 7.

MKK-RWY-5-23-REHAB: HZ-5 Communication Between Ground and CTAF

(Removed)

The SRMP initially determined communication between ground and CTAF as a hazard, however, through discussion, they agreed to remove this as hazard as this condition is more appropriately documented as a Cause of Pilot and Contractor/Pedestrian Loss of Situational Awareness (LOSA). Therefore, this was removed as a hazard in the PHA.

MKK-RWY-5-23-REHAB: HZ-6 Increase of Wildlife

(All Phases of Construction)

The SRMP determined that increase of wildlife is a hazard. This hazard exists during all phases of construction. Events that result in this hazard or failure as documented in Column 3 (Causes) of the PHA worksheet include:

- Work Lighting (attractant)
- Disturbing habitat
- Increased construction work, increase food available
- Ground disturbances

The existing controls identified in Column 5 of the PHA worksheet represent control measures currently in place to manage this hazard and mitigate its effects. They are as follows:

- AC 150/5200 –18, Airport Safety Self Inspection
- AC 150/5200 – 28, NOTAMs for Airport Operators
- AC 150/5345 – 53, Airport Lighting Equipment Certification Program
- AC 150/5370 – 2, Operational Safety on Airports During Construction
- FAR Part 139, Regulations/Airport
- Airfield Operations Monitoring
- Operational Supervision
- CSPP, Construction Safety and Phasing Plan

The SRMP identified five (5) possible effects and determined that injury to personnel represents the worst credible potential outcome or harm of the hazard if it occurs in the defined system state. This hazard was analyzed by the SRMP and the results are documented in Section 7.

Section 7 – Phases 3 & 4: Hazard Analysis and Risks Assessed

To ensure a thorough examination of hazards, the SRMP's methodology for risk analysis was based on the Five-Step SRM process detailed in FAA Order 5200.11.

1. Describe the System
2. Identify Hazards
3. Analyze Risk
4. Assess Level of Risk
5. Mitigation Actions

Risk Analysis

The objective of this step is to determine the initial safety risk associated with the effects of each identified hazard. Safety risk is defined as the combination of the predicted severity and the likelihood of a hazard's potential effects in the worst credible system state. This assessment also considers existing controls that are in place to help mitigate risk to an acceptable level.

The Effect is defined as the potential outcome or harm that may result if the hazard occurs within the defined system state.

The Preliminary Hazard Assessment (PHA) worksheet was developed to systematically record the Hazards, Causes, System States, Existing Controls, Possible Effects, Severity and Likelihood Rationale, Initial Risk, Proposed Mitigation Measures for the hazard, who has the Responsibility to Implement the Mitigation(s), and the Predicted Residual Risk with the additional mitigation measures being implemented. The completed PHA is found in Appendix B.

Risk Assessment

The objective of this step is to determine the acceptability of the safety risk level. This Risk Assessment is the process of combining the impacts of risk elements identified during risk analysis and comparing them against defined acceptability criteria. It may include consolidating risks into risks sets that can be jointly mitigated, combined, and used to support decision making. FAA Order 5200.1 defines risk as the composite of predicted severity and likelihood of the potential effects of a hazard in the worst credible system state.

Each hazard was evaluated using two factors. First, severity was determined in accordance with Table 5, followed by an assessment of likelihood using Table 6. The Safety Risk Management Panel (SRMP) identified the severity and likelihood of each hazard based on its worst credible effect, as described above. These materials were provided to panel members as part of the complete SRMP Panel Packet, included in Appendix C. Individual severity and likelihood ratings submitted by each panel member are documented in Appendix D.

Severity represents the potential consequences or impact of a hazard in terms of the degree of loss or harm. It reflects a prediction of how severe the outcome may be if the hazard occurs. While a single hazard may result in multiple potential outcomes, severity is evaluated based on the worst credible outcome. If the SRMP elects to evaluate multiple credible outcomes (Effect), those evaluations are documented accordingly.

Likelihood is the estimated probability or frequency, expressed quantitatively or qualitatively, of the outcome(s) associated with a hazard. It represents how often the outcome of a hazard is predicted to occur in the future.

The SRMP plotted the severity and likelihood for each hazard's worst credible outcome on the FAA predictive risk matrix (Figure 9). The SRMP then reviewed where the hazards lie within the three risk categories – low, medium or high – indicating the 'initial' risk level for each hazard.

Low Risk (green): Acceptable without restriction and requires FAA Local Airport Division signature. Low-risk hazards do not need active management but must be recorded in the SRM documentation.

Medium Risk (yellow): Acceptable within the ARP SMS and requires FAA Regional signatures. Medium-risk hazards may proceed, provided the risk is tracked and actively managed.

High Risk (red): Unacceptable with the ARP SMS without mitigation. If an initial hazard falls in the high-risk region, FAA Order 5200.11A requires mitigation. The proposal cannot proceed until the hazard is reduced to medium or low risk, and the ARP Safety Review Board recommends the ARP-1 approved the mitigations. Initial high-risk hazards with mitigations also requires FAA Headquarters signature. In all cases, the ARMP SMS mandates tracking and management of high-risk hazards and their control.

The Risk Matrix provides a visual depiction of the safety risk and enables prioritization in hazard control. The Risk Matrix shown in Figure 9 is referenced from FAA Order 8040.4C Safety Risk Management Policy.

Severity Likelihood	Minimal 5	Minor 4	Major 3	Hazardous 2	Catastrophic 1
Frequent A					
Infrequent B					
Extremely Infrequent C					
Remote D		-MKK-RWY-5-23- REHAB: HZ-2 -MKK-RWY-5-23- REHAB: HZ-3 -MKK-RWY-5-23- REHAB: HZ-4	-MKK-RWY-5-23- REHAB: HZ-1 -MKK-RWY-5-23- REHAB: HZ-6		
Extremely Remote E					
Improbable F					
Extremely Improbable G					

Figure 9: Risk Matrix (Identical to Figure 1, Shown Here for Reference)

High Risk – Unacceptable
Medium Risk – Acceptable with Mitigation
Low Risk – Acceptable

The hazard analysis and risk assessments summarized below were developed using the methodology outlined in FAA Order 8040.4C, Appendix C. Table 5 presents the severity definitions, and Table 6 presents the likelihood definitions, which follow the hazard summaries.

MKK-RWY-5-23-REHAB: HZ-1 Pilot LOSA

Effect: Runway incursion

The SRMP analyzed and assessed this hazard by discussing the identified causes that could contribute to potential outcomes if the hazard occurs within the defined system state. The assessment was based on the worst credible effect, which was determined to be a Runway Incursion (Aircraft or Vehicle).

Using the severity and likelihood definitions established in FAA Order 8040.4C, Appendix C, the Safety Risk Management Panel (SRMP) assigned a severity rating of 3 – Major, based on the airport-related effects listed below:

- 1-2 serious injuries; or
- 3 or more minor injuries; or
- Substantial damage to manned aircraft; or
- Hull loss to unmanned aircraft weighing at least 55 pounds

In accordance with FAA Order 5200.11 likelihood definitions, the SRMP assigned a likelihood rating of D – Remote, defined as an event expected to occur one time every 1 year to more than one time every 10 years, whichever occurs sooner.

Based on these determinations, the hazard received an initial risk rating of 3D – Medium (Yellow).

The SRMP determined that existing controls and stakeholder notifications are sufficient, and no additional mitigation or further evaluation is required.

MKK-RWY-5-23-REHAB: HZ-2 Vehicle LOSA

Effect: Runway incursion

The SRMP analyzed and assessed this hazard by discussing the identified causes that could contribute to potential outcomes if the hazard occurs within the defined system state. The assessment was based on the worst credible effect, which was determined to be a Runway Incursion (Aircraft or Vehicle).

Using the severity and likelihood definitions established in FAA Order 8040.4C, Appendix C, the Safety Risk Management Panel (SRMP) assigned a severity rating of 4 – Minor, based on the airport-related effects listed below:

- 1-2 minor injuries; or
- Minor damage to manned aircraft; or

- Substantial damage to unmanned aircraft weighing at least 55 pounds

In accordance with FAA Order 5200.11 likelihood definitions, the SRMP assigned a likelihood rating of D – Remote, defined as an event expected to occur one time every 1 year to more than one time every 10 years, whichever occurs sooner.

Based on these determinations, the hazard received an initial risk rating of 4D – Medium (Yellow).

The SRMP determined that existing controls and stakeholder notifications are sufficient, and no additional mitigation or further evaluation is required.

MKK-RWY-5-23-REHAB: HZ-3 Contractor/Pedestrian LOSA

Effect: Runway incursion

The SRMP analyzed and assessed this hazard by discussing the identified causes that could contribute to potential outcomes if the hazard occurs within the defined system state. The assessment was based on the worst credible effect, which was determined to be a Runway Incursion (Aircraft or Vehicle).

Using the severity and likelihood definitions established in FAA Order 8040.4C, Appendix C, the Safety Risk Management Panel (SRMP) assigned a severity rating of 4 – Minor, based on the airport-related effects listed below:

- 1-2 minor injuries; or
- Minor damage to manned aircraft; or
- Substantial damage to unmanned aircraft weighing at least 55 pounds

In accordance with FAA Order 5200.11 likelihood definitions, the SRMP assigned a likelihood rating of D – Remote, defined as an event expected to occur one time every 1 year to more than one time every 10 years, whichever occurs sooner.

Based on these determinations, the hazard received an initial risk rating of 4D – Medium (Yellow).

The SRMP determined that existing controls and stakeholder notifications are sufficient, and no additional mitigation or further evaluation is required.

MKK-RWY-5-23-REHAB: HZ-4 FOD (Foreign Object Debris)

Effect: Personal Injury

The SRMP analyzed and assessed this hazard by discussing the identified causes that could contribute to potential outcomes if the hazard occurs within the defined system state. The assessment was based on the worst credible effect, which was determined to be Personal Injury.

Using the severity and likelihood definitions established in FAA Order 8040.4C, Appendix C, the Safety Risk Management Panel (SRMP) assigned a severity rating of 4 – Minor, based on the airport-related effects listed below:

- 1-2 minor injuries; or
- Minor damage to manned aircraft; or
- Substantial damage to unmanned aircraft weighing at least 55 pounds

In accordance with FAA Order 5200.11 likelihood definitions, the SRMP assigned a likelihood rating of D – Remote, defined as an event expected to occur one time every 1 year to more than one time every 10 years, whichever occurs sooner.

Based on these determinations, the hazard received an initial risk rating of 4D – Medium (Yellow).

The SRMP determined that existing controls and stakeholder notifications are sufficient, and no additional mitigation or further evaluation is required.

MKK-RWY-5-23-REHAB: HZ-6 Increase of Wildlife

Effect: Injury to Personnel

The SRMP analyzed and assessed this hazard by discussing the identified causes that could contribute to potential outcomes if the hazard occurs within the defined system state. The assessment was based on the worst credible effect, which was determined to be Injury to Personnel.

Using the severity and likelihood definitions established in FAA Order 8040.4C, Appendix C, the Safety Risk Management Panel (SRMP) assigned a severity rating of 3 – Major, based on the airport-related effects listed below:

- 1-2 serious injuries; or
- 3 or more minor injuries; or
- Substantial damage to manned aircraft; or
- Hull loss to unmanned aircraft weighing at least 55 pounds

In accordance with FAA Order 5200.11 likelihood definitions, the SRMP assigned a likelihood rating of D – Remote, defined as an event expected to occur one time every 1 year to more than one time every 10 years, whichever occurs sooner.

Based on these determinations, the hazard received an initial risk rating of 3D – Medium (Yellow).

The SRMP determined that existing controls and stakeholder notifications are sufficient, and no additional mitigation or further evaluation is required.

Table 5: Severity Definitions

Minimal 5	Minor 4	Major 3	Hazardous 2	Catastrophic 1
Negligible safety effect	An expected unintentional effect that includes any of the following: • 1-2 minor injuries • Minor damage to manned aircraft • Substantial damage** to unmanned aircraft weighing at least 55 pounds	An expected unintentional effect that includes any of the following: • 1-2 serious injuries** • 3 or more minor injuries • Substantial damage** to manned aircraft • Hull loss to unmanned aircraft weighing at least 55 pounds	An expected unintentional effect that includes any of the following: • 1-2 fatalities without manned aircraft hull loss • Manned aircraft hull loss without fatalities • 3 or more serious injuries**	An expected unintentional effect that includes any of the following: • 3 or more fatalities • Manned aircraft hull loss with at least 1 fatality

* Excludes commercial space flight vehicles, crew, and participants.

** SRM Teams may refer to 49 CFR § 830.2 for definitions of serious injury and substantial damage.

Table 6: Likelihood Definitions

Category	Less than	Greater than or Equal to
Frequent – A	1	1×10^{-5} (1 per 100,000)
Infrequent – B	1×10^{-5} (1 per 100,000)	1×10^{-6} (1 per 1,000,000)
Extremely Infrequent – C	1×10^{-6} (1 per 1,000,000)	1×10^{-7} (1 per 10,000,000)
Remote – D	1×10^{-7} (1 per 10,000,000)	1×10^{-8} (1 per 100,000,000)
Extremely Remote – E	1×10^{-8} (1 per 100,000,000)	1×10^{-9} (1 per 1,000,000,000)
Improbable – F	1×10^{-9} (1 per 1,000,000,000)	1×10^{-10} (1 per 10,000,000,000)
Extremely Improbable – G	1×10^{-10} (1 per 10,000,000,000)	0

Section 8 – Phase 5: Treatment of Risk / Mitigation of Hazards

The SRMP agreed that the following Hazards and associated Effects, which were rated with Medium Initial Risk ratings (3D), have existing controls in place to effectively manage the risks and no additional mitigation measures were required

- ❖ **MKK-RWY-5-23-REHAB: HZ-1, Pilot LOSA, Runway Incursion**
- ❖ **MKK-RWY-5-23-REHAB: HZ-6, Increase of Wildlife, Injury to Personnel**

The SRMP also agreed that the following Hazards and associated Effects, which were rated with Medium Initial Risk ratings (4D), have existing controls in place to effectively manage the risks and no additional mitigation measures were required

- ❖ **MKK-RWY-5-23-REHAB: HZ-2, Vehicle LOSA, Runway Incursion**
- ❖ **MKK-RWY-5-23-REHAB: HZ-3, Contractor/Pedestrian LOSA, Runway Incursion**
- ❖ **MKK-RWY-5-23-REHAB: HZ-4, FOD, Personal Injury**

During the SRMP PHA process, there were instances in which individual panel members assigned severity and/or likelihood ratings that differed from the majority consensus. These differences are documented in Table 7 and Appendix D, Dissenting Opinions. Panel members with the indicated yellow highlights under each Hazard ID, were offered the opportunity to submit written dissenting opinions in accordance with the FAA Office of Airports Safety Management System (SMS) Implementation Guidance and Desk Reference, Section 5.3.e.2, SRMD documentation. However, no written dissenting opinions were submitted.

Table 7: Initial Risk Dissenting Opinion Summary

	MKK-RWY-5-23-REHAB: HZ-1 Pilot LOSA		MKK-RWY-5-23-REHAB: HZ-2 Vehicle LOSA		MKK-RWY-5-23-REHAB: HZ-3 Contractor/Pedestrian LOSA	
Panel Member	Severity	Likelihood	Severity	Likelihood	Severity	Likelihood
Rachel Look	4	D	4	D	4	D
William Brown	3	D	3	D	3	D
Eric Korpi	3	E	4	D	4	D
Antone Kalilikane	4	D	4	D	4	D
Sonny Da Silva	3	D	4	D	4	D
Majority Rating	3	D	4	D	4	D
	3D - MEDIUM		4D - MEDIUM		4D - MEDIUM	

	MKK-RWY-5-23- REHAB: HZ-4 FOD		MKK-RWY-5-23- REHAB: HZ-6 Increase in Wildlife	
Panel Member	Severity	Likelihood	Severity	Likelihood
Rachel Look	4	D	4	D
William Brown	3	D	3	C
Eric Korpi	4	D	N/A	N/A
Antone Kalilikane	4	D	3	D
Sonny Da Silva	4	D	4	D
Majority Rating	4	D	3	D
	4D - MEDIUM		3D - MEDIUM	

Section 9 – Tracking and Monitoring Hazards

In accordance with the ARP SMS Desk Reference, hazards rated as low risk hazards (green) are acceptable without active management but must be recorded in the SRMD. Hazards rated as medium risk are acceptable within the ARP SMS, provided the proposal proceeds with appropriate tracking and active management of the associated risks.

These hazards documented within this SRMD, will be monitored by DOT-A as they progress through the design and construction SRA phases and addressed as necessary.

To support ongoing risk monitoring, the SRMP established safety performance targets to identify conditions that may trigger reconvening the panel. These targets include, but are not limited to, the definitions provided below. The SRMP will consider reconvening if a single incident occurs that falls with the 4-Minor severity category at any point during the MKK Runway 5-23 Rehabilitation project. The definitions below are from FAA Order 8040.4C, Appendix C, Hazard Severity Classification table, Minor-4 column, and are as follows:

- An unexpected unintentional effect that includes any of the following:
 - 1-2 minor injuries; or
 - Minor damage to manned aircraft; or
 - Substantial damage to unmanned aircraft weighing at least 55 pounds

Molokai Airport (MKK) Runway 5-23 Rehabilitation
Safety Risk Assessment (SRA) Panel Meeting

Draft Preliminary Hazard List

Categorization:

[H] = **Hazard**— any real or potential condition that can result in injury, illness, or death to people; damage to or loss of a system, equipment or property; or damage to the environment.

[C] = **Cause**— events occurring independently or in combination that result in a hazard or failure.

[E] = **Effect**— real or potential outcome or harm that could be created if the hazard occurs in the defined system state.

11/05/2025:

1. Antone Kailikane: None at this time
2. Eric Korpi: None at this time
3. Rachel Look: None at this time
4. William Brown: FOD [H], Pilot Loss of Situational Awareness (LOSA) [H/C/E], Contractor/Pedestrian LOSA [E/H], Vehicle LOSA [H/E]
5. Sonny Da Silva: flaggers communication on the radio to CTAF, ensuring they are monitoring radio for incoming or outgoing traffic.
 - a. **Communication between ground (CTAF) and aircraft.** [H/C (CONCERN: crossing active runway when tower is closed, ensure ground crews are aware and know how to use CTAF)]

02/03/2026

1. Antone Kailikane: Nothing to add
2. Eric Korpi: Nothing to add
3. Rachel Look: Nothing to add
4. William Brown: Increase in wildlife activity. [C/E/H]
5. Sonny Da Silva: Nothing to add

Preliminary Hazard Analysis (PHA) Worksheet

(1) Hazard ID	(2) Hazard Description	(3) Cause(s)	(4) System State(s)	(5) Existing Controls	(6) Justification / Supporting Data	(7) Effects	(8) Severity	(9) Severity Rationale	(10) Likelihood	(11) Likelihood Rationale	(12) Initial Risk	(13) Mitigation	(14) Mitigation Responsibility	(15) Predicted Residual Risk
XYZ-1	Condition, real or potential, can cause injury, illness, etc. Prerequisite for accident or incident	Events that result in a hazard or failure	Conditions, characterized by quantities or qualities, in which a system can exist	Mitigations that exist to prevent or reduce hazard occurrence or mitigate its effect	Explanation and additional detailing of Existing Controls (Need to cite specific paragraph and/or section number of FAA Orders, Program Guidance Letters, Advisory Circulars, Federal Aviation Regulations used)	Potential outcome or harm of the hazard if it occurs in the defined system state; worst credible	Resultant matrix determination	Particular effect of the identified hazard producing the worst credible outcome (Likelihood is not considered)	Resultant matrix determination	Expression of how often a particular effect is expected to occur given existing controls and requirements (severity must be considered first)	Risk matrix ranking based on severity and likelihood of a hazard when it is first identified and assessed	Stated proposed mitigation for this hazard	Who has the responsibility to implement the mitigation	Risk status predicted to occur when recommended controls or requirements are verified
MKK- RWY-5-23- REHAB- HZ-1	Pilot LOSA	-Mis-communication -loss of radio -non-standard airfield marking -not reading NOTAMs -not paying attention, distracted -not starting or ending on time. -communication between ground and CTAF. -improper barricades/markings in place. -continuation/expectation bias	All phases	-AC 150/5200-28 -AC 150/5210-20 -AC 150/5210-24 -AC 150/5210-5 -AC 150/5300-13 -AC 150/5340-1 -AC 150/5340-18 -AC 150/5340-30 -AC 150/5345-44 -AC 150/5345-46 -AC 150/5345-53 -AC 150/5345-55 -AC 150/5370-2 -FAR Part 139 -JO 7400.2 -SOP -ATIS -Pilot Training -Controller Training -Airfield Driver Training -Access Control Training -Pilot Intervention -Controller Intervention -ATC Scanning -Airfield Operations Monitoring -Radio Frequency Monitoring -NOTAM -Charts -AFD -AIM -CRM -CSPP -Automated CNDs -AWOS -Weekly Construction Meetings	-AC 150/5200-28G: Sections 1.6.1; 8; 10; 13 -AC 5210-20A: Sections 1.1; 1.3; 2.1; 2.2; 3.1.3; 3.4; 3.1.4.2; 3.4; 3.5 -AC 5210-24A: Sections 4.1; 4.3.1.1; 4.3.1.1.5; 6.2 -AC 5210-5D: Section 4c; 5a -AC 5300-13B: Sections 1.2.3; -AC 5340-1M: Ch. 2; Ch. 3; Ch. 4 -AC 5340-18H: Ch. 1; Ch. 2 -AC 5340-30f: Ch. 2; Ch. 4 -AC 5345-44L: Ch.1; Section 3.2.5 -AC 5345-46F: Section 1.2.1 -AC 5345-53D: Section 1 -AC 5345-55A: Ch. 3 -AC 5370-2G: Sections 1.2 items 1.2.1; 1.2.2; 1.2.3; 1.2.4 2.13; 2.4.1.9.b; 2.4.1.14; 2.18.3.2; 2.20 -FAR Part 139 Regulations: Section 139.327; Section 139.329; Section 139.339; Section 139.341. -JO 7400.2M: 21-1-13; 21-1-15; 31-3-2. -SOP - In House Facility Procedure. -Notifications posted on ATIS. -Pilot notifications provided by HDOTA and FSDO. -In House controller Briefings. -Airport movement area training required by CFR Part 139.329. -Access Control; CFR Part 139.329b; CFR Part 1542.5. -Pilot Providing Advisory to ATCT. -Controller Providing Advisory to Pilot. -ATC Scanning; ATC Trained to Have Visual on the Airfield. -Self Inspections; CFR Part 139.327a2. -ATC and CSPP requirement for of Radio Communications. -NOTAM; Standard Publication Available to Pilots. -Chart Pacific, AFD and AIM publications. -Crew briefings. -Approved CSPP on file meeting FAA requirements. -Automated CND on the NOTAM website available. -Available weather reporting system. -Weekly Project meetings and distribution of minutes and CSPP.	-Wrong runway landing -LOSA for airport users and pilots -Runway incursion (Aircraft or Vehicle) -Not reading the NOTAMs -Aircraft colliding with a vehicle -Taking off on the wrong runway. -Runway excursion	3	SME	D	SME	3D MEDIUM	N/A	N/A	N/A
MKK- RWY-5-23- REHAB- HZ-2	Vehicle LOSA	-Mis-communication -loss of radio -non-standard airfield marking -not reading NOTAMs -not paying attention, distracted -not starting or ending on time. -communication between ground and CTAF. -improper barricades/markings in place. -continuation/expectation bias	All phases	-AC 150/5200-18 -AC 150/5200-28 -AC 150/5210-20 -AC 150/5210-24 -AC 150/5210-5 -AC 150/5300-13 -AC 150/5340-1 -AC 150/5340-18 -AC 150/5340-30 -AC 150/5345-44 -AC 150/5345-46 -AC 150/5345-53 -AC 150/5345-55 -AC 150/5370-2 -FAR Part 139 -JO 7400.2 -SOP -ATIS -Controller Training -Airfield Driver Training -Access Control Training -Pilot Training -Pilot Intervention -Controller Intervention -ATC Scanning -Airfield Operations Monitoring -Radio Frequency Monitoring -NOTAM -Charts -AFD -AIM -CRM -CSPP -Automated CNDs -AWOS -Weekly Construction Meetings	-AC 150/5200-18D: Sections 2.2; 6.1 -AC 150/5200-28G: Sections 1.6.1 -AC 5210-20A: Sections 1.1; 1.3; 2.1; 2.2; 3.1.3; 3.2; 3.1.4.2; 3.4; 3.5 -AC 5210-24A: Sections 3.2; 4.1; 4.3.1; 6.2 -AC 5210-5D: Section 4c; 5a -AC 5300-13B: Sections 2.7.1; 5.5; 5.12; 5.19; 6.5; 6.8.2.2 -AC 5340-1M: Ch. 2; Ch. 3; Ch. 4 -AC 5340-18H: Ch. 1; Ch. 2 -AC 5340-30f: Ch. 2; Ch. 4 -AC 5345-44L: Ch.1; Section 3.2.5 -AC 5345-46F: Section 1.2.1 -AC 5345-53D: Section 1 -AC 5345-55A: Ch. 3 -AC 5370-2G: Sections 1.2 items 1.2.1; 1.2.2; 1.2.3; 1.2.4 2.13; 2.4.1.9.b; 2.4.1.14; 2.18.3.2; 2.20 -FAR Part 139 Regulations: Section 139.327; Section 139.329; Section 139.339; Section 139.341. -JO 7400.2M: 21-1-13; 21-1-15; 31-3-2; -SOP - In House Facility Procedure -Notifications posted on ATIS. -In House controller Briefings. -Airport movement area training required by CFR Part 139.329 -Access Control; CFR Part 139.329b; CFR Part 1542.5 -Pilot certification w FSDO. -Pilot Providing Advisory to ATCT -Controller Providing Advisory to Pilot -ATC Scanning; ATC Trained to Have Visual on the Airfield -Self Inspections; CFR Part 139.327a2 -ATC and CSPP requirement for of Radio Communications -NOTAM; Standard Publication Available to Pilots -Chart Pacific, AFD and AIM publications -Crew briefings. -Approved CSPP on file meeting FAA requirements. -Automated CND on the NOTAM website available. -Available weather reporting system. -Weekly Project meetings and distribution of minutes and CSPP.	-LOSA for airport users and pilots -Runway incursion (Aircraft or Vehicle) -Not reading the NOTAMs -Aircraft colliding with a vehicle -Runway excursion	4	SME	D	SME	4D MEDIUM	N/A	N/A	N/A

MKK- RWY-5-23- REHAB- HZ-3	Contractor/Pedestrian LOSA	-Mis-communication -Airport familiarity -Not paying attention/distracted -Continuation/expectation bias	All phases	-AC 150/5200-18 -AC 150/5200 – 28 -AC 150/5210 – 20 -AC 150/5210 – 24 -AC 150/5210 – 5 -AC 150/5340-1 -AC 150/5340-18 -AC 150/5345-44 -AC 150/5345-46 -AC 150/5370-2 -FAR Part 139 -Airfield Driver Training -Access Control Training -Airfield Operations Monitoring -Operational Supervisor -Radio Frequency Monitoring -NOTAM -Daily Briefing/Notes -CSPP -Weekly Project Construction Meetings	-AC 150/5200-18D: Sections 2.2; 6.1 -AC 150/5200-28G: Sections 1.6.1 -AC 5210-20A: Sections 1.1 ; 1.3 ; 2.1 ; 2.2 ; 3.1.3 ; 3.1.4.2 ; 3.2 ; 3.3 ; 3.4 -AC 5210-24A: Sections 3.2; 4.1; 4.3.1; 6.2 -AC 5210-5D: Section 4c ; 5a -AC 5340-1M: Ch. 2 ; Ch. 3 ; Ch. 4 -AC 5340-18H: Ch. 1 ; Ch. 2 -AC 5345-44L: Ch.1 ; Section 3.2.5 -AC 5345-46F: Section 1.2.1 -AC 5370-2G: Sections 1.2 items 1.2.1 ; 1.2.2 ; 1.2.3 ; 1.2.4 2.13 ; 2.4.1.9.b ; 2.4.1.14; 2.18.3.2; 2.20 -FAR Part 139 Regulations: Section 139.327; Section 139.329; Section 139.339 ; Section 139.341 - Airport movement area training required by CFR Part 139.329. - Access Control; CFR Part 139.329b; CFR Part 1542.5. -CFR Part 139.327a2 -Management Oversight of Staff Performance - ATC and CSPP requirement for of Radio Communications. - NOTAM; Standard Publication Available to Pilots. -Daily Briefing Notes, Done by Pilots, ATO, Sponsor. - Approved CSPP on file meeting FAA requirements. - Weekly Project meetings and distribution of minutes and CSPP.	-LOSA for airport users and pilots -Runway incursion (Aircraft or Vehicle) -Not reading the NOTAMs -Aircraft colliding with a vehicle -Runway excursion	4	SME	D	SME	4D MEDIUM	N/A	N/A	N/A
MKK- RWY-5-23- REHAB- HZ-4	FOD (Foreign Object Debris)	-Things falling off construction vehicles/equipment -Increase construction activity -ineffective post construction inspections -	All phases	-AC 150/5200-18 -AC 150/5210-20 -AC 150/5210-24 -AC 150/5370-2 -FAR Part 139 -ACAC Checklist -SOP -Airfield Driver Training -Airfield Operations Monitoring -Operational Supervision -CSPP -Weekly Project Construction Meetings	-AC 150/5200-18D: Ch. 1 ; Section 2.2 ; 3.2.1 ; 3.2.2 ; Ch. 4 ; 7.1.1.5 -AC 5210-20A: Sections 1.1 ; 1.3 ; 2.1 ; 2.2 ; 3.1.3 ; 3.4 ; 3.1.4.2 ; 3.4 ; 3.5 -AC 5210-24A: Sections 2.3 ; Ch. 3 ; Ch. 4 ; Ch. 5 ; -AC 5370-2G: Sections 1.2 items 1.2.1 ; 1.2.2 ; 1.2.3 ; 1.2.4 2.13 ; 2.4.1.9.b ; 2.4.1.14; 2.18.3.2; 2.20 -FAR Part 139 Regulations: Section 139.327; Section 139.329; Section 139.339 ; Section 139.341 -In House Facility Procedure - Airport movement area training required by CFR Part 139.329. -Management Oversight of Staff Performance -CFR Part 139.327a2 - Approved CSPP on file meeting FAA requirements. - Weekly Project meetings and distribution of minutes and CSPP.	-Damage to aircraft -Personal injury -Damage to vehicle	4	SME	D	SME	4D MEDIUM	N/A	N/A	N/A
MKK- RWY-5-23- REHAB- HZ-5	Communication Between Ground and CTAF	PANEL MEMBERS AGREED TO REMOVE												
MKK- RWY-5-23- REHAB- HZ-6	Increase of Wildlife	-Work Lighting (attractant) -Disturbing habitat -Increased construction work, increase food available -ground disturbances	All phases	-AC 150/5200-18 -AC 150/5200-28 -AC 150/5345-53 -AC 150/5370-2 -FAR Part 139 -Airfield Operations Monitoring -Operational Supervision -CSPP	-AC 150/5200-18D: Ch. 1 ; 2.2; Ch. 3 ; Ch. 4 ; Section 6.1 item 9 ; 7.1.2 ; 7.1.3.6 ; 7.1.15 -AC 150/5200-28G: Sections 1.6.1; 8 ; 2.2.1.1 ; 3.19 -AC 5370-2G: Sections 1.2 items 1.2.1 ; 1.2.2 ; 1.2.3 ; 1.2.4 2.13 ; 2.4.1.9.b ; 2.4.1.14; 2.18.3.2; 2.20 -FAR Part 139 Regulations: Section 139.327; Section 139.329; Section 139.339 ; Section 139.341 -CFR Part 139.327a2 -Management Oversight of Staff Performance - Weekly Project meetings and distribution of minutes and CSPP.	-Injury to personnel -equipment damage -bird strike -aircraft damage -loss of birds	3	SME	D	SME	3D MEDIUM	N/A	N/A	N/A

Safety Risk Assessment (SRA) Panel

Handouts

Updated:
8040.4C Appendix C

Existing Controls List

#	CONTROL	TITLE/DESCRIPTION
Advisory Circulars		
1	AC 150/5070 – 7	Airport System Planning Process
2	AC 150/5200 –18	Airport Safety Self Inspection
3	AC 150/5200 – 28	NOTAMs for Airport Operators
4	AC 150/5200 – 31	Airport Emergency Plan
5	AC 150/5210 – 20	Ground Vehicle Operations on Airports
6	AC 150/5210 – 24	Airport Foreign Object Debris Management
7	AC 150/5210 – 5	Painting, Marking, Lighting of Vehicles Used on Airport
8	AC 150/5300 – 13	Airport Design
9	AC 150/5340 – 1	Standards for Airport Markings
10	AC 150/5340 – 18	Standards for Airport Sign Systems
11	AC 150/5340 – 30	Design and Installation Details for Airport Visual Aids
12	AC 150/5345 – 44	Specifications for Runway and Taxiway Signs
13	AC 150/5345 – 46	Specifications for Runway and Taxiway Lighting Fixtures
14	AC 150/5345 – 53	Airport Lighting Equipment Certification Program
15	AC 150/5345 – 55	Specification for L-893, Lighted Visual Aid to indicate Temporary Runway Closure
16	AC 150/5345 – 56	Specification for L-890, Airport Lighting Control and Monitoring System (ALCMS)
17	AC 150/5370 – 2	Operational Safety on Airports During Construction
18	FAR Part 139	Regulations/Airport
Directives - ATC		
19	ACAC Checklist	Airport Construction Advisory Council
20	JO 7110.65	Air Traffic Control
21	JO 7400.2	Handling Airspace Matters Procedures
22	JO 7210.3	Facility Operations and Administration
23	JO 6000.15	NAS Maintenance
24	SOP	Standard Operating Procedure
25	LOA	Letter of Agreement
Systems		
26	ARTS/STARS	Automated Radar System
27	ARSR, ASR-9, ASR-11	Surveillance Radar
28	ASDE, ASDE-X	Airport Surface Detection Equipment
29	ATIS	Automated Terminal Information System
30	TCAS	Traffic Alert & Collision Avoidance System
31	CA/MSAW	Conflict Alert/Minimum Safe Altitude Warning
32	AMASS	Airport Movement Area Safety System
33	ASOS	Automated Surface Observing System

Existing Controls List

#	CONTROL	TITLE/DESCRIPTION
Training		
34	Pilot Training	--
35	Controller Training	--
36	Airfield Driver Training	--
37	Access Control Training	--
Intervention		
38	Pilot Intervention	--
39	Controller Intervention	--
40	ATC Scanning	--
41	Airfield Operations Monitoring	--
42	Operational Supervision	--
43	Radio Frequency Monitoring	--
Publications		
44	NOTAM	Notice to Airmen
45	Charts	Aeronautical, Jeppesen charts
46	AFD	Airport/Facility Directory
47	AIM	Aeronautical Information Manual
Other		
48	CRM	Crew Resource Management
49	Daily Briefings/Notes	--
50	TMI	Traffic Management Initiative
51	CSPP	Construction Safety and Phasing Plan
52		
53		
54		
55		

Preliminary Hazard List with Risk Level

Source: FAA Office of Airports Safety Management Systems (SMS) Desk Reference

Hazard	Initial Risk
Foreign Object Damage / Debris (FOD)	3D
Loss of Situational Awareness by the Pilot: Change in Airport Geometry	2D
Loss of Situational Awareness by the Pilot: Continuation Bias / Complacency	2D
Loss of Situational Awareness by the Pilot: Construction Light Pollution	2E
Loss of Situational Awareness by the Pilot: Visual Cue Saturation	2D
Loss of Situational Awareness by the Pilot: Complex Taxiing Instructions	2D
Loss of Situational Awareness by the Pilot: Insufficient/Ineffective/Inaccurate Notification to Users/Stakeholders	2D
Loss of Situational Awareness by the Pilot: Interference or Loss of NAS Systems	3D
Loss of Situational Awareness by the Controllers: Complexity	3D
Loss of Situational Awareness by the Controllers: Interference or Loss of NAS Systems	4C
Loss of Situational Awareness by the Controllers: Line of Sight	5D
Loss of Situational Awareness by Vehicle Operators/Personnel: Visual Cue Saturation	3D
Increase/Changes in Wildlife Activity	4D
Penetration of Protected Surfaces (Airport Design, TERPS, and others)	5C

Appendix C. Safety Assessment Tables**Table C-1: Severity Definitions**

Minimal 5	Minor 4	Major 3	Hazardous 2	Catastrophic 1
Negligible safety effect	An expected unintentional effect that includes any of the following: • 1-2 minor injuries • Minor damage to manned aircraft • Substantial damage** to unmanned aircraft weighing at least 55 pounds	An expected unintentional effect that includes any of the following: • 1-2 serious injuries** • 3 or more minor injuries • Substantial damage** to manned aircraft • Hull loss to unmanned aircraft weighing at least 55 pounds	An expected unintentional effect that includes any of the following: • 1-2 fatalities without manned aircraft hull loss • Manned aircraft hull loss without fatalities • 3 or more serious injuries**	An expected unintentional effect that includes any of the following: • 3 or more fatalities • Manned aircraft hull loss with at least 1 fatality

*Excludes commercial space flight vehicles, crew, and participants.

**SRM Teams may refer to 49 § CFR 830.2 for definitions of serious injury and substantial damage.

Table C-3: Expected Value Definitions

Category	Time/Calendar-based Occurrences Based on an average of 10 million flight hours per year
Frequent – A	Expected to occur more than once every 4 days
Infrequent – B	Expected to occur one time every 4 days to more than one time every 1 month
Extremely Infrequent – C	Expected to occur one time every 1 month to more than one time every 1 year
Remote – D	Expected to occur one time every 1 year to more than one time every 10 years
Extremely Remote – E	Expected to occur one time every 10 years to more than one time every 100 years
Improbable – F	Or unlikely, but possible to occur in the life of an aircraft
	Expected to occur one time every 100 to 1,000 years
Extremely Improbable – G	Or so unlikely, it can be assumed occurrence may not be experienced in the life of an aircraft type
	Expected to occur less than once every 1,000 years*

*If the analysis is largely reliant on judgmental rather than empirical or analytical data, then the analysis must not reach a likelihood less than Improbable.

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Severity and Likelihood Ratings

	MKK-RWY-5-23- REHAB: HZ-1 Pilot LOSA		MKK-RWY-5-23- REHAB: HZ-2 Vehicle LOSA		MKK-RWY-5-23- REHAB: HZ-3 Contractor/Pedestrian LOSA	
Panel Member	Severity	Likelihood	Severity	Likelihood	Severity	Likelihood
Rachel Look	4	D	4	D	4	D
William Brown	3	D	3	D	3	D
Eric Korpi	3	E	4	D	4	D
Antone Kalilikane	4	D	4	D	4	D
Sonny Da Silva	3	D	4	D	4	D
Majority Rating	3	D	4	D	4	D
	3D - MEDIUM		4D - MEDIUM		4D - MEDIUM	

	MKK-RWY-5-23- REHAB: HZ-4 FOD		MKK-RWY-5-23- REHAB: HZ-6 Increase in Wildlife	
Panel Member	Severity	Likelihood	Severity	Likelihood
Rachel Look	4	D	4	D
William Brown	3	D	3	C
Eric Korpi	4	D	N/A	N/A
Antone Kalilikane	4	D	3	D
Sonny Da Silva	4	D	4	D
Majority Rating	4	D	3	D
	4D - MEDIUM		3D - MEDIUM	

Those SRMP members with ratings differing from the majority, indicated by yellow highlights in the table above, were afforded an opportunity to provide their dissenting opinions in writing by February 10, 2026. No written dissenting opinions were provided for inclusion in the SRMD.

MKK Runway 5-23 Rehabilitation

SRA Panel Meeting with All Stakeholders

ATTENDANCE

Meeting Date: February 03, 2026

Meeting Time: 9:00am-4pm HST

Location: Microsoft Teams link / call-in

MS	Name	Panel Member/ SME	Company/Agency
☐	Moniz, Marvin	SME	HDOT-A Maui Dist
☐	Han, Ronald	SME	HDOT-A Maui Dist
☒	Wade, Kathy	Panel Member	HDOT-A Maui Dist
☒	Castardo, Mona-Lisa	SME	HDOT-A Maui Dist
☒	Tom, Susan	SME	HDOT-A SMS
☐	Pires, Matthew	SME	HDOT-A Maui Dist
☒	Kalilikane, Antone	Panel Member	HDOT-A MKK
☐	Balgas, James	SME	HDOT-A MKK ARFF
☐	DePonte, Douglas	Panel Member	HDOT-A MKK ARFF
☒	Fu, James	SME	HDOT-A AIR-EA
☒	Ross, Roger	SME	HDOT-A AIR-EA
☐	West, John	SME	HDOT-A AIR-EA
☐	Aweau, Lemuel	SME	HDOT-A SMS
☒	Mayer, Keani	SME	HDOT-A SMS
☒	Sitko, Henry	SME	HDOT-A SMS
☒	Shoga, Hana	SME	Parsons
☒	Quarrie, Sean	SME	Parsons
☒	Dunckel, Sean	SME	AECOM
☒	Brana Munoz, Mary	SME	AECOM
☒	Furushima, Reyn	SME	WRSA
☒	Fukumoto, Neal	SME	WRSA
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MKK Runway 5-23 Rehabilitation **SRA Panel Meeting with All Stakeholders**

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☐	Lady, Jeff	Observer	
☐	Clark, David	SME	david.m.clark@faa.gov
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☐	Allen, Scott	Panel Member	scott.e.allen@faa.gov
☐	Guillory, Richard "Rich"	Panel Member	richard.p.guillory@faa.gov
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☒	Ward, Dawn	Facilitation Support	Base Management

**MKK Runway 5-23 Rehabilitation
SRA Panel Meeting with All Stakeholders**

☒	Wong, Steve	Tech Writer	Base Management
☒	Fox, Remi	Tech Writer	Base Management
☐	Rewick, Ken	Panel Member	Base Management
☒	Menino, Shailyn	SME	Base Management
☐	Pelayo, Noelle	SME	Base Management

FINAL DRAFT

Ground Rules

- Open, honest communications
- No electronic communications
- No sidebar conversations
- All Panel Members input is important
- Please state your name before speaking
- Please mute microphones when not speaking, remember to unmute before speaking
- Meeting will start and end on time – Breaks should occur periodically, depending on discussion
- Anyone can call an ELMO (Enough, Let's Move On)

****Absence of an answer is understood as agreement****

Definitions

Accident – an unplanned event or series of events that results in death, injury, occupational illness, damage to or loss of equipment or property, or damage to the environment.

Cause – events occurring independently or in combination that result in a hazard or failure

Credible – capable of being believed. Worthy of belief or confidence. Sound, rational, defensible, and data driven.

Effect – real or credible harmful outcome that could be created if the hazard occurs in the defined system state.

Hazard – any real or potential condition that can result in injury, illness, or death to people; damage to or loss of a system equipment, or property; or damage to the environment.

Likelihood – the estimated probability or frequency, in quantitative or qualitative terms, of an occurrence related to the hazard. *Likelihood is the estimated probability or frequency of a hazard's effect; often an expression of how often an effect is expected to occur.*

Residual Safety Risk – the remaining safety risk that exists after all control techniques have been implemented or exhausted, and all controls have been verified. *Only verified controls can be used for the assessment of residual safety risk.*

Risk Analysis – the process during which a hazard is characterized for its likelihood and the severity of its effect or harm. Risk analysis can be either quantitative or qualitative; however, the inability to quantify or the lack of historical data on a particular hazard does not preclude the need for analysis.

Risk Assessment- assessment of the system or component to compare the achieved risk level with the tolerable risk level.

Risk Matrix – tool that combines severity and likelihood to assess risks as unacceptable, acceptable with mitigation, and acceptable.

Safety Assessment – a systematic, comprehensive evaluation of an implemented system.

Safety Risk - the composite of the likelihood of the potential effect of a hazard and predicted severity of that effect.

Safety Risk Control (Risk Mitigation) – any action taken to eliminate hazards or to mitigate their effects by reducing the severity and/or likelihood of the risk associated with those hazards. Safety risk controls necessary to mitigate an unacceptable risk should be mandatory, measurable, and monitored for effectiveness.

Safety Risk Management (SRM) - a formal process within the SMS composed of describing the system, identifying the hazards, assessing the risk, analyzing the risk, and mitigating the risk.

Molokai Airport (MKK) Runway 5-23 Rehabilitation
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Severity – the consequence or impact of a hazard in terms of degree or loss or harm. *Severity is the measure of how bad the results of an event are predicted to be; usually determined by the worst credible outcome.*

FINAL DRAFT

Roles and Responsibilities

Facilitator – Responsible to follow the SMS process. Engages the panel to develop a thorough SRM Safety Assessment ensuring all relevant perspectives are considered, soliciting expert advice and building group consensus whenever possible. Cultivates discussion among panel members about potential hazards, risks, and mitigations. Manages conflicts that arise during the panel meeting, including biased observers and dissenting opinions. Facilitator does not make the final decision concerning findings of the panel. If the panel does reach a sound consensus, the FAA Project Manager has the final say on the findings of the panel.5555

Technical Writer – Documents discussions, PHL, PHA and consensus.

Panel Member – Invited as an SME to participate in discussions, share technical expertise, identify/analyze risks and reach consensus on level of risk. Panel Members are SME's in their own specialized field. They are expected to have the authority to represent and make decisions for their respective organization. Panel Members are required to sign the resulting SRMD or provide dissenting opinion and rationale.

Subject Matter Expert (SME) – Invited for technical expertise and operational responsibilities. If the panel of SME's already consists of someone with your knowledge and background, you do not need to be a panel member. An example of an SME not on a panel is a planning or design consultant who supports the panel through research and preparation of documents.

List of Reference Documents

ACRP Report 1, Volume 1 – SMS for Airports Overview, 2007

ACRP Report 1, Volume 2 – SMS for Airports Guidebook, 2009

ACRP 58 – Safety Reporting Systems at Airports, 2014

ACRP 131 – Guidebook for SRM, 2015

FAA AC 150/5200-37A – Introduction to Safety Management Systems (SMS) for Airport Operators

FAA Order 5200.11 Change 3 – FAA Airports (ARP) Safety Management System (SMS), August 2014

FAA Order 8000.369B, Safety Management System

FAA Order 8040.4B, Safety Risk Management Policy

FAA Office of Airports (ARP) SMS Desk Reference, June 2012

Standard Operating Procedure for Safety Risk Management under the FAA Office of Airports Safety Management System

MOLOKAI AIRPORT (MKK)

HAWAI'I DEPARTMENT OF TRANSPORTATION AIRPORTS (DOT-A)

**RWY 5-23 PAVEMENT REHABILITATION
State Project Number AM2021-21**

CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)



2026

**Roger Ross
State Project Manager**

Prepared by:

Wesley R. Segawa & Associates

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	cell	(808) xxx-xxxx
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[Contractor On-Site Alt. Supervisor]	cell	(808) xxx-xxxx
[Contractor On-Site Radio Person]	cell	(808) xxx-xxxx

[List supervisor and alternate contacts for all Contractors including company]

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Maui AOC Duty Phone	(808) 281-2846

HDOT-A:

James Fu	HDOT-A – Airfield Section Manager	(808) 838-8827
Roger Ross	HDOT-A – Project Manager	(808) 895-2954

Construction Manager:

[Construction Manager]	office	(808) xxx-xxxx
	cell	(808) xxx-xxxx

FAA-HCF Contacts:

FAA Molokai Federal Contract Tower (FCT) (0600-1830 Hours)	(808) 567-6620	
Eric Korpi	FAA – FCT Manager	(808) 567-9004
FAA Air Traffic Control Tower (ATCT) (24 Hours)	(808) 840-6201	
Air Traffic Control Tower		
Frequency 121.9 (Ground)		
Frequency 125.7 (Tower)		
Frequency 125.7 (CTAF)		
Frequency 128.2 (ATIS)		
FAA HCF – SOC (24 Hours)		(808) 840-6511
Rachel Look	FAA – Project Manager	(808) 312-6035
Shannon Lee	FAA – Technical Ops. (NAVAIDs)	(808) 840-3757
Chris Kidd	FAA – HCF Specialist	(808) 840-6371
Sean Lorenzo	FAA – HCF Specialist	(808) 840-6371

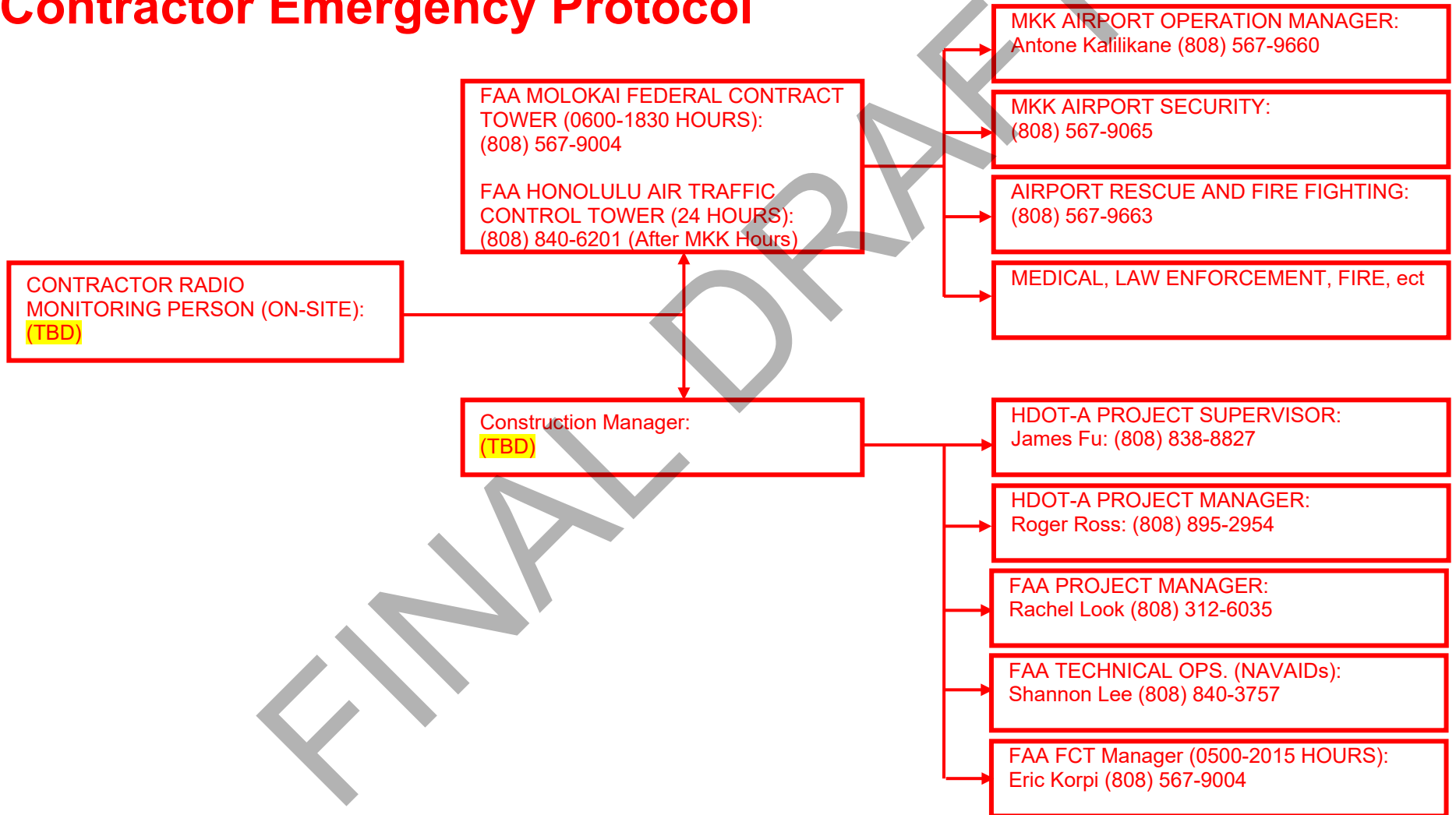
Other

Hawaii One Call Center	(866) 423-7287
Hawaii Poison Center	(800) 222-1222

Project Contact Flow Chart

Molokai Airport

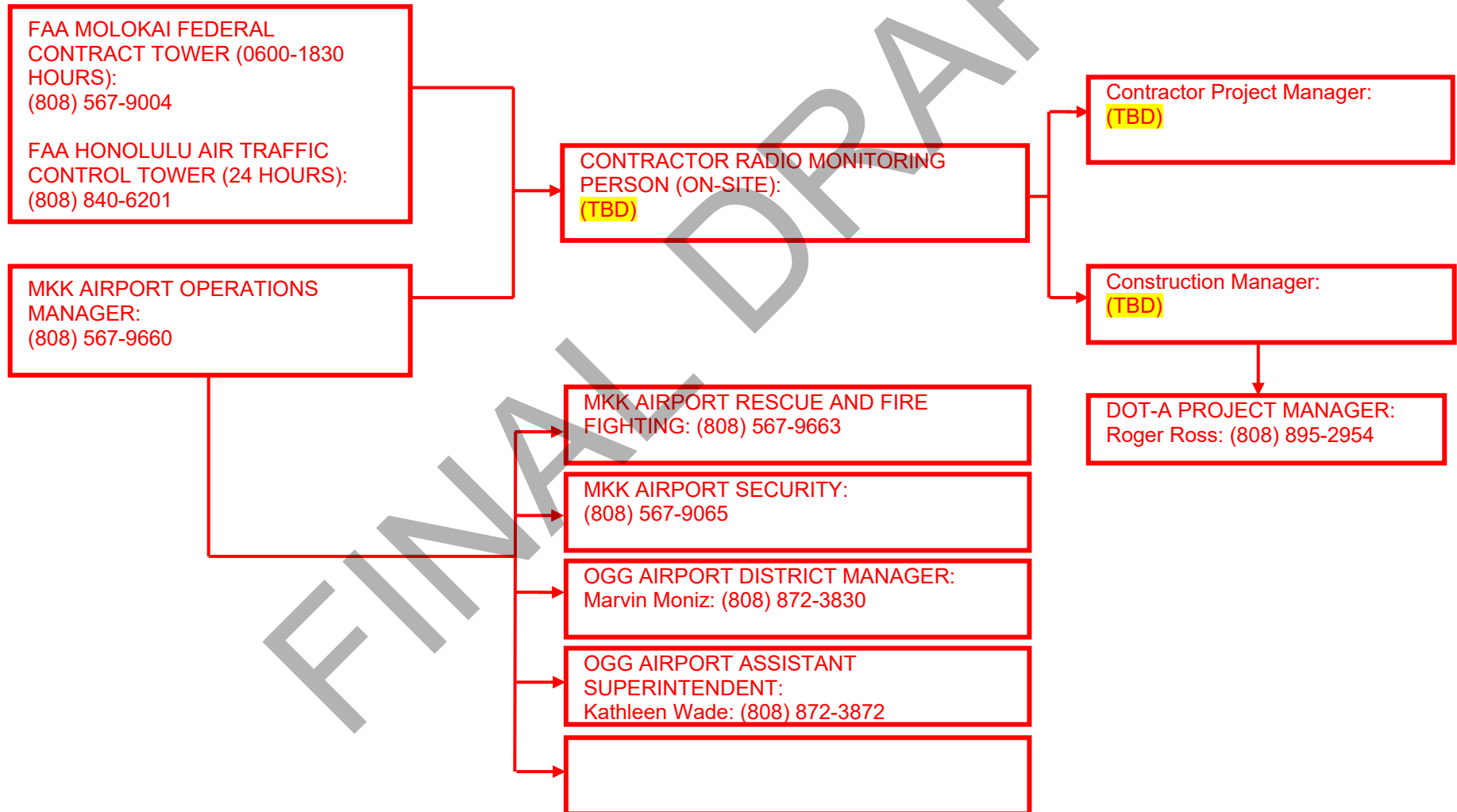
Contractor Emergency Protocol



Project Contact Flow Chart

Molokai Airport

Aircraft Emergency Protocol



Project Contact Flow Chart

Molokai Airport

Contractor Non-Emergency Protocol

CONTRACTOR RADIO
MONITORING PERSON (ON-SITE):
(TBD)

CONSTRUCTION MANAGER:
(TBD)

- MKK AIRPORT OPERATIONS MANAGER:
(808) 567-9660
- FAA MKK FEDERAL CONTRACT TOWER
(0500-2015 HOURS): (808) 567-9004
- FAA HNL AIR TRAFFIC CONTROL TOWER
(24 Hrs): (808) 840-6201 (After MKK Hours)
- FAA HONOLULU CONTROL FACILITY
(SOC): (808) 840-6511 (NAVAIDs Only)
- MKK AIRPORT SECURITY:
(808) 567-9065
- AOC Duty Phone:
(808) 281-2846
- AIRPORT RESCUE AND FIRE FIGHTING:
(808) 567-9663
- HDOT-A PROJECT SUPERVISOR:
James Fu: (808) 838-8827
- HDOT-A PROJECT MANAGER:
Roger Ross (808) 895-2954
- FAA PROJECT MANAGER:
Rachel Look: (808) 312-6035
- MKK ATCT MANAGER:
Eric Korpi (808) 567-9004
- FAA HCF CONTACT:
Chris Kidd/Sean Lorenzo: (808) 840-6371
- FAA TECHNICAL OPS. (NAVAIDs):
Shannon Lee (808) 840-3757

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SECTION 1 INTRODUCTION

The proposed construction field activities are limited to pavement mill and overlay, restriping, and grooving of Runway 5-23. These activities are required to rehabilitate Runway 5-23. Construction activities also include the replacement of airfield sign panels and housings to implement a taxiway nomenclature change of existing taxiways "A", "C", & "D".

The scope of the construction activities is limited to Runway 5-23, airfield sign housing locations, taxiway haul routes, and the staging areas.

The specified work is anticipated to be carried out as Runway Closures and as a Work in Progress (WIP). The Contractor will be required to communicate with ATC before entering the runway or taxiway safety areas. During WIP operations, the Contractor will be required to pullback outside of the runway or taxiway object free areas, when directed by the tower to yield to taxiing, landing, or departing aircraft. During Runway closure operations, the Contractor will be required to install lighted "X"s and low profile barricades prior to the closure of the runway.

SECTION 2 Coordination

2.1 Pre-Activity Meeting

The Contractor must schedule a pre-construction conference a minimum of 28 calendar days prior to the start of construction. The pre-construction conference will discuss at minimum: contract requirements, airport safety, contractor's proposed schedule of work, construction phasing and sequencing including associated dates and times of requested airfield closures, airport security, construction testing, and any other relevant project matters.

The pre-construction meeting shall include representatives from the following organizations:

- Field Team (Contractor)
- Construction Manager (CM)
- Department of Transportation, Airports Division (DOT-A)
- Molokai Airport Management (MKK)
- Other airport stakeholders as appropriate

The topics of discussion must include preferred access point(s); vehicle route(s); other on-going construction projects within the proposed project vicinity; additional notification/communication requirements prior to entering each area; work area barricade requirements, lighting, backup equipment and materials; emergency notification procedures and emergency contacts; and temporary stockpile locations; procedures that must be followed should the Contractor be unable to open a phase at the end of scheduled night time work hours; and other topics as appropriate. A call-in phone number must be made available for those not physically able to attend.

The Contractor and all other personnel involved on site during field activities, shall review this CSPP prior to the meeting. The Contractor shall conduct the meeting and provide for keeping the meeting minutes. A copy of the meeting minutes will be provided to MKK and DOT-A. The purpose of the meeting is to review any safety issues that have been identified, arrange for any changes that require coordination with airport operations, discuss changes in procedures and personnel, and resolve other problems that may develop.

2.2 Coordination and Progress Meetings

The Contractor must schedule and run a weekly project coordination meeting throughout the duration of the project. The Contractor must be prepared to discuss in detail their work, schedule, requested closures, and effect on operations for the upcoming three weeks. It may be necessary for the Contractor to modify their work and schedule to accommodate other projects or special operational needs at the airport. During runway or taxiway closures, Airport Management may

Construction Safety and Phasing Plan
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require simultaneous work operations by multiple Contractors or Agencies to minimize the effect on airport operations.

Coordination of airfield activities is an important component of a safe operating environment. Progress meetings will be coordinated with the HDOT-A Project Manager to discuss the progress of the project as a whole. During the project the following coordination meetings will be held to discuss airfield activities:

- Pre-construction meeting
- Weekly Contractor progress meetings
- Pre-activity meeting and contingency planning meetings
- Daily coordination will take place between all involved parties
- The Contractor and subcontractor may be required to attend a daily airfield safety coordination meeting as determined by the Engineer.

The Contractor must schedule a pre-construction safety meeting prior to the start of construction activities within 24-hours of the first work shift. The Contractor, MKK, and all sub-contractors active on the site must be represented at the meeting. This meeting is vital to identify any activity which may impact airport operations and to ensure the required Notices to Airmen (NOTAM), have been issued. The contractor, sub-contractors, and all other personnel involved on site during construction activities, must review this CSPP prior to the meeting. The contractor must conduct the meeting and provide for keeping the meeting minutes. A copy of the meeting minutes will be provided to MKK. The purpose of the meeting is to review any safety issues that have been identified, arrange for any changes that require coordination with airport operations, discuss changes in procedures and personnel, and resolve other problems that may develop.

During construction activities, the Contractor's representative must attend all weekly Project Coordination Meetings organized by the Contractor and held on a date determined by MKK. During these meetings, the proposed construction work and closures must be coordinated to minimize the construction impact to MKK operations. At each weekly meeting, the Contractor must present an updated three-week work schedule with the proposed phasing/barricade plan. The three-week schedule must include the construction activity for each day and the phasing/barricade plan (working hours, required runway closures, required taxiway closures, aircraft operating area (AOA) hauling route, proposed alternate aircraft route, etc.). All parties involved with the weekly meeting (CM, HDOTA, FAA, MKK, ARFF, ATCT, HCF, Airline Representative, etc.) will be able to provide input and/or voice any concerns to the construction activity and/or proposed closures. The three-week schedule and phasing/barricade plan will be approved at the weekly meetings, and reflected in the meeting minutes or may be approved by FAA- Honolulu Airports District Office (ADO) via email. If any changes to the three-week schedule and/or phasing/barricade plan are required, the Contractor will update and resubmit the plan for approval.

If a closure is required in the movement and/or non-movement areas, the Contractor will provide a proposed alternate route for aircraft taxiing operations. Proposed language for Notices to Airmen (NOTAMs) and low profile barricade plans must identify the date, time, and proposed closure area for construction work. The proposed closure plan and alternate aircraft travel route(s) must be submitted for approval and/or comments one week prior to the scheduled closure. HDOTA, MKK, FAA ADO, and FAA HCF must approve alternate routing for aircraft prior to scheduling any NOTAM(s) for this project. MKK personnel will be responsible for the issuance of any NOTAM(s) for the project.

Prior to starting any work shift (day or night work), a safety meeting will be held by the construction crew. The meeting must be led by the Superintendent, Foreman, and/or On-Site Supervisor, and must include discussion of the work to be performed during that shift, any potential safety issues, the approved barricade plan, closed AOA sections, AOA hauling routes, and construction goals. A weekly safety meeting will be held at the start of each week. As required by occupational safety and health administration (OSHA), the safety meetings must be documented and recorded. As part of the weekly safety meeting, the construction crew will take

time to share any experiences, safety issues experienced the previous week (lessons learned), related to the safety topic of the week.

2.3 Safety Meetings

A safety meeting prior to the start of construction activities is mandatory. The Contractor must schedule the meeting so that personnel from HDOT-A, Airport Management, and FAA are able to attend. The Contractor must schedule the pre-construction safety meeting prior to the start of construction activities within 7 days of the first work shift. The Contractor, MKK Airport Management, and all sub-contractors active on the site must be represented at the meeting. This meeting is vital to identify any activity which may impact airport operations and to ensure the required Notices to Airmen (NOTAM), have been issued. The Contractor, sub-contractors, and all other personnel involved on site during construction activities, must review this CSPP prior to the meeting. The Contractor must conduct the meeting and provide for keeping the meeting minutes. A copy of the meeting minutes will be provided to MKK. The purpose of the meeting is to review any safety issues that have been identified, arrange for any changes that require coordination with airport operations, discuss changes in procedures and personnel, and resolve other problems that may develop.

The Contractor must schedule additional construction safety meetings prior to the start of each new phase of work and periodically throughout the project. Although attendance is not mandatory, the Contractor is encouraged to invite HDOT-A, Airport Management, and FAA to these additional meetings.

All contractor personnel working within or adjacent to the airfield must receive a safety briefing approved by MKK prior to commencement of work. The safety briefing will cover (but is not limited to) the following:

- Aircraft jet blast
- Aircraft versus vehicles (aircraft right-of-way)
- Airfield layout including signs, marking, and lighting
- Airfield driving rules within movement (AOA) and non-movement areas
- Communicating with CTAF
- Maintaining airport security
- Closed or prohibited areas
- Foreign object debris (FOD)
- Wildlife management procedures

Any personnel without safety training will be required to be accompanied by Contractor personnel with the proper training and security escorting privileges.

2.4 Scope or Schedule Changes

Changes to the schedule noted in Exhibit 1 – Construction Schedule will be coordinated with HDOTA, MKK, FAA ADO, and ATC at least one week in advance. It is possible that Contractor field activity may be canceled for the following reasons:

- Inclement weather; work must be canceled for the night if heavy consistent rain or wind conditions are predicted to occur at the scheduled weather forecast at 1800 hours, prior to the night of field activity
- Irregular airport operations or emergencies

A Go/No-Go decision must be made at a minimum of 2 hours before scheduled work closure. In the event of cancellation, work must be rescheduled for the next scheduled taxiway or runway closure date and time per Exhibit 1 – Construction Schedule. The Contractor will inform all involved parties of

work cancellation; otherwise it is generally assumed the weather will be satisfactory. Delays due to inclement weather or irregular airport operations will extend the schedule accordingly.

2.5 Additional Coordination

Air ambulance operations operate out of MKK on a 24/7 on call basis. Early coordination with the air ambulance companies and MKK is required to schedule any airport/airfield closures (taxiway closures, runway closures, etc.) on this project.

All closures must be coordinated and approved during the weekly Project Coordination Meetings at least three (3) weeks prior to the scheduled closure. The proposed closures must be provided on the three-week schedule and illustrated on the phasing and barricade plan. The CM, HDOTA, FAA Honolulu ADO, FAA HCF, MKK, Military, ARFF, Airline Representative, etc. will be able to provide any comments or concerns regarding the proposed closure date and/or closure plan. The three-week schedule and phasing/barricade plan will be approved at the weekly meetings, and reflected in the meeting minutes or approved by FAA- Honolulu ADO via email. If any change to the three-week schedule and/or phasing/barricade plan is required, the Contractor will update and resubmit for approval prior to starting any work.

The Contractor must conduct all operations in such a manner so as to maintain a smooth, safe, and uninterrupted flow of aircraft operations and vehicular traffic around the airport. In addition, the Contractor will coordinate with MKK to access the airfield; this also includes airfield driver training, airfield escorts, airfield ride-along(s), etc.

The Contractor must coordinate Runway and Taxiway closure dates and times with MKK and other stakeholders identified by MKK.

FAA Form 7460-1, Notice of Proposed Construction or Alteration, must be filed with the FAA for this project and is required for any construction or alteration associated with any project at or near the airport. Additional FAA Form 7460-1, Notice of Proposed Construction or Alteration, must be filed for any crane activity associated with construction.

Prior to excavation in the vicinity of existing underground facilities, the Contractor must notify the Engineer, MKK, and FAA not less than three (3) working days and not more than five (5) working days, prior to excavation so that a representative of the owner(s) or agencies can be present if they so desire. It is required to provide a list of utility companies and representatives whose facilities may be impacted by the project.

It is required to provide a list of utility companies and representatives whose facilities may be impacted by the project.

SECTION 3 PHASING

3.1 General Description – Scope of Work

The project is to rehabilitate Runway 5-23 at Molokai Airport, Kualapuu, Hawaii. Prior to the start of the project, the Contractor is encouraged to conduct field investigations of the existing conditions of the runway. The project is to occur on the MKK Airport and within the Runway 5-23 Runway Safety Area (RSA). A drawing showing the work areas is included in Exhibit 1 –Phasing Plans.

The Contractor must follow the phasing plan developed by the DOTA and approved by the FAA, MKK, ATC, FAA, and other stakeholders. The phasing plan gives the Contractor a limited amount of work time each night to complete the specified work. The compressed work schedule has been determined to minimize the impacts to airport operations. The Contractor must coordinate with MKK prior the start of work to confirm and finalize scheduled work days and work hours.

Runway pavement rehabilitation is comprised of the milling of existing pavement, installation of new asphalt pavement, and restriping of the new pavement. Work related to the Runway 5-23 pavement rehabilitation requires the closure of Runway 5-23. Closure of the runway is planned to occur at night during the closure of the airfield. Night closures will need to be coordinated with cargo carriers, air ambulance providers, and other stakeholders who operate on the airfield at night.

The work also includes the nomenclature change of Taxiways "A", "C", and "D". Installation of new airfield sign housings is required to accommodate the new taxiway designations. The nomenclature change of the airfield sign panels is intended to occur in one night during a runway closure. Coordination with the FAA, ATC, MKK, and stakeholders is required to ensure all maps, charts, and references are updated in coordination with the nomenclature change.

3.2 Phase Elements

Construction work areas have been split into phases based on anticipated impacts to the airfield. Phases are split between anticipated impacts to the runways and taxiways. The Contractor must conduct the phases in order, with the approval of MKK and ATC.

The estimated time for completion of the work covered by this CSPP is estimated to be 125 calendar days, as show in Table 3-1 – Phase Breakdown. In the event the Contractor requires additional working days, the Contractor shall coordinate with MKK to schedule the additional days of work.

Construction activities shall not commence until the pre-activities meeting has been held.

Table 3-1 – Phase Breakdown			
Phase Name	Location	Work Hours	Estimated Phase Duration (Calendar Days)
1	Runway 5-23 (WIP)	0800-1600	7
2	Runway 5-23 (Closed)	2100-0600	28
3	Runway 5-23 (Closed)	2100-0600	56
4	Runway 5-23 & 17-35 (Closed)	2100-0500	28
5	Runway 17-35 (Closed)	2100-0600	5
6	Runway 5-23 & 17-35 (Closed)	2100-0500	1

Certain phases of work are dependent on completion of other phases (construction and/or operational), while other phases are required to work within nighttime periods to minimize the impact to airport and aircraft operations. The relationship of phases is outlined in Table 3-2 – Relationship of Phases of Work.

Table 3-2 – Relationship of Phases of Work			
Phase Name	Pre-Requisite Prior to Commencing Work	Concurrent Phase	Comments / Description of Work
1	Submittals	-	The commencement of Phase 1 must only begin once appropriate submittals are approved.
2	Completion of Phase 1	-	The commencement of Phase 2 must only begin once Phase 1 is complete
3	Completion of Phase 1	-	The commencement of Phase 3 must only begin once Phase 1 is complete
4	Completion of Phase 1 and coordination with MKK and stakeholders	-	The commencement of Phase 4 must only begin once Phase 1 is complete and coordination with MKK and stakeholders is complete.

5	Completion of Phase 1	-	The commencement of Phase 5 must only begin once Phase 1 is complete
6	Completion of Phase 1 & 5	-	The commencement of Phase 6 must only begin once Phase 1 and 5 is complete

3.3 Field Activity - Construction Safety Drawings (CSD's)

The limits of work for each construction phase are clearly shown in Exhibit 1 – Phasing Plans, indicating offset distances from adjacent active taxilanes and/or taxiways. For each phase, these lines show the limit of the work area in which the Contractor may have workers, equipment, and materials, and areas where work may be conducted for that phase.

No construction activity is permissible within runway safety area(s) (RSA) or taxiway/taxilane safety area(s) (TSA) while the adjacent runway, taxiway, or taxilane is open to aircraft operations. Work within the RSA/TSA must only be accomplished during closure of the runway, taxiway, or taxilane during hours that have been previously coordinated and approved by MKK and FAA during Project Coordination Meetings. Prior to any approved closure, the Contractor must contact MKK to confirm NOTAM issuance. The Contractor must place illuminated X's at both ends of each runway that is scheduled to be closed along with low-profile barricades at the locations designated on the approved barricade plan. Jet blast considerations must be discussed before final implementation of the phasing/barricade plans. Aircraft Rescue and Fire Fighting (ARFF) travel routes must remain open at all times.

3.4 Work Shutdown Procedures

Work shutdown procedures for runway and taxiway closures must be as follows:

- If the runway pavement cannot be made operational by the scheduled opening time, the Contractor must coordinate with MKK, ATC, CM, and Stakeholders to keep the runway closed until the pavement is suitable for use. The Contractor will be subject to liquidated damages listed in the contract documents.
- Remove any excess construction material from the site.
- Clean all debris and surface laitance from the project location.
- The Contractor must perform foreign object debris (FOD) checks in all work areas and on all taxiways used as haul routes.
- The Contractor must request a FOD inspection from MKK.
- Once the MKK FOD inspection is complete and cleared for opening, the Contractor must remove the low profile barricades and lighted runway closure "X"s if applicable.

Prior to reopening a runway/taxiway/taxilane closed for construction for any period, all equipment and materials must be moved outside of the ROFA/TOFA. No stockpiles must remain within ROFA/TOFA, grading must be covered in a manner to prevent dust and rock movement due to jet blast, or other objectionable movement of material onto the open runway or taxiway/taxilane, and the adjacent runway or taxiway pavement must be swept and cleaned of all construction debris. The CM and MKK must retain the right to shut down contractor operations in any work area if these conditions are not being met. Prior to re-opening of runways or taxiways the Contractor must contact MKK at least 30 minutes prior to the scheduled re-opening to request a FOD inspection. Once MKK has completed the FOD inspection and cleared the runway or taxiway for opening, the Contractor must remove all barricades and illuminated X's. The Contractor must then contact MKK to inform them that work is complete, and the runway and/or taxiway may be reopened.

SECTION 4 AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITIES

4.1 General Description

A general description of the impacted locations and airfield areas affected by each phase of work is shown in Table 4-1 – Airfield Operational Impacts below.

Table 4-1 – Airfield Operational Impacts		
Phase Name	Location of Airfield Impacts	Airfield Restrictions/Closures
1	Runway 5-23	• MKK Rwy 5-23 Work in Progress
2	Runway 5-23	• MKK Rwy 5-23 Closed
3	Runway 5-23	• MKK Rwy 5-23 Closed
4	Runway 5-23 & Runway 17-35	• MKK Rwy 5-23 Closed • MKK Rwy 17-35 Closed
5	Runway 17-35	• MKK Rwy 17-35 Closed
6	Runway 5-23 & Runway 17-35	• MKK Rwy 5-23 Closed • MKK Rwy 17-35 Closed

The Contractor shall stage in the areas as shown on the contract documents. The Contractor shall enter the airfield via the commuter terminal gate or the Runway 35 end gate, as shown on the construction drawings. The Contractor will be required to have a radio person to monitor the Ground frequency (121.9) while ATC is operational and CTAF (125.7) while ATC is closed, throughout the entire duration of work on the airfield. Prior to the start of work, the Contractor shall check in with ATC or MKK.

4.2 Identification of Affected Areas

Identifying the work areas affected by construction will help to determine possible safety problems that may occur. Please refer to “Exhibit 1 – Construction Schedule” and Exhibit 1 – Phasing Plans regarding the initial phasing/barricade plans.

4.3 Mitigations of Effects

A Safety Risk Assessment (SRA) has been conducted by HDOT-A of the proposed CSPP. The SRA Panel consisted of subject matter experts made up of representatives from HDOTA, MKK, FAA, ATC, and other stakeholders. The SRA panel identified a list of hazards created by the construction activities, which is documented in the project associated Safety Risk Management Document (SRMD). The Contractor must be aware of and incorporate appropriate controls to mitigate the risks identified in the SRMD. The Contractor must review the Safety Risk Management Document produced as a result of the SRA Panel conducted by HDOTA, for all identified hazards, controls, and mitigations.

SECTION 5 PROTECTION OF NAVAIDS

5.1 Summary

The Contractor must ensure that all NAVAIDs are undamaged by construction operations. Parking of equipment or vehicles near electronic NAVAIDs will not be permitted. To the extent possible, the Contractor and its subcontractors must remain clear from the electronic NAVAID critical areas, thus minimizing interference with signals essential to air navigation.

SECTION 6 AIRFIELD ACCESS

6.1 Site Security

Equipment and personnel will be restricted to the work area as defined in Exhibit 1 – Phasing Plans. Any violation by the Contractor or subcontractors will be subjected to penalties imposed by MKK.

Access to the airport will be through the Commuter Terminal gate. The gates will be unlocked for entry and exit of contractor personnel only. The gate will remain locked at all other times. The contractor will submit a request for a key of the vehicle gate lock to be used for the duration of construction. Contractor locks must not be placed on gates. Airport locks must be used. The Contractor must provide security guards approved by MKK Management at gates used by the Contractor for vehicle ingress and egress through the airport perimeter security fences. The Contractor must stop any unauthorized person entering the airport through these gates. Gates must be close at all times when not in use. Airfield security must be maintained at all times.

- The gate must be opened to allow authorized vehicular passage and closed and locked at all other times.
- All vehicles must have an up to date ramp license sticker and an approved logo or company name displayed on both sides of the vehicle.
- Unless a gate guard is performing guard duty, the gate must be secured and locked.
- No one is allowed to enter the AOA unless the preceding conditions are met.
- Checking all incoming individuals and vehicles for airport authorized identification (AOA badges) and vehicle permits to prevent unauthorized entrance onto the AOA.
- Comparing the name on the identification badge for each individual entering through the gate with an Airport-provided "stop list." If a person's name is on the stop list, entry must be denied and the Honolulu Security Office immediately notified.
- Conducting vehicle searches to ensure weapons, explosive devices, and other prohibited items are not allowed into the secured area of the airport. If weapons or other prohibited items are found, the guard must prevent entry and immediately notify the Contractor and the Honolulu Security Office.
- Ensuring that the security gate is closed when not actively being used to prevent security breaches.

6.2 Contractor Staging Area

Contractor staging areas as depicted in Exhibit 1 – Phasing Plan must be used to store all idle equipment, supplies and construction materials. Storage must not interfere with operations areas. When not in use during working hours, and at all other times, all material and equipment must be stored at the storage site indicated on the drawings unless prior approval is provided by the CM and HDOTA.

6.2.1 Equipment Storage Area

Storage of equipment and materials must be in the Contractor's staging area as shown in Exhibit 1 – Phasing Plan. The Contractor must be solely responsible for the security of the lay-down area and must be liable for any damage caused to such premises. The Contractor must restore the staging and storage areas and adjacent areas to their original condition prior to final acceptance of the work.

When required, Best Management Practices (BMP's) will be installed around the staging/stockpile areas as approved by HDOTA and the CM.

6.2.2 Location of Stockpiled or Construction Material

- The stockpile and staging area(s) must not be permitted within the RSA, obstacle free zone (OFZ), and if possible not permitted within the runway or taxiway object free areas (OFA). Stockpiling materials and/or parking equipment near electronic NAVAIDs or within five (5) feet of the AOA fence line must not be permitted.
- The Contractor staging area must be used to store all idle equipment, supplies, and construction materials. Storage must not interfere with operational areas.
- The Contractor must not store materials or equipment in areas in which the equipment or material will affect the operation of FAA electronics equipment.
- Any approved storage of equipment must not present a line of sight problem with ATC, flagman operations, vehicle traffic, or aircraft.
- Stockpiling of material will only be allowed at the Contractor's staging area. The Contractor must be responsible for any blown debris or dust from stockpiles. The stockpile height is restricted to 20 feet and must remain below the Title 14 FAR Part 77 imaginary surface contours. However, barricades with red flashing lights must be installed where potential conflicts with aircraft or ground vehicular traffic exists.

6.3 Haul Routes

1. Haul route for vehicles delivering materials to, or hauling material from, the work sites must use the gates and haul routes as shown on the plans. Exhibit 1 – Phasing Plans, clearly delineates how the Contractor will access the airfield including preferred haul and travel routes.
2. Roads designated as contractor haul routes may be used by other airport vehicles, contractors, and the general public (along public roads). The contractor must not interfere with other vehicle traffic and must yield to emergency vehicles and aircraft along any of the airport or public roads. The contractor must provide all flagging, signing, lighting, etc. required by the city, airport, county, and state to provide all reasonable safety measures to protect all persons utilizing the AOA service road, the haul road, and all public roads used by the Contractor. The Contractor must obey all vehicular weight and speed limits established as posted on airport property and public streets.
3. All vehicles and equipment must be kept within the work areas established for that work shift unless traveling to or from the site. Under no circumstances must vehicles be parked or equipment stored outside of the work areas.
4. Any equipment temporarily parked at a work site for use during the current work shift must be properly marked, parked outside all safety areas, and within the barricaded work site. Equipment must not exceed 15 feet in height and must be left in the lowest possible profile position.
5. All airfield markings along haul routes and areas adjacent to the work area must be maintained by the Contractor to the satisfaction of the CM for the duration of the project.
6. Trucks delivering asphalt pavement or concrete must wash out chutes, beds, mixers, etc. only at locations previously approved by the CM and HDOTA.
7. Locations of access roads are approximate. Exact locations must be coordinated with the CM to avoid surface utilities, navigational equipment, TOFAs, RSA, etc. Access roads must be constructed and operational before any other work can begin. All vehicles and equipment must access the work area along designated access roads.
8. Contractor's vehicles must not deviate from approved haul routes specified on the plans or as directed by the CM. Crossover between construction sites is prohibited. To move from one construction site to another, a vehicle must exit the AOA via the approved haul route and access point and re-enter through the approved area. If vehicles are required to travel over any portion of that area, they must be accompanied by an approved radio-equipped escort vehicle.
9. Contractor must monitor and control FOD on the haul route at all times using powered sweepers.
10. When driving from dirt areas to paved areas, the Contractor must implement FOD check-points for vehicle operators to check and remove FOD on the tires to prevent tracking of FOD to aircraft operational areas.

6.4 Requirements and Regulations Relating to the Operation of Motor Vehicles

During the duration of the work, the Contractor must recognize and abide by all rules, regulations, and controls, as modified by federal regulations.

In addition to the federal regulations, the CM and HDOTA is empowered to issue such other instructions as may be deemed necessary for the safety and well-being of airport users or otherwise in the best interest of the public.

Vehicles entering the AOA must comply with AC 150/5210-5, Painting, Marking, and Lighting of Vehicles Used on an Airport, (latest edition). Contractor vehicles and equipment, except those under escort, must be marked with the company name or logo on both sides in no less than 4-inch high letters of a contrasting color. Markings may be painted on the vehicle, or magnetic signs may be used. Construction vehicles under escort are the responsibility of the properly equipped lead vehicle and are required to have a flag or beacon.

All contractor vehicles and equipment operating in the AOA must display orange and white checkered flags or flashing yellow beacons during daytime use and flashing yellow beacons during nighttime use. The flag must be on a staff attached to the vehicle and must be at least a 3-foot square having a checkered pattern of International Orange and White squares at least one (1) foot on each side. Flags and beacons must be mounted on the vehicle where they are visible from any direction.

Each contractor, including each contractor/subcontractor employee, who operates a ground vehicle on any portion of the AOA at MKK must be familiar with and comply with:

- Molokai Airport's vehicle rules and regulations
- Molokai Airport's procedures for the operation of ground vehicles
- The consequences of noncompliance with Molokai Airport's rules and regulation and/or procedures for the operation of ground vehicles as shown on plans

6.4.1 Operation of Motor Vehicles within the AOA

Motor vehicle operations within the vicinity and on the airport premises must be governed by the provisions of the Hawai'i state motor vehicle codes and traffic direction procedures and signs and signals for turns. Lights and safe-driving precaution must be in conformity therewith. In addition, motor vehicles must conform to all special regulations prescribed by the airport.

Traffic on perimeter roads, enplaning and deplaning areas (ramp areas), public thoroughfares, and parking areas of the airport is limited to those vehicles properly licensed to operate on public streets and highways or as approved by MKK management.

Every person operating motorized equipment of any character on any area must operate the same in a careful and prudent manner and at a speed posted or fixed by this section or the general provisions and at no time greater than is reasonable and proper under the conditions existing at the point of operating, taking into account weather, traffic and road conditions, view and obstructions, and must be consistent with all conditions so as not to endanger the life, limb or property, or the rights of others entitled to the use thereof.

The Contractor must be aware that operations of aircraft in an adjacent area will result in jet blast occurring in the work area. Contractor vehicles, equipment, and supplies must remain inside the work area established for the work shift unless in transit to or from the site. All vehicles and equipment must access the work area along designated access roads/haul routes.

All motor vehicles that enter the airfield must possess exhaust system that are protected with screens, mufflers, or other devices adequate to prevent the escape of sparks or the propagation of flame.

All vehicles within the airfield must be equipped with reflectors or lights on both front and rear ends and on the sides.

All vehicles and equipment used on the airfield must display an orange and white checkered flag or a flashing yellow beacon during daytime work, and a yellow flashing beacon during nighttime work.

No person must operate any motor vehicle or motorized equipment in the airfield unless such motor vehicle or motorized equipment is in a safe and mechanically reliable condition for such operation.

Any person operating equipment within the airfield must, in addition to this section, abide by all existing FAA and other governmental rules and regulations and must at all times comply with any lawful signals or direction of airport employees. All traffic signs, lights, and signals must be obeyed.

No person must operate any motor vehicle or motorized equipment on the aircraft movement area or non-movement area(s) of the airport at a speed in excess of the posted (established) speed limit of 15 mph unless otherwise noted or when conditions require a reduction in speed. Designated motor vehicle drive lanes must be utilized where provided unless specific direction is given by the CM, MKK Management, or HDOT-A.

No person operating a motor vehicle or motorized equipment within the airfield must in any way hinder, stop, slow, or otherwise interfere with the operation of any aircraft. Aircraft must have the right-of-way at all times.

All aircraft and emergency vehicles have priority over Contractor vehicles. Contractor vehicles must yield right-of-way to aircraft and emergency vehicles. Contractor must ensure that under no circumstances will any Contractor or other vehicle associated with the project pass beneath any part of an aircraft or loading bridge, or block the access to any parking gate or delay any aircraft movement.

Vehicles must remain within established drive lanes. It is prohibited to use active runways or taxiways or adjacent field areas unless specifically allowed by ATC. Vehicles must remain within established drive lanes. It is emphasized that the Contractor's authority to operate does not extend to active aircraft movement areas. The Contractor must operate along established access roads/haul routes with prior approval of the CM, MKK Management, and HDOT-A.

All construction personnel (Contractor and Subcontractors) requiring access to the airfield must obtain permission from MKK.

6.4.2 Parking

- No parking is permitted on the airport roadway as the primary purpose of the airport roadways is for motor vehicle traffic.
- No person must park any motor vehicle, other equipment, or materials within the airfield, except in a neat and orderly manner and at such locations prescribed or as directed by the CM and HDOTA.
- No person must park any motor vehicle or other equipment or place materials within the AOA or within 15 feet of any fire hydrant or standpipe.
- Parking of construction workers' private vehicles must also be in a public parking or private parking facility outside the airfield.
- Under no circumstances must vehicles or equipment be parked within five (5) feet of the airport perimeter security fence line.

6.4.3 Vehicle Identification including Lighting and Markings

Each vehicle or unit of equipment that travels or operates on any part of the airfield must have an approved decal or painted company name applied to both sides of the vehicles in a location opposite the driver's seat. The identification should be applied to the front door panels. Magnetic or temporary signs are acceptable.

All vehicles and equipment, except those under escort, must be marked with the company name and/or logo on both sides. Per the (Contractor's Training Guide July 2007, the lettering for the company name must be in bold characters of a minimum 4" in height, and 1-1/2" in width, and the height of the logo must be a minimum of 6"). Escort vehicles must be marked with the company logo as stated above, and must be properly equipped with a two-way radio. Escort vehicles may be used to escort a maximum of two (2) vehicles onto the airfield. The vehicle(s) providing the escort must lead the convoy and is responsible for all trailing vehicle(s). This vehicle may escort unmarked vehicles onto the airfield. Vehicles being escorted must be in radio or cell phone contact with the lead escort vehicle. Under no circumstances may an employee provide an escort from inside an unmarked vehicle. Drivers of escorted vehicles must display a delivery escort badge or a construction escort badge.

Use of logos or symbols in lieu of letters is subject to approval by the MKK Operations manager.

Vehicles that appear at access gates without signs on both sides of the vehicle will be denied access. Vehicles found to be missing signs within the airfield will be escorted off the jobsite and not be permitted to re-enter until signs have been installed.

Any person operating equipment on the airfield must, in addition to this section, abide by all existing FAA and other governmental rules and regulations.

It is emphasized that the Contractor's authority to operate does not extend to active aircraft movement area. The Contractor must operate along established access roads/haul routes with prior approval of the HDOTA and MKK Management.

6.4.4 Load Limits

When using airport roadways, the Contractor must restrict the gross weight as required by local codes. For heavier vehicle loads, permits must be obtained through the agency having jurisdiction. All vehicle weights are subject to verification by the CM.

6.4.5 Delivery and Parking of Construction Equipment and Vehicles

No equipment or construction vehicles must be parked or left unattended outside the airfield access gates or on public roadways. When equipment or vehicles are to be delivered to the work site, the Contractor must be present to accept the equipment or vehicles and must escort them inside the airfield fence and have them parked in the contractors staging area or other approved location on the airfield. Any construction equipment or vehicles left unattended outside of approved locations or on public roadways will be impounded by the State.

6.4.6 Requirements and Regulations Relating to Vehicle Drivers

All drivers operating vehicles on airport property must carry a valid United States driver's license on his/her person, appropriately endorsed for the type of equipment being operated.

Drivers designated to operate vehicles within the airfield must receive special drivers training as required in Section 6.4.7 and be approved by the airport before being allowed to operate within the airfield or must be escorted by an approved escort.

Drivers operating outside the airfield may operate vehicles without attending the special drivers training.

Permission to apply for vehicle permits must be made in writing to the MKK District Manager through the CM and/or HDOTA, and must list all vehicles requesting a permit. Construction equipment (cold planer, AC paver, AC rollers, backhoes, etc.) that remain at the jobsite do not require a vehicle permit (vehicle permit required for licensed vehicles only), and may be stored in the staging area or closed construction areas as approved by HDOTA, MKK, and FAA. An orange and white checkered flag must be displayed on all equipment while within the airfield during non-working hours.

Use of tall equipment (cranes, concrete pumps, etc.) will not be allowed unless the FAA Form 7460-1 determination letter is issued and approved for such equipment.

6.4.7 Vehicle Driver Training

Every driver who operates a vehicle on the airfield of the airport must be familiar with the pertinent provisions of the state of Hawai'i vehicle code and the traffic and licensing subsections of these rules and regulations. The driver must have been trained in the vehicle to be operated.

All Contractor employees and subcontractors who will be driving a company identified vehicle within the airfield will be required to obtain an Airport Motor Vehicle Operator's Permit (Ramp License). A ramp license, in conjunction with a valid, state issued driver license, current airfield badge, and permission from MKK will qualify drivers to operate vehicles within the non-movement areas of the airport only. To qualify for the ramp license, each operator must attend the ramp license class provided by MKK, and pass the written examination.

One approved vehicle with an operator who possesses an Escort privilege on his/her AOA badge can escort up to two (2) vehicles onto the AOA.

The applicant must pass a written 25 question multiple-choice test administered by the airport Pass and ID office covering AOA safety rules and regulations. A score of 80% (20 correct responses out of 25) is required to pass. If the applicant fails the test, it can be re-administered the following day. Ramp licenses are valid for a period of 8 years or until the expiration of the applicant's state issued driver license, whichever is shorter.

For employees working or driving inside the movement areas, a "Movement Area" stamp must be placed on the AOA badge. In order to qualify for the movement area license, each operator must attend the movement area training class provided by MKK and pass the written examination which includes proper procedures for radio communications with Ground Control and the ATCT.

The applicant must attend a movement area training class and pass a written test administered by the Ramp Control Supervisor. The test covers AOA safety rules and regulations, proper procedures and phraseology for communicating with Ground Control and ATCT, knowledge of airport layout including all taxiway designations, and familiarity with airport signing and pavement markings. The training class and test are offered three (3) times per month. A score of 90% is required to pass. If the applicant fails the test, it can be re-administered at the next scheduled offering. Movement area qualification is good for a period of 1 year or until the expiration of the applicant's driver license or ramp license.

The preferred procedure for Contractors unfamiliar with the airport who require movement area access is to be escorted by MKK until such time as they have proven competency in navigation and communication on the airfield as determined by the Ramp Control Supervisor. The Contractor must coordinate the need for escort with MKK at least one week prior.

6.4.8 Two-Way Radio Communications

Radio communications with ATC will be in accordance with the procedures specified by the most current memorandum of understanding between ATC and MKK.

The Contractor will provide at least one (1) Radio Monitoring Personnel (RMP) to coordinate access in the movement area. The RMP will acquire the necessary training as directed by MKK management. The RMP shall acquire the movement area certification at MKK, and be familiar with proper radio communication procedures and phraseology. The RMP's only duty shall be to monitor the radio. Contractor employees with valid airport movement area certification and properly equipped and marked vehicles may escort up to two other vehicles onto the AOA. The vehicle providing the escort must lead and is responsible for the trailing vehicles. Communication with escorted vehicles is also required with use of a hand held radio or mobile phone. RMP(s) will be expected to communicate with one or more of the following:

- MKK ATC – 0500 to 2015 Hours HST
- CTAF – 2015 to 0500 Hours HST

The RMP(s) will communicate with MKK Ground (frequency 121.9) prior to the start of work for permission to enter the AOA. Prior to crossing the movement area line (one dashed and one solid line) and entering the movement area, the RMP(s) shall contact MKK Ground (frequency 121.9) for permission to enter the movement area. RMP(s) shall contact MKK Ground (frequency 121.9) to obtain permission to enter the RSA (two dashes and two solid lines). The MKK Ground frequency shall be monitored at all times while within the airport movement areas. RMP(s) shall use cellular phones as temporary backup to the radios in the unlikely event of radio communications failure.

- 121.9 MKK Ground– monitored continuously while on and operating on the airfield while ATC is attended.
- 125.7 CTAF – monitored continuously while on and operating on the airfield while ATC is unattended.

For the area(s) and/or runway section(s) closed for construction activities, MKK gives HDOTA jurisdiction for control of vehicles, equipment, and personnel in the closed area as long as the Contractor complies with the movement of vehicles, equipment and personnel within the designated areas for movement on and off the runway and taxiways. In addition to the RMP(s), the Contractor may use escorts, flagmen, signal lights, or other means as approved by MKK, HDOTA, and FAA. The RMP shall not instruct aircraft at any time.

6.4.9 Airport Security

The contractor must be responsible to provide and maintain MKK security-badged personnel in all areas of the work, obtain necessary training required to drive vehicles within the airfield as directed by MKK management, and obtain necessary vehicle ramp permits for all vehicles entering the airfield.

Access to the airport will be through the main gate along Farrington Highway. The gates will be unlocked for entry and exit of contractor personnel only. The gate will remain locked at all other times. The Contractor must make arrangements with MKK Management for access to garage and equipment areas in the airfield during non-working hours.

SECTION 7 WILDLIFE MANAGEMENT

7.1 Summary

This project will use the following protocols to mitigate any wildlife hazards created:

All project personnel working on the airfield will receive an airfield safety briefing that will include information on the dangers of wildlife and aircraft operations. Inspection of the construction area will be conducted on a daily basis by MKK Operations personnel.

Personnel must take immediate action to eliminate wildlife hazards whenever they are detected. Hazards include, but are not limited to:

- Trash (food scraps and miscellaneous waste), standing water, or tall grass and seeds which may attract unwanted wildlife to the airport. All personnel must take immediate action to eliminate wildlife hazards and must be promptly removed to prevent attracting birds and animals.
- Poorly maintained or damaged security and wildlife fencing and gates, which may allow animals to enter the airfield.
- Any unusual wildlife activity will be noted on the airfield inspection checklist.
- Notifications will be made to the USDA Staff Wildlife biologist and Airport Operation wildlife superintendent and ATC.
- The Contractor, in consultation, with MKK Operations and the USDA wildlife biologist will develop and implement corrective measures to eliminate any wildlife threat.

7.2 Trash

All trash will be collected and contained in covered bins during construction activity, and disposed of properly off-site. All contractor vehicles must have trash receptacles or use by personnel while on the project site. Trash receptacles stored in open portions of vehicles must have tight fitting or latching covers to prevent trash from blowing out of the receptacle due to wind, jet blast, or normal vehicle operation. Receptacles may be plastic trash bags if stored in the vehicle cab or other closed space. Loose materials must not be kept in the beds of pickup trucks in use on the airfield.

7.3 Standing Water

Contractor must manage storm water drainage within the project site to eliminate areas of standing or ponding water. Following rainfall events, any area with standing water within or immediately adjacent to the project site must be immediately modified to drain the standing water. The Contractor must make drainage improvements approved by the CM and HDOTA to prevent the future accumulation of storm water in these areas.

7.4 Tall Grass and Seeds

Not Applicable

7.5 Poorly Maintained Fencing and Gates

The Contractor must be responsible for the maintenance of security at all locations affected by the Contractor's activities at all times. Unless approved by the CM, HDOTA, and MKK, the integrity of the existing airport security fence must be maintained at all times. During working hours the Contractor will provide security personnel at all gates used for Contractor access at anytime gates need to remain open for extended time periods. Gates will remain locked at all other times.

Projects which require alteration of the existing airport security fence must require the Contractor to submit detailed phasing plans for fence construction showing how security will be maintained. Contractor fence phasing plans must be approved by the CM, HDOTA, and MKK prior to construction. All changes to the airport security fence must be completed in a manner which maintains the existing level of airport security, as approved by the CM and MKK, by the end of each work day. Whenever possible, new security fence must be constructed and approved by the CM and MKK prior to the removal of the existing fence.

7.6 Construction Lighting

The Contractor must keep construction lighting to a minimum. Construction lighting must be shielded to shine downward towards the pavement and not upward, to avoid disorientation of seabirds flying over the project area. The Contractor must position light towers low to the ground and turn off construction lighting when not in use.

7.7 Disruption of Existing Wildlife Habitat

Projects on runways, taxiways, aprons and other paved areas of the airport are not expected to disrupt wildlife habitat. Work in non-paved areas of the airport may encounter wildlife habitat. The Contractor must report all wildlife sightings to MKK by phone.

SECTION 8 FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

8.1 Summary

Upon completion of each day's work, the contractor must clean and remove from the project area all FOD materials generated by the Contractor's activities. The Contractor must perform FOD checks on all paved areas used for Contractor access and haul routes within the airfield. Prior to reopening any closed portions of the airfield to aircraft, the Contractor must request a FOD inspection from MKK Management. Once the FOD inspection has been completed and the pavement areas cleared for opening, MKK will contact the CM and Contractor, as necessary, to coordinate reopening the closed portions of the airfield.

All aircraft movement areas will be under constant surveillance by all parties to ensure they are acceptable for aircraft operations.

The Contractor must maintain FOD control of all haul routes to and from the construction site. Sweepers must be in continuous operation along paved haul routes within airport property while construction is ongoing. All utilities within and passing through the work/area phase must be kept operational at all times, unless otherwise specified.

No loose material or waste (FOD), capable of causing damage to aircraft or capable of being ingested into jet engines, may be left in the working area on or next to runways, taxiways, ramps, or aprons. The Contractor must direct special attention to all areas that are operational to aircraft during construction. These must be kept clean and clear of all materials or debris at all time.

Common sources of FOD during construction include trucking or hauling operations of construction materials to and from the construction site, demolition and removal of items (i.e. cold-milling or PCC demolition), and during placement and construction of improvements (i.e. placement of aggregate subbase).

All loose material or waste (FOD) located on aircraft movement areas must be reported to the inspectors immediately; the inspectors must coordinate with MKK to close the area to aircraft traffic if required until cleanup is accomplished.

Trucks and equipment must have all accumulated dirt, mud, rocks, and debris removed before accessing the AOA, and when leaving the work area. Loads must be struck flush and secured to prohibit loss of material. If spillage occurs, such roadways must be swept clean immediately after such spillage to allow for safe operation of vehicles as determined by the CM. If the Contractor is negligent in cleanup and airport resources are required to perform the work, the expense of said cleanup must be paid by the Contractor.

The Contractor must continuously sweep and wash down all access routes to the construction areas and existing adjacent paved areas and AOA pavements. These areas must be kept free of debris at all times, at no additional cost to the owner.

The Contractor must keep operational vacuum sweeper trucks and water trucks on site and operational at all times during working and nonworking hours and must maintain the sites free from dust and objectionable debris. During the period of time that there is no construction activity (between work shifts), the vacuum sweeper trucks, and water trucks must be ready and on-site with Contractor's personnel available by phone to respond immediately to a dust or debris problem as identified by MKK staff or the CM. At no time must there be more than a 10-minute response time to calls concerning dust/debris problems during work hours and a 60-minute response time at all other times on a 24-hour-per-day basis. The Contractor must provide whatever means necessary to prevent FOD in aircraft movement areas and provide construction area generated dust control on a 24-hour basis.

The Contractor must provide truck washes, rumble strips, shakers, or other means as necessary to prevent FOD on the airfield and will be monitored by the CM. If the Contractor's method does not remove debris adequately to meet safety requirements, the Contractor may be shut down and will be required to utilize other methods at no additional cost to the airport or HDOTA.

SECTION 9 HAZARDOUS MATERIAL (HAZMAT) MANAGEMENT

9.1 Summary

The Contractor must have an emergency spill cleanup kit on the project site at all times. The spill kit will include absorbent pads and one 5-gallon bucket with cover. In the unlikely event of fuel or hydraulic oil spills; the Contractor must contain the spill and place the absorbent pads on the spill immediately, used pads must be placed in the bucket and disposed of properly off-site at a later time.

All construction activity involved with the handling of hazardous materials must provide the CM with a hazardous materials removal plan. The plan will include the name of the company used for removal of hazardous materials and the names and 24-hour telephone numbers of staff authorized to handle such removals.

No fuel, oil, grease, flammable liquids, or contaminants of any kind, including detergents, must be allowed to flow into or be placed in any sewer system or open water areas without a separator or unless connected to an industrial waste system.

Transport and handling of hazardous materials requires special procedures as outlined in the project specifications.

Any spill equal to or greater than HIOSH/EPA reporting limits must be reported to MKK as soon as possible for appropriate follow-up actions by the State.

SECTION 10 NOTIFICATION OF CONSTRUCTION ACTIVITIES

MKK Operations will make notifications to airport users using continuously updated web based distribution methodologies.

During weekly Project Coordination meetings, construction activities for the next three (3) weeks must be discussed. Specific items should include, but are not limited to, phase beginning or ending, construction activities requiring closure of taxiways, modification to the vehicle service roads, and construction activities requiring FAA Form 7460-1 submittal.

10.1 Notices to Airman (NOTAM) Issuance

The Contractor will provide a written request to MKK management, not less than 72 hours in advance prior to the start of the work, so that local NOTAMs can be issued for the scheduled closures of runway or taxiways, work in progress, and affected NAVAIDs. The NOTAM must be filed a minimum of 48 hours prior to closing of the runway and taxiways.

- MKK will coordinate the scheduling of the NOTAMs.
- Should the NOTAMs be cancelled, the Contractor shall notify MKK.

Prior to the start of field activity each day or night, the Contractor will coordinate via MKK to shutdown required runways and taxiways during the scheduled work hours. At the end of field activity each day or night, the Contractor must notify MKK, to re-open any closed runways and taxiways for aircraft traffic

The Contractor shall contact the MKK Airport Operation Manager to confirm the issuance and correctness of NOTAMs prior to beginning work each day. The MKK Airport Operation Manager will publish the NOTAMs. Should the NOTAM need to be cancelled, the Contractor shall notify the MKK Airport Operation Manager.

10.2 Aircraft Rescue and Firefighting (ARFF) Coordination

ARFF personnel, although involved in the planning and design phases, shall receive a briefing prior to the start of construction along with periodic briefings on the status of the project by the Contractor. The Contractor shall provide uninterrupted ARFF access to all areas of the airport. Additionally, ARFF personnel will be invited to weekly construction meetings when work is expected to directly affect ARFF operations. The Contractor shall advise ARFF personnel of the following occurrences:

- AOA fence relocations
- Waterline and fire hydrant deactivation and activation
- Re-routing, blocking and restoration of emergency access routes
- The use of hazardous materials on the airfield
- Locations of construction activities

10.3 Department of Transportation Airports (HDOTA) Coordination

Contractor is to work with HDOTA to maintain a list of the responsible representatives/points of contact for all parties and procedures for contacting them 24 hours a day, seven days a week. This list includes local ATC personnel and the Contractor including all subcontractors.

In the event of an aircraft emergency that may affect construction activities determined by MKK; the Contractor's personnel and/or equipment may be required to immediately vacate the area. MKK will notify the HDOTA and CM, who will then coordinate with the Contractor. In cases of imminent danger; MKK will coordinate directly with the Contractor.

10.4 FAA Coordination

10.4.1 Marking of Equipment and Restrictions on Cranes

If cranes or other similar equipment are to be used, the Contractor will be required to submit for approval the FAA's application Form 7460-1. Copies of the submittal will be made to HDOTA for review and acceptance. The Designer will forward submittals to the FAA for approval.

HDOTA has no control over the FAA's review and approval time. Contractor is encouraged to submit any required applications well in advance (at least three (3) months) of the need for the use of the equipment or crane.

Contractor to Submit:

- Latitude
- Longitude
- Existing ground elevation including vertical datum
- Height of crane, structure, stockpile, etc.
- Exhibit indicating operating area of the equipment or crane
- Any other details the FAA might require for a complete analysis

FAA Form 7460-1 will be filed for this project along with all crane activity associated with construction.

SECTION 11 INSPECTION REQUIREMENTS

11.1 Summary

HDOTA, MKK, and Contractor personnel will conduct continual inspections of the construction site to ensure that areas surrounding the sites are safe for aircraft operations.

MKK personnel will note any discrepancies on the daily inspection checklist.

Any aircraft movement surface or adjoining runway, taxiway, or taxilane safety area that does not pass inspection must remain closed until such time cleanup is performed and approved.

MKK must conduct final inspections prior to opening the area for aircraft operations. MKK will notify the CM and Contractor when areas may be opened for aircraft operations.

Frequent inspections will be made by MKK and the HDOTA Engineer or his authorized representative during the critical phases of the work to insure that the Contractor is following the recommended safety procedures. The inspector must report any violations or potential safety hazards to the CM who will in turn advise the Contractor of the concern for immediate correction by the Contractor.

11.2 Daily (or More Frequent) Inspections

At the end of each work shift or work phase, the area will be cleaned to remove all FOD created by the construction activity from all runways, taxiways, and apron areas. Prior to opening of a closed area, the Contractor must perform a FOD check of the work area and the haul route used for the shift or phase, and will not remove any low profile barricades and/or lighted X's until the area has been cleared by MKK. The Contractor will inspect and clean the haul route outside of the barricaded area, and ensure there is no FOD on the active airport areas.

11.3 Final Inspections

The Contractor will request a FOD inspection from the CM and MKK when the FOD check and cleaning is completed. Once the FOD inspection has been completed and cleared for opening, MKK will cancel the issued NOTAMs. The Contractor's request for inspection must be at least 30 minutes prior to reopening the area to allow adequate time for inspection and final approval.

SECTION 12 UNDERGROUND UTILITIES

12.1 Summary

The project is not anticipated to encounter underground utilities. However, the Contractor shall take the following precautions prior to the start of work:

The Contractor will tone for existing buried utilities prior to starting excavation operations, if necessary. MKK and FAA will be notified to assist the Contractor and Subcontractors in locating the airport and FAA utilities that may be in the construction areas. If underground utilities are

identified and located, the Contractor will protect and mark these utilities. Significant utilities of concern include the following, but are not limited to:

- Stormwater drainage pipes and inlets

The Contractor must provide utility locations on the as-built drawings that will be submitted at the end of the project.

12.2 Electrical Conduit

The runway does not contain runway edge lights so electrical conduit is not anticipated to be encountered.

12.3 Procedures for Locating and Protecting Existing Underground Utilities/Facilities in Excavation Area

In accordance with State law, the Contractor must contact the Hawaii One Call Center (866-423-7287) to locate any public utilities and the FAA HCF or FAA Technical Operations to locate any airport utilities prior to excavation. All existing utilities within the construction areas or the staging area that are designated to remain in place must be maintained, accessible, and protected at all times (i.e., waterlines, fire hydrants, valves, drainage structures, electrical and FAA cables/equipment, etc.). Refer to the specifications, phasing plans, and demolition plans for additional requirements that are associated with this project.

The existence, location, and characteristics of underground utility information shown on these plans were obtained from available record data. No representation is made as to the accuracy or completeness of utility lines shown or any unknown utilities. Contractor must make reasonable inferences as to existing underground utilities from observation of visible conditions and take appropriate measures to protect all utilities, including underground communication installation, which are owned and operated by MKK, FAA, HECO, AT&T, or other third parties.

Contractor must perform site investigation to verify location and depth of all utilities. Investigate by means of vacuum or air pressure pot-holing or other means as approved by MKK and HDOTA. Contractor must accurately record and stake the location of all utilities.

The Contractor must be responsible for and repair, at Contractor's own expense, any damages resulting from his/her failure to locate utilities as specified.

Exercise extreme care when using any equipment to prevent contact with any nearby power lines and power sources. Safe working clearances must conform to the national electrical code.

All structures must be designed to support aircraft loads specified unless otherwise noted. The Contractor may make certain temporary connections to the existing airfield lighting system only if it is associated with keeping the required lighting systems operational and approved by the CM. The Contractor must provide a separate power source for other construction related power needs.

When power and control cables for airfield lighting and navigational aids are located in the construction areas, the Contractor's personnel must be familiar with these cable locations and keep vehicles and equipment clear of any cables at all times. Mark/delineate the surface for each utility in a manner acceptable to the CM. As indicated on the plans and the specifications, the Contractor must locate all utilities (operational and abandoned) prior to starting any excavation, demolition, or earthwork. The CM must contact FAA technical support unit to facilitate locating FAA facilities and cables.

The Contractor's attention is directed to the existence of certain underground facilities that may require special precautions by the Contractor to protect the health, safety, and welfare of workers

and of the public. Facilities requiring special precautions include: compressed air lines; conductors of petroleum products, oxygen, chlorine, and toxic or flammable gases; natural gas in pipelines greater than six (6) inches in diameter, or pipelines operating at pressures greater than 60 psi (gauge); underground electric supply system conductors or cables, with the potential to ground more than 300 V, either directly buried or in duct or conduit that do not have concentric grounding; manholes/handholes that contain both DOTA and high voltage FAA cables; or other effectively grounded metal shields or sheaths.

All utilities encountered along the line of the work must be maintained in service during all operations under the contract, unless other arrangements satisfactory to the utility owner, the affected agency, and the CM are made in advance. Utilities must include, all above or below ground conduit, pipes, wet wells, ducts, cables, and appurtenances associated with oil, gas, water, steam, irrigation, storm drain, wastewater, air, electrical, power, instrumentation, communication, telephone, TV, and lighting systems, whether or not owned by MKK. All valves, switches, vaults, and meters must be maintained readily accessible for emergency shutoff.

Any utility that is damaged by the Contractor must be immediately reported to the CM and MKK and immediately repaired to a condition equal to, or better than, the condition they were in prior to such damage. Repair work must be continuous until the utility or improvement is placed back in service.

12.4 Underground Service Alert

The Contractor must mark all FAA utility lines prior to any work in a given area. Marking must consist of a 36-inch-high lathe, placed ten (10) feet on center. Lathe must be marked with the words DANGER – FAA or equivalent, and must be affixed with red or orange surveyor tape to enhance visibility. Additionally, the Contractor must expose and verify (by field survey) the depth and alignment of all underground utilities in the construction site. The Contractor must pot-hole and field survey all utilities within a five (5)-foot distance of any footing work, utilities, etc. prior to excavation.

SECTION 13 PENALTIES

13.1 Summary

Safety and security precautions are necessary at the Airport. Failure of the contractor to adhere to prescribed requirements may have consequences that jeopardize the health, safety or lives of customers and employees at the Airport. Security violations of HDOT, FAA or MKK rules or regulations; or safety violations of this CSPP or FAA requirements, may result in fines up to \$10,000 per occurrence or individual, revocation of the AOA badge, or loss of AOA driving privileges, depending on the severity of the offense.

The Airport employs a contractual law enforcement firm to support the overall Security Program:

- 1 **Contract Law Enforcement:** Security personnel under contract to the State Airports Division and who are deputized under State law to engage in law enforcement activities prescribed under Federal Regulations Part 107.17. The current contract is performed by **Securitas USA**, which provides personnel to man security screening station law enforcement positions, access gates, traffic control, perimeter and ramp patrols and the Pass and ID office.

Misuse of Airport security access privileges by any badge holder or any violation of Airport, State and/or Federal rules and regulations will subject violators to arrest or fine as prescribed by law and revocation of all further clearance and access into security areas.

The Operations Division has the option to issue warnings on the first offense based upon the circumstances of the incident. Individuals involved in noncompliance violations may be required to surrender their Airport ID badges pending investigation of the matter.

Penalties for violations related to (HDOT, FAA, MKK) procedures include the following:

- 1 Warning citation, Airport ID badge confiscation, retraining, and a letter from the employer stating what action if any has been taken to prevent this from happening again.
- 2 Project shutdown and/or removal of personnel involved from the AOA.
- 3 Class B Misdemeanor citation - (Molokai Airport Rules & Regulations.) Ordinance Title 19 Administrative Rules.

Project shutdown or misdemeanor citation may be issued on a first offense.

SECTION 14 SPECIAL CONDITIONS

14.1 Summary

It is possible that unexpected emergencies may arise during the progress of the construction work. Construction emergencies may be caused by equipment breakdowns, accidents, or even damages to nearby existing structures, property, or light fixtures. Airport emergencies may arise during the progress of the work, such as in-flight emergencies that may develop. In the event of a construction or airport emergency, MKK will be notified immediately, informing them of the situation. MKK will decide on the appropriate remedial actions that are needed to stabilize the situation.

In the event of work cancellation, whether cancelled by the Contractor, CM, FAA, MKK, or DOTA, the Contractor must make all required notifications as detailed in the appropriate communication flow chart to inform all parties of the work cancellation, the reason for the cancellation, and anticipated duration of the work stoppage. In addition to the notifications identified in the communication flow chart, the Contractor must contact MKK Management to inform them of any NOTAM changes required due to the work cancellation. MKK shall be responsible for cancelling or modifying any published NOTAMs and contacting FAA HCF Air Traffic to inform them of the NOTAM Changes.

Other special conditions that may affect the construction work are listed below:

Weather Conditions

In the event of adverse weather conditions, the Contractor may be required to reschedule the work and/or runway and taxiway closures and cancel active NOTAMs. Adverse weather conditions would include winds that dictate the use of certain runways or taxiways under construction.

Instrument Flight Rules (IFR) weather conditions when the ceiling is less than 2,500 feet and visibility is less than three (3) statute miles, and/or continuing heavy rain showers. The Contractor will obtain the current and forecasted weather conditions and confirm with MKK and FAA Air Traffic whether to proceed with the scheduled work. Once the "Go" / "No Go" call is made, work will continue until the runway has been restored to the original conditions (i.e. all paving work has been completed). The "Go" / "No Go" call for work will be made two (2) hours prior to the scheduled closure time.

The Contractor must assume that work will be canceled by MKK or FAA with 2-hour notice due to weather or other airport operational limitations, up to 5 full work shifts over the duration of the project, at no additional cost to the owner.

Aircraft Emergency:

During aircraft and life safety incidents, the Contractor may be required to temporarily stop and vacate the airfield to allow operations of aircraft and emergency personnel and vehicles. The Contractor will be notified of emergencies by either MKK or ATC. The Contractor and MKK will decide on the appropriate remedial actions that are needed to stabilize the situation. The Contractor will then notify the CM responsible for the project. In cases of aircraft medical or mechanical emergency the Contractor must clear the movement area immediately.

SECTION 15 RUNWAY AND TAXIWAY VISUAL AIDS – MARKING, LIGHTING, AND SIGNS

15.1 Marking Removal

All existing pavement markings requiring removal must be obliterated in a manner that will not leave marking shadows at the direction of the MKK and the CM. All permanent pavement markings must be restored at project completion.

Proposed runway and taxiway closures necessary to complete the work will be short-term closures occurring at night with the runway and taxiways re-opening the next day.

15.2 Airfield Closures (Runways, Taxiways, Ramps)

All lights and equipment designated to remain within the work areas, safety areas, and on the airfield must be protected at all times. The Contractor must protect these lights and equipment from damage while working at the work site. When a runway, taxiway, or taxilane is closed, the lights must be turned off or masked. The Contractor must place barricades around any elevated lights and equipment that may be in the work area to delineate and protect them. Damage due to the Contractor's operations must be repaired immediately at the Contractors' expense.

For temporary closures of taxiways or taxilanes, the Contractor must turn off/mask centerline lights, edge lights, and signage around the work areas during the work shift. The Contractor must protect these lights from damage at all times while working at the work sites. All centerline and edge lights designated to remain must be operational at the end of the closure. Submit proposed method for CM's approval.

15.3 Lighting and Visual NAVAIDS

The Contractor shall coordinate with MKK and ATC to shutdown the runway/taxiway edge lights and any other required NAVAIDS deemed necessary. FAA owned NAVAIDS are present on the airfield and can only be shutdown and restored by FAA TechOps. Coordination between the Contractor, MKK, ATC, and FAA TechOps shall occur a minimum of 30 days prior the scheduled shutdown.

Visual NAVAIDS must be protected as stated in Section 5 of this CSPP.

SECTION 16 MARKING AND SIGNS FOR ACCESS ROUTES

16.1 Summary

All haul routes must conform to the project specific phasing plans.

Marking and signs for access routes will not be used on this project. As construction vehicles and/or equipment arrive to the project site, they will enter the airfield through the designated access gates. Construction vehicles and equipment will wait in an area not affecting MKK Operations (or in the staging area) until all necessary notifications have been made and the lighted "X" and low-profile barricades have been placed. All construction vehicles and equipment necessary to complete the work will remain on the closed area for the duration of the work shift. At the end of the work shift, all construction vehicles and equipment must be escorted back to the

staging area or to the access gate if exiting the airfield. Please refer to Exhibit 1 – Phasing Plans regarding the proposed hauling routes.

SECTION 17 HAZARD MARKING AND LIGHTING

17.1 Summary

When areas on the airport are closed or present hazards due to Contractor activities, they must be marked and lighted according to AC 150/5340-1 (current edition) “Standards of Airport Markings” and AC 150/5370-2 (current edition) “Safety During Construction”. Marking and lighting must be approved by the Airport Project Manager.

Every excavation or hazard on or adjacent to the airfield or other areas must be marked. Please see Exhibit 1 – Phasing Plan, for location and type.

The Contractor must barricade the work area as shown on Exhibit 1. Low profile barricades with lights or other hazard lighting devices stipulated on the phasing plans must be operative at all times while in place. It must be the Contractor’s responsibility to immediately repair or replace any light that is not operating.

Barricades must be in place prior to commencing construction operations and must be maintained for the life of the construction phase/contract.

Beacons and flags required on all contractor vehicles/equipment must be maintained in good working condition, and flags must be replaced if they become faded, discolored, or ragged.

Limits of the various phases of work must be clearly delineated with barricades, warning signs with attached steady or flashing red lights; “standing red” barricade lights and other markings as shown on the plans specified herein, in order to deter aircraft and vehicles from entering the construction areas.

The Contractor must continually inspect and maintain all construction barriers, fencing, and gates in good condition.

Portable lighting provided for any night work must not interfere with air navigation. Lights must be transported to the work areas pointed down and turned off to avoid affecting operations.

17.2 Equipment

Please refer to the project drawings and specifications regarding the product data for the low-profile barricades, type I-II barricades, traffic cones, and runway lighted “X”s to be used on this project.

1. Runway Lighted “X”:

Whenever work is required in the RSA that requires a runway closure, lighted “X”s must be placed at each end of the runway directly on or as near as practicable to the runway designation numbers. Lighted “X”s must face the approach surface for the respective runway end. The lighted “X”s must be removed at the end of each work shift and/or work phase.

2. Low Profile Barricades:

Low profile barricades must be used to identify the closed areas due to construction activities. These low-profile barricades must be orange or white and must have at least one (1) red 360-degree light mounted to each barricade. Low profile barricades must be placed approximately 15’-0” O.C. while construction is ongoing and during non-working hours. The orange and white barricades must be placed in alternating colors (orange base and white base) and must be located and secured to prevent displacement from jet

blast or other surface wind conditions. Low profile barricades must be either Neubert Aero Corporation Model NAC-PC 2410, Multi-Barrier Safety Barricade Model No. AR-10x96 or FAA approved equivalent. Please refer to Exhibit 3 – Phasing and Barricade Boring Plan, regarding the proposed locations of the low-profile barricades. The barricades will be filled with water to weigh them down and prevent FOD or movement from jet blast and/or high wind conditions.

3. Reflective Cones and Type II Barricades:

If required, reflective cones and or Type II barricades must be used to demarcate AOA travel route(s), and locations where vehicles must yield to aircraft and must be adequately anchored from jet blast.

4. Construction Lighting:

For night working hours, the Contractor will be allowed to use light towers for this project. The construction lighting must be located away from any obstruction or hazard and positioned and point away in such a manner that it does not cause visual or physical interference to operating aircraft and wildlife. Construction lighting must be taken down at the end of the work shift and stored at the equipment staging area. All Contractor personnel and subcontractors working on the airfield during hours of darkness must wear high visibility vests with reflective markings and orange/visible hard hats. The Contractor must also conform to restrictions stated in Section 7.6, Construction Lighting.

SECTION 18 PROTECTION OF RUNWAY AND TAXIWAY SAFETY AREAS AND SURFACES

18.1 Summary

Runway Safety Area (RSA), Taxiway Safety Area (TSA), Object Free Zones (OFZ), and Object Free Areas (OFA) will be impacted by the work, including the closure of runways and taxiways adjacent to the work area.

The Contractor will be required to coordinate the construction work to accommodate clearance requirements for arrival and departure of scheduled aircraft, and maintain compliance with AC 150/5370-2, Operational Safety on Airports During Construction, (current edition). The AC sets forth guidelines for maintaining desired levels of operational safety during construction.

The Contractor will require that project staff attend mandatory training sessions to reinforce the importance of airport protocol. The intent of the presentations will be to highlight common threats such as safety area encroachments, improper ground vehicle operations, and unmarked or uncovered holes and trenches in the vicinity of aircraft operating surfaces. Airport staff will be invited to make presentations on topics of their choosing.

18.2 Runway Safety Area (RSA)

The RSA 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. No construction may occur within the RSA while the runway is open for aircraft operations. All work within the RSA shall be coordinated with HDOT-A, MKK, and ATC. The Runway 5-23 and Runway 17-35 RSA widths are 300-feet and 150-feet respectively.

Open trenches or excavations are not permitted within the RSA while the runway is open. All trenches and excavations shall be backfilled before a temporarily closed runway is opened to aircraft.

Survey activities may occur within the RSA while the runway is open for aircraft operations, only with the approval from the MKK and ATC. The Contractor shall immediately pull back outside of the RSA when direct by ATC, to yield to oncoming aircraft.

18.3 Runway Object Free Area (ROFA)

The ROFA is a defined surface alongside the runway required to be free from objects protruding above the nearest point of the RSA. The Runway 5-23 and Runway 17-35 ROFA widths are both 800-feet. Construction, including excavations may be permitted in the ROFA with the approval of HDOT-A, MKK, and ATC. Equipment must be removed from the ROFA when not in use, and materials shall not be stockpiled in the ROFA.

18.4 Taxiway Safety Area (TSA)

The TSA 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. Survey activities may occur within the TSA while the taxiway is open for aircraft operations, only with the approval from ATC. The Contractor shall immediately pull back outside of the TSA when direct by ATC, to yield to oncoming aircraft. Taxiways associated with Runway 5-23 and Runway 17-35 have a TSA width of 118-feet and 79-feet respectively.

18.5 Taxiway Object Free Area (TOFA)

The TOFA is a defined surface alongside the taxiway required to be free from objects non essential to air navigation or aircraft ground maneuvering purposes. Vehicles may operate within the TOFA provided they give right of way to oncoming aircraft. Taxiways associated with Runway 5-23 and Runway 17-35 have a TOFA width of 171-feet and 124-feet respectively.

18.6 Obstacle Free Zone (OFZ)

In general, personnel, material, and/or equipment may not penetrate the OFZ while the runway is open for aircraft operations. If penetrations to the OFZ are necessary, it may be possible to continue aircraft operations through operational restrictions. All work within the OFZ must be coordinate with HDOTA, FAA, and MKK.

18.7 Runway Approach/Departure Surfaces

All personnel, materials, and/or equipment must remain clear of the applicable threshold siting surfaces, FAR Part 77 Approach Surfaces, Terminal Instrument Procedures (TERPs) surfaces, or One Engine Inoperative (OEI) surfaces. Objects that do not penetrate these surfaces may still be obstructions to air navigation and may affect standard instrument approach procedures. Should construction work occur within the runway approach and/or departure surfaces, a runway closure may be required. All work within or adjacent to the runway approach and/or departure surfaces must be coordinated with HDOTA, FAA, and MKK.

18.8 Procedures and Equipment to Delineate Closed Construction Areas from Airport Operational Areas

No ramp, apron, taxiway, or runway area must be closed to aircraft without approval of MKK and the CM.

The Contractor must place solar powered standing red lights placed at all locations in which aircraft could inadvertently enter the construction area for limited duration closures as approved by MKK and the CM.

All pertinent airfield signage will be removed, covered, and de-energized where appropriate.

SECTION 19 OTHER LIMITATIONS ON CONSTRUCTION

19.1 Additional Restrictions

1. Runway and Taxiway closure areas will be limited to the areas shown for each phase in Exhibit 1 – Phasing Plans per the construction schedule. If necessary, the working hours may be adjusted by HDOTA, MKK, and/or the FAA:
2. Emergency Reopening of a Runway – In the event of a medical emergency, a 4-hour Prior Permission Required (PPR) notice is required to be made by air ambulance operators to request the reopening of the runway. In the event the Contractor is working on a closed runway and a PPR request is made to reopen the runway, the Contractor shall stop all scheduled work and work to bring the runway into a serviceable state for reopening. The PPR request shall be made to the CM and the CM will notify the Contractor.
3. Jet blast considerations – Jet blast considerations were included as part of the planning process. The review included aircraft distance from construction and aircraft movement around the construction area. Equipment, small tools, construction material, stockpile material, and excavation trenches must be constrained in a manner to prevent movement resulting from aircraft jet blast or high wind conditions. Equipment and materials will not be stored near areas susceptible to jet blast.
4. Contractor must maintain a safe operating area, free of FOD, at all times. Vacuum sweepers, as outlined in these specifications and on the plans, must be continuously utilized to maintain the work site and haul routes. Non-badged vehicle operators must be escorted at all times while within the AOA between access gate and work site. Access gate guards must be provided to register all Contractor personnel accessing the AOA subject to the requirements of airport security, TSA and MKK Security Provider which may include vehicle searches for weapons, explosive devices or other prohibited items not allowed within the AOA. Only Contractor and HDOTA authorized personnel must be allowed through contractor gates.
5. The existing condition of the project may be altered due to construction currently being performed at the Airport. It is the Contractor's responsibility to work with the ultimate existing condition of the project at the time of construction.
6. Other contracts adjacent to the project may be ongoing at the time of construction. The Contractor must coordinate his/her efforts with adjacent contracts to the satisfaction of HDOTA and at no additional cost to the owner.
7. The Contractor must be solely responsible for the safety and security of the site, including during nonworking hours.
8. All site preparation as indicated must be made under the continuous inspection of the CM. Secure the required permit for the construction of trenches or excavations that are five (5) feet or deeper or work that may jeopardize the workers.
9. The Contractor must at all times maintain positive drainage away from existing buildings. The Contractor must be responsible for installation, maintenance, and removal of temporary haul routes to support his/her operations within the work area. The Contractor must maintain work area free of FOD at all times and dust control measures must be implemented to the satisfaction of the CM.
10. No lantern, flare pots, or open-flame welding or other devices must be used. Blasting is not allowed.

11. Open flame welding or torch cutting operations are prohibited within the AOA unless adequate precautions have been taken and the written procedure approved by HDOTA, MKK, FAA, and/or ARFF. In addition, the Contractor will obtain an airport "Burn Permit" from ARFF.
12. No smoking by employees is permitted while within the AOA at any time.
13. Use of tall equipment (cranes, concrete pumps, etc.) will not be allowed unless the FAA Form 7460-1 determination letter is issued and approved for such equipment.

19.2 Police Coordination

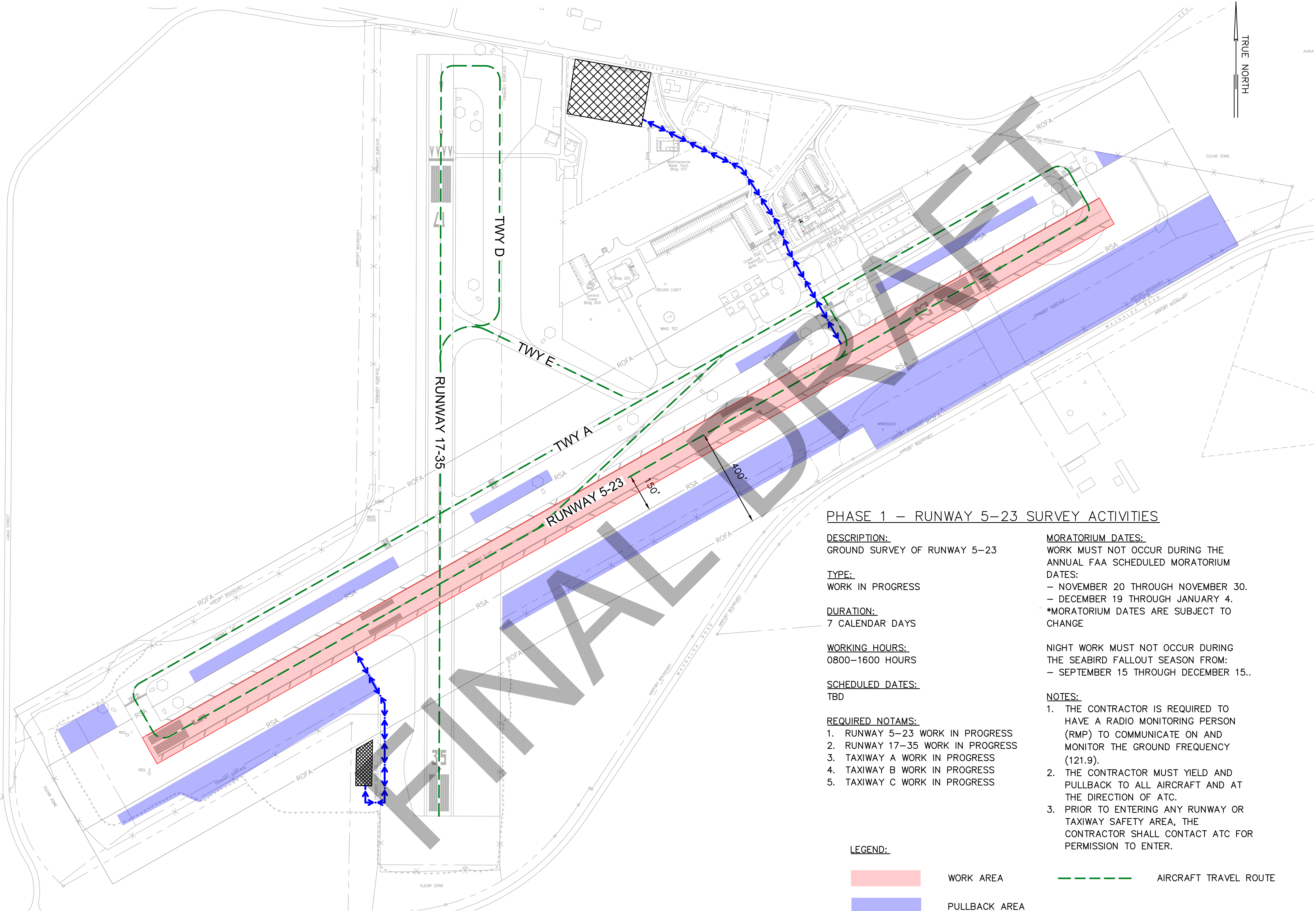
In case of an emergency caused by an accident, fire, personal injury, or illness, local police are to be immediately notified. Contractor must also notify the CM and MKK so that any coordination or closures that may be required can be addressed immediately.

19.3 MKK Airport Operations

Construction may be stopped by MKK or the CM, any time he/she considers that the intent of the regulations regarding safety or security requirements is being violated or that a hazardous condition exists. This decision to suspend the operation will be final and will only be rescinded by MKK when satisfied that the Contractor has taken action to correct the condition and prevent recurrence.

Construction may also be stopped or suspended by MKK, in consultation with the CM during periods of inclement weather, such as low visibility, or when it is necessary to provide an extra margin of safety to aircraft operations or reduce other activities to keep the airport operational.

APPENDIX A – FIGURES



PHASING PLAN – PHASE 1
SCALE: 1"=200'

PHASE 1 – RUNWAY 5–23 SURVEY ACTIVITIES

DESCRIPTION:
GROUND SURVEY OF RUNWAY 5–23

TYPE:
WORK IN PROGRESS

DURATION:
7 CALENDAR DAYS

WORKING HOURS:
0800–1600 HOURS

SCHEDULED DATES:
TBD

- REQUIRED NOTAMS:**
1. RUNWAY 5–23 WORK IN PROGRESS
 2. RUNWAY 17–35 WORK IN PROGRESS
 3. TAXIWAY A WORK IN PROGRESS
 4. TAXIWAY B WORK IN PROGRESS
 5. TAXIWAY C WORK IN PROGRESS

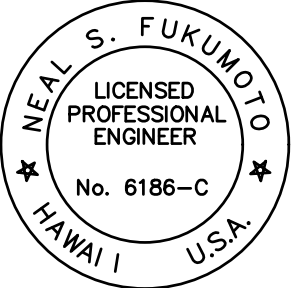
MORATORIUM DATES:
WORK MUST NOT OCCUR DURING THE ANNUAL FAA SCHEDULED MORATORIUM DATES:
– NOVEMBER 20 THROUGH NOVEMBER 30.
– DECEMBER 19 THROUGH JANUARY 4.
*MORATORIUM DATES ARE SUBJECT TO CHANGE

NIGHT WORK MUST NOT OCCUR DURING THE SEABIRD FALLOUT SEASON FROM:
– SEPTEMBER 15 THROUGH DECEMBER 15.

- NOTES:**
1. THE CONTRACTOR IS REQUIRED TO HAVE A RADIO MONITORING PERSON (RMP) TO COMMUNICATE ON AND MONITOR THE GROUND FREQUENCY (121.9).
 2. THE CONTRACTOR MUST YIELD AND PULLBACK TO ALL AIRCRAFT AND AT THE DIRECTION OF ATC.
 3. PRIOR TO ENTERING ANY RUNWAY OR TAXIWAY SAFETY AREA, THE CONTRACTOR SHALL CONTACT ATC FOR PERMISSION TO ENTER.

- LEGEND:**
- | | | | |
|--|---------------|--|-----------------------|
| | WORK AREA | | AIRCRAFT TRAVEL ROUTE |
| | PULLBACK AREA | | |
| | HAUL ROUTE | | |

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



This work was prepared by me
or under my supervision.
Exp. 04–30–26

Neal S. Fukumoto
Wesley R. Segawa & Associates, Inc.

DSGN.	DRWN.	CHKD.	APPD.
RF	RF	NF	NF

KEY PLAN / NOTES:

NO.	DATE	REVISIONS
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CONSTRUCTION
DOCUMENTS
FEBRUARY 2026
DATE

PROJECT TITLE :

RWY 5-23 PAVEMENT
REHABILITATION

AT
MOLOKAI AIRPORT
HO'OLEHUA, MOLOKAI, HAWAII

PROJECT NO.:

AM2021-21

SHEET TITLE:

PHASING PLAN - PHASE
1

DATE :
FEBRUARY 2026
SHEET :
5 OF 43 SHEETS

DWG. NO.

G-201

ADDENDUM NO. 2

F3/20/26

PHASE 2 – RUNWAY 5-23 REPAVING
AND REMARKING ACTIVITIES

DESCRIPTION:

1. MILL & OVERLAY AND TEMPORARY STRIPING OF RUNWAY 5-23.
2. GROOVING AND PERMANENT STRIPING OF RUNWAY 5-23

TYPE:

RUNWAY CLOSED

DURATION:

1. MILL & OVERLAY AND TEMPORARY STRIPING: 21 CALENDAR DAYS
2. GROOVING AND PERMANENT STRIPING: 7 CALENDAR DAYS

WORKING HOURS:

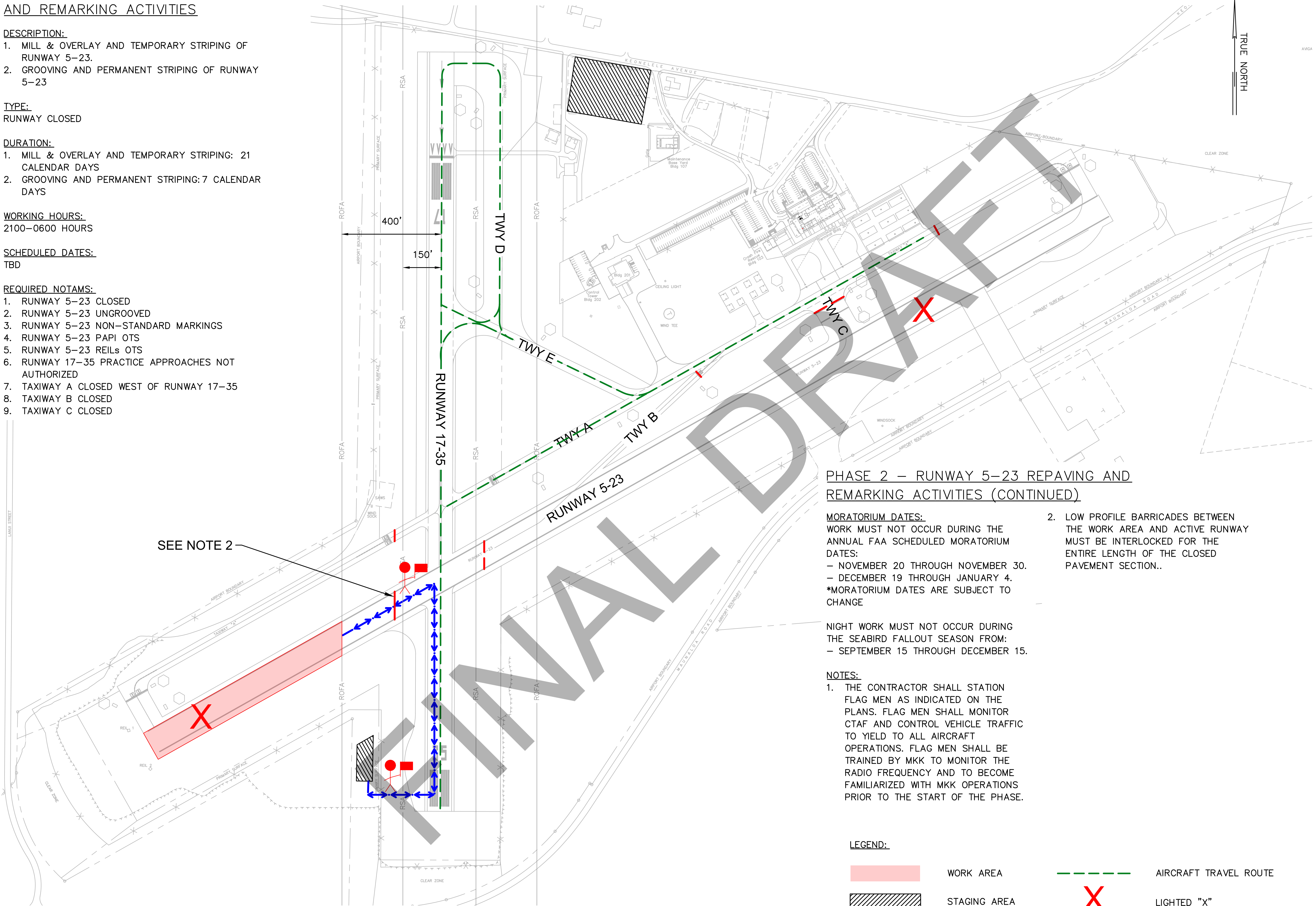
2100-0600 HOURS

SCHEDULED DATES:

TBD

REQUIRED NOTAMS:

1. RUNWAY 5-23 CLOSED
2. RUNWAY 5-23 UNGROOVED
3. RUNWAY 5-23 NON-STANDARD MARKINGS
4. RUNWAY 5-23 PAPI OTS
5. RUNWAY 5-23 REILs OTS
6. RUNWAY 17-35 PRACTICE APPROACHES NOT AUTHORIZED
7. TAXIWAY A CLOSED WEST OF RUNWAY 17-35
8. TAXIWAY B CLOSED
9. TAXIWAY C CLOSED



PHASING PLAN – PHASE 2
SCALE: 1"=200'

PHASE 2 – RUNWAY 5-23 REPAVING AND
REMARKING ACTIVITIES (CONTINUED)

MORATORIUM DATES:

WORK MUST NOT OCCUR DURING THE ANNUAL FAA SCHEDULED MORATORIUM DATES:
– NOVEMBER 20 THROUGH NOVEMBER 30.
– DECEMBER 19 THROUGH JANUARY 4.
*MORATORIUM DATES ARE SUBJECT TO CHANGE

NIGHT WORK MUST NOT OCCUR DURING THE SEABIRD FALLOUT SEASON FROM:
– SEPTEMBER 15 THROUGH DECEMBER 15.

NOTES:

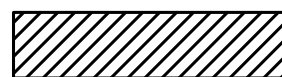
1. THE CONTRACTOR SHALL STATION FLAG MEN AS INDICATED ON THE PLANS. FLAG MEN SHALL MONITOR CTAF AND CONTROL VEHICLE TRAFFIC TO YIELD TO ALL AIRCRAFT OPERATIONS. FLAG MEN SHALL BE TRAINED BY MKK TO MONITOR THE RADIO FREQUENCY AND TO BECOME FAMILIARIZED WITH MKK OPERATIONS PRIOR TO THE START OF THE PHASE.

2. LOW PROFILE BARRICADES BETWEEN THE WORK AREA AND ACTIVE RUNWAY MUST BE INTERLOCKED FOR THE ENTIRE LENGTH OF THE CLOSED PAVEMENT SECTION..

LEGEND:



WORK AREA



STAGING AREA



HAUL ROUTE



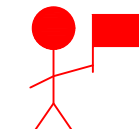
LOW PROFILE BARRICADES



AIRCRAFT TRAVEL ROUTE

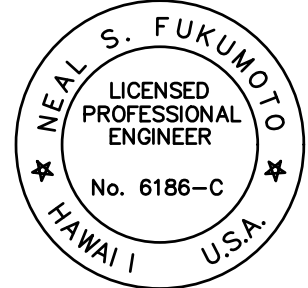


LIGHTED "X"



FLAG MAN

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



This work was prepared by me
or under my supervision.
Exp. 04-30-26

Wesley R. Segawa
Wesley R. Segawa & Associates, Inc.

DSGN.	DRWN.	CHKD.	APPD.
RF	RF	NF	NF

KEY PLAN / NOTES:

NO.	DATE	REVISIONS
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CONSTRUCTION
DOCUMENTS

FEBRUARY 2026
DATE

PROJECT TITLE :

RWY 5-23 PAVEMENT
REHABILITATION

AT
MOLOKAI AIRPORT
HO'OLEHUA, MOLOKAI, HAWAII

PROJECT NO.:

AM2021-21

SHEET TITLE:

PHASING PLAN - PHASE
2

DATE :

FEBRUARY 2026

SHEET :

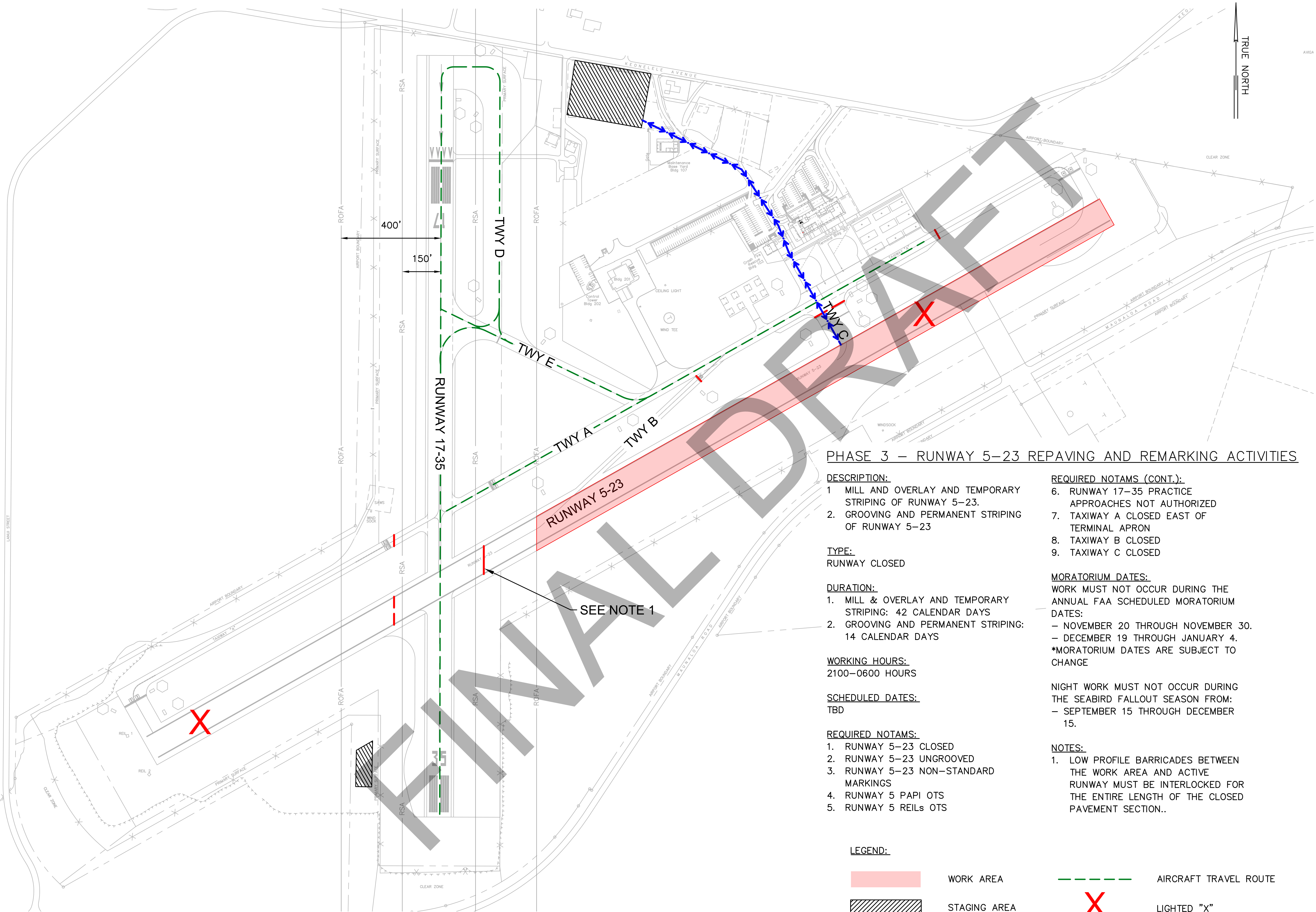
6 OF 43 SHEETS

DWG. NO.

G-202

APPENDUM NO. 2

1/3/2026



PHASING PLAN – PHASE 3
SCALE: 1"=200'

PHASE 3 – RUNWAY 5-23 REPAVING AND REMARKING ACTIVITIES

DESCRIPTION:

1. MILL AND OVERLAY AND TEMPORARY STRIPING OF RUNWAY 5-23.
2. GROOVING AND PERMANENT STRIPING OF RUNWAY 5-23

TYPE:

RUNWAY CLOSED

DURATION:

1. MILL & OVERLAY AND TEMPORARY STRIPING: 42 CALENDAR DAYS
2. GROOVING AND PERMANENT STRIPING: 14 CALENDAR DAYS

WORKING HOURS:

2100-0600 HOURS

SCHEDULED DATES:

TBD

REQUIRED NOTAMS:

1. RUNWAY 5-23 CLOSED
2. RUNWAY 5-23 UNGROOVED
3. RUNWAY 5-23 NON-STANDARD MARKINGS
4. RUNWAY 5 PAPI OTS
5. RUNWAY 5 REILs OTS

REQUIRED NOTAMS (CONT.):

6. RUNWAY 17-35 PRACTICE APPROACHES NOT AUTHORIZED
7. TAXIWAY A CLOSED EAST OF TERMINAL APRON
8. TAXIWAY B CLOSED
9. TAXIWAY C CLOSED

MORATORIUM DATES:

WORK MUST NOT OCCUR DURING THE ANNUAL FAA SCHEDULED MORATORIUM DATES:
- NOVEMBER 20 THROUGH NOVEMBER 30.
- DECEMBER 19 THROUGH JANUARY 4.
*MORATORIUM DATES ARE SUBJECT TO CHANGE

NIGHT WORK MUST NOT OCCUR DURING THE SEABIRD FALLOUT SEASON FROM:
- SEPTEMBER 15 THROUGH DECEMBER 15.

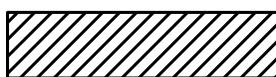
NOTES:

1. LOW PROFILE BARRICADES BETWEEN THE WORK AREA AND ACTIVE RUNWAY MUST BE INTERLOCKED FOR THE ENTIRE LENGTH OF THE CLOSED PAVEMENT SECTION..

LEGEND:



WORK AREA



STAGING AREA



HAUL ROUTE



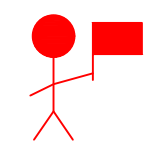
LOW PROFILE BARRICADES



AIRCRAFT TRAVEL ROUTE

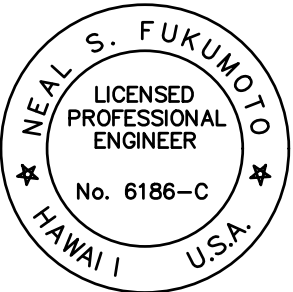


LIGHTED "X"



FLAG MAN

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



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or under my supervision.
Exp. 04-30-26

Wesley R. Segawa & Associates, Inc.

DSGN.	DRWN.	CHKD.	APPD.
RF	RF	NF	NF

KEY PLAN / NOTES:

NO.	DATE	REVISIONS
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CONSTRUCTION
DOCUMENTS

FEBRUARY 2026
DATE

PROJECT TITLE :

RWY 5-23 PAVEMENT
REHABILITATION

AT
MOLOKAI AIRPORT
HO'OLEHUA, MOLOKAI, HAWAII

PROJECT NO.:

AM2021-21

SHEET TITLE:

PHASING PLAN - PHASE
3

DATE :

FEBRUARY 2026

SHEET :

7 OF 43 SHEETS

DWG. NO.

G-203

ADDENDUM NO. 2

F3/2026

PHASE 4 – RUNWAY 5-23 & RUNWAY 17-35
INTERSECTION REPAVING AND REMARKING ACTIVITIES

- DESCRIPTION:
- MILL AND OVERLAY AND TEMPORARY STRIPING OF RUNWAY 5-23.
 - GROOVING AND PERMANENT STRIPING OF RUNWAY 5-23.

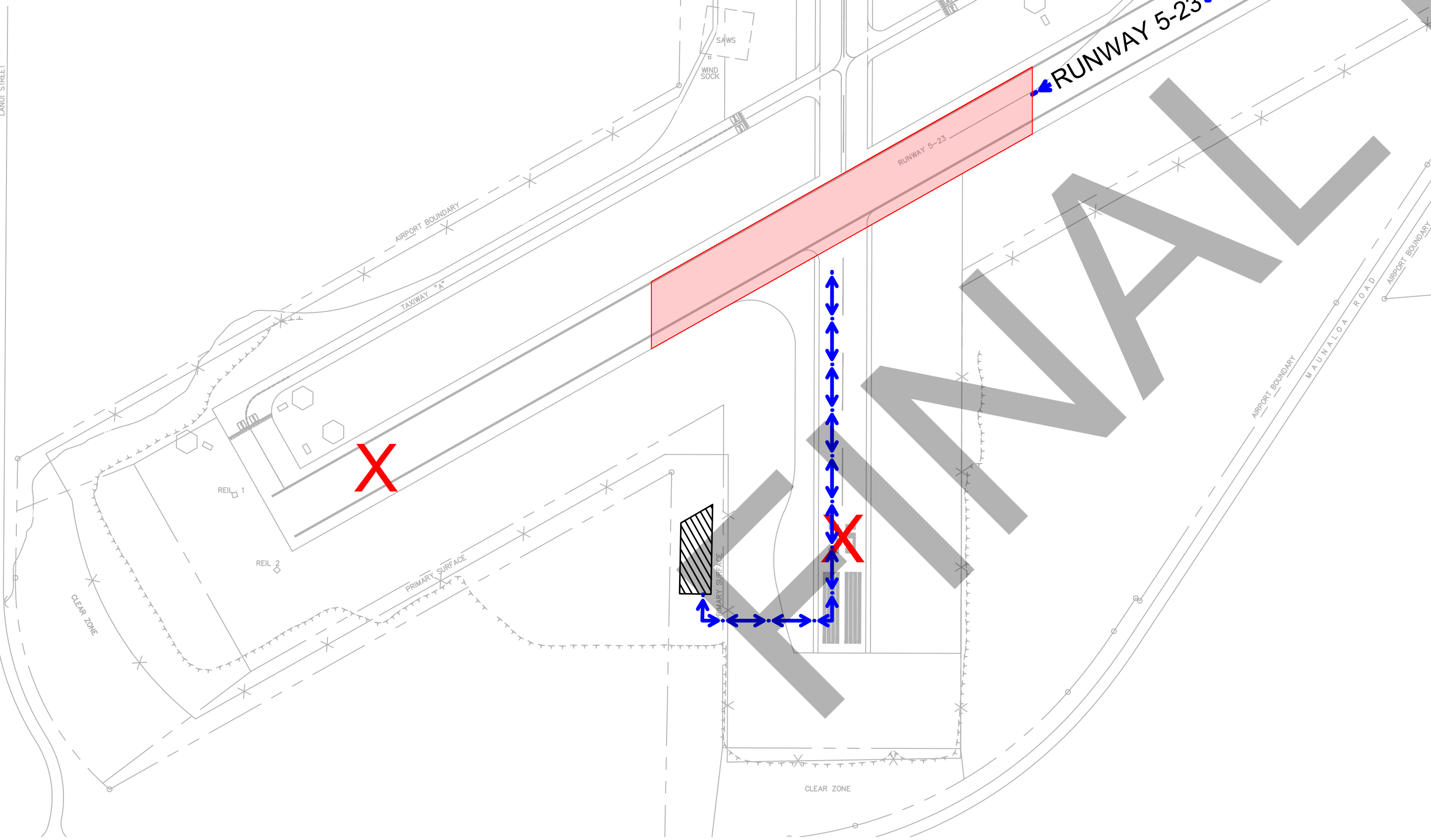
TYPE:
RUNWAY CLOSED

- DURATION:
- MILL & OVERLAY AND TEMPORARY STRIPING: 21 CALENDAR DAYS
 - GROOVING AND PERMANENT STRIPING: 7 CALENDAR DAYS

WORKING HOURS:
2100-0500 HOURS

SCHEDULED DATES:
TBD

- REQUIRED NOTAMS:
- RUNWAY 5-23 CLOSED
 - RUNWAY 5-23 UNGROOVED
 - RUNWAY 5-23 NON-STANDARD MARKINGS
 - RUNWAY 5 PAPI OTS
 - RUNWAY 5 REILs OTS
 - RUNWAY 17-35 CLOSED
 - TAXIWAY A CLOSED
 - TAXIWAY B CLOSED
 - TAXIWAY C CLOSED
 - TAXIWAY D CLOSED
 - 1 HOUR PPR REQUIRED FOR HAWAII LIFE FLIGHT HELICOPTER ARRIVALS AND DEPARTURES. CONTACT:(808) XXX-XXXX
 - 4 HOUR PPR REQUIRED FOR HAWAII LIFE FLIGHT FIXED WING ARRIVALS AND DEPARTURES. CONTACT (808) XXX-XXXX



PHASING PLAN – PHASE 4
SCALE: 1"=200'

PHASE 4 – RUNWAY 5-23 & RUNWAY 17-35 INTERSECTION
REPAVING AND REMARKING ACTIVITIES (CONTINUED)

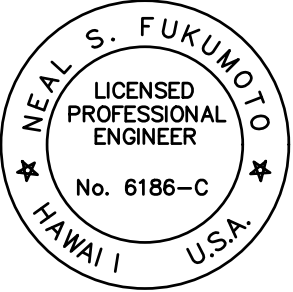
MORATORIUM DATES:
WORK MUST NOT OCCUR DURING THE ANNUAL
FAA SCHEDULED MORATORIUM DATES:
– NOVEMBER 20 THROUGH NOVEMBER 30.
– DECEMBER 19 THROUGH JANUARY 4.
*MORATORIUM DATES ARE SUBJECT TO CHANGE

NIGHT WORK MUST NOT OCCUR DURING THE
SEABIRD FALLOUT SEASON FROM:
– SEPTEMBER 15 THROUGH DECEMBER 15.

- NOTES:
- EMERGENCY HAWAII LIFE FLIGHT HELICOPTER AND FIXED WING OPERATIONS ARE ACTIVE IN THIS PHASE. IN THE EVENT OF AN EMERGENCY HELICOPTER FLIGHT, HAWAII LIFE FLIGHT WILL CONTACT THE CM 1 HOUR BEFORE ARRIVAL OR DEPARTURE FOR APPROVAL. IN THE EVENT OF AN APPROVED HELICOPTER FLIGHT, THE CONTRACTOR MUST CLEAR THE APRON AND TERMINAL ROAD TO MAKE WAY FOR PATIENT TRANSFER.

- LEGEND:
- WORK AREA
 - STAGING AREA
 - HAUL ROUTE
 - LOW PROFILE BARRICADES
 - AIRCRAFT TRAVEL ROUTE
 - LIGHTED "X"

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RF	RF	NF	NF

KEY PLAN / NOTES:

NO.	DATE	REVISIONS
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CONSTRUCTION
DOCUMENTS

FEBRUARY 2026
DATE

PROJECT TITLE :

RWY 5-23 PAVEMENT
REHABILITATION

AT
MOLOKAI AIRPORT
HO'OLEHUA, MOLOKAI, HAWAII

PROJECT NO.:

AM2021-21

SHEET TITLE:

PHASING PLAN - PHASE
4

DATE :

FEBRUARY 2026

SHEET :

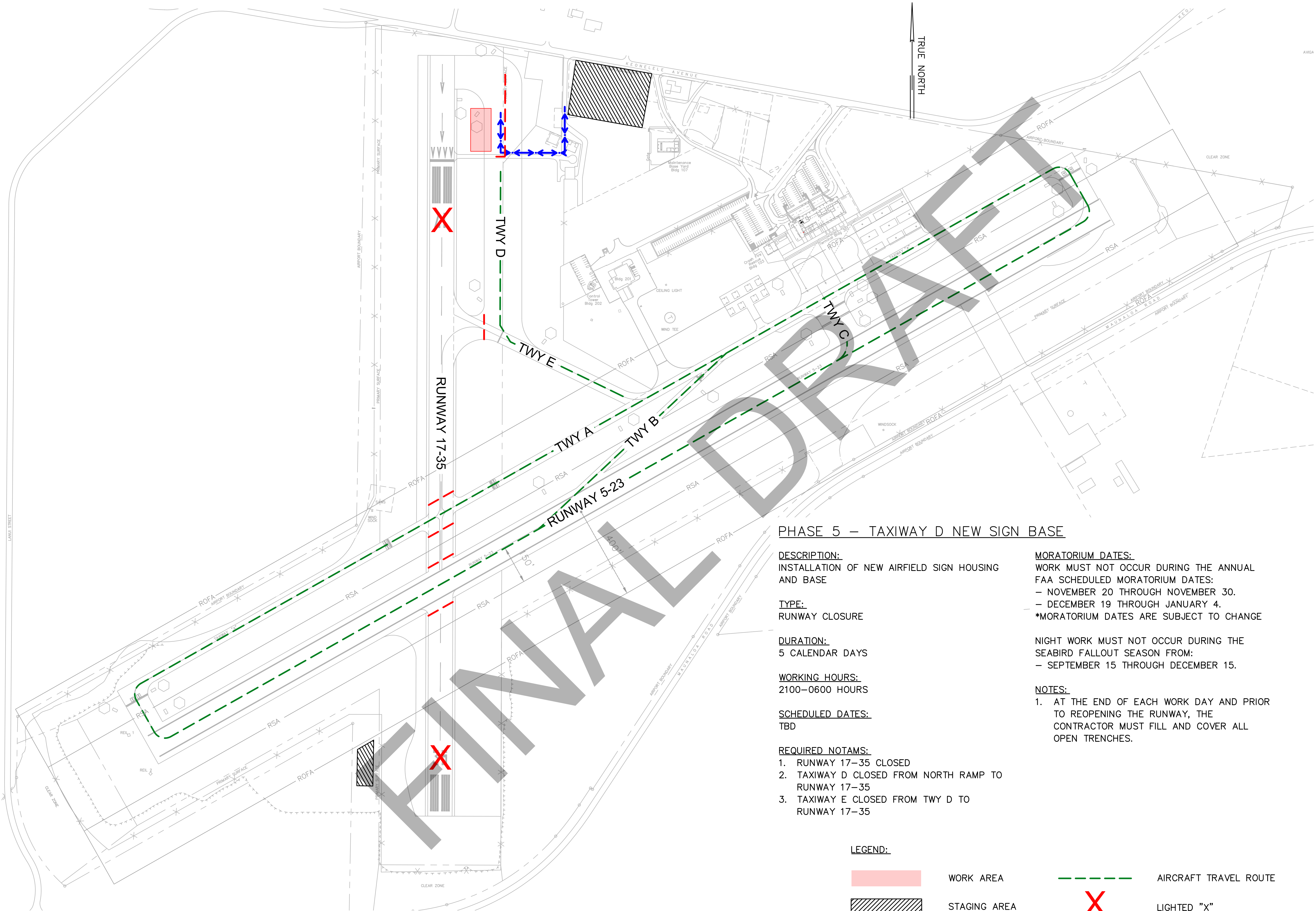
8 OF 43 SHEETS

DWG. NO.

G-204

APPENDUM NO. 2

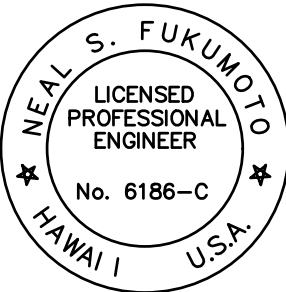
1/3/2026



PHASING PLAN — PHASE 6
SCALE: 1"=200'

- LEGEND:**
- | | | | |
|--|------------------------|--|-----------------------|
| | WORK AREA | | AIRCRAFT TRAVEL ROUTE |
| | STAGING AREA | | LIGHTED "X" |
| | HAUL ROUTE | | |
| | LOW PROFILE BARRICADES | | |

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



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Neal S. Fukumoto
Wesley R. Segawa & Associates, Inc.

DSGN.	DRWN.	CHKD.	APPD.
RF	RF	NF	NF

KEY PLAN / NOTES:

NO.	DATE	REVISIONS
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CONSTRUCTION
DOCUMENTS
FEBRUARY 2026
DATE

PROJECT TITLE :

RWY 5-23 PAVEMENT
REHABILITATION

AT
MOLOKAI AIRPORT
HO'OLEHUA, MOLOKAI, HAWAII

PROJECT NO.:

AM2021-21

SHEET TITLE:

PHASING PLAN - PHASE
5

DATE :
FEBRUARY 2026
SHEET :
9 OF 43 SHEETS

DWG. NO.

G-205

ADDENDUM NO. 2

F3/20/26

PHASE 6 – RUNWAY 5-23 & TAXIWAYS A, C, & D
SIGN PANEL NOMENCLATURE CHANGE

DESCRIPTION:
AIRFIELD SIGN PANEL NOMENCLATURE CHANGE.

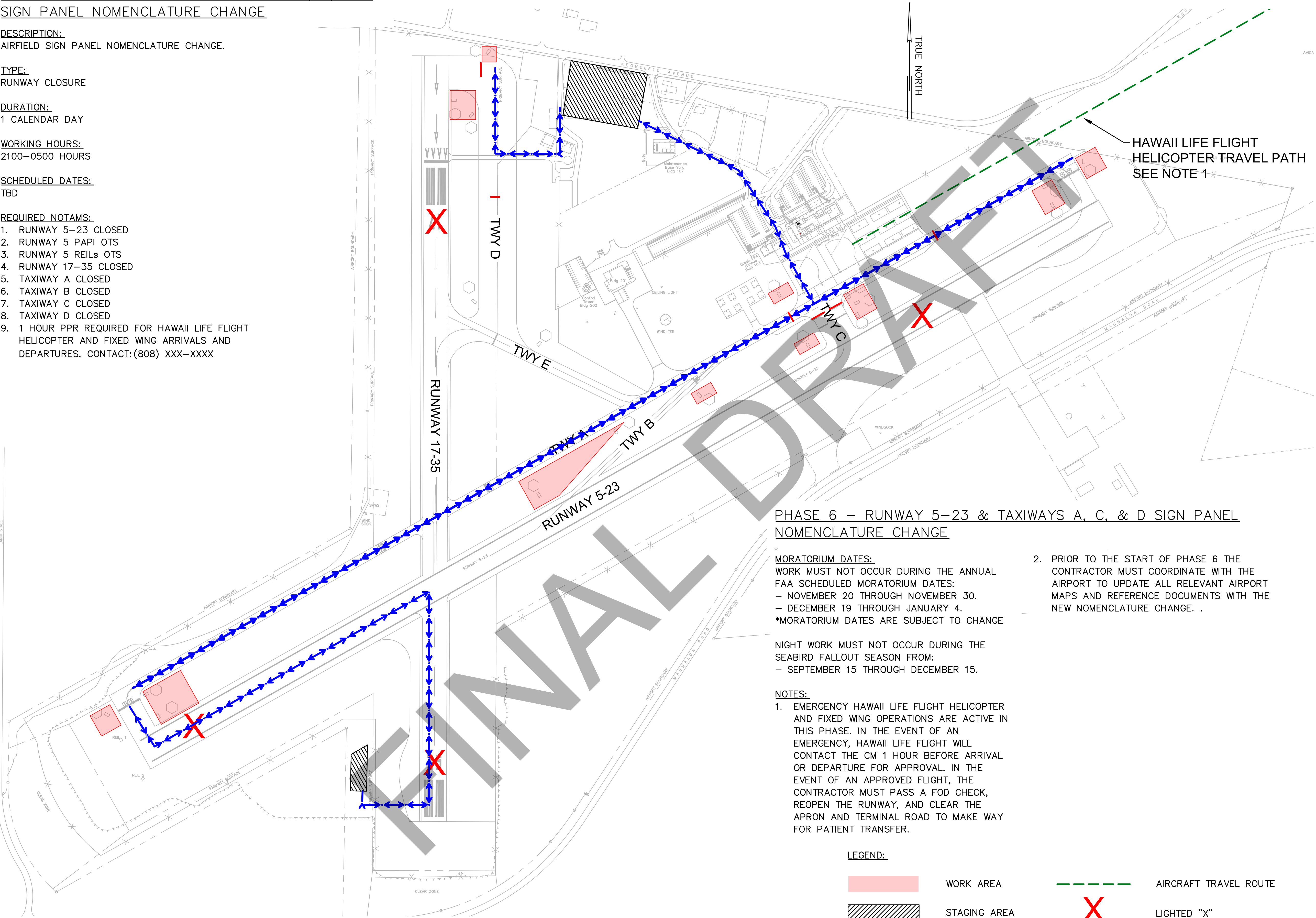
TYPE:
RUNWAY CLOSURE

DURATION:
1 CALENDAR DAY

WORKING HOURS:
2100–0500 HOURS

SCHEDULED DATES:
TBD

- REQUIRED NOTAMS:
1. RUNWAY 5–23 CLOSED
 2. RUNWAY 5 PAPI OTS
 3. RUNWAY 5 REILs OTS
 4. RUNWAY 17–35 CLOSED
 5. TAXIWAY A CLOSED
 6. TAXIWAY B CLOSED
 7. TAXIWAY C CLOSED
 8. TAXIWAY D CLOSED
 9. 1 HOUR PPR REQUIRED FOR HAWAII LIFE FLIGHT HELICOPTER AND FIXED WING ARRIVALS AND DEPARTURES. CONTACT:(808) XXX–XXXX



PHASING PLAN – PHASE 6
SCALE: 1"=200'

PHASE 6 – RUNWAY 5-23 & TAXIWAYS A, C, & D SIGN PANEL
NOMENCLATURE CHANGE

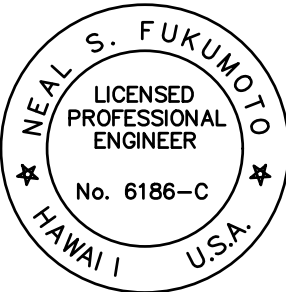
MORATORIUM DATES:
WORK MUST NOT OCCUR DURING THE ANNUAL
FAA SCHEDULED MORATORIUM DATES:
– NOVEMBER 20 THROUGH NOVEMBER 30.
– DECEMBER 19 THROUGH JANUARY 4.
*MORATORIUM DATES ARE SUBJECT TO CHANGE

NIGHT WORK MUST NOT OCCUR DURING THE
SEABIRD FALLOUT SEASON FROM:
– SEPTEMBER 15 THROUGH DECEMBER 15.

- NOTES:
1. EMERGENCY HAWAII LIFE FLIGHT HELICOPTER AND FIXED WING OPERATIONS ARE ACTIVE IN THIS PHASE. IN THE EVENT OF AN EMERGENCY, HAWAII LIFE FLIGHT WILL CONTACT THE CM 1 HOUR BEFORE ARRIVAL OR DEPARTURE FOR APPROVAL. IN THE EVENT OF AN APPROVED FLIGHT, THE CONTRACTOR MUST PASS A FOD CHECK, REOPEN THE RUNWAY, AND CLEAR THE APRON AND TERMINAL ROAD TO MAKE WAY FOR PATIENT TRANSFER.

- LEGEND:
- | | | | |
|--|------------------------|--|-----------------------|
| | WORK AREA | | AIRCRAFT TRAVEL ROUTE |
| | STAGING AREA | | LIGHTED "X" |
| | HAUL ROUTE | | |
| | LOW PROFILE BARRICADES | | |

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
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Wesley R. Segawa & Associates, Inc.

DSGN.	DRWN.	CHKD.	APPD.
RF	RF	NF	NF

KEY PLAN / NOTES:

NO.	DATE	REVISIONS
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**CONSTRUCTION
DOCUMENTS**
FEBRUARY 2026
DATE

PROJECT TITLE :

**RWY 5-23 PAVEMENT
REHABILITATION**

AT
MOLOKAI AIRPORT
HO'OLEHUA, MOLOKAI, HAWAII

PROJECT NO.:

AM2021-21

SHEET TITLE:

**PHASING PLAN - PHASE
6**

DATE :
FEBRUARY 2026
SHEET :
10 OF 43 SHEETS

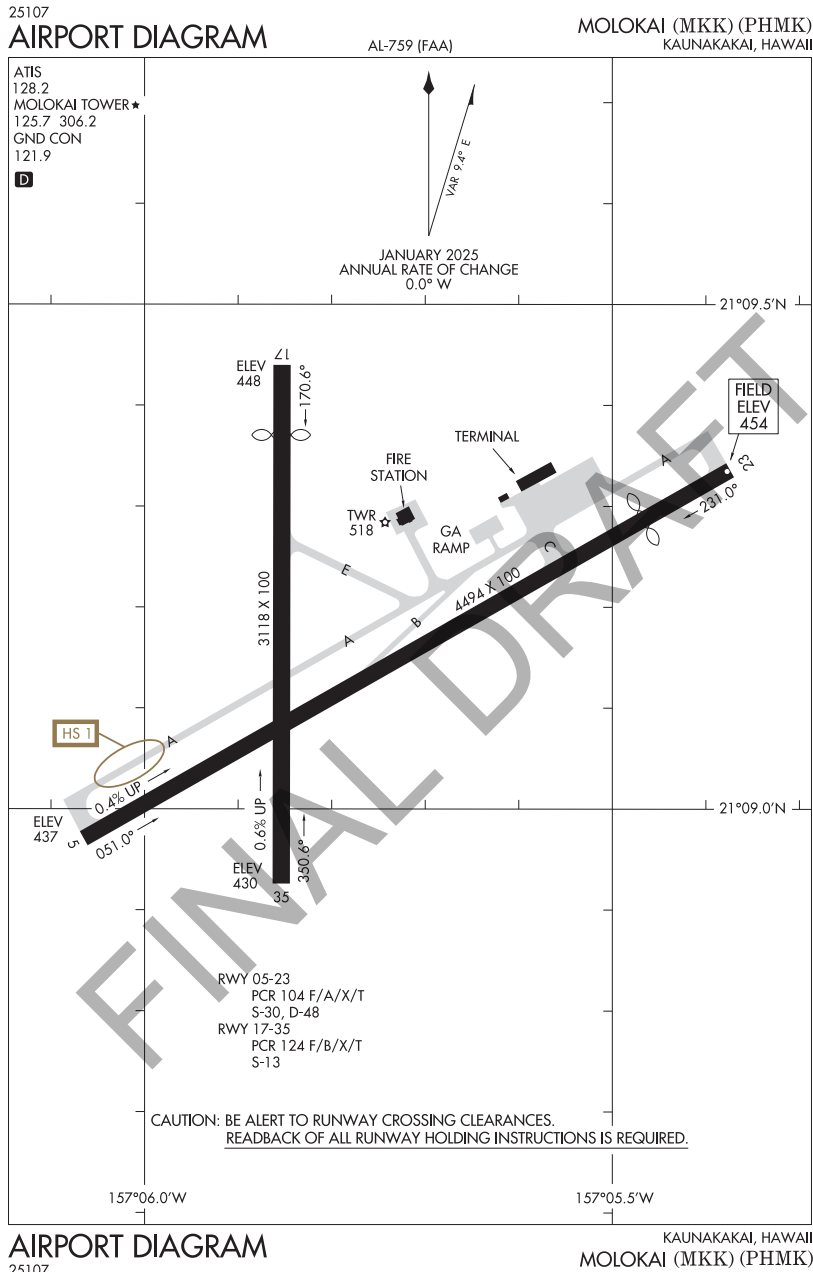
DWG. NO.

G-206

ADDENDUM NO. 2

F3/2026

H:\CAD\PROJECT DRAWINGS\2105-X-1M\RWY 5-23 PAVEMENT IMPROVEMENTS\6 - DESIGN\01 - GENERAL SHEETS\10 PHASING PLAN - PHASE 6.DWG

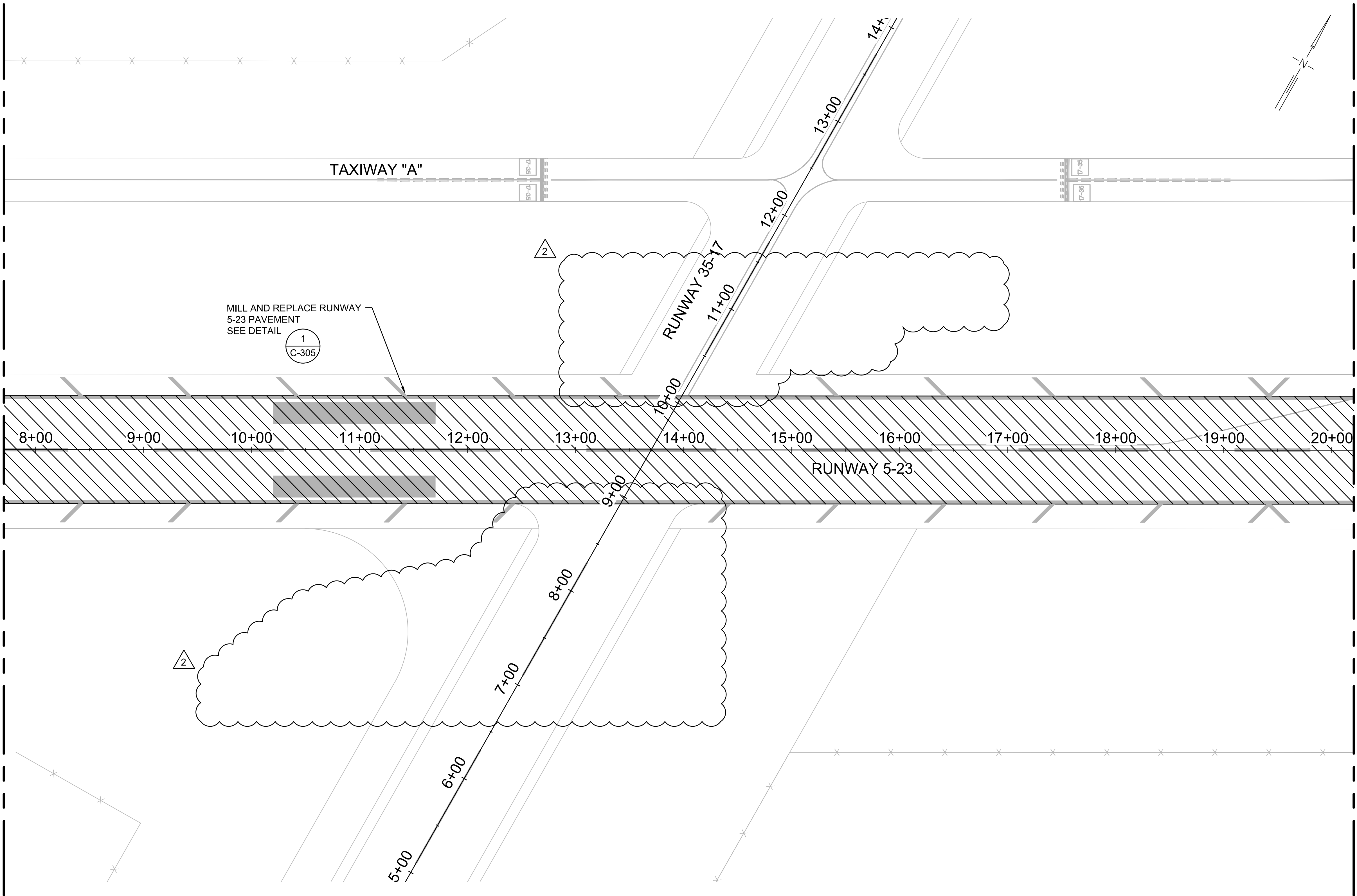


CONTRACTOR TO INCLUDE PROJECT SCHEDULE

FINAL DRAFT

MATCHLINE SEE SHEET C-301

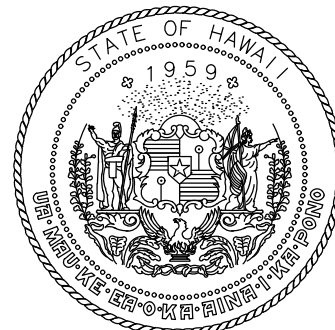
MATCHLINE SEE SHEET C-303



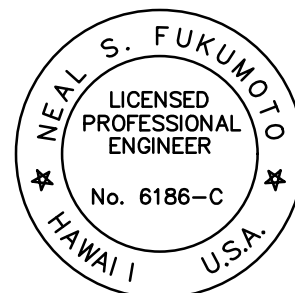
PAVING NOTES:
1. RUNWAY SHOULDER PAVEMENT AND
RUNWAY EDGE LIGHTS TO BE PROTECTED
AND REMAIN IN PLACE.

PAVING PLAN 2
SCALE: 1"=50'

LEGEND:
4" MILL AND OVERLAY



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
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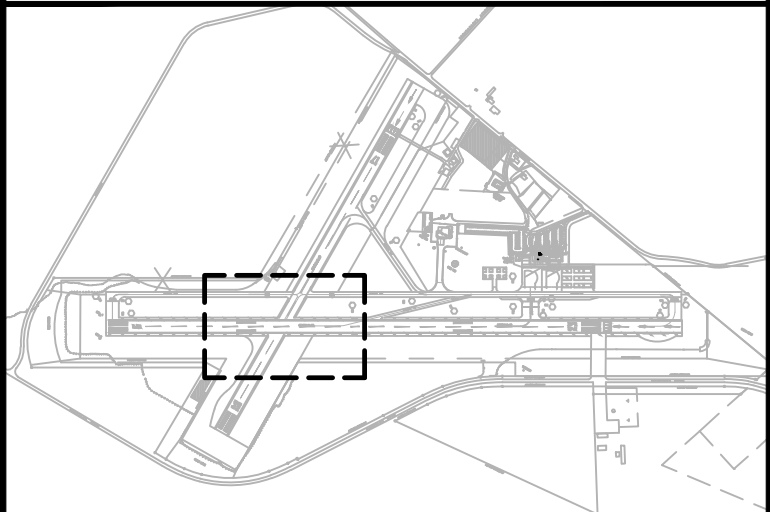


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Exp. 04-30-26

Wesley R. Segawa & Associates, Inc.

DSGN.	DRWN.	CHKD.	APPD.
RF	RF	NF	NF

KEY PLAN / NOTES:



NO.	DATE	REVISIONS
2	3/20/26	ADDENDUM #2

CONSTRUCTION
DOCUMENTS
FEBRUARY 2026
DATE

PROJECT TITLE :

RWY 5-23 PAVEMENT
REHABILITATION

AT
MOLOKAI AIRPORT
HO'OLEHUA, MOLOKAI, HAWAII

PROJECT NO.:

AM2021-21

SHEET TITLE:

PAVING PLAN 2

DATE :
FEBRUARY 2026
SHEET :
19 OF 43 SHEETS

DWG. NO.
C-302

H:\CADD\PROJECT DRAWINGS\2105.X - MKK RWY 5-23 PAVEMENT IMPROVEMENTS\6 - DESIGN\02 - CIVIL\19 PAVING PLAN 2.DWG

**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS**

PRE-BID MEETING - MINUTES

DATE: Friday, February 27, 2026

TIME: 11:00 AM

LOCATION: Microsoft Teams Telecommunication Meeting
(Local) [+1 808-829-4853, 287265396#](tel:+18088294853)
Phone conference ID: 287 265 396#
MS Teams Meeting ID: 248 624 762 762 2
MS Teams Passcode: qq79aK3y

PROJECT: Runway 5-23 Pavement Rehabilitation
Molokai Airport
State Project No. AM2021-21
AIP Project No. 3-15-0011-###

PRESENT: See attached list

SUBJECT: Pre-Bid Meeting

MEETING SUMMARY:

I. INTRODUCTIONS

1. Introduction of participants involved with the project:

State

James Fu, HDOT-Airports, EA Section Head
Roger Ross, HDOT-Airports, State Project Manager
Daniel Williams, HDOT-Office of Civil Rights Specialist
Robert Hopper, HDOT-Office of Civil Rights DBE Program Specialist

State Consultant

Hana Shoga, Parsons, Airfield Engineering Assistance
Sean Quarrie, Parsons, Airfield Engineering Assistance
Sean Dunckel, AECOM, Airfield Engineering Assistance
Mary Brana, AECOM, Airfield Engineering Assistance

Design Team

WRSA (Design Consultant): Neal Fukumoto, Reyn Furushima

2. The pre-bid meeting attendance sheet will be included with the meeting minutes.

II. GENERAL DISCUSSION

1. As a reminder, anything said at this meeting is for clarification of general information only. The bid documents shall govern over anything said today and discrepancies shall be clarified by addendum.
2. Bidders are not allowed to ask questions at this meeting. All Request for Information questions, including substitution requests, must be submitted in writing no later than March 6, 2026, by 2:00 p.m. Hawaii Standard Time. As noted in Special Provisions Section 2.7, substitution requests shall be submitted via email to the contact person listed in HlePRO for the solicitation and also posted as a question in HlePRO under the question/answer tab referencing the email with the request.
3. Questions received after the deadline will not be addressed, and verbal RFIs will not receive a response.
4. This is a State project utilizing FAA funds. Prospective bidders are reminded to comply with all federal requirements including using the correct federal wage rates and labor classifications. The more stringent wage classification will be applied when comparing Federal and State rates. The Federal funds are from Congressional Discretionary Funds, so Federal documents need to be submitted through the course of the project.
5. For federal requirements, billings must be submitted on a monthly basis through the course of the project in order to draw down on the federal grants.
6. Discussion of Disadvantage Business Enterprise (DBE) goals and requirements by the HDOT-Office of Civil Rights DBE Program Specialist, Robert Hopper. The policy of the State and the DBE Program is to ensure equal opportunity and non-discrimination in the award and administration of US DOT assisted contracts
 - a. Bidder, subcontractors, truckers, consultants, vendors and service providers shall fully inform themselves with respect to the current requirements of DBE regulations. The DBE goal for this project is none specified, and even though there is no goal, we ask that you please continue to consider using small business subcontractors, suppliers, manufacturers and trucking companies, when qualified.
 - b. HDOT request that all bidding on projects submit the bidder registration form to: hdot-dbe@hawaii.gov.
 - c. The bidder registration form can be downloaded from: <https://hidot.hawaii.gov/administration/files/2025/10/RBidRegistration-09.18.25-rev-DBE-IFR-10.15.25.pdf>.Registered bidders/offerors are posted at: <https://hidot.hawaii.gov/administration/ocr/dbe/>.

7. Bidding Schedule:
 - February 20, 2026 Advertisement
 - March 6, 2026 @ 2:00 pm HST Last Day to submit Questions and Substitution Requests via HlePRO
 - March 27, 2026 @ 2:00 pm HST Deadline to submit Bids via HlePRO
8. A valid State of Hawaii General Engineering “A” License is required prior to the award of contract.
9. The Notice to Proceed (NTP) will be issued immediately upon execution of the contract. Thereafter, 90 calendar days have been allocated towards pre-construction activities, followed by 120 calendar days for construction activities. As such, all work under this contract shall be completed within 210 calendar days from the Notice to Proceed (NTP) date.
10. FAA Mandated work moratorium – Due to the FAA moratorium, no work will occur November 20th through November 30th and December 19th through January 4th as noted on Phasing Plan sheets G-201 through G-206. These dates are subject to change at the FAA’s discretion.
11. Night work must not occur during the seabird fallout season from September 15th through December 15th as noted on Phasing Plan sheets G-201 through G-206.
12. Due to the need to minimize impacts to operations, working hours shall be as defined in the Construction Safety and Phasing Plan.
13. Liquidated damages, please see Special Provisions 8.8.
14. A complete Proposal package shall be submitted at the time of bid. These forms can be found in Part 0.B of the project specifications. The Proposal Schedule must be completely filled in, even if the proposed cost is \$0 for a line item. Failure to fill in all forms or failure to submit all proposal pages shall result in rejection of the bid.
15. Any changes to the bid documents will be issued through an addendum. Bidders are reminded to acknowledge receipt of any addendum(s) on page P-4 of the Proposal.
16. Onsite parking will be limited. Contractor will follow CSPP section 6.4.2 Parking
17. Pending the availability of space on airport property, the State will issue a Revocable Permit to the Contractor for the use of the space, assessed at a fee of \$25 for each Revocable Permit issued. The space may be used for a field office, staging of materials and equipment, vehicle parking or other

uses subject to the approval of the State. All spaces shall be subject to the requirements of Section 01561 Construction Site Runoff Control Program.

18. Space on airport property is limited, the State is providing a staging area as shown in the CSPP Exhibit 1-Phasing Plan sheets. Any deviation from this plan will require approval from the SPM and MKK personnel.
19. Per Section 01561 Construction Site Runoff Control Program, Contractor will have to prepare and submit a site-specific BMP plan. No construction or land disturbing activities will be allowed prior to receiving written acceptance by the DOT Airport Engineering-Environmental section. Contract documents contain a draft SSBMP Plan as a starting point to be updated as needed. Note that there are liquidated damages associated with non-compliance of the BMP requirements.
20. Work on this project will be within the Airport Operations Area (AOA) and various public areas along airport property. The contractor shall ensure that all AOA fence lines and access gates are secured at all times. Under no circumstances shall tools, equipment or materials be left in areas where the public can gain access to these items. Other security requirements are stated in Section 01565, Security Measures.
21. Security plan shall be submitted within 14 calendar days after execution of contract as specified in Paragraph 1.03 of Section 01565.
22. All vehicles entering the AOA through any of the Airport Access Check Points may be subject to search. The Contractor shall allow extra time for these inspections and be able to provide personnel, as required, to assist Airport security personnel during the inspections.
23. Requests for AOA badges, AOA stickers, ramp licenses, etc. shall be submitted within 14 calendar days after execution of contract. In addition to the requirements stated in the Contract Bid Documents, all Contractors shall comply with the requirements and procedures of the Contractor's Training Guide.
24. Construction Safety and Phasing Plan, FOD Control, and responsibility for providing barricades, per the Special Provisions

The Contractor is responsible for managing and removing all FOD generated as part of the project works. Work within the Airports Operations Area (AOA) shall be in compliance with Special Provisions, Sections 7.21, 8.20, and 8.21. Any specific Runway or Taxiway related closure barricades are to be coordinated with the MKK District personnel.

III. PROJECT SCOPE OF WORK

Design Consultant, WRSA, will provide a brief description of the scope of work.

1. The scope of work includes but is not limited to:
 - a. 4" mill and overlay of the Runway 5-23 asphalt pavement.
 - b. Grooving of the Runway 5-23 asphalt pavement.
 - c. Restriping of airfield markings.
 - d. Installation of new airfield sign housings and airfield sign panels to implement a taxiway nomenclature change for the airfield.
- 2 Project Phasing and Limitations.
 - a. The phasing of the project shall be in accordance with construction safety and phasing plans (CSPP) and phasing plans included in the bid documents. Phase 1 allows for the Contractor's pre-construction benchmark and survey work to occur during the day while the runway is operational. Phases 2-6 requires the Contractor to conduct paving, airfield striping activities, pavement grooving, and airfield sign work at night while the runway is closed.
 - b. The Contractor shall be responsible for implementing the runway closure and reopening process. This includes but is not limited to:
 - i. The notification to HDOT-A of required Notice to Airmen (NOTAMs) to be approved and issued, not less than 72 hours prior to the start of work.
 - ii. Installation and removal of all low profile barricades and runway "X"s.
 - iii. FOD cleanup with the use of a sweeper truck and vacuum. The Contractor must request and pass a FOD check conducted by Airport personnel prior to the reopening of the runway and taxiways.
 - c. Prior to the reopening of the runway each night the runway pavement must be fit for aircraft operations. This includes but is not limited to proper pavement temperature, smoothness, and grade and proper airfield marking dimension and spacing.
 - d. While on the airfield the Contractor is required to have a dedicated Radio Monitoring Person (RMP) on site equipped with the proper equipment to communicate on and monitor the MKK Ground frequency or the Common Traffic Advisory Frequency (CTAF).
 - e. The Contractor must be aware that air ambulance services operate out of MKK on a 24/7 on call basis. In the event of a medical emergency requiring the use of the closed runway, the air ambulance service shall notify the CM 4 hours in advance of runway reopening. The Contractor

shall halt all scheduled work and return the runway to an operational state to reopen the runway by the 4 hour deadline.

- f. In accordance with Specification Section 01800 – Special Requirements for Contractors On the AOA, the Contractor must submit a Safety Plan Compliance Document (SPCD) for HDOT-A review and approval within 14 calendar days after the execution of the contract.
 - g. The Contractor is responsible for security of access points to the airfield in accordance with Specification Section 01565 – Security Measures.
 - h. In the event of an emergency, airport operations shall take precedence over all construction activities.
- 3 A Pre-Bid site visit will not be held. The project site at Molokai Airport is within the AOA and is not accessible to the public.

Please inform us of any omissions or corrections to the minutes of the meeting.

Meeting adjourned at: 11:18 a.m.

MEETING ATTENDANCE SHEET

Pre-Bid Conference Meeting

Project Name: Runway 5-23 Pavement Rehabilitation

Molokai Airport

Project No. AM2021-21

Meeting Location: Microsoft Teams

Date: February 27, 2026

Name: Roger Ross Title: State Project Manager	Company: State of Hawaii, DOT Address: 400 Rodgers Blvd., Suite 700 Honolulu, HI 96814	Phone: (808) 895-2954 E-Mail: roger.r.ross@hawaii.gov
Name: James Fu Title: AIR EA Section Head	Company: State of Hawaii, DOT Address: 400 Rodgers Blvd., Suite 700 Honolulu, HI 96814	Phone: (808) 838-8827 E-Mail: james.fu2@hawaii.gov
Name: John West Title: Engineer	Company: State of Hawaii, DOT Address: 400 Rodgers Blvd., Suite 700 Honolulu, HI 96814	Phone: (808) 838-8867 E-Mail: john.k.west@hawaii.gov
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MEETING ATTENDANCE SHEET
Pre-Bid Conference Meeting

Project Name: Runway 5-23 Pavement Rehabilitation

Molokai Airport

Project No. AM2021-21

Meeting Location: Microsoft Teams

Date: February 27, 2026

Name: Steven Hamilton Title:	Company: Maui Paving	E-Mail: shamilton@maui paving.com

**RWY 5-23 PAVEMENT REHABILITATION
AT MOLOKAI AIRPORT
HO'OLEHUA, MOLOKAI, HAWAII
STATE PROJECT NO. AM2021-21**

RESPONS TO REQUEST FOR INFORMATION (RFI'S/QUESTIONS)

The following Requests for Information (RFI) were received:

1. **QUESTION:** Is there a pre-bid meeting attendees list available?

RESPONSE: The pre-bid meeting list of attendees has been included in this Addendum No. 2.

2. **QUESTION:** Confirm whether runway closures shown for the phases are continuous for the duration of the phase or limited to nightly work windows with reopening each day, consistent with CSPP language requiring reopening notifications at end of each shift.

RESPONSE: The runways and taxiways shall be reopened at the end of each shift, prior to the end of the scheduled working hours listed in the CSPP and phasing plans in the drawings.

3. **QUESTION:** Typical Runway 5–23 Section (Detail 1/C-305) indicates a 4" mill and overlay with existing AC pavement to remain over the existing aggregate base course (scale: not to scale). Please provide available information on existing asphalt concrete (AC) thickness (cores, record drawings, pavement records, etc.) along Runway 5–23, and confirm the intent is for the 4-inch cold milling to remain within existing AC (i.e., not a “mill to base” operation). If localized areas of thinner AC are encountered such that milling exposes base/subgrade, please confirm the required repair approach and basis of measurement and payment for restoring the section.

RESPONSE: The intent of the work is to not “mill to base” but is limited to 4” mill and overlay. Corings of Runway 5-23 are not available. Based on past pavement reports the Runway 5-23 pavement is estimated to be 10” AC on basecourse. Milling to base/subgrade is not anticipated.

4. **QUESTION:** Request to include Supplement to the proposal schedule a short supply clause for materials in short supply and beyond the control and without the fault of the contractor. These products include asphalt cement, Portland cement, reinforcing steel and structural steel. A short supply clause will allow bidders to provide the State with their best possible pricing with more confidence that the contractor will be compensated for material escalation beyond their control.

RESPONSE: Proposal Pages P-10 to P-13 have been added in this Addendum No. 2.

5. **QUESTION:** PART 1 OF 3: Based on Chapter 104, HRS and HAR 12-22-1, we respectfully request the State confirm that the truck drivers performing the duties described below are performing covered work and therefore must be paid the applicable prevailing wage rates and reported on certified payrolls. The revision is intended to more clearly describe the truck drivers' duties and how those duties are integrated into both the milling ("milling train") and paving ("paving train") operations on this State public works project. HAR 12-22-1 defines "construction of public work" broadly to include not only traditional craft work, but also "other activity performed by a laborer or mechanic employed at the site" when that activity is "an integral part of or is in conjunction with a construction contract," or where there is "substantial construction activity" involved.

RESPONSE: Bidders shall contact the State of Hawaii Department of Labor and Industrial Relations to confirm whether truck drivers performing the work described in the bid documents are/are not covered under Chapter 104, Hawaii Revised Statutes.

6. **QUESTION:** PART 2 OF 3: Project-Specific Work Description (Why these truckers are integral, not "delivery only") 1) Milling / Cold Planing ("Milling Train") • Milling (cold planing) requires milled asphalt to be continuously conveyed into a truck that moves in unison with the milling machine/cold planer. • The truck is not stationary and must maintain coordinated movement with the milling machine for safe and continuous production. • Trucks queue on-site and cycle repeatedly: staging at the jobsite, engaging in the milling train, hauling milled material to the designated offload location, and returning to the jobsite to rejoin the milling operation. • During milling, drivers adjust truck position (e.g., forward/back movement) to balance loading while the milling machine advances, which is operationally necessary for the milling crew to continue production. These duties are part of the execution of the construction work and are performed in direct coordination with the milling operation; they are not incidental "drop and leave" delivery activity. Under HAR 12-22-1, the truck drivers' work is integral to and in conjunction with the construction contract.

RESPONSE: Bidders shall contact the State of Hawaii Department of Labor and Industrial Relations to confirm whether truck drivers performing the work described in the bid documents are/are not covered under Chapter 104, Hawaii Revised Statutes.

7. **QUESTION:** PART 3 OF 3: Paving / HMA Delivery ("Paving Train") • The same truck drivers may also cycle to the asphalt plant and return with hot-mix asphalt (HMA) for placement as part of the paving train. • HMA is offloaded into the paving machine or a Material Transfer Vehicle (MTV), and the trucks then stage on-site to support continuous paving production. • Drivers may alternate between milling and paving cycles depending on production needs and proximity of the offload site and plant, meaning their work remains continuously integrated with active construction operations. Per Memorandum No. WSD-

2013-1, “time spent at the construction sit and time transporting the equipment and materials to and from the construction site are covered under the law.” Given the above, we request written confirmation that truck drivers performing these milling/paving-train duties are covered under Chapter 104/HAR 12-22-1 for purposes of (i) prevailing wage payment at the appropriate classification/rate and (ii) inclusion on weekly certified payrolls.

RESPONSE: Bidders shall contact the State of Hawaii Department of Labor and Industrial Relations to confirm whether truck drivers performing the work described in the bid documents are/are not covered under Chapter 104, Hawaii Revised Statutes.