

**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS**

**ADDENDUM NO. 1
FOR
RESURFACE RUNWAY 2-20, PHASE 2
AT KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII
STATE PROJECT NO. AM1022-25**

AUGUST 10, 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 August 13, 2026 at 2:00 p.m., Hawaii Standard Time (HST), is **HEREBY POSTPONED** until **August 17, 2026 at 2:00 p.m., HST**.

The attached **NOTICE TO BIDDERS**, dated r08/10/2026, shall be incorporated and made a part of the **NOTICE TO BIDDERS**.

B. TABLE OF CONTENTS

1. Delete **TABLE OF CONTENTS**, dated May 2026, in its entirety and replace it with attached **TABLE OF CONTENTS**, dated r08/10/2026.

C. PROPOSAL

1. Delete **PROPOSAL** HlePRO posting date July 10, 2026, in its entirety, and replace it with the attached **PROPOSAL** dated r08/10/2026.

D. SPECIFICATIONS

1. Delete **SECTION 01010 – DESCRIPTION OF WORK**, dated May 2026, in its entirety and replace it with attached **SECTION 01010 – DESCRIPTION OF WORK**, dated r08/10/2026.
2. Delete **SECTION 01090 – MEASUREMENT AND PAYMENT**, dated May 2026, in its entirety and replace it with attached **SECTION 01090 – MEASUREMENT AND PAYMENT**, dated r08/10/2026.

3. Delete **SECTION 01105 – MOBILIZATION**, dated May 2026, in its entirety and replace it with attached **SECTION 01105 – MOBILIZATION**, dated r08/10/2026.

E. PLANS

1. Delete **PLANS**, dated May 8, 2026, in its entirety and replace it with attached **PLANS**, dated August 10, 2026.

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. RESPONSE TO REQUEST FOR INFORMATION (RFI'S/QUESTIONS)

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

Please acknowledge receipt of this **ADDENDUM NO. 1** by recording the date of its receipt in the space provided on **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 **RESURFACE RUNWAY 2-20, PHASE 2 AT KAHULUI AIRPORT, KAHULUI, MAUI, HAWAII, STATE PROJECT NO. AM1022-25** 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 & TIME scheduled for August 13, 2026, at 2:00 p.m., Hawaii Standard Time (HST), is **HEREBY POSTPONED** until **August 17, 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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Performance Bond

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Labor and Material Payment Bond

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PROPOSAL TO THE
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION

PROJECT: Resurface Runway 2-20, Phase 2
at Kahului Airport
Kahului, Maui, Hawaii

PROJECT NO.: AM1022-25

COMPLETION TIME: 307 Calendar days from the date indicated in the
Notice to Proceed from the Department.

LIQUIDATED DAMAGES: Refer to Section 8.8 of the Special Provisions

PROJECT MANAGER: Roger Ross
Department of Transportation Airports
Elison Onizuka Kona International Airport at Keahole
73200 Kupipi Street,
Kailua Kona, HI 96740
Email: roger.r.ross@hawaii.gov
Phone: (808)-895-2954

ELECTRONIC SUBMITTAL: **Bidders shall submit and upload the complete proposal to HlePRO 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 HlePRO. See SPECIAL PROVISIONS 2.8 PREPARATION AND DELIVERY OF BID for complete details. FAILURE TO UPLOAD THE COMPLETE PROPOSAL TO HlePRO 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.

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. 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.
7. The undersigned Bidder further agrees to the following: Pursuant to HRS §103D-405(d), any contractor (including consultants) paid for services to develop or prepare specifications or work statements shall be precluded from submitting an offer or receiving a contract for that particular solicitation. This includes the preparation of reports relied upon by HDOT in the development of the project scope.

The Bidder acknowledges receipt of and certifies that it has completely examined the following listed items: the Hawaii Department of Transportation, Air and Water Transportation Facilities Division General Provisions for Construction Projects dated 2016, the Notice to Bidders, the Special Provisions, if any, the Technical Provisions, the Proposal, the Contract and Bond Forms, and the 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 a Subcontractor or Joint Contractor and the nature of work to be done by each. **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.

<u>Name of Subcontractor</u>	<u>Nature and Scope of Work</u>
1. _____	_____
2. _____	_____
3. _____	_____
4. _____	_____
5. _____	_____
6. _____	_____
7. _____	_____
8. _____	_____

<u>Name of Joint Contractor</u>	<u>Nature and Scope of Work</u>
1. _____	_____
2. _____	_____
3. _____	_____

NOTES:

"None" or if left blank indicates no Subcontractor or Joint Contractor.

If more space is needed, attach additional sheets.

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)

By _____
Authorized Signature

Print Name and Title

Business Address

Business Telephone

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.

PREFERENCES

Bidders acknowledge that while preferences are considered in the evaluation of bids, the award of the contract will be in the amount of the bid offered exclusive of any preferences.

A. HAWAII BIDDER PREFERENCE

Hawaii Bidder Preference shall not apply to this solicitation.

B. APPRENTICESHIP AGREEMENT PREFERENCE

In accordance with HRS §103-55.6, the estimated value of this public works contract is \$250,000 or more and the apprenticeship agreement preference is applicable to this solicitation for evaluation purposes only. Bidders desiring to qualify for the five per cent (5%) preference shall submit with their bid a complete, valid CERTIFICATION OF BIDDER'S PARTICIPATION IN APPROVED APPRENTICESHIP PROGRAM UNDER ACT 17 (Certification Form 1) *for each apprenticeable trade* the Bidder will employ on the project.

() **Yes, the Bidder elects to receive the Apprenticeship Agreement Preference and has attached Certification Form(s) 1 for each apprenticeable trade the Bidder will employ for this project (excluding subcontractors).**

By submission of this offer, the Bidder certifies that it has indicated **all apprenticeable trades that Bidder will employ** for this project (excluding subcontractors) by listing the applicable trades below:

(Attach additional sheet if necessary.)

Form 1 Required. Failure to submit a valid Form 1 with the bid for every apprenticeable trade that Bidder will employ on the project will result in the preference being denied, regardless of whether the trade is listed above. If a Form 1 is submitted for a trade that is not listed above, the Form 1 will take precedence over the listing and may be used to qualify Bidder for the preference.

Form 2 Required. If awarded the contract with the Apprenticeship Agreement Preference applied, then for the duration of the contract, the Bidder **shall** certify each month that work is being conducted on the project that the Contractor continues to be a participant in the relevant apprenticeship program for each trade it employs. Monthly certification shall be made on the Certification Form 2 and submitted to the HDOT.

Failure to comply with the requirements of the Apprenticeship Agreement Preference program will subject the Contractor to sanctions pursuant to HRS §103-55.6.

C. HAWAII PRODUCTS PREFERENCE

Hawaii Products Preference shall not apply to this solicitation.

D. RECYCLED PRODUCT PREFERENCE

Recycled Product Preference shall not apply to this solicitation.



STATE OF HAWAII
Hawaii Bidder/Offeror
Preference Certification Form
(As Defined in HRS103D-1001)

I, _____, _____ of
(Authorized Officer's Name) (Office or Position Held)

_____, certify the following:
(Name of Bidder/Offeror)

- (1) That the Bidder/Offeror holds a valid commercial place of business located in the State of Hawaii at the following address:

and that the above-named office was opened on the following date: _____,

and has been staffed by the Bidder/Offeror or an employee of the Bidder/Offeror for not less than two (2) consecutive years immediately preceding the time and date set for the opening of bids or receipt of proposals;

- (2) That the bid or proposal in response to IFB/RFP No. _____, is submitted under the name under which the Bidder/Offeror is authorized to do business in the State;
- (3) That not less than fifty-one percent (51%) of the total direct labor hours required for performance of the contract will be performed within the State; and
- (4) If the Bidder/Offeror is a joint venture, the Bidder/Offeror is composed entirely of parties meeting the requirements of paragraphs (1), (2), and (3).

I certify under penalty of perjury that the above statements are true. I agree to maintain the above qualifications throughout contract performance; any changes in eligibility shall be reported to the Contract Administrator or purchasing agency's contact person identified in the RFP/IFB. I acknowledge that failure to maintain the above qualifications triggers a price adjustment equal to the value of the preference applied and may constitute cause for debarment under HRS §103D-702.

Signature of Authorized Officer

Print Name and Title

Date

PROPOSAL SCHEDULE

RESURFACE RUNWAY 2-20, PHASE 2
AT KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

Item No.	Description	Approx. Quantity	Unit	Unit Price	Total
01100.1	Contractor Quality Control Program	LS	LS	LS	\$ _____
01100.2	QC/QA Workshop Subject Matter Expert	Allowance	Allowance	Allowance	\$ <u>25,000</u>
01105.1	Mobilization (Not to exceed 6% of the sum of all items, Excluding this item and all allowances)	LS	LS	LS	\$ _____
01533.1	Lighted X's	3	EA	\$ _____	\$ _____
01533.2	Temporary Barricades and Facilities	LS	LS	LS	\$ _____
01561.1	Construction Site Pollution Controls	LS	LS	LS	\$ _____
01562.1	Management of Contaminated Media, Soil Disposal, and Soil Reuse	Allowance	Allowance	Allowance	\$ <u>250,000</u>
01565.1	Security Measures	Allowance	Allowance	Allowance	\$ <u>100,000</u>
01900.1	Project Survey and Stakeout	LS	LS	LS	\$ _____
02101.1	Pavement Removal	1,530	SY	\$ _____	\$ _____
02101.2	Cold Milling (1.5-inches)	62,600	SY	\$ _____	\$ _____
02101.3	Cold Milling (3-inches)	54,900	SY	\$ _____	\$ _____
02151.1	Clearing and Grubbing	LS	LS	LS	\$ _____
02152.1	Unclassified Excavation	1,365	CY	\$ _____	\$ _____
02152.2	Embankment	120	CY	\$ _____	\$ _____
02152.3	Unsuitable Excavation	LS	LS	LS	\$ _____
02209.1	Crushed Aggregate Base Course	420	CY	\$ _____	\$ _____
02401.1	Asphalt Surface Course	14,860	TON	\$ _____	\$ _____
02403.1	Asphalt Mix Pavement Base Course	790	TON	\$ _____	\$ _____

02602.1	Emulsified Asphalt Prime Coat	1,560	GALLON	\$ _____	\$ _____
02603.1	Emulsified Asphalt Tack Coat	11,600	GALLON	\$ _____	\$ _____
02620.1	Obliteration of Existing Pavement Markings	17,300	SF	\$ _____	\$ _____
02620.2	Pavement Markings – Half Application	73,600	SF	\$ _____	\$ _____
02620.3	Pavement Markings – Full Application	73,600	SF	\$ _____	\$ _____
02621.1	Saw-cut Grooves	22,600	SY	\$ _____	\$ _____
16101.1	Demolition & Removal of Airport Electrical Items	LS	LS	LS	\$ _____
16101.2	Remove Existing Sign and Foundation	6	EA	\$ _____	\$ _____
16108.1	No. 8 AWG, 5 kV, L-824, Type C, Primary Cable	20,000	LF	\$ _____	\$ _____
16108.2	No. 6 AWG, 600V, Green Ground Wire	20,000	LF	\$ _____	\$ _____
16108.3	No. 6 AWG, Solid Bare Copper Counterpoise	4,000	LF	\$ _____	\$ _____
16110.1	Removal of Electrical Ductline	6,200	LF	\$ _____	\$ _____
16110.2	Concrete Encased Electrical Ductline, 2"	6,200	LF	\$ _____	\$ _____
16115.1	Light/Sign Base Can Removal	219	EA	\$ _____	\$ _____
16125.1	L-850C In-Pavement Runway Edge Light & Base Can in AC Pavement, in Place	12	EA	\$ _____	\$ _____
16125.2	L-861T Elevated Taxiway Edge Light & Base Can in AC Pavement, in Place	126	EA	\$ _____	\$ _____
16125.3	L-862 Elevated Runway Edge Light & Base Can in AC Pavement, in Place	59	EA	\$ _____	\$ _____
16125.4	L-862E Elevated Threshold Light & Base Can in AC Pavement, in Place	16	EA	\$ _____	\$ _____

16125.5	L-852T Elevated Taxiway Edge Light & Base Can in AC Pavement, in Place	3	EA	\$ _____	\$ _____
16125.6	L-867B Cover Plate & Base Can spare	26	EA	\$ _____	\$ _____
16125.7	Airfield Sign – Size 3 on New Foundation, in Place	5	EA	\$ _____	\$ _____
16128.1	Temporary Electrical Work for Construction Phasing	LS	LS	LS	\$ _____
16128.2	Permanent Miscellaneous Airport Electrical Work	LS	LS	LS	\$ _____

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. Bids 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 responsible bidder.
3. Bidders shall complete all unit prices and amounts. Failure to do so shall be grounds for rejection of bid.
4. The State reserves the right to reject any or all Proposals and to waive any defects in the best interest of the State.
5. Submission of a Proposal 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.
6. The bidder's attention is directed to Section 2.11 – BID SECURITY of the "General Provisions" as amended by the Special Provisions.
7. If the lowest TOTAL AMOUNT FOR COMPARISON OF BIDS is less than, or approximately equal to the funds available for this project, an award will be made to the lowest responsible bidder.
8. If the project exceeds the funds available, the State reserves the right to negotiate with the lowest responsible bidder as permitted under Section 103D-302, Hawaii Revised Statutes, to further reduce the scope of work and award a contract thereafter.
9. **Bidders shall submit and upload the complete proposal to HlePRO prior to the bid opening 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 HlePRO. Bidders shall 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 HlePRO.**
FAILURE TO UPLOAD THE COMPLETE PROPOSAL TO HlePRO SHALL BE GROUNDS FOR REJECTION OF THE BID.

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

DIVISION 1 - GENERAL REQUIREMENTS

SECTION 01010 - DESCRIPTION OF WORK

PART I - GENERAL

1.01 RELATED DOCUMENTS

The General Provisions for Construction Projects, Special Provisions and General Requirements of the Specifications, apply to the work specified in this section.

1.02 DESCRIPTION

A. Section Includes:

1. Description of Work
2. Provisions for Field Office/Storage Space
3. Location of the Work
4. Hours of Work
5. Runway Closure Procedures
6. Safety
7. Operation of Airport Facilities During Construction
8. Special Project Requirements

1.03 DESCRIPTION OF WORK

The work to be performed under this Contract shall be as shown on the Plans and Specifications, inclusive of cold milling and placement of asphalt concrete pavement (i.e. Mill and Fill), full depth taxiway and shoulder pavement and grading, marking obliteration, half application paint of affected markings after each work shift, grooving of new runway pavement, full application pavement markings of Runway 2-20, replacement of runway edge lights, replacement of Taxiway A edge lights, replacement of threshold end lights, cabling, constant current regulators, and removal of existing taxiway signs and installation of new taxiway signs.

1.04 PROVISIONS FOR FIELD OFFICE/STORAGE SPACE

Pending the availability of space on airport property, the State will issue Revocable Permit(s) to the Contractor for the use of the space, assessed at a monthly fee of \$50 for each Revocable Permit issued. The Contractor shall be responsible for paying for any associated County fees, inclusive of property

taxes, and must notify the State Property Management Office at least 30 days in advance before vacating the premises. The space(s) 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 POLLUTION CONTROLS.

Since space on airport property is extremely limited, the State does not guarantee that space(s) provided to the Contractor will be in close proximity to the project site. The State will make every effort to provide the Contractor with space on airport property, however, should the State determine that no space is available for such use(s), the responsibility shall then be on the Contractor to find space outside of airport property.

1.05 LOCATION OF THE WORK

- A. The work to be performed under this contract is located at Kahului Airport, Kahului, Hawaii.
- B. The project is within a controlled area closed to public access, the Airports Operational Area (AOA). The Contractor shall meet requirements for working within the AOA pursuant to the Special Provisions and the approved Construction Safety and Phasing Plan (CSPP).
- C. Conditions:
 - 1. The airport shall remain operational at all times. Any damages to existing areas caused by the Contractor shall be repaired by the Contractor at no cost to the State.
 - 2. Upon award of the contract, the Contractor, at their cost, shall obtain all permits required for this project.

1.06 HOURS OF WORK

- A. Work hours for this project shall be as noted on the approved CSPP. Contractor shall coordinate all work activities with the Resident Project Representative (RPR). Submit a proposed construction schedule to the RPR for review and approval within 30 calendar days after execution of the Contract. The Contractor shall coordinate their schedule with the RPR if rescheduling of work or intermittent work is required, such work shall be performed at no extra cost to the State.
- B. Contractor shall clean work areas at the end of each working shift. Rubbish, loose materials, etc. shall be disposed of daily. Material and equipment shall be safely secured and stored in an area designated by the Airport Manager.
- C. Dependent on the type and location of work activity, the Contractor may be required to either alter the work hours and work activities, or suspend work during the Airline Operational Blackout Dates listed below.

1. Winter Break (Through the month of December to the second week of January)
2. The Dr. Martin Luther King, Jr. Day weekend (Holiday celebrated on the third Monday in January)
3. Spring Break (Varies, weeklong break, around the Easter Day weekend)
4. Golden Week (April 29 through the first week of May)
5. The Memorial Day weekend (Holiday celebrated on the last Monday in May)
6. Summer Vacation (June through August)
7. The Labor Day weekend (Holiday celebrated on the first Monday in September)
8. Silver Week (Varies; roughly around the third week of September)
9. Veterans' Day (Eleventh day in November)
10. The Thanksgiving Day weekend (Holiday celebrated on the fourth Thursday in November)

Schedule adjustments during the Airline Operational Blackout Dates shall not incur additional costs to the State of Hawaii.

- D. **SPECIAL ATTENTION:** Construction night work shall not occur during the Seabird Fallout Season - September 15 through December 15.

1.07 RUNWAY CLOSURE PROCEDURES

- A. The Contractor shall follow procedures in the approved CSPP for work requiring runway closure. Work will not be allowed to begin until all procedures for runway closure is completed, including the following:
1. Confirm proper Notice to Airmen (NOTAMs) issued per approved 3-week construction schedule.
 2. Install lighted runway closure X's at locations shown on both ends of the runway in accordance with the CSPP.
 3. Turn-off power for the runway edge lights, approach lighting and applicable visual NAVAIDS.
 4. Turn-off or cover lights for the closed portions of taxiways.
 5. Install barricades in accordance with the CSPP.

6. Notify the Construction Manager and/or Airport Manager when all the above runway closure procedures have been completed.
- B. At the end of each night's work for runway reopening, the Contractor shall follow the procedures in the approved CSPP, to include the following:
1. Remove the lighted runway closure X's at both ends of the runway.
 2. Turn-on power for the runway edge lights, approach lighting and NAVAIDS.
 3. Turn-on power or remove covers from lights for the closed taxiways.
 4. Remove all installed barricades.
 5. Perform the Foreign Object Debris (FOD) clean-up and inspection, receive a clearance check from Airport Operations for reopening.
- C. The Contractor shall maintain a trained Radio Monitoring Person (RMP) at all times work is performed on the runway and taxiways. The RMP's primary function is to maintain communication with aircraft traffic.

1.08 SAFETY

- A. The Contractor shall take the necessary precautions to protect his workers and other personnel from injuries. The rules and regulations promulgated by the Occupational Safety and Health Acts are applicable and made a part of these specifications. Additionally, the Contractor shall comply with all requirements of the approved CSPP for this project.
- B. Barricades and warning signs shall be erected by the Contractor in the work area to properly protect all personnel in the area.
- C. During the progress of the work debris, empty crates, waste, material drippings, etc., shall be removed by the Contractor at the end of each workday, and the work area shall be left clean and orderly. Contractor shall inspect to ensure that the runway/taxiways/haul routes are free of FOD that will be hazardous to air traffic at the end of each workday.

1.09 OPERATION OF AIRPORT FACILITIES DURING CONSTRUCTION

- A. The Contractor shall coordinate the phases of work under this contract with the Engineer to permit the continuing operation of existing Airport facilities and to minimize disruption to pedestrian and vehicular traffic.
- B. Utility Maintenance: During the construction of this contract, existing utility services serving occupied or used facilities shall not be disrupted except where authorized in writing by authorities having jurisdiction. Contractor shall provide temporary services during interruptions to existing utilities, as acceptable to the Engineer. Damages to the existing utility facilities by the Contractor will be repaired at the Contractors expense.

- C. Outages for water, power, communications, air conditioning or any other utility, if necessary, shall be kept to a minimum and scheduled for off-peak hours, generally from 12:00 a.m. to 6:00 a.m. The Contractor shall submit written requests to the Engineer for such outages no later than fourteen (14) calendar days in advance. The request shall include a description of work and the duration of the outage. The Contractor shall not proceed with such outages until written approval is received from the State.

1.10 SPECIAL PROJECT REQUIREMENTS

- A. Upon receipt of the Contract, the Contractor shall process and return the Contract to the State' Contract Office within five (5) calendar days.
- B. The State intends to award the construction contract in accordance with Section 2.20 of the General Provisions. The State intends to issue the Notice to Proceed for the Project to the Contractor in accordance with Section 8.1 of the General Provisions.
- C. Downed seabirds. Downed seabirds found within the project site shall be reported to a local wildlife center according to protocols established by the Department of Land and Natural Resources, Division of Forestry and Wildlife: <https://dlnr.hawaii.gov/wildlife/seabird-fallout-season/>
- D. For asphalt paving projects, the Contractor shall comply with the requirements in the latest Department of Labor and Industrial Relations (DLIR) Memorandum regarding the Applicability of Chapter 104, HRS, to Truck Drivers on Asphalt Paving Public Construction Projects, which can be found on the DLIR website under <https://labor.hawaii.gov/wsd/prevaling-wages-on-public-works/>.

PART 2 - PRODUCTS (Not Used)

PART 3 - EXECUTION (Not Used)

PART 4 - MEASUREMENT AND PAYMENT

4.01 BASIS OF MEASUREMENT AND PAYMENT

- A. Work under this section will not be measured nor paid for separately but shall be considered incidental to and included in the bid prices for the various items of work in this project.

PART 5 – ATTACHMENTS

5.01 FINAL SAFETY RISK MANAGEMENT DOCUMENT (SRMD)

END OF SECTION

Kahului Airport (OGG)
Resurface Runway 2-20 Phase 2 (Outboard Lanes)

Safety Risk Assessment Panel Meeting
Safety Risk Management Document



State of Hawaii
Department of Transportation
Airports



SRMD Version 1.1
July 28, 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	March 18, 2026	--
HDOT SRA Panel Meeting	June 08, 2026	--
Draft SRMD distributed to Panel Members for comment	July 07, 2026	1.0
Panel Member comments on Draft SRMD due	July 22, 2026	1.1
Final SRMD routed for signatures	July 28, 2026	1.1
Final SRMD with signatures distributed (estimated)	July 28, 2026	1.1

Limitations: The observations and conclusions presented in this report are based on discussions from Preliminary and Panel SRA meetings. The decisions documented herein are based upon the subject matter expertise of the Panel Members and information provided during 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) will be implemented effectively. Should significant changes arise or assumptions no longer remain valid, a reconvened SRA Panel may be required. This report is intended solely for the exclusive use of the Client and must not be relied upon by, distributed to, or disclosed to any other party without prior authorization. No express or implied warranty is provided in relation to this report.

Signature Page

Title: Kahului Airport at OGG, Resurface Runway 2-20 Phase 2 (Outboard Lanes), Safety Risk Management Panel Meeting, Safety Risk Management Document

Initiator: James Fu

Initiator's Organization: Hawaii Department of Transportation, HDOT

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

Submission Date: July 28, 2026

SRMD Version: 1.1

Risk Acceptance Signature:



Marvin Moniz – Manager, Maui District Airports

07/30/2026

Date



Curt Otaguro – Deputy Director of Transportation for Airports

07/31/2026

Date

Proposal Rejection:

Signature, Name and Organization

Date

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Appendices

Appendix A – Preliminary Hazard List (PHL)

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Appendix C – Panel Packet

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Appendix G – Ground Rules

Appendix H – Definitions

Appendix I – Roles and Responsibilities

Appendix J – Reference Documents

Appendix K – Construction Safety and Phasing Plan

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
AOC	Airport Operations Controller
AOPA	Aircraft Owners and Pilots Association
AMR	American Medical Response
ARFF	Aircraft Rescue and Fire Fighting
ASDE	Airport Surface Detection Equipment
ATO	Air Traffic Organization
ATCT	Air Traffic Control Tower
CIP	Capital Improvement Program
CM	Construction Manager
CMO	Certificate Management Office
CSPP	Construction Safety Phasing Plan
CTAF	Common Traffic Advisory Frequency
DME	Distance Measuring Equipment
HDOT	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
ILS	Instrument Landing System
LOA	Letter of Agreement
LOSA	Loss of Situational Awareness
MA	Movement Area

Definitions and Acronyms - Continued

| NAS | National Airspace System |

| NBAA | National Business Aviation Association |

| NOTAM | Notice to Air Missions |

| OE | Operational Error |

| OGG | Kahului Airport

| PD | Pilot Deviation |

| PHA | Preliminary Hazard Analysis |

| PHL | Preliminary Hazard List |

| PreSRA| Preliminary Safety Risk Assessment |

| RMP | Radio Monitoring Person |

| RMTc | R.M. Towill Corporation (Designer)

| RSA | Runway Safety Area |

| 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 |

| TDG | Taxiway Design Group |

| TOFA | Taxiway Object Free Area |

| TWY | Taxiway |

| UNICOM | Universal Communications |

| WIP | Work-In-Progress |

| VORTAC | VHF Omnidirectional Range and Tactical Air Navigation |

| VSR | Vehicle Service Road |

| WSC | Western Service Center |

Executive Summary

The State of Hawaii, Department of Transportation, Airports (HDOT) proposes to provide major rehabilitation at Kahului Airport (OGG) Runway 2-20 (6,998' x 150') to address the remaining deteriorated conditions of the existing outboard lanes of Runway 2-20 pavement and bring it into compliance with the FAA's advisory circular standards for the design and construction.

Due to the proposed modifications to the airfield and the anticipated impacts to airport operations and the National Airspace System (NAS), HDOT implemented the Safety Risk Assessment (SRA) process as part of the Construction Safety Phasing Plan (CSPP) review for the OGG Resurface Runway 2-20 Phase 2 (Outboard Lanes) Project. All HDOT led SRA preliminary and panel meetings were conducted and facilitated in accordance with the following:

- 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
- FAA Order 8040.4C Safety Risk Management Policy.

This Safety Risk Management Document (SRMD) summarizes the findings and evaluations conducted by the Safety Risk Management Panel (SRMP) of the proposed CSPP and identifies any resulting hazards and associated effects related to the Resurface Runway 2-20 Phase 2 (Outboard Lanes) Project.

HDOT conducted a Preliminary SRA (PreSRA) meeting on March 18, 2026, with airport stakeholders to ensure that the SRMP members were familiar with the FAA Airports SMS process and fully understood the proposed changes to the airfield system. This meeting was conducted virtually via Microsoft Teams.

Invitations from HDOT to the stakeholders included the project Designer (Jacobs), HDOT Maui District, HDOT OGG AOC, HDOT OGG ARFF, HDOT OGG Maintenance, HDOT AIR-LF, HDOT AIR-EA, HDOT AIR-EP, HDOT SMS, RM Towill, Orion Engineers, AECOM, FAA OGG ATCT, FAA Maui NATCA, FAA Maui SSC, FAA OGG Tech Ops, FAA HNL ADO, FAA HCF, FAA RSO, FAA CMO, FAA FSDO, FAA WSA NPI, FAA WSC FP, AvAirPros, American Airlines, Alaska Airlines, Delta Airlines, Hawaiian Airlines, United Airlines, West Jet, Southwest Airlines, TransAir, Aloha Air Cargo, Kamaka Air, FedEx, UPS, GACH/AOPA, Blue Hawaiian, Pacific Helicopters, Sunshine Helicopters, Maverick, Air Maui, and GMR. Comments and recommendations received during the Pre-SRA meeting were noted, agreed upon and incorporated into the CSPP prior to scheduling and conducting the SRA Panel meeting.

Critical discussion topics from the PreSRA meeting are listed below:

1. FAA ADO to research the lighted "X" Advisory Circular language and provide recommendations to determine the location of the lighted "X".
2. During Phase 7 updates should be provided to airlines to announce on CTAF intent to back-taxi if RWY full length is required for landing.
3. TWY A hold ling realignment a result of concerns brought up by the pilots.
4. Future meetings are required to coordinate cumulative OGG project timelines and closures.
5. Airlines requested to review closure times based on OGG 2-20 Phase 1 Project.

Following the PreSRA meeting, the SRA Panel meeting was held on June 8, 2026, with all stakeholders invited. The SRMP completed its evaluation of the Resurface Runway 2-20 Phase 2 (Outboard Lanes) Project. The evaluations are summarized below under their respective section headings.

SRMP Findings

The Hazards were identified, analyzed, and assessed through an organized group discussion, based on the thorough review of the Project Proposal Summary (PPS) and the CSPP. During the brainstorming sessions, three (3) presumed hazards were identified and documented in the Preliminary Hazard List (PHL). The Safety Risk Management Panel (SRMP) evaluated the three (3) credible hazards for further evaluation in the Preliminary Hazards Analysis (PHA) worksheet.

During the PHA process, the SRMP reviewed the three (3) hazards and evaluated their potential effects. For each hazard, the SRMP determined the Worst Credible Effect for each Hazard and assigned Severity and Likelihood ratings. See Table 1 below for summary.

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
OGG-RWY-2-20 OUTBD-LANES: HAZ-1	Pilot Loss of Situational Awareness (LOSA)	- Bodily injury - Damage to Aircraft/construction equipment - Runway Incursion - Surface Incident (Taxiway Incursion)	4E – Low	N/A
OGG-RWY-2-20 OUTBD-LANES: HAZ-2	Controller Loss of Situational Awareness (LOSA)	- Aircraft Damage - Runway Incursion	4E - Low	N/A
OGG-RWY-2-20 OUTBD-LANES: HAZ-3	Vehicle/Pedestrian Loss of Situational Awareness (LOSA)	- Damage to Aircraft - Damage to equipment - Bodily injury - Runway Incursion - Surface Incident	4E – Low	N/A

		Severity				
Likelihood		Minimal 5	Minor 4	Major 3	Hazardous 2	Catastrophic 1
	Frequent A					
	Infrequent B					
	Extremely Infrequent C					
	Remote D					
	Extremely Remote E		OGG-RWY-2-20 OUTBD-LANES: HAZ-1 OGG-RWY-2-20 OUTBD-LANES: HAZ-2 OGG-RWY-2-20 OUTBD-LANES: HAZ-3			
	Improbable F					
	Extremely Improbable G					

Figure 1: Risk Matrix

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

The three (3) Hazards (HZ-1, -2, and -3) resulted in Initial Risk ratings of Low Risk (4E). The SRMP concluded that the existing controls and the emphasis placed on stakeholder notifications, were sufficient and that no additional mitigation measures were necessary.

Through the SRM process, the SRMP determined that the Resurface Runway 2-20 Phase 2 (Outboard Lanes) can be introduced into the NAS with an acceptable level of risk (see Figure 1 above). Appendix F provides the SAS-1 Form 5200-8 Signature Page, documenting the SRMP members' concurrence of this Safety Risk Assessment for the Resurface Runway 2-20 Phase 2 (Outboard Lanes).

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

Kahului Airport (OGG) is a 1,540-acre public facility located approximately 3 miles east of the Kahului central business district. It is the primary commercial airport on the island of Maui. The airport is owned and operated by the State of Hawai'i, Department of Transportation, Airports (HDOT) as part of its statewide airport system. The airport is designated as a Primary Airport in the FAA's National Plan for Integrated Airport Systems (NPIAS).

The airport primarily serves scheduled domestic, inter-island carriers, cargo, General Aviation (GA), and tour operators. Kahului Airport is a critical component of in Hawai'i's economic and transportation system, as well as a key destination airport for the millions of visitors to the island of Maui.

Over the last 10+ years, Runway 2-20 has been the recipient of frequent rehabilitation projects (mill and fill) to replace large portions of the asphalt surface to address deficiencies including rutting, block/alligator cracking, depressions, and medium to large severity of longitudinal and transverse cracking. The resulting mill and fill projects to address deficiencies were constructed in 2008 and 2013 and the frequency of pavement repairs is consistent with the continued and steep decline of remaining useful life of the existing asphalt pavement.

The HDOT utilized their SRA facilitator services consultant to conduct all preliminary and panel SRA meetings in accordance with the FAA Airport (ARP) Safety Management System (SMS) 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 preliminary SRA meeting was conducted using a systematic approach in preparation for the final SRA panel meeting. The meeting was scheduled with stakeholder groups to review the Construction Safety Phasing Plan (CSPP) presented by the designer, Jacobs. 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
March 18, 2026	HDOT Maui District, HDOT OGG AOC, HDOT OGG ARFF, HDOT OGG Maintenance, HDOT AIR-LF, HDOT AIR-EA, HDOT AIR-EP, HDOT SMS, RM Towill, Orion Engineers, AECOM, FAA OGG ATCT, FAA Maui NATCA, FAA Maui SSC, FAA OGG Tech Ops, FAA HNL ADO, FAA HCF, FAA RSO, FAA CMO, FAA FSDO, FAA WSA NPI, FAA WSC FP, AvAirPros, American Airlines, Alaska Airlines, Delta Airlines, Hawaiian Airlines, United Airlines, West Jet, Southwest Airlines, TransAir, Aloha Air Cargo, Kamaka Air, FedEx, UPS, GACH/AOPA, Blue Hawaiian, Pacific Helicopters, Sunshine Helicopters, Maverick, Air Maui, GMR and other GA Stakeholders.	To review the phasing and barricade plan for the change proposal.

During the preliminary meeting, an SRA briefing on the FAA ARP SMS process, roles and responsibilities, and ground rules were presented. The ground rules provided participants the opportunity to ask questions and have their concerns addressed prior to conducting the final SRA Panel meeting. The ground rules were reinforced throughout the meetings, including the statement that “the absence of an answer is understood as agreement.” This approach encouraged open discussion, with participant concerns, either addressed during the meeting or documented 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 with the Airport , FAA, and Stakeholders on March 18, 2026

The Preliminary SRA meeting was conducted on March 18, 2026. Invitations were sent by HDOT to stakeholders including the Designer (Jacobs), HDOT Maui District, HDOT OGG AOC, HDOT OGG ARFF, HDOT OGG Maintenance, HDOT AIR-LF, HDOT AIR-EA, HDOT AIR-EP, HDOT SMS, RM Towill, Orion Engineers, AECOM, FAA OGG ATCT, FAA Maui NATCA, FAA Maui SSC, FAA OGG Tech Ops, FAA HNL ADO, FAA HCF, FAA RSO, FAA CMO, FAA FSDO, FAA WSA NPI, FAA WSC FP, AvAirPros, American Airlines, Alaska Airlines, Delta Airlines, Hawaiian Airlines, United Airlines, West Jet, Southwest Airlines, TransAir, Aloha Air Cargo, Kamaka Air, FedEx, UPS, GACH/AOPA, Blue Hawaiian, Pacific Helicopters, Sunshine Helicopters, Maverick, Air Maui, GMR and other General Aviation 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 eight (8) phases with each phase containing smaller subphases. The following is a recap of the discussion that took place.

1. FAA ADO to research the lighted “X” Advisory Circular language and provide recommendations to determine the location of the lighted “X”.
2. During Phase 7, updates should be provided to airlines to announce on CTAF intent to back-taxi if RWY full length is required for landing.
3. TWY A hold ling realignment a result of concerns brought up by the pilots.
4. Future meetings are required to coordinate cumulative OGG project timelines and closures.
5. Airlines requested to review closure times based on OGG 2-20 Phase 1 Project.

At the conclusion of the Preliminary SRA meeting with all the FAA offices, military, general aviation, and other stakeholders, Jacobs refined the CSPP diagrams and narrative in preparation for the SRA Panel review. The SRA Panel meeting was conducted on June 8, 2026.

Section 1 – Current System / Baseline

Section 1 provides an overview of the current operational state of Kahului Airport (OGG), establishing the baseline conditions against the Proposed Change and to assess 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 OGG. Documenting these existing conditions enables a clear comparison between the current system and the operational environment expected during and after implementation of the proposed Resurface Runway 2-20 Phase 2 (Outboard Lanes). 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.

OGG is a 1,540-acre public facility located approximately 3 miles east of the Kahului central business district. It is the primary commercial airport on the island of Maui. The airport is owned and operated by the HDOT as part of its statewide airport system. The airport is designated as a Primary Airport in the FAA's National Plan for Integrated Airport Systems (NPIAS).

The airport primarily serves scheduled international, domestic, and inter-island carriers. Kahului Airport is a vital component of Hawaii's economic and transportation system, as well as a key destination airport for the millions of visitors to the island of Maui.

The airport has two active runways comprised of bituminous asphaltic concrete with grooved surfaces. The primary runway, RWY 2-20, is 6,998 feet long by 150 feet wide. RWY 2-20 has a Runway Design Code of C-V-2400 serving large commercial aircraft and has a precision instrument approach at the Runway 2 end. This runway also has an associated full length parallel Taxiway A which is 75 feet wide and is classified as an Airplane Design Group (ADG) V.

The secondary crosswind runway, RWY 5-23, is 4,978 feet long by 150 feet wide and is typically used by inter-island commuter airline services and smaller general aviation aircraft.

Table 2: Runway Data Summary

Item	Runway		Runway	
	2	20	5	23
Width	150'		150'	
Length	6,998'		4,978'	
Marking Type	Precision		Precision	
Part 77 Approach	Precision	Non-Precision	Visual	Non-Precision
Navigational Aids	ILS, NDB, RNAV (GPS), RNAV (RNP)Z	VOR, RNAV (GPS), VOR/DME or TACAN		RNAV (GPS)
Visual Aids	4-Light PAPI, MALSR	4-Light PAPI	4-Light PAPI	None
Lighting Type	HIRL	HIRL	MIRL	MIRL

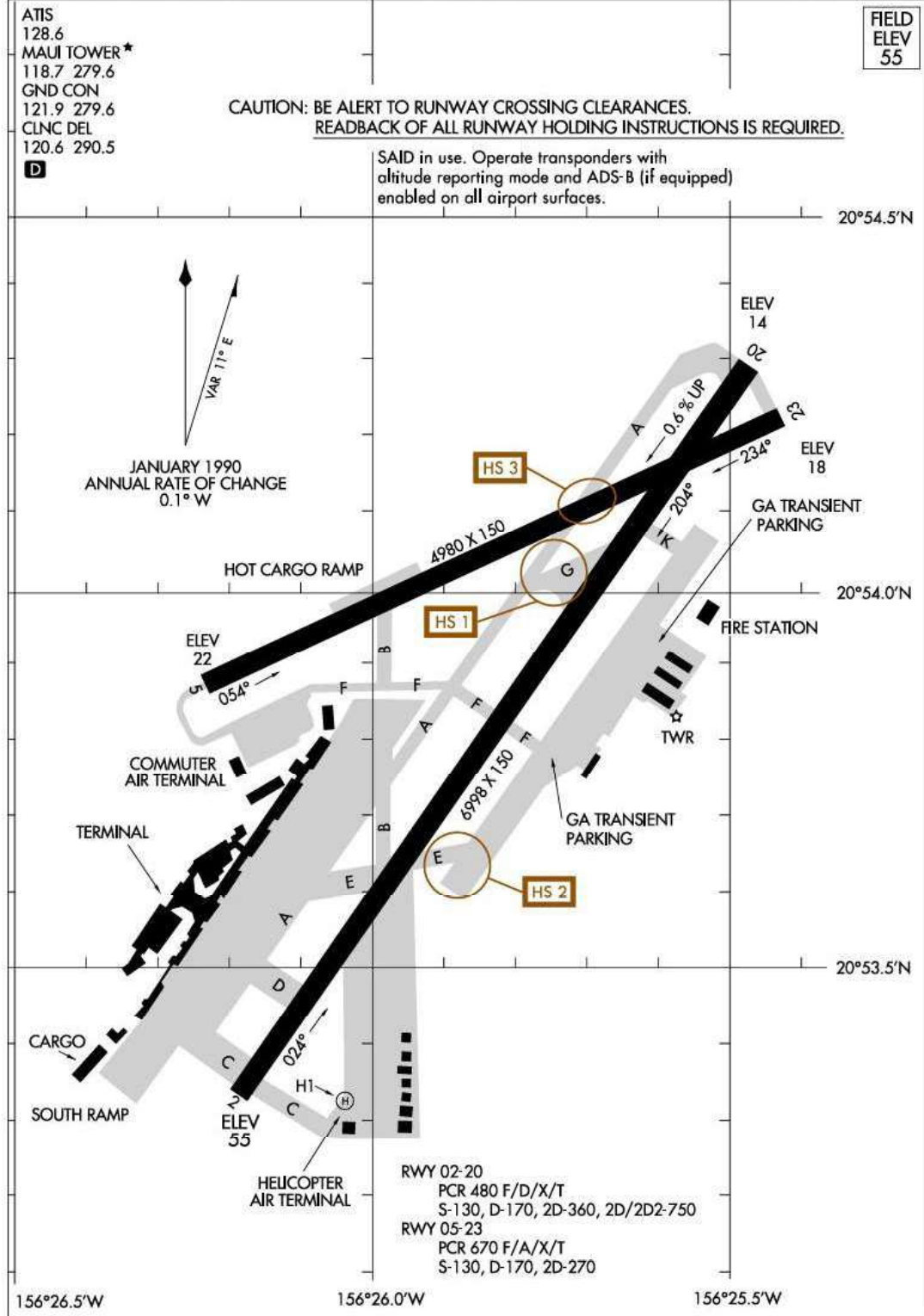
26134

AIRPORT DIAGRAM

AL-762 (FAA)

KAHULUI (OGG)(PHOG)

KAHULUI, HAWAII



PAC, 14 MAY 2026 to 09 JUL 2026

PAC, 14 MAY 2026 to 09 JUL 2026

AIRPORT DIAGRAM

26134

KAHULUI, HAWAII

KAHULUI (OGG)(PHOG)

Figure 2: Airport Diagram

Section 2 – Proposed Change

The scope of work consists of resurfacing RWY 2-20 (Outboard Lane) at Kahului Airport (OGG) to address the deteriorated conditions of the existing pavement.

This project will be constructed in eight (8) phases (Phase 1 through Phase 8), with some phases having subphases. The following phases are as proposed:

Construction Timeline and Phasing Plan (Figure 3)

Construction Phasing General Notes:

1. All AOA aircraft pavement surfaces shall be open to aircraft operations at all times other than designated closures.
2. The contractor shall note that delays from aircraft movement should be expected.
3. The contractor shall be responsible for deploying, maintaining and removing the lighted “X” runway closure marker in accordance with the construction phasing plans.
4. The contractor shall be limited to a total nightly asphalt production of 350 tons to demonstrate that the runway can be opened by 0600. Once the contractor has demonstrated they can open the runway at 0600, the RPR will determine if production rates can be increased.
5. Milled area shall be repaved on the same shift they are milled.
6. Pavement markings (1/2 application, see specs) shall be applied on the same shift they are removed.
7. Maintain ARFF access at any time.
8. Contractor shall be responsible to maintain all designated haul routes. Continuous FOD inspections and sweepers shall be required at all designated haul routes utilizing active taxiway crossings, aircraft travel routes and vehicle service roads.

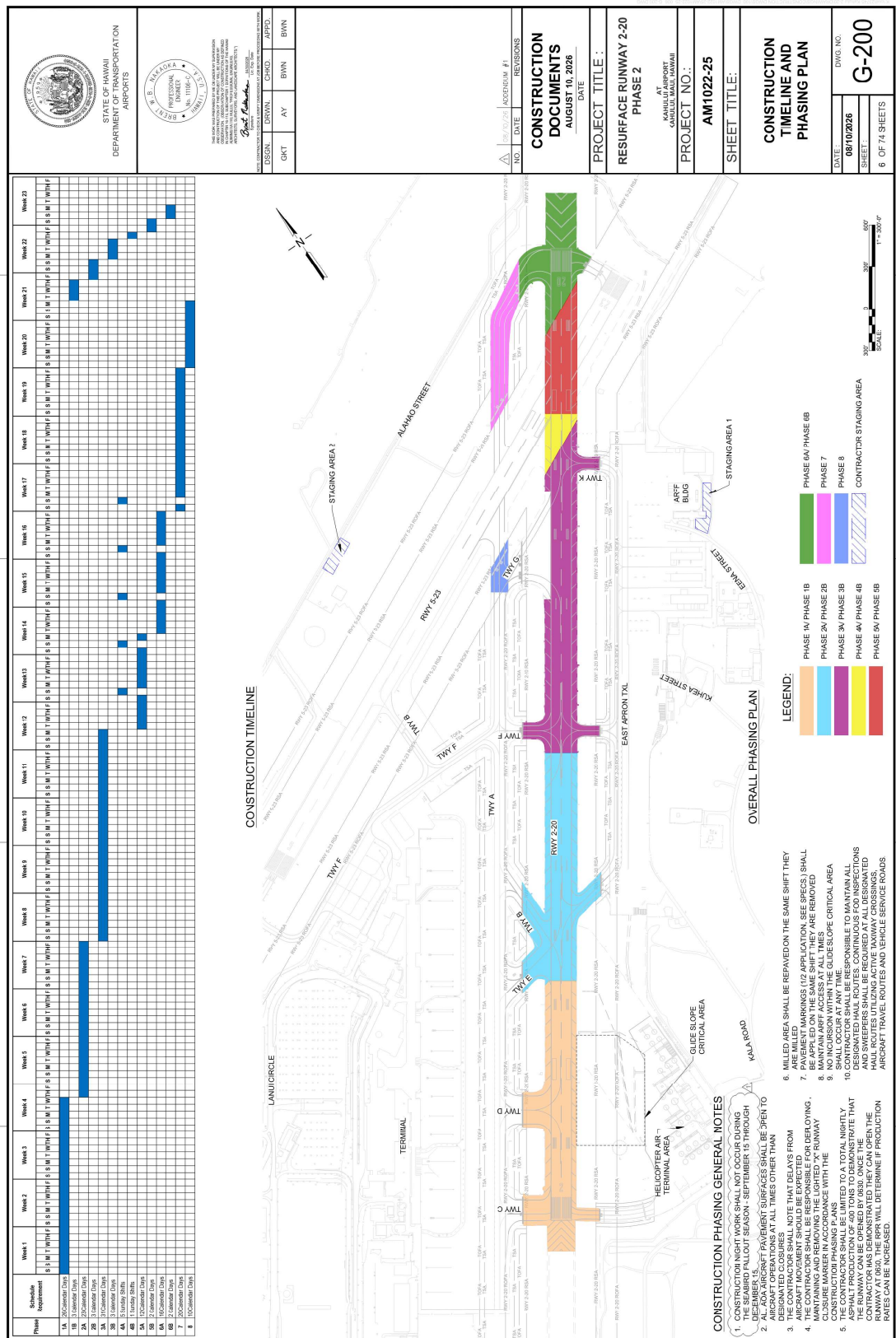


Figure 3: Construction Timeline and Phasing Plan

Phase 1A and 1B (Figure 4 – Phasing and Barricade Plan Phase 1A and Phase 1B)

Description of Work:

- Phase 1A: Cold mill pavement/prepare surface construct AC pavement, apply half application pavement markings and replace Runway edge lights and signs.
- Phase 1B: Pavement grooving, refresh pavement markings and full application pavement markings.

Hours:

- 7 Days a Week
- 2330-0600

Duration:

- Phase 1A: 26 Calendar Days
- Phase 1B: 3 Calendar Days

Required NOTAMs (WORK HOURS ONLY):

1. RWY 2-20 Closed
2. TWY “C” Closed
3. TWY “D” Closed
4. RWY 2-20 Ungrooved Between TWY “C” and TWY “E” (Phase 1A Only)

NAVAID Status:

- RWY 2 LOC/DME: OTS
- RWY 2 GS: OTS
- RWY 2 PAPI: OTS
- RWY 2 MALSR: OTS
- RWY 20 PAPI: OTS
- RWY 5 PAPI: In Service

Phasing Notes:

1. Sequence of work shall follow the construction timeline shown in DWG G-200. Concurrent work is not permitted.
2. Additional low-profile barricades shall be added as directed by airport operations.
3. Barricades shall be placed across the hold short markings unless shown otherwise.
4. NAVAIDS will only be off during construction.
5. No incursion within the glide slope critical area shall occur at any time.
6. Contractor shall be responsible to maintain all designated haul routes. Continuous FOD inspections and sweepers shall be required at all designated haul routes utilizing active taxiway crossings, aircraft travel routes, and vehicle service roads.

Sequence of Work:

1. Install lighted “X” Runway closure marker and low-profile barricades
2. Perform work
3. Request inspection following cleaning. Perform additional cleaning as needed following inspection
4. Remove lighted “X” Runway closure marker and low-profile barricades

Phase 1 – Discussion Points

1. Construction work hours for phases that closed RWY 2-20 were adjusted to 2330-0600 after additional meetings between HDOT, designers and airlines.

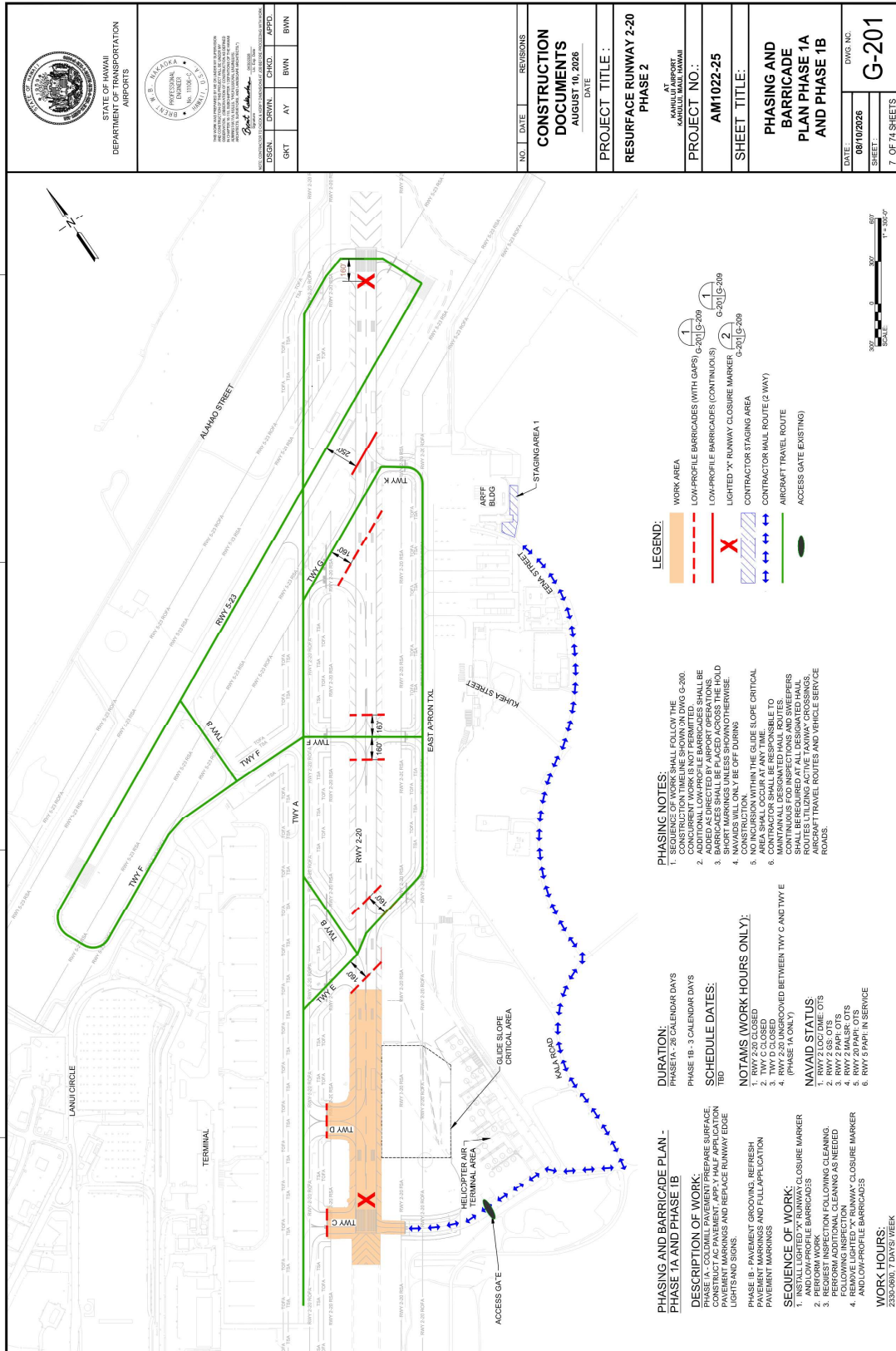


Figure 4: Phasing and Barricade Plan Phase 1A and Phase 1B

Phase 2A and 2B (Figure 5 – Phasing and Barricade Plan Phase 2A and Phase 2B)

Description of Work:

- Phase 2A: Coldmill pavement/prepare surface, construct AC pavement, apply half application pavement markings and replace Runway edge lights and signs.
- Phase 2B: Pavement grooving, refresh pavement markings and full application pavement markings.

Hours:

- 7 Days a Week
- 2330-0600

Duration:

- Phase 2A: 23 Calendar Days
- Phase 2B: 3 Calendar Days

Required NOTAMs (WORK HOURS ONLY):

1. RWY 2-20 Closed
2. TWY “B” Closed Between TWY “A” and RWY 2-20
3. TWY “C” Closed
4. TWY “D” Closed
5. TWY “E” Closed
6. TWY “F” Closed Between East Ramp and TWY “A”
7. RWY 2-20 Ungrooved Between TWY “C” and TWY “F” (Phase 2A only)

NAVAID Status:

- RWY 2 LOC/DME: OTS
- RWY 2 GS: OTS
- RWY 2 PAPI: OTS
- RWY 2 MALSR: OTS
- RWY 20 PAPI: OTS
- RWY 5 PAPI: In Service

Phasing Notes:

1. Sequence of work shall follow the construction timeline shown on DWG G-200. Concurrent work is not permitted.
2. Additional low-profile barricades shall be added as directed by airport operations.
3. Barricades shall be placed across the hold short markings unless shown otherwise.
4. Haul route offset from east ramp TXL is based on ADG 3.
5. No incursion within the glide slope critical area shall occur at any time.
6. Contractor shall be responsible to maintain all designated haul routes. Continuous FOD inspections and sweepers shall be required at all designated haul routes utilizing active taxiway crossings, aircraft travel routes and vehicle service roads.

Sequence of Work:

1. Install lighted “X” Runway closure marker and low-profile barricades
2. Perform work
3. Request inspection following cleaning. Perform additional cleaning as needed following inspection
4. Remove lighted “X” Runway closure marker and low-profile barricades

Phase 2 – Discussion Points

1. Same discussion regarding RWY Closure hours as Phase 1.

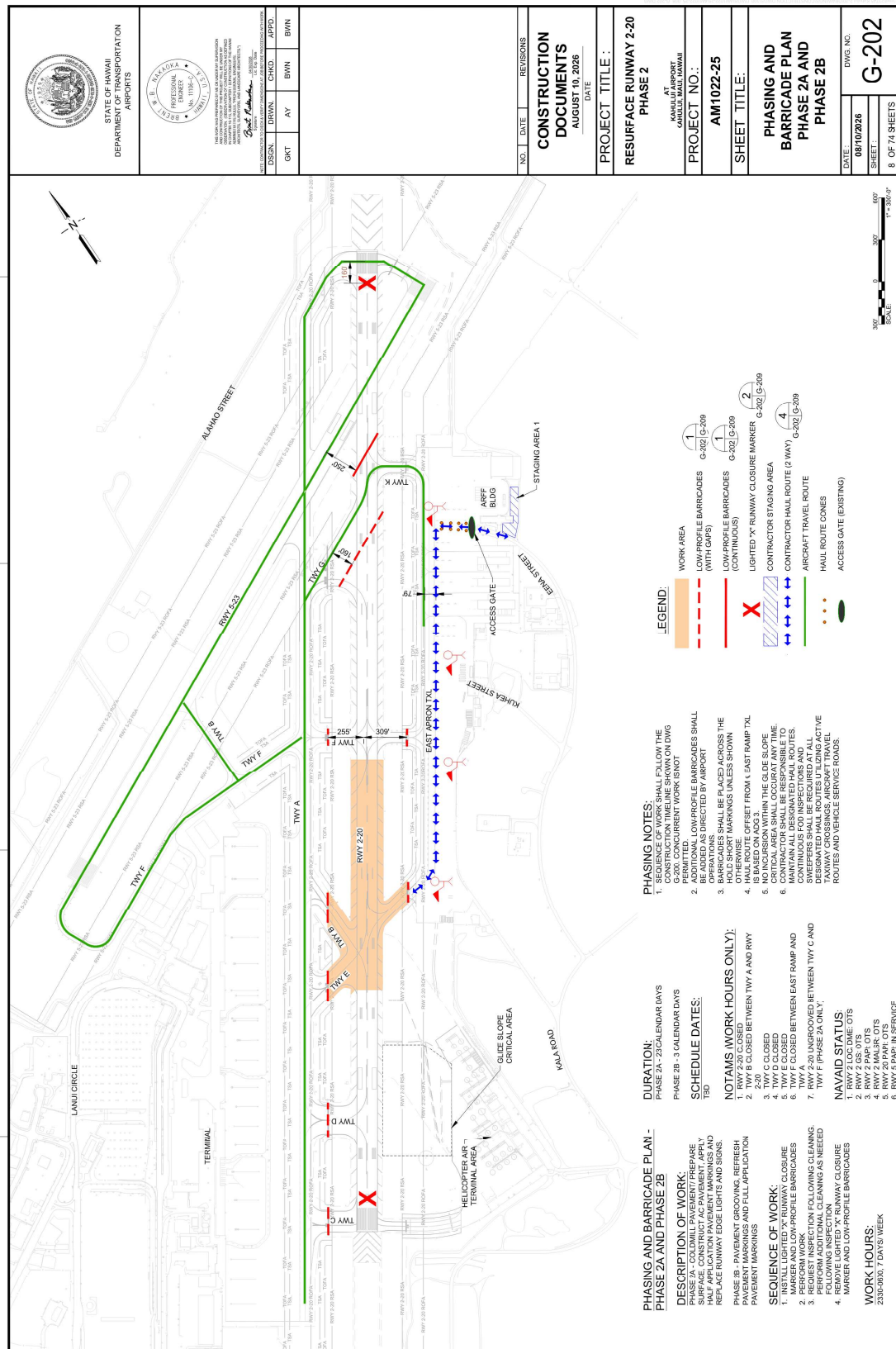


Figure 5: Phasing and Barricade Plan Phase 2A and Phase 2B

Phase 3A and 3B (Figure 6 – Phasing and Barricade Plan Phase 3A and Phase 3B)

Description of Work:

- Phase 3A: Cold mill pavement/prepare surface, construct AC pavement, apply half application pavement markings and replace Runway edge lights and signs
- Phase 3B: Pavement grooving, refresh pavement markings and full application pavement markings.

Hours:

- 7 Days a Week
- 2330-0600

Duration:

- Phase 3A: 31 Calendar Days
- Phase 3B: 3 Calendar Days

Required NOTAMs (WORK HOURS ONLY):

1. RWY 2-20 Closed
2. TWY “C” Closed
3. TWY “D” Closed
4. TWY “F” Closed Between TWY “A” and East Ramp
5. TWY “G” Closed
6. TWY “K” Closed
7. RWY 2-20 Ungrooved Between TWY “C” and RWY 5-23 (Phase 3A Only)

NAVAID Status:

- RWY 2 LOC/DME: OTS
- RWY 2 GS: OTS
- RWY 2 PAPI: OTS
- RWY 2 MALSR: OTS
- RWY 20 PAPI: OTS
- RWY 5 PAPI: In Service

Phasing Notes:

1. Sequence of work shall follow the construction timeline shown on DWG G-200. Concurrent work is not permitted.
2. Additional low-profile barricades shall be added as directed by airport operations.
3. Barricades shall be placed across the hold short markings unless shown otherwise
4. No incursion within the glide slope critical area shall occur at any time.
5. Contractor shall be responsible to maintain all designated haul routes. Continuous FOD inspections and sweepers shall be required at all designated haul routes utilizing active taxiway crossings, aircraft travel routes and vehicle service roads.

Sequence of Work:

1. Install lighted “X” Runway closure marker and low-profile barricades
2. Perform work
3. Request inspection following cleaning. Perform additional cleaning as needed following inspection.
4. Remove lighted “X” Runway closure marker and low-profile barricades.

Phase 3 – Discussion Points

1. Same discussion regarding RWY Closure hours as Phase 1.

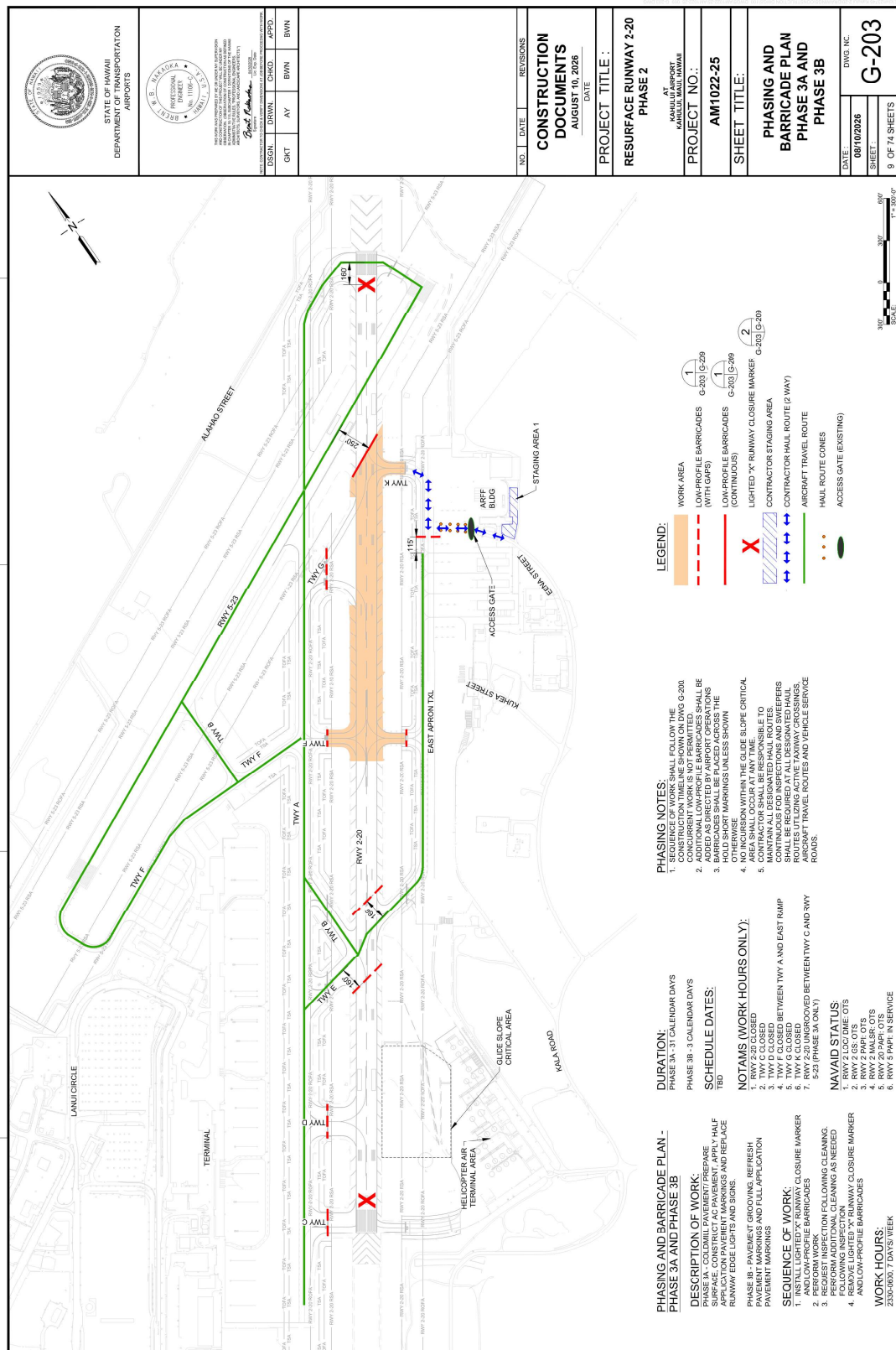


Figure 6: Phasing and Barricade Plan Phase 3A and Phase 3B

Phase 4A and 4B (Figure 7 – Phasing and Barricade Plan Phase 4A and Phase 4B)

Description of Work:

- Phase 4A: Cold mill pavement/prepare surface, construct AC pavement, apply half application pavement markings and replace Runway edge lights and signs.
- Phase 4B: Pavement grooving, refresh pavement markings and full application pavement markings.

Hours:

- Sundays Only
- 0030-0600

Duration:

- Phase 4A: 5 Sunday Shifts
- Phase 4B: 1 Sunday Shift

Required NOTAMs (WORK HOURS ONLY):

1. RWY 2 Restricted to ADG B-III (Turboprop or Smaller)
2. RWY 2 TORA/TODA/ASDA/LDA = 4,635'
3. RWY 20 Closed
4. Nonstandard RWY 2 Lighting
5. RWY 5-23 Closed
6. TWY "A" Closed Between TWY "F" and RWY 5-23
7. TWY "B" Closed Between TWY "F" and RWY 5-23
8. TWY "F" Closed West of Commuter Apron
9. TWY "G" Closed
10. TWY "K" Closed
11. RWY 2-20 Ungrooved Between TWY "C" and RWY 5-23

NAVAID Status:

- RWY 2 LOC/DME: OTS
- RWY 2 GS: OTS
- RWY 2 PAPI: In Service
- RWY 2 MALSR: In Service
- RWY 20 PAPI: OTS
- RWY 5 PAPI: OTS

Phasing Notes:

1. RWY 2 restricted to B-III and smaller aircraft.
2. During Kona wind conditions, contractor shall coordinate with ATC and HCF 2-HRS prior to start of each work shift. Work shall be canceled if Kona wind conditions are forecast during working hours. If weather conditions change, the contractor shall vacate the work area within 1-HR of notification.
3. Sequence of work shall follow the construction timeline shown on DWG G-200. Concurrent work is not permitted.
4. Contractor shall install temp threshold lights, cover RDR signs, and cover edge lights on the closed portion of the Runway.
5. Place barricades across hold short markings unless shown otherwise.
6. Additional low-profile barricades shall be added as directed by the airport operations.
7. No incursion within the glide slope critical area shall occur at any time.

8. Contractor shall be responsible to maintain all designated haul routes. Continuous FOD inspections and sweepers shall be required at all designated haul routes utilizing active taxiway crossings, aircraft travel routes and vehicle service roads.

Sequence of Work:

1. Install lighted “X” Runway closure marker and low-profile barricades.
2. Perform work
3. Request inspection following cleaning. Perform additional cleaning as needed following inspection.
4. Remove lighted “X” Runway closure marker, temp threshold lights, RDR sign and edge light covers and low-profile barricades.

Phase 4 – Discussion Points

1. No discussion points.

Phase 5A and 5B (Figure 8 – Phasing and Barricade Plan Phase 5A and Phase 5B)

Description of Work:

- Phase 5A: Cold mill pavement/prepare surface, construct AC pavement, apply half application pavement markings and replace Runway edge lights and signs.
- Phase 5B: Pavement grooving, refresh pavement markings and full application pavement markings.

Hours:

- 7 Days a Week
- 2330-0600

Duration:

- Phase 5A: 12 Calendar Days
- Phase 5B: 2 Calendar Days

Required NOTAMs (WORK HOURS ONLY):

1. RWY 2 Restricted to ADG B-III Turboprop or Smaller
2. RWY 2 TORA/TODA/ASDA/LDA = 5,006'
3. RWY 20 Closed
4. Nonstandard RWY 2 Lighting
5. RWY 5-23 Closed
6. TWY "A" Closed Between TWY "F" and RWY 5-23
7. TWY "G" Closed
8. TWY "K" Closed
9. RWY 2-20 Ungrooved Between TWY "C" and RWY 5-23

NAVAID Status:

- RWY 2 LOC/DME: OTS
- RWY 2 GS: OTS
- RWY 2 PAPI: In Service
- RWY 2 MALSR: In Service
- RWY 20 PAPI: OTS
- RWY 5 PAPI: OTS

Phasing Notes:

1. RWY 2 restricted to B-III and smaller aircraft.
2. During Kona wind conditions, contractor shall coordinate with ATC and HCF 2-HRS prior to start of each work shift. Work shall be canceled if Kona wind conditions are forecast during work hours. If weather conditions change, the contractor shall vacate the work area within 1-HR of notification.
3. Sequence of work shall follow the construction timeline shown on DWG G-200. Concurrent work is not permitted.
4. Contractor shall install temp threshold lights, cover RDR signs, and cover edge lights on the closed portion of Runway 2-20.
5. Place barricades across hold short markings unless shown otherwise.
6. Additional low-barricades shall be added as directed by the airport operations.
7. No incursion within the glide slope critical area shall occur at any time.
8. Contractor shall be responsible to maintain all designated haul routes. Continuous FOD inspections and sweepers shall be required at all designated haul routes utilizing active taxiway crossings, aircraft travel routes and vehicle service roads.

Sequence of Work:

1. Install lighted “X” Runway closure marker and low-profile barricades.
2. Perform work
3. Request inspection following cleaning. Perform additional cleaning as needed following the inspection.
4. Remove lighted “X” Runway closure marker, temp threshold lights, RDR sign and edge light covers and low-profile barricades.

Phase 5 – Discussion Points

1. If there are delays each phase will be pushed back.



Phase 6A and 6B (Figure 9 – Phasing and Barricade Plan Phase 6A and Phase 6B)

Description of Work:

- Phase 6A: Cold mill pavement/prepare surface, construct AC pavement, apply half application pavement markings and replace Runway edge lights and signs.
- Phase 6B: Pavement grooving, refresh pavement markings and full application pavement markings.

Hours:

- 7 Days a Week
- 2330-0630

Duration:

- Phase 6A: 16 Calendar Days
- Phase 6B: 2 Calendar Days

Required NOTAMs (WORK HOURS ONLY):

1. RWY 2-20 is Closed
2. TWY “A” Closed North of RWY 5-23
3. TWY “C” Closed Between TWY “A” and Helicopter Air Terminal Area
4. TWY “B” Closed Between TWY “A” and RWY 2-20
5. RWY “D” Closed
6. TWY “E” Closed
7. TWY “G” Closed
8. TWY “K” Closed
9. RWY 2-20 Ungrooved Between TWY “C” and RWY 5-23

NAVAID Status:

- RWY 2 LOC/DME: OTS
- RWY 2 GS: OTS
- RWY 2 PAPI: OTS
- RWY 2 MALSR: OTS
- RWY 20 PAPI: OTS
- RWY 5 PAPI: In Service

Phasing Notes:

1. Sequence of work shall follow the construction timeline shown on DWG G-200. Concurrent work is not permitted.
2. Place barricades across hold short markings unless shown otherwise.
3. Additional low-profile barricades shall be added as directed by airport operations.
4. No incursion within the glide slope critical area shall occur at any time.
5. Contractor shall be responsible to maintain all designated haul routes. Continuous FOD inspections and sweepers shall be required at all designated haul routes utilizing active taxiway crossings, aircraft travel routes and vehicle service roads.

Sequence of Work:

1. Install lighted “X” Runway closure marker and low-profile barricades
2. Perform work
3. Request inspection following cleaning. Perform additional cleaning as needed following inspection.
4. Remove lighted “X” Runway closure marker and low-profile barricades.

Phase 6 – Discussion Points

1. No discussion points.

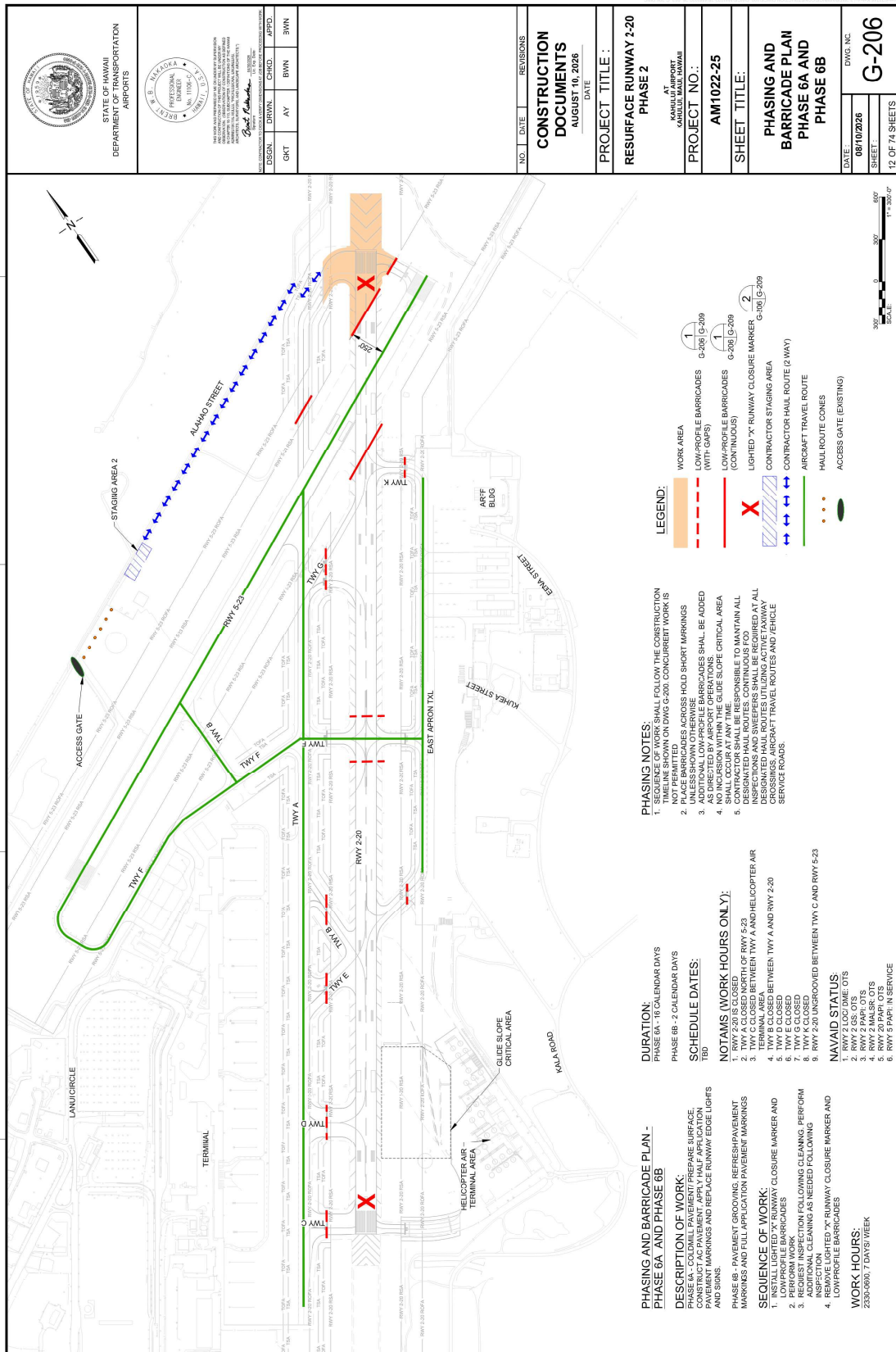


Figure 9: Phasing and Barricade Plan Phase 6A and Phase 6B

Phase 7 (Figure 10 – Phasing and Barricade Plan Phase 7)

Description of Work:

- Phase 7: Cold mill pavement/prepare surface, construct AC pavement, obliterate existing markings, apply full application pavement markings, replace Runway edge lights, demolish existing taxiway signs and install new taxiway signs.

Hours:

- 7 Days a Week
- 2300-0630

Duration:

- Phase 7: 20 Calendar Days

Required NOTAMs (WORK HOURS ONLY):

1. TWY “A” Closed Between RWY 2-20 and RWY 5-23

NAVAID Status:

- RWY 2 LOC/DME: In Service
- RWY 2 GS: In Service
- RWY 2 PAPI: In Service
- RWY 2 MALSR: In Service
- RWY 20 PAPI: In Service
- RWY 5 PAPI: In Service

Phasing Notes:

1. Sequence of work shall follow the construction timeline shown on DWG G-200. Concurrent work is not permitted.
2. Place barricades across hold short markings unless shown otherwise.
3. Additional low-profile barricades shall be added as directed by airport operations.
4. No incursion within the glide slope critical area shall occur at any time.
5. Contractor shall be responsible to maintain all designated haul routes. Continuous FOD inspections and sweepers shall be required at all designated haul routes utilizing active taxiway crossings, aircraft travel routes and vehicle service roads.

Sequence of Work:

1. Install low-profile barricades.
2. Perform work
3. Request inspection following cleaning. Perform additional cleaning as needed following inspection.
4. Remove low-profile barricades.

Phase 7 – Discussion Points

1. If airlines needed the full-length RWY to land, previous RWY 2-20 project had no problems with back taxiing as long as OGG knew what was closed.

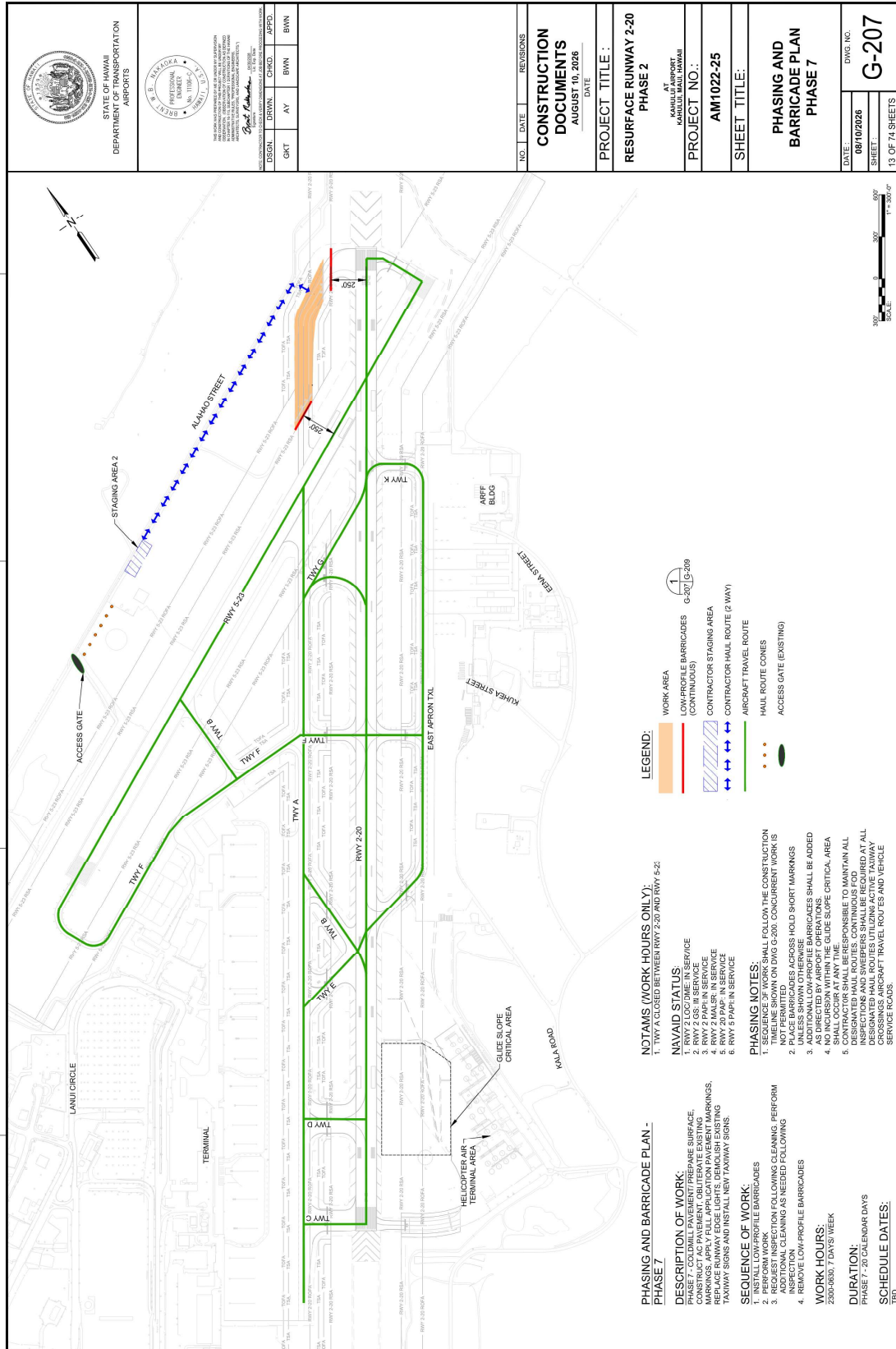


Figure 10: Phasing and Barricade Plan Phase 7

Phase 8 (Figure 11 – Phasing and Barricade Plan Phase 8)

Description of Work:

- Phase 8: Obliterate existing markings, apply full application pavement markings, demolish existing taxiway signs and install new taxiway signs.

Hours:

- 7 Days a Week
- 2300-0630

Duration:

- Phase 8: 10 Calendar Days

Required NOTAMs (WORK HOURS ONLY):

1. TWY “A” Closed Between TWY “F” and RWY 5-23

NAVAID Status:

- RWY 2 LOC/DME: In Service
- RWY 2 GS: In Service
- RWY 2 PAPI: In Service
- RWY 2 MALSR: In Service
- RWY 20 PAPI: In Service
- RWY 5 PAPI: In Service

Phasing Notes:

1. Sequence of work shall follow the construction timeline shown on DWG G-200. Concurrent work is not permitted.
2. Place barricades across hold short markings unless shown otherwise.
3. Additional low-profile barricades shall be added as directed by airport operations.
4. No incursion within the glide slope critical area shall occur at any time.
5. Contractor shall be responsible to maintain all designated haul routes. Continuous FOD inspections and sweepers shall be required at all designated haul routes utilizing active taxiway crossings, aircraft travel routes and vehicle service roads.

Sequence of Work:

1. Install low-profile barricades.
2. Perform work
3. Request inspection following cleaning. Perform additional cleaning as needed following inspection.
4. Remove low-profile barricades.

Phase 8 – Discussion Points

1. No discussion points.

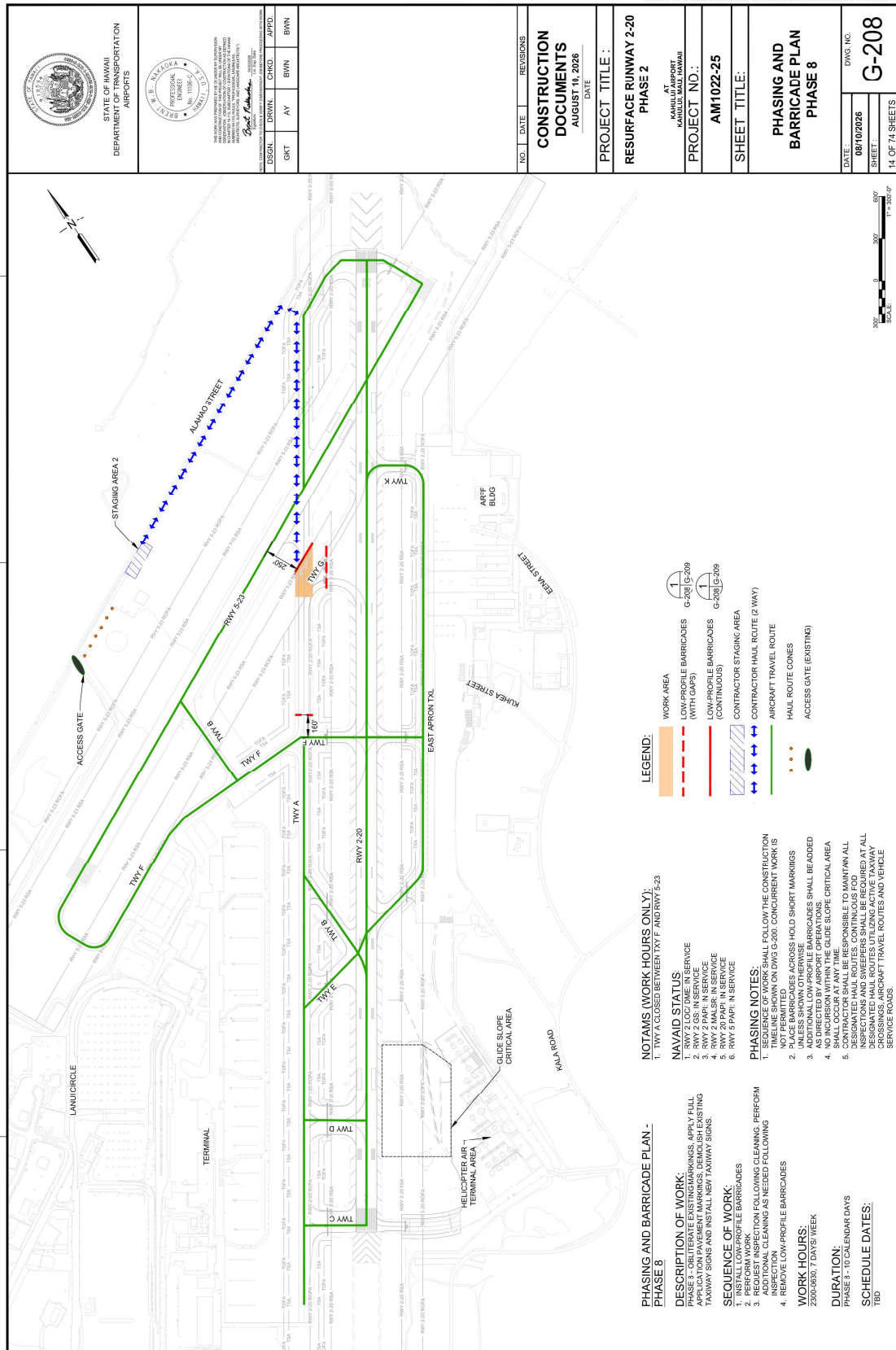


Figure 11: Phasing and Barricade Plan Phase 8

Section 3 – Safety Risk Management Planning and Impacted Organizations

The Safety Risk Management Panel met on June 8, 2026, to assess the proposed change to the National Airspace System (NAS) and associated hazards. The facilitator coordinated with the HNL ADO Program Manager to identify SRMP members and Subject Matter Experts (SMEs) and obtained concurrence prior to sending calendar invitations. All FAA Lines of Business and Kahului Airport (OGG) stakeholders were included in the invitation. Table 3 below identifies the participants for the panel meeting. Sign-in sheets for the meeting are included in Appendix E.

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

Panel Member	Organization, Position/Title	E-mail
Phillip Daniells	HDOT OGG AOC	phillip.s.daniells.gov
Ernest Akau	FAA HCF	Ernest.Akau@faa.gov
Kandyce Watanabe	FAA HNL ADO	kandyce.watanabe@faa.gov
Perfecto Delmendo	AvAirPros	p.delmendo@avairpros.com
Syrus Urasaki	FAA OGG Tech Ops	syrus.urasaki@faa.gov
Larry Beck	Southwest	Larry.Beck@wnco.com

SME	Organization, Position/Title	E-mail
Marvin Moniz	HDOT Maui District	marvin.a.moniz@hawaii.gov
Ronald Han	HDOT Maui District	ronald.p.han.iii@hawaii.gov
Kathy Wade	HDOT Maui District	kathleen.n.wade@hawaii.gov
Randall Koja	HDOT OGG AOC	randall.s.koja@hawaii.gov
Karl Amoral	HDOT OGG Maintenance	karl.m.amoral@hawaii.gov
Marty Salgado	HDOT Maui District SMS	marty.m.salgado@hawaii.gov
Roger Ross	HDOT AIR-EA	roger.r.ross@hawaii.gov
Irene Nohara	HDOT AIR-EP	irene.n.nohara@hawaii.gov
Emma Brown	HDOT AIR-EP	emma.l.brown@hawaii.gov
Lemuel Aweau	HDOT SMS HNL	lemuel.ak.aweau@hawaii.gov
Gregory Tom	R. M. Towill Corporation	gregoryt@rmtowill.com
Brent Nakaoka	R. M. Towill Corporation	BrentN@rmtowill.com
Alan Campbell	AECOM	alan.campbell@aecom.com
Sean Dunckel	AECOM	sean.dunckel@aecom.com
Mary Brana Munoz	AECOM	mary.branamunoz@aecom.com
Hana Shoga	Parsons	hana.shoga@parsons.com
Sean Quarrie	Parsons	sean.quarrie@parsons.com
Scott Allen	FAA FSDO	scott.e.allen@faa.gov
Jeff Tarpey	AvAirPros	j.tarpey@avairpros.com

SME	Organization, Position/Title	E-mail
Sara Rose	Alaska Airlines	sara.rose3@alaskaair.com
Kevin Coon	United Airlines	kevin.coon@united.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
Remi Fox	Base Management, Tech Writer Support	remi@basesgrp.com
Shailyn Menino	Base Management, Tech Writer	shailyn@basesgrp.com
Ken Rewick	Base Management, Facilitation Support	ken@basesgrp.com
Devin Garza	Base Management, Tech Writer Support	devin@basesgrp.com
Lee Magrata	Base Management, Tech Writer Support	lee@basesgrp.com
Kylie Sasaki	Base Management, Tech Writer Support	kylie@basesgrp.com
Kylee Pua	Base Management, Tech Writer Support	kylee@basesgrp.com

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 airfield's current practice and regulatory requirements.

1. All existing controls are in place.
2. Radio personnel will be onsite during construction.
3. Work will not be allowed on the airfield unless a Conditional Approval for the CSPP is received from OEAAA.
4. Construction work will not be allowed until the equipment 7460-1 filings are approved.
5. Barricade phasing and schedules will be provided to affected parties including the airlines, ATCT/HCF, contractor, CM, District, and ARFF via periodic construction meetings, informational meetings, and email.
6. Construction vehicle routes, flaggers and barricades will be reviewed as indicated in the CSPP prior to the start of each construction phase.
7. OGG information changes will be broadly disseminated to the airline community including airlines operations and trade groups (A4A, IATA, NBAA, AOPA, GACH) on the use of temporary markings (e.g., centerlines and lead-in lines) for each construction phase.
8. Construction areas will be clearly marked with lighted low-profile barricades that will be weighted down.
9. Controllers and vehicle operators will be briefed on runway and taxiway changes, closures, and procedures.
10. FOD checks will be completed by construction and airport personnel when movement areas are used in addition to routine airfield Part 139 inspections.
11. NOTAMs will be issued for each phase.
12. 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.
13. Temporary airfield signage and marking will meet FAA standards.
14. Filing of a Airport Sponsor Strategic Event (SEC) 45 days prior to closing Rwy's down for 2 or more consecutive days, FAA Form 6000-26.
15. System Impact statements to be filed by HCF Traffic Management Unit.
16. The "Go" / "No Go" call for work will be made two (2) hours prior to the scheduled closure time. Coordination between with the Contractor, OGG ATCT and HCF is done prior to the decision.
17. No work to be conducted during State Holidays. (to be confirmed if this is in the bid specs)

Section 5 – Phase 1: System Description

Section 5 describes the current and near-future projects end-state and operational activities anticipated at Kahului Airport (OGG) 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 their constructed end-state would create operational conflicts with the proposed layout for the Resurface Runway 2-20 Phase 2 (Outboard Lanes). By identifying these concurrent initiatives, the Safety Risk Management Panel (SRMP) ensured that any combined operational effects were considered when evaluating system-state changes, potential impacts to operational activities, and any resulting safety risks.

The current system state is described in Section 1, Current System / Baseline.

The CSPP system conditions are described in Section 2, Proposed Change.

This project is anticipated to begin construction in March 2027, with an expected completion date of September 2027.

Shown below are the current and near-future projects and events anticipated to occur at OGG that were considered for potential cumulative impacts to airfield operations:

1. East Ramp Taxilane Rehabilitation anticipated to start XXX 2026 (Night Work, Opens Daytime).
2. Gates 1-29 Asphalt Apron Rehab anticipated to start XXX 2026 (Between PCC transition and VSR marking) (Night work, opens daytime)
3. Jet bridge repairs.
4. Apron Lighting Project (bid opening May 2026; Construction, January 2027 – April 2028).

Upcoming CIP Projects at OGG

1. OGG Fuel Rack Relocation.
2. PCC Apron Reconstruction Ph2 Gates 23-33; estimated February 1, 2028, through October 31, 2028 (day work).
3. PCC Apron Reconstruction Ph3 Gates 15-21; estimated February 1, 2029, through October 31, 2029 (day work).
4. PCC Apron Reconstruction Ph4 Gates 3-13; estimated February 1, 2030, through October 31, 2030 (day work).

FAA Projects:

1. None

The SRMP determined that these projects are not expected result in any significant operational impacts or conflicts with the Resurface Runway 2-20 Phase 2 (Outboard Lanes).

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 the hazard identification stage, the facilitator began by providing the Panel Members with the ground rules listed in Appendix G and reminded participants that, “the absence of an answer is understood as agreement.” The SRMP Meeting served as the forum for identifying and evaluating all safety concerns associated with the Resurface Runway 2-20 Phase 2 (Outboard Lanes) Project.

The design consultant Jacobs presented the CSPP exhibits, and the facilitator briefed the Panel Members on the brainstorming process. The development of the Preliminary Hazard List (PHL) allowed Panel Members to list their presumed safety concerns based upon their operational experience, background, and subject matter expertise.

During the June 8, 2026, SRA Panel meeting, the facilitation team reviewed the draft PHL from the PreSRA meeting held on March 18, 2026, 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 Hazards List, which is included in Appendix A.

The SRMP listed three (3) preliminary potential hazards as a result of the brainstorming process (Appendix A). As the SRMP reviewed the PHL, each entry categorized as either a Cause, Hazard, or Effect. The review concluded with three (3) credible hazards identified for further evaluation in the Preliminary Hazard Analysis (PHA) worksheet. The three (3) hazards that were analyzed by the SRMP are provided in Table 4 below and in the PHA in Appendix B.

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
OGG-RWY-2-20 OUTBD-LANES: HAZ-1	Pilot LOSA	All Phases of Construction	- Bodily Injury - Damage to Aircraft/ construction equipment - Runway Incursion - Surface Incident (Taxiway Incursion)

OGG-RWY- 2-20 OUTBD- LANES: HAZ-2	Controller LOSA	All Phases of Construction	- Aircraft Damage - Runway Incursion
OGG-RWY- 2-20 OUTBD- LANES: HAZ-3	Vehicle/Pedestrian LOSA	All Phases of Construction	- Bodily Injury - Damage to Aircraft - Damage to Equipment - Runway Incursion - Surface Incident

This panel used the PHA tool and technique provided in the ARP Desk Reference to support the airspace determinations for the proposed plan. The PHA provided the Panel Members with an initial overview of the hazards present in the overall operational flow associated with the proposed change.

Description of Hazards

This step focused on hazard identification and further analysis of identified hazards to support Panel Members in evaluating associated 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 developed a list of potential hazards associated with the project, which served as the basis for the Preliminary Hazard Analysis (PHA).

During the hazard identification process, the panel identified potential safety issues along with their possible causes and corresponding effects. The Technical Writer documented these discussions in the PHA. Following each section of the review, the Facilitator obtained concurrence from the Panel Members to ensure accuracy and completeness of the documentation.

The sections below provide an overview of each identified hazard, including associated causes and effects, for the proposed project.

OGG-RWY-2-20-OUTBD-LANES: HAZ-1 PILOT Loss of Situational Awareness (LOSA)

(All Phases)

The SRMP determined that Pilot Loss of Situational Awareness (LOSA) is a hazard that could be caused by failure to read NOTAMs/unaware of what is available/close, less experienced pilots during work hours, unaware of phase changes and expectation bias. This hazard exists during all phases of construction as the SRMP considered all existing controls related to the prevention or reduction of this hazard occurrence to mitigate its effects.

Mitigations that exist to prevent or reduce this hazard occurrence or to mitigate its effects were listed under existing controls identified in the PHA as follows:

- AC 150/5070-7, Airport System Planning Process
- 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 Airports
- 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 150/5345-55, Specification for L-893, Lighted Visual Aid to Indicate Temporary Runway Closure
- AC 150/5345-56, Specification for L-890, Airport Lighting Control and Monitoring System (ALCMS)
- AC 150/5370-2, Operational Safety on Airports During Construction
- FAR Part 139, Regulations/Airport
- JO 7110.65, Air Traffic Control
- JO 7210.3, Facility Operations and Administration
- SOP, Standard Operating Procedure
- LOA, Letter of Agreement
- MEARTS/STARS, Micro En-route Automated Radar Tracking System
- ATIS, Automated Terminal Information System
- Pilot Training
- Controller Training
- Pilot Intervention
- Controller Intervention
- ATC Scanning
- Operational Supervision
- Radio Frequency Monitoring
- NOTAM, Notice to Airmen
- Charts, Aeronautical, Jeppesen Charts

- AIM, Aeronautical Information Manual
- CRM, Crew Resource Management
- Daily Briefings/Notes
- CSPP, Construction Safety and Phasing Plan
- SIP, Status Information Page (Airline Specific)

The SRMP identified four (4) possible effects and determined that the worst potential outcome or harm of this hazard if it occurs within the defined system state is Bodily Injury. This hazard was analyzed by the SRMP, and the results are documented in Section 7.

OGG-RWY-2-20-OUTBD-LANES: HAZ-2 CONTROLLER LOSA

(All Phases)

The SRMP determined that Controller LOSA is a hazard that could be caused by minimal experienced controller, expectation bias, responsibility overload, or unaware of phase changes. This hazard exists during all phases of construction as the SRMP considered all existing controls related to the prevention or reduction of this hazard occurrence to mitigate its effects.

Mitigations that exist to prevent or reduce this hazard occurrence or to mitigate its effects were listed under existing controls identified in the PHA as follows:

- AC 150/5200-18, Airport Safety Self Inspection
- AC 150/5200-28, NOTAMs for Airport Operators
- AC 150/5200-31, Airport Emergency Plan
- AC 150/5210-5, Painting, Marking, Lighting of Vehicles Used on Airports
- 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 150/5345-55, Specification for L-893, Lighted Visual Aid to Indicate Temporary Runway Closure
- AC 150/5345-56, Specification for L-890, Airport Lighting Control and Monitoring System (ALCMS)
- AC 150/5370-2, Operational Safety on Airports During Construction
- FAR Part 139, Regulations/Airport
- JO 7110.65, Air Traffic Control
- JO 7210.3, Facility Operations and Administration
- SOP, Standard Operating Procedure
- LOA, Letter of Agreement
- MEARTS/STARS, Micro En-route Automated Radar Tracking System
- ATIS, Automated Terminal Information System

- Controller Training
- Controller Intervention
- Operational Supervision
- Radio Frequency Monitoring
- NOTAM, Notice to Airmen
- CRM, Crew Resource Management
- Daily Briefings/Notes
- TMI, Traffic Management Initiative
- Contractor/CM, Weekly Construction Meetings, Minutes Distribution

The SRMP identified two (2) possible effects and determined that the worst potential outcome or harm of this hazard if it occurs within the defined system state is a Runway Incursion. This hazard was analyzed by the SRMP, and the results are documented in Section 7.

OGG-RWY-2-20-OUTBD-LANES: HAZ-3 VEHICLE/PEDESTRIAN LOSA

(All Phases)

The SRMP determined that Vehicle/Pedestrian LOSA is a hazard that could be caused by inexperienced personnel, too many vehicles in the area, expectation bias, distractions and general awareness of where they are on the airport. This hazard exists during all phases of construction as the SRMP considered all existing controls related to the prevention or reduction of this hazard occurrence to mitigate its effects.

Mitigations that exist to prevent or reduce this hazard occurrence or to mitigate its effects were listed under existing controls identified in the PHA as follows:

- AC 150/5070-7, Airport System Planning Process
- AC 150/5200-18, Airport Safety Self Inspection
- AC 150/5200-28, NOTAMs for Airport Operators
- AC 150/5200-31, Airport Emergency Plan
- 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 Airports
- 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 150/5345-56, Specification for L-890, Airport Lighting Control and Monitoring System (ALCMS)
- AC 150/5370-2, Operational Safety on Airports During Construction
- FAR Part 139, Regulations/Airport
- JO 7110.65, Air Traffic Control
- JO 7210.3, Facility Operations and Administration
- SOP, Standard Operating Procedure
- LOA, Letter of Agreement
- Airfield Driver Training
- NOTAM, Notice to Airmen
- Daily Briefings/Notes
- CSPP, Construction Safety and Phasing Plan
- Automated CNDs, Airport Construction Notices
- Contractor/CM, Weekly Construction Meetings, Minutes Distribution

The SRMP identified five (5) possible effects and determined that the worst potential outcome or harm of this hazard if it occurs within the defined system state is a Runway Incursion. 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 comprehensive 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. The safety risk associated with a hazard is the combination of predicted severity and the likelihood of the potential effect of a hazard in the worst credible system state. This is also accomplished in consideration of the existing controls which help to mitigate risks to an acceptable level.

The Effect is defined as the potential outcome or harm of the hazard if it occurs in the defined system state. The SRMP categorized a list of Effects due to each Hazard during the PHL process (Appendix A).

The Preliminary Hazard Assessment (PHA) worksheet was developed to record the hazards, causes, system states, existing controls, possible effects, severity and likelihood rationale, initial risk, mitigation, and predicted residual risk. The completed PHA is found in Appendix B.

Risk Assessment

The objective of this step is to determine the safety risk level acceptability. Risk Assessment is the process of combining the impacts of risk elements discovered in risk analysis and comparing them against some acceptability criteria. Risk Assessment can include consolidating risks into risk sets that can be jointly mitigated, combined, and then used in decision making. Order 5200.11 defines risk as the composite of predicted severity and likelihood of the potential effect of a hazard in the worst credible system state.

Each hazard was evaluated by two factors; first the severity was determined using Table 5, followed by a determination of likelihood using Table 6. The SRM Panel identified the severity and likelihood of each hazard, as described above. These documents were also provided as a complete SRMP Panel Packet, see Appendix C. The severity and likelihood ratings from each panel member can be found in Appendix D.

Severity is the potential consequence or impact of a hazard in terms of degree of loss or harm. It is a prediction of how bad the outcome of a hazard can be. There may be many outcomes associated with a given hazard, and the severity should be determined for each outcome.

Likelihood is the estimated probability or frequency, in quantitative or qualitative terms, of the outcome(s) associated with a hazard. It is an expression of how often an 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 12). The SRMP then observed where the hazards lie based on the three categories of risk (low, medium, high). This indicates the "initial" risk level for each hazard.

An initial Low Risk (green) is acceptable without restriction and requires the FAA Local Airport Division signature. Low Risk hazards do not need to be actively managed but must be recorded in the SRM documentation.

An initial Medium Risk (yellow) is acceptable within the ARP SMS and requires FAA Regional signatures. With a Medium Risk the proposal may be carried out if the risk is tracked and managed.

If the initial risk for any analyzed hazards falls in the high risk (red) region, FAA Order 5200.11A requires mitigation. This is unacceptable within the ARP SMS and the proposal cannot be carried out unless the hazard is further mitigated to a reduced medium or low level and the ARP Safety Review Board Recommends that ARP-1 approve the mitigations. An initial high risk with mitigations requires FAA Headquarter signature. Additionally, the ARP SMS requires tracking and management of initial high-risk hazards and controls.

The Risk Matrix provides a visual depiction of the safety risk and enables prioritization in the control of the hazards. The Risk Matrix shown in Figure 12 is referenced from FAA Order 8040.4B Safety Risk Management Policy.

		Severity				
		Minimal 5	Minor 4	Major 3	Hazardous 2	Catastrophic 1
Likelihood	Frequent A					
	Infrequent B					
	Extremely Infrequent C					
	Remote D					
	Extremely Remote E		Airport-OGG-RWY- 2-20 OUTBD-LANES: HAZ-1 OGG-RWY-2-20 OUTBD-LANES: HAZ-2 OGG-RWY-2-20 OUTBD-LANES: HAZ-3			
	Improbable F					
	Extremely Improbable G					

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

Figure 12: Risk Matrix

OGG-RWY-2-20-OUTBD-LANES: HAZ-1 PILOT LOSA

Effect: Bodily Injury

The SRMP analyzed and assessed this hazard by discussing the identified Causes that could contribute to potential outcomes if this hazard occurs within the defined system state. The SRMP continued their assessment based on the worst credible effect, which was identified as bodily injury.

The SRMP determined that potential consequences could include 1-2 minor injuries, minor damage to manned aircraft, and substantial damage to unmanned aircraft weighing at least 55 pounds could take place. The SRMP concluded on a risk rating of severity as 4-Minor and the likelihood as E-Extremely Remote, as it is expected to occur once every 10 years to more than once every 100 years. The SRMP evaluation resulted in an initial risk rating of 4-Minor in severity and E-Extremely Remote for its likelihood. This hazard resultant matrix determination is a 4E-Low (Green).

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

OGG-RWY-2-20-OUTBD-LANES: HAZ-2 CONTROLLER LOSA

Effect: Runway Incursion

The SRMP analyzed and assessed this hazard by discussing the identified Causes that could contribute to potential outcomes if this hazard occurs within the defined system state. The SRMP continued their assessment based on the worst credible effect, which was identified as a surface incident.

The SRMP determined that potential consequences could include 1-2 minor injuries, minor damage to manned aircraft, and substantial damage to unmanned aircraft weighing at least 55 pounds could take place. The SRMP concluded on a risk rating of severity as 4-Minor and the likelihood as E-Extremely Remote, as it is expected to occur once every 10 years to more than once every 100 years. The SRMP evaluation resulted in an initial risk rating of 4-Minor in severity and E-Extremely Remote for its likelihood. This hazard resultant matrix determination is a 4E-Low (Green).

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

OGG-RWY-2-20-OUTBD-LANES: HAZ-3 VEHICLE/PEDESTRIAN LOSA

Effect: Runway Incursion

The SRMP analyzed and assessed this hazard by discussing the identified Causes that could contribute to potential outcomes if this hazard occurs within the defined system state. The SRMP continued their assessment based on the worst credible effect, which was identified as a runway incursion.

The SRMP determined that potential consequences could include 1-2 minor injuries, minor damage to manned aircraft, and substantial damage to unmanned aircraft weighing at least 55 pounds could take place. The SRMP concluded on a risk rating of severity as 4-Minor and the likelihood as E-Extremely Remote, as it is expected to occur once every 10 years to more than once every 100 years. The SRMP evaluation resulted in an initial risk rating of 4-Minor in severity and E-Extremely Remote for its likelihood. This hazard resultant matrix determination is a 4E-Low (Green).

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

Table 5: Severity Definitions – FAA Order 8040.4C

09/29/23

8040.4C
Appendix C

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 6: Likelihood Definitions – FAA Order 8040.4C

09/29/23

8040.4C
Appendix C

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
	Or so unlikely, it can be assumed occurrence may not be experienced in the life of an aircraft type
Extremely Improbable – G	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.

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

The SRMP agreed that the following Hazards and associated Effects, which were rated as Low Initial Risk Rating (4E), have existing controls in place to effectively manage the risks and no additional mitigation measures were required.

- ❖ **OGG-RWY-2-20-OUTBD-LANES: HAZ-1, Pilot LOSA, Bodily Injury**
- ❖ **OGG-RWY-2-20-OUTBD-LANES: HAZ-2, Controller LOSA, Runway Incursion**
- ❖ **OGG-RWY-2-20-OUTBD-LANES: HAZ-3, Vehicle/Pedestrian LOSA, Runway Incursion**

During the SRMP PHA, there were instances in which individual SRMP members' severity and likelihood ratings differed from the majority consensus. These instances were documented and are presented in Table 7 and Appendix D (Dissenting Opinions). Those SRMP members indicated with yellow highlights under each Hazard ID, were afforded an opportunity to provide their dissenting opinions in writing, in accordance with FAA Office of Airports Safety Management System (SMS) Implementation Guidance and Desk Reference, Section 5.3.e.2, SRMD documentation; however, there were no dissenting opinions received from any of the Panel Members.

Table 7: Initial Risk Dissenting Opinion Summary

	OGG-RESURF-RWY-2.20-OUTBD-LN: HZ-1 Pilot LOSA		OGG-RESURF-RWY-2.20-OUTBD-LN: HZ-2 Vehicle Driver LOSA	
Panel Member	Severity	Likelihood	Severity	Likelihood
Phillip Daniells	4	E	4	E
Ernest Akau	4	F	4	E
Kandyce Watanabe	N/A	N/A	4	E
Perfecto Delmendo	4	D	4	E
Syrus Urasaki	4	E	4	E
Larry Beck	4	E	4	D
Majority Rating	4	E	4	E
	4E - LOW		4E - LOW	

OGG-RESURF-RWY- 2.20-OUTBD-LN: HZ-3 Vehicle/Pedestrian LOSA		
Panel Member	Severity	Likelihood
Phillip Daniells	4	E
Ernest Akau	4	E
Kandyce Watanabe	4	E
Perfecto Delmendo	4	E
Syrus Urasaki	4	E
Larry Beck	4	E
Majority Rating	4	E
4E - LOW		

Section 9 – Tracking and Monitoring Hazards

In accordance with the ARP SMS Desk Reference, hazards rated as Low-Risk (Green) are acceptable without active management; however, they must be documented in the SRMD. Hazards rated as Medium Risk (Yellow) 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 HDOT as they progress through the design and construction SRA phases and will be 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 within the 4-Minor severity category at any point during the Resurface Runway 2-20 Phase 2 (Outboard Lanes). 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

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.

Panel Members:

1. Kandyce Watanabe - FAA ADO
2. William Brown - FAA ADO ACSI
3. Sylvan Drakes - FAA WSC FP
4. Perfecto Delmendo - AvAirPros
5. George Hodgson - Southwest

Kevin C. and Lynae C.

- Recommended reviewing the previous Project Ph 1 hazards, consider it for this project, and note if any incidents result from the past project.
- These are the 3 hazards that made it to the Ph 1 Preliminary Hazard Analysis. No objections from the potential panelists to adopt those hazards for Ph. 2 PHL.

03/18/2026:

1. Kandyce Watanabe – No Objection.
2. William Brown - No Objection.
3. Sylvan Drakes – No Objection.
4. Perfecto Delmendo – No Objection.
5. George Hodgson – No Objection.

Pilot LOSA [H]

Controller LOSA [H]

Vehicle / Pedestrian LOSA [H]

Incidents from Fernando:

Time frame evaluated that synchronizes with the Ph 1 work April - Oct 2024.

- 1 RI – OE, C rated, ATC inadequate separation.
- 1 excursion, aircraft ended up on the RWY 20 blast pad.

06/08/2026:

Panel Members:

Phillip Daniels – No objections or additional hazards.
Ernest Akau – No objections or additional hazards.
Kandyce Watanabe – Stepped away, no response.
Perfecto Delmendo – No objections or additional hazards.
Syrus Urasaki – Stepped away, no response.
Larry Beck – No objections or additional hazards.

(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
XYZZ-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 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
OGG-RESURF-RWY-2-20-OUTB-LN-1H2	Pilot LOSA (Loss of Situational Awareness)	- Failure to read NOTAM/unaware of what is available/controlled - Less experienced pilots during work hours - Unaware of phase changes - Expectation bias	All Phases	- AC 150-5307-07, Airport System Planning Process - 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 150-5210-05, Painting, Marking, Lighting of Vehicles Used on Airports - AC 150-5300-43, Airport Design - AC 150-5340-4, Standards for Airport Markings - AC 150-5340-48, Standards for Airport Sign Systems - AC 150-5340-00, 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 150-5345-55, Specification for L-893, Lighted Visual Aid to Indicate Temporary Runway Closure - AC 150-5345-56, Specification for L-890, Airport Lighting Control and Monitoring System (ALCMS) - AC 150-5370-02, Operational Safety on Airports During Construction - FAAR Part 139, Regulations/Airport - JO 7110.65, Air Traffic Control - JO 7210.3, Facility Operations and Administration - SOP, Standard Operating Procedure - LOA, Letter of Agreement - MEARTS/STARS, Micro Enroute Automated Radar Tracking System - ATIS, Automated Terminal Information System	- AC 150-5340-18, Section 1.6.1; 1.6.1.8; 1.6.1.10; 1.6.1.13 - AC 150-5210-20A, Sections 1.1; 1.3; 2.1; 2.2; 3.1.3; 3.4; 3.14.2; 3.4.1.3.5 - AC 150-5210-24A, Sections 4.1; 4.3.1.1; 4.3.1.1.5; 6.2 - AC 150-5210-05D, Section 4c; 5a - AC 150-5300-13B, Ch. 2; Ch. 3; Ch. 4; Ch. 5; Ch. 6 - AC 150-5340-4ME, Ch. 2; Ch. 3 - AC 150-5340-48F, Ch. 1; Ch. 2 - AC 150-5340-90F, Ch. 2; Ch. 3; Ch. 4; Ch. 5; Ch. 6; Ch. 7; Ch. 11; Ch. 12 - AC 150-5345-44L, Ch. 3; Ch. 4 - AC 150-5345-46F, Section 1.2.1 - AC 150-5345-45A, Ch. 3 - AC 150-5370-02G, 1.4.2.10; 1.4.3.6; 2.13; 2.4.1.9b; 2.4.1.14; 2.18.3.2; 2.20; 2.9.2; 2.9.2.7; 2.9.2.8; 2.9.2.9 - FAAR Part 139 Regulations: Section 139.327, para a-b; Section 139.329, para a-c; Section 139.339; Section 139.341, para a-b - JO 7110.65X, 2-4-1; 2-6-2d; 2-6-3c; g, h; 3-3a; 3-4-2a; 3-4-3a; 3-7-2; a, b; h-2 - JO 7210.3AA, 10c-11b, c, d, e, and f; 10c-12b-2 and 3, c; 10-14 (ATIS) a and d - SOP, Standard Operating Procedure; Jeppesen Facility Procedure - LOA, Letter of Agreement; JO 720.3AA-4-11 ATC Responsibilities over movement of vehicles	- Bodily injury. - Damage to Aircraft construction equipment. - Runway Incursion. - Surface Incident (Taxiway Incursion).	4	SME Expertise	E	SME Expertise	4E Low Risk	N/A	N/A	N/A
OGG-RESURF-RWY-2-20-OUTB-LN-1H2	Controller LOSA (Loss of Situational Awareness)	- Minimal experienced controller - Expectation bias - Responsibility overload - Unaware of phase changes	All Phases	- AC 150-5200-18, Airport Safety Self Inspection - AC 150-5200-28, NOTAMs for Airport Operators - AC 150-5200-41, Airport Emergency Plan - AC 150-5210-05, Painting, Marking, Lighting of Vehicles Used on Airports - AC 150-5300-43, Airport Design - AC 150-5340-4, Standards for Airport Markings - AC 150-5340-48, Standards for Airport Sign Systems - AC 150-5340-00, 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 150-5345-55, Specification for L-893, Lighted Visual Aid to Indicate Temporary Runway Closure - AC 150-5345-56, Specification for L-890, Airport Lighting Control and Monitoring System (ALCMS) - AC 150-5370-02, Operational Safety on Airports During Construction - FAAR Part 139, Regulations/Airport - JO 7110.65, Air Traffic Control - JO 7210.3, Facility Operations and Administration - SOP, Standard Operating Procedure - LOA, Letter of Agreement - MEARTS/STARS, Micro Enroute Automated Radar Tracking System - ATIS, Automated Terminal Information System	- AC 150-5340-18, Section 1.6.1; 1.6.1.8; 1.6.1.10; 1.6.1.13 - AC 150-5210-05D, Section 4c; 5a - AC 150-5300-13B, Ch. 2; Ch. 3; Ch. 4; Ch. 5; Ch. 6 - AC 150-5340-4ME, Ch. 2; Ch. 3 - AC 150-5200-48D, 2.2; 6.1.1; 6.1.5 - AC 150-5340-30F, Ch. 4; Ch. 7; Ch. 12; - AC 150-5345-44L, Ch. 3; Ch. 4 - AC 150-5345-46F, Section 1.2.1 - AC 150-5345-45A, Ch. 3 - AC 150-5370-02G, 1.4.2.10; 1.4.3.6; 2.13; 2.4.1.9b; 2.4.1.14; 2.18.3.2; 2.20; 2.9.2; 2.9.2.7; 2.9.2.8; 2.9.2.9 - FAAR Part 139 Regulations: Section 139.327, para a-b; Section 139.329, para a-c; Section 139.339; Section 139.341, para a-b - JO 7110.65X, 2-4-1; 2-6-2d; 2-6-3c; g, h; 3-3a; 3-4-2a; 3-4-3a; 3-7-2; a, b; h-2 - JO 7210.3AA, 10c-11b, c, d, e, and f; 10c-12b-2 and 3, c; 10-14 (ATIS) a and d - SOP, Standard Operating Procedure; Jeppesen Facility Procedure - LOA, Letter of Agreement; JO 720.3AA-4-11 ATC Responsibilities over movement of vehicles	- Aircraft Damage. - Runway Incursion.	4	SME Expertise	E	SME Expertise	4E Low Risk	N/A	N/A	N/A

Appendix B

Kahului Airport (OGG)
OGG Resurface Runway 2-20 Outboard Lanes Phase 2
Safety Risk Assessment (SRA) Panel

OGG-RESURF-2-20-OUTB-LN-1E	Vehicle/Pedestrian LOSA (Loss of Situational Awareness)	• inexperienced personnel. • too many vehicles in the area. • expectation bias. • distractions. • general awareness of where they are on the airport.	All Phases	• AC 150-5070-7, Airport System Manning Process • AC 150-5200-18, Airport Safety Self Inspection • AC 150-5200-28, NOTAMs for Airport Operators • AC 150-5200-31, Airport Emergency Plan • AC 150-5210-20, Ground Vehicle Operations on Airports • AC 150-5210-24, Airport Foreign Object Debris Management • AC 150-5210-65, Painting, Marking, Lighting of Vehicles Used on Airports • AC 150-5300-43, Airport Design • AC 150-5340-41, Standards for Airport Markings • AC 150-5340-48, Standards for Airport Sign Systems • AC 150-5340-20, 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 150-5345-45, Specification for L-893, Lighted Visual Aid to Indicate Temporary Runway Closure • AC 150-5345-56, Specification for L-890, Airport Lighting Control and Monitoring System (ALCMS) • AC 150-5370-2, Operational Safety on Airports During Construction • FAR Part 139, Regulations/Airport • JO 7210.65, Air Traffic Control	• AC 150-5200-18D, 2.2 ; 6.1.1 ; 6.1.5. • AC 150-5200-28G, Sections 1.6.1.8 ; 1.6.1.10 ; 1.6.1.13 • AC 150-5210-20A, Sections 1.1 ; 1.3 ; 2.1 ; 2.2 ; 3.1.3 ; 3.4 ; 3.1.4.2 ; 3.4 ; 3.5 • AC 150-5210-24A, Sections 4.1 ; 4.3.1.1 ; 4.3.1.1.5 ; 6.2 • AC 150-5210-65D, Section 4c ; 5a • AC 150-5300-13B, Ch. 2 ; Ch. 3 ; Ch. 4 ; Ch. 5 ; Ch. 6 • AC 150-5340-1ME, Ch. 2 ; Ch. 3 • AC 150-5340-1BH, Ch. 1 ; Ch. 2 • AC 150-5340-30J, Ch. 2 ; Ch. 3 ; Ch. 4 ; Ch. 5 ; Ch. 6 ; Ch. 7 ; Ch. 11 ; Ch. 12 • AC 150-5345-44L, Ch. 3 ; Ch. 4 • AC 150-5345-46F, Section 1.2.1 • AC 150-5345-53D, Appendix 3 • AC 150-5345-55A, Ch. 3 • AC 150-5370-2G, Section 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, para a-b; Section 139.329, para a-c ; Section 139.339 ; Section 139.341, para a-b • JO 7110.65C, 2-4-3, 3-6-2a; 3-6-3a; 3-7-2a, b-c2 • JO 7210.3AA 10-1-7 Positive control of aircraft/vehicles	• Damage to Aircraft. • Damage to equipment. • Bodily injury. • Runway Incursion. • Surface Incident.	4	SME Expertise	E	SME Expertise	4E Low Risk	N/A	N/A	N/A
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Safety Risk Assessment (SRA) Panel

Handouts

Updated:
8040.4C Appendix C

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

Appendix C
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.

Appendix C

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
	Or unlikely, but possible to occur in the life of an aircraft
Improbable – F	Expected to occur one time every 100 to 1,000 years
	Or so unlikely, it can be assumed occurrence may not be experienced in the life of an aircraft type
Extremely Improbable – G	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.**

Severity and Likelihood Ratings

	OGG-RESURF-RWY- 2.20-OUTBD-LN: HZ-1 Pilot LOSA		OGG-RESURF-RWY- 2.20-OUTBD-LN: HZ-2 Vehicle Driver LOSA	
Panel Member	Severity	Likelihood	Severity	Likelihood
Phillip Daniells	4	E	4	E
Ernest Akau	4	F	4	E
Kandyce Watanabe	-	-	4	E
Perfecto Delmendo	4	D	4	E
Syrus Urasaki	4	E	4	E
Larry Beck	4	E	4	D
Majority Rating	4	E	4	E
	4E – LOW		4E – LOW	

	OGG-RESURF-RWY- 2.20-OUTBD-LN: HZ-3 Vehicle/Pedestrian LOSA	
Panel Member	Severity	Likelihood
Phillip Daniells	4	E
Ernest Akau	4	E
Kandyce Watanabe	4	E
Perfecto Delmendo	4	E
Syrus Urasaki	4	E
Larry Beck	4	E
Majority Rating	4	E
	4E – LOW	

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 June 15, 2026.

SRMP members who were afforded an opportunity to provide their dissenting opinions, declined during the SRA Panel meeting.

Appendix E
Kahului Airport (OGG)
OGG Resurface Runway 2-20 Outboard Lanes Phase 2
SRA Panel Meeting with All Stakeholders
ATTENDANCE

Meeting Date: June 08, 2026

Meeting Time: 9:00am-4:00pm HST

Location: Microsoft Teams link / call-in

IP	MS	Name	Panel Member/ SME	Company/Agency
☒	☐	Moniz, Marvin	SME	H-DOT Maui District
☒	☐	Han, Ronald	SME	H-DOT Maui District
☐	☒	Wade, Kathy	SME	H-DOT Maui District
☒	☐	Koja, Randall	SME	H-DOT OGG AOC
☒	☐	Daniells, Phillip	Panel Member	H-DOT OGG AOC
☐	☐	Pires, Matthew	SME	H-DOT OGG ARFF
☐	☒	Amoral, Karl	SME	H-DOT OGG Maintenance
☐	☐	Akiu-Sarol, Liane	SME	H-DOT Maui District
☐	☒	Salgado, Marty	SME	H-DOT Maui District SMS
☐	☐	Jacobs, Martinez	SME	H-DOT AIR-LF
☐	☐	Valenciano, Shelyne E	SME	H-DOT AIR-L
☐	☐	Fu, James	SME	H-DOT AIR-EA
☐	☒	Ross, Roger	SME	H-DOT AIR-EA
☐	☐	Lum, Traci	SME	H-DOT AIR-EP
☐	☒	Nohara, Irene	SME	H-DOT AIR-EP
☐	☐	Yanagisawa, Leah	SME	H-DOT AIR-EP
☐	☒	Brown, Emma	SME	H-DOT AIR-EP
☐	☒	Aweau, Lemuel	SME	H-DOT SMS HNL
☐	☐	Sitko, Henry	SME	H-DOT SMS KOA
☐	☐	Mayer, Keani	SME	H-DOT SMS ITO
☒	☐	Tom, Gregory	SME	R. M. Towill Corporation
☒	☒	Nakaoka, Brent	SME	R. M. Towill Corporation
☐	☐	Holman, Shannon	SME	Orion Engineers
☐	☐	Raposo, Tony	SME	Orion Engineers
☐	☒	Campbell, Alan	SME	AECOM
☐	☒	Dunckel, Sean	SME	AECOM
☐	☒	Brana Munoz, Mary	SME	AECOM
☐	☐	Selch, Colin	SME	AECOM
☐	☒	Shoga, Hana	SME	Parsons
☐	☒	Quarrie, Sean	SME	Parsons
☐	☐	Bowers, Brian	CM	B&K
☐	☐	Gray, Natasha	SME	FAA OGG ATCT Mgr

Kahului Airport (OGG)
OGG Resurface Runway 2-20 Outboard Lanes Phase 2
SRA Panel Meeting with All Stakeholders

		Name	Panel Member/ SME	Company/Agency
☐	☐	Rovelstad, Seth	SME	FAA OGG ATCT
☐	☐	Commons, Andrew	SME	FAA OGG ATCT
☐	☐	Nakasone, Kristyn M	SME	FAA HCF
☐	☐	Kamakahi, Jacob	SME	FAA HCF
☐	☐	Lorenzo, Shawn K	SME	FAA HCF
☐	☒	Akau, Ernest	Panel Member	FAA HCF
☐	☐	Toba, Jason	SME	FAA Maui SSC Mgr
☐	☐	Flores, Frank	SME	FAA OGG Tech Ops
☐	☒	Urasaki, Syrus	Panel Member	FAA OGG Tech Ops
☐	☐	Dominno, Delmar	SME	FAA OGG Tech Ops
☐	☐	Minitier, Jenny	SME	FAA OGG Tech Ops
☐	☐	Kless, Jacob	SME	FAA OGG Tech Ops
☐	☐	Saldua, Dexter	SME	FAA OGG
☐	☒	Watanabe, Kandyce	Panel Member	FAA HNL ADO
☐	☐	Look, Rachel	SME	FAA HNL ADO
☐	☐	Brown, William	SME	FAA HNL ADO
☐	☐	Morales, Fernando	SME	FAA RSO
☐	☐	Santoro, Joe	SME	FAA RSO
☐	☐	Chitwood, Tiffany	SME	FAA CMO
☐	☐	Guillory, Richard	SME	FAA CMO
☐	☐	Heenan, Michael	SME	FAA FSDO
☐	☒	Allen, Scott	SME	FAA FSDO
☐	☐	McKee, Roland	SME	FAA FSDO
☐	☐	Robertson, Matthew	SME	FAA WSA NPI
☐	☐	Ace-Galvan, Natalie	SME	FAA WSA NPI
☐	☐	Clark, David	SME	FAA WSC FP
☐	☐	Drakes, Sylvan	SME	FAA WSC FP
☐	☒	Delmendo, Perfecto	Panel Member	AvAirPros
☐	☒	Tarpey, Jeff	SME	AvAirPros
☐	☐	Amen, Paul	SME	American Airlines
☐	☐	Lau, Tiffany	SME	American Airlines
☐	☐	Craig, Lynae	SME	Alaska Airlines
☐	☒	Rose, Sara	SME	Alaska Airlines
☐	☐	Fontana, Maththew	SME	Alaska Airlines
☐	☐	Silva, Richard	SME	Hawaiian Airlines
☐	☐	Sholley, Hans	SME	Hawaiian Airlines
☐	☐	Flt Standars Ofc.	SME	Hawaiian Airlines

Kahului Airport (OGG)
OGG Resurface Runway 2-20 Outboard Lanes Phase 2
SRA Panel Meeting with All Stakeholders

		Name	Panel Member/ SME	Company/Agency
☐	☐	Eldridge, Tasha	SME	Hawaiian Airlines
☐	☐	Everett, Andrew	SME	Hawaiian Airlines
☐	☐	Reid Santiago	SME	Hawaiian Airlines
☐	☐	Guerrero, Shilo	SME	Delta Airlines
☐	☐	Herman, Jason	SME	Delta Airlines
☐	☐	Ketcham, Franis	SME	Delta Airlines
☐	☐	Michaels, Aaron	SME	Delta Airlines
☐	☐	Coon, Kevin	SME	United Airlines
☐	☐	Chang, Cora	SME	United Airlines
☐	☐	Shaw, Craig	SME	West Jet
☐	☐	Hodgson, George	SME	Southwest Airlines
☐	☐	Sprowls, Tim	SME	Mokulele Airlines
☐	☐	Riahi, Teimour	SME	TransAir
☐	☐	Saga, Pauli	SME	TransAir
☐	☐	Soon, Bobby	SME	TransAir
☐	☐	Meyer, Steve	SME	Aloha Air Cargo
☐	☐	Zitz, Kenneth	SME	Aloha Air Cargo
☐	☐	Nishitomi, Kyle	SME	Aloha Air Cargo
☐	☐	Robinson, Scott	SME	Aloha Air Cargo
☐	☐	Da Silva, Sonny	SME	Kamaka Air
☐	☐	Kaanana, George	SME	Kamaka Air
☐	☐	Petrides, Jim	SME	Kamaka Air
☐	☐	Pettit, William	SME	FedEx
☐	☐	Lynch, Sam	SME	FedEx
☐	☐	Shinno, Gene	SME	FedEx
☐	☐	Howard, Sean	SME	UPS
☐	☐	Davis, Adam	SME	UPS
☐	☐	Cudnik, Greg	SME	UPS
☐	☐	Meyer, Dave	SME	UPS
☐	☐	Zimmerman, Christopher	SME	UPS
☐	☐	Kirk, Kenneth	SME	UPS
☐	☐	Vares, Scott	SME	UPS
☐	☐	Gonzalez, Christian	SME	UPS
☐	☐	Stankus, Johnnie	SME	UPS
☐	☐	Melohn, Bill	SME	GACH/AOPA
☐	☐	Yoshiki, Jared	SME	AOPA

Kahului Airport (OGG)
OGG Resurface Runway 2-20 Outboard Lanes Phase 2
SRA Panel Meeting with All Stakeholders

		Name	Panel Member/ SME	Company/Agency
☐	☐	Hamp, Eric	SME	Blue Hawaiian
☐	☐	Koch, Quentin	SME	Blue Hawaiian
☐	☐	Fisher, Alex	SME	Pacific Helicopters
☐	☐	Scott, Ross	SME	Sunshine Helicopters
☐	☐	Grant, Robert	SME	Maverick
☐	☐	Egger, Steve	SME	Air Maui
☐	☐	Mayer, Jacob	SME	GMR
☐	☐	Mendinghall, Marcus	SME	GMR
☐	☐	Wetzler, C.J.	SME	GMR
☐	☐	Wehrsig, Kaleo	SME	GMR
☐	☒	Lisa Shenfield	SME	Bowers & Kubota
☐	☒	John Hookano	SME	Bowers & Kubota
☐	☒	Mike Kamaka	SME	Bowers & Kubota
☐	☐	Craig Williamson		
☐	☒	Larry Beck	Panel Member	Southwest Airlines
☐	☒	Ward, Dawn	Co-Facilitator	Base Management
☒	☐	Wong, Steve	Co-Facilitator	Base Management
☒	☐	Fox, Remi	Tech Writer Support	Base Management
☐	☐	Haili, Kaeo	Tech Writer	Base Management
☐	☒	Shailyn Menino	Tech Writer	Base Management
☐	☒	Rewick, Ken	Facilitation Support	Base Management
☐	☒	Devin Garza	Tech Writer Support	Base Management
☐	☒	Lee Magrata	Tech Writer Support	Base Management
☐	☒	Kylie Sasaki	Tech Writer Support	Base Management
☐	☒	Kylee Pua	Tech Writer Support	Base Management

Kahului Airport (OGG) Safety Review
OGG Resurface Runway 2-20 Outboard Lanes Phase 2
SRA Panel Meeting
June 08, 2026

Safety Assessment Screening for Projects (SAS-1)

Page 3

SMS ID:

11. SRM Panel Members and Certification

We certify that we have reviewed the project documentation and have fully considered the potential hazards (and any proposed mitigation measures) before reaching this determination. Dissenting opinions concerning the determination are included in the report.

Name	Organization	Title	Date	Signature
PHILLIP DANIELLS	DOTA - OGG	AOC II	07/28/2026	

12. Airport Certification and Acceptance

As a duly authorized representative of the sponsor of the airport identified above, I hereby certify that I have reviewed and understand the hazards and mitigation measures identified in the attached documentation. I further certify that I understand it is our legal duty, as sponsor, to ensure that any and all airport-related mitigation measures are fulfilled and documented in a timely manner. Any such commitments on our part represent an obligation under our Federal grant assurances, regardless of whether the FAA participates in the funding of any part of the Proposed Action. Nothing in the FAA's review may be deemed as relieving the sponsor of its legal obligations as owner and operator of the airport.

Name and Title	Date	Signature

13. FAA SRM Approval

Hazards were identified and analyzed using standard procedures and processes in accordance with FAA Order 5200.11. Mitigation measures, including draft NOTAM requirements, if necessary, are attached and are included with the formal FAA project approval action. These measures will help ensure safety levels are maintained at acceptable levels both during and after the proposed construction and non-construction airport changes.

Name and Title	Date	Signature

Safety Assessment Screening for Projects (SAS-1)

Page 3

SMS ID:

11. SRM Panel Members and Certification

We certify that we have reviewed the project documentation and have fully considered the potential hazards (and any proposed mitigation measures) before reaching this determination. Dissenting opinions concerning the determination are included in the report.

Name	Organization	Title	Date	Signature
Kandyce Watanabe	FAA - HNL ADO	Lead Engineer	6/8/26	Kandyce Watanabe

12. Airport Certification and Acceptance

As a duly authorized representative of the sponsor of the airport identified above, I hereby certify that I have reviewed and understand the hazards and mitigation measures identified in the attached documentation. I further certify that I understand it is our legal duty, as sponsor, to ensure that any and all airport-related mitigation measures are fulfilled and documented in a timely manner. Any such commitments on our part represent an obligation under our Federal grant assurances, regardless of whether the FAA participates in the funding of any part of the Proposed Action. Nothing in the FAA's review may be deemed as relieving the sponsor of its legal obligations as owner and operator of the airport.

Name and Title	Date	Signature

13. FAA SRM Approval

Hazards were identified and analyzed using standard procedures and processes in accordance with FAA Order 5200.11. Mitigation measures, including draft NOTAM requirements, if necessary, are attached and are included with the formal FAA project approval action. These measures will help ensure safety levels are maintained at acceptable levels both during and after the proposed construction and non-construction airport changes.

Name and Title	Date	Signature

Page F3
ADDENDUM NO. 1
r08/10/2026

Kahului Airport (OGG)
OGG Resurface Runway 2-20 Outboard Lanes Phase 2
SRA Panel Meeting
June 08, 2026

Safety Assessment Screening for Projects (SAS-1)				Page 3
SMS ID:				
11. SRM Panel Members and Certification				
<i>We certify that we have reviewed the project documentation and have fully considered the potential hazards (and any proposed mitigation measures) before reaching this determination. Dissenting opinions concerning the determination are included in the report.</i>				
<u>Name</u>	<u>Organization</u>	<u>Title</u>	<u>Date</u>	<u>Signature</u>
Syrus Urasaki	FAA/MAUI SSC	Acting Maui SSC Manager	06/08/26	SYRUS H URASAKI Digitally signed by SYRUS H URASAKI Date: 2025.06.08 17:01:09 -10'00'
12. Airport Certification and Acceptance				
As a duly authorized representative of the sponsor of the airport identified above, I hereby certify that I have reviewed and understand the hazards and mitigation measures identified in the attached documentation. I further certify that I understand it is our legal duty, as sponsor, to ensure that any and all airport-related mitigation measures are fulfilled and documented in a timely manner. Any such commitments on our part represent an obligation under our Federal grant assurances, regardless of whether the FAA participates in the funding of any part of the Proposed Action. Nothing in the FAA's review may be deemed as relieving the sponsor of its legal obligations as owner and operator of the airport.				
Name and Title	Date	Signature		
13. FAA SRM Approval				
Hazards were identified and analyzed using standard procedures and processes in accordance with FAA Order 5200.11. Mitigation measures, including draft NOTAM requirements, if necessary, are attached and are included with the formal FAA project approval action. These measures will help ensure safety levels are maintained at acceptable levels both during and after the proposed construction and non-construction airport changes.				
Name and Title	Date	Signature		

Kahului Airport (OGG)

OGG Resurface Runway 2-20 Outboard Lanes Phase 2

SRA Panel Meeting

June 08, 2026

Safety Assessment Screening for Projects (SAS-1)		Page 3
		SMS ID: _____
11. SRM Panel Members and Certification		
<i>We certify that we have reviewed the project documentation and have fully considered the potential hazards (and any proposed mitigation measures) before reaching this determination. Dissenting opinions concerning the determination are included in the report.</i>		
<u>Name</u>	<u>Organization</u>	<u>Title</u>
George Hodgson	Southwest Airlines	Sr. ATC Systems Prgrm Mgr.
Above signed on behalf of Larry Beck with his concurrence.		
12. Airport Certification and Acceptance		
As a duly authorized representative of the sponsor of the airport identified above, I hereby certify that I have reviewed and understand the hazards and mitigation measures identified in the attached documentation. I further certify that I understand it is our legal duty, as sponsor, to ensure that any and all airport-related mitigation measures are fulfilled and documented in a timely manner. Any such commitments on our part represent an obligation under our Federal grant assurances, regardless of whether the FAA participates in the funding of any part of the Proposed Action. Nothing in the FAA's review may be deemed as relieving the sponsor of its legal obligations as owner and operator of the airport.		
<u>Name and Title</u>	<u>Date</u>	<u>Signature</u>
13. FAA SRM Approval		
Hazards were identified and analyzed using standard procedures and processes in accordance with FAA Order 5200.11. Mitigation measures, including draft NOTAM requirements, if necessary, are attached and are included with the formal FAA project approval action. These measures will help ensure safety levels are maintained at acceptable levels both during and after the proposed construction and non-construction airport changes.		
<u>Name and Title</u>	<u>Date</u>	<u>Signature</u>

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.

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.*

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.55555

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

KAHULUI AIRPORT (OGG) RESURFACE RUNWAY 2-20, PHASE 2

STATE PROJECT NO. AM1022-25

**HAWAI'I DEPARTMENT OF TRANSPORTATION AIRPORTS
(HDOT-A)**

CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)



June 10, 2026

Prepared by:

R. M. Towill Corporation

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SECTION 1 INTRODUCTION

Kahului Airport (OGG) is categorized by the FAA and the SASP as a primary commercial service airport and is the principal gateway to the island of Maui in the State of Hawaii. Kahului airport is located approximately 3 miles east of the Kahului central business district and is owned and operated by Hawaii Department of Transportation Airports Division (HDOT-A). The airport is designated as a Primary Airport in the FAA's National Plan for Integrated Airport Systems (NPIAS). The airport primarily serves scheduled international, domestic, and inter-island carriers.

The Hawaii Department of Transportation – Airports Division (HDOT-A) is currently designing the Project, Resurface Runway 2-20, Phase 2 to provide a 7 to 10-yr design life for the existing runway, the time needed to finish the current EA and design of the Runway 2-20 Reconstruction Program. The Resurfacing Project areas are shown in Appendix A. The Project will include pavement milling, asphalt paving, electrical lighting, and marking application.

OGG is a complex operating facility that is governed by a very strict set of operating rules to ensure the safety of the traveling public, the operators of the various airlines, and those individuals who function as support personnel to the facility.

The following are general safety objectives that shall be achieved to maximize safety and to minimize time and economic loss to the aviation community, and others directly or indirectly affected by the project. The Contractor shall be responsible for controlling his/her operations with the requirements of this section as listed below:

- Maximize safety of aircraft operations
- Keep the airport operational for all users at all times
- Prevent any delays or conflicts to aircraft operations
- Prevent any delays or conflicts to other on-going construction operations
- Safely complete the site investigation

1.1 SAFETY PLAN COMPLIANCE DOCUMENT

The Contractor shall submit a Safety Plan Compliance Document (SPCD) for approval prior to beginning construction activities. The SPCD shall conform to requirements found in AC 150/5370-2 (latest edition) and the project specifications.

1.2 AIRPORT CONTACT NUMBERS

A flow chart for emergency communication is shown in Figure 1. A flow chart for non-emergencies is shown in **Error! Reference source not found.** Contact numbers are shown below.

Contractor:

TBD

Construction Manager:

TBD

Airport Contacts:

OGG Airport Operations (on duty 0500-0000)	808-281-2846
OGG Airport Operations Control (AOC) Supervisor	808-281-4880
OGG Airport Superintendent – Larry Miller (OGG)	808-281-8817
OGG Airport District Manager – Marvin Moniz (OGG)	808-281-8801
OGG Airport Police, Fire and Emergencies	808-872-3875
OGG Airport Security	808-872-3875
OGG Airport Rescue and Fire Fighting (ARFF)	808-872-3841

HDOT/FAA-HCF Contacts:

HDOT-A Project Manager – Roger Ross	808-895-2954
FAA – Honolulu ADO – Kandyce Watanabe	808-312-6031
FAA – HCF Air Traffic 24-hours	808-840-6201
FAA – HCF SOC 24-hours	808-840-6511

Emergency Telephone Numbers

OGG Airport Police, Fire and Emergencies	808-872-3875
OGG Airport Security	808-872-3875

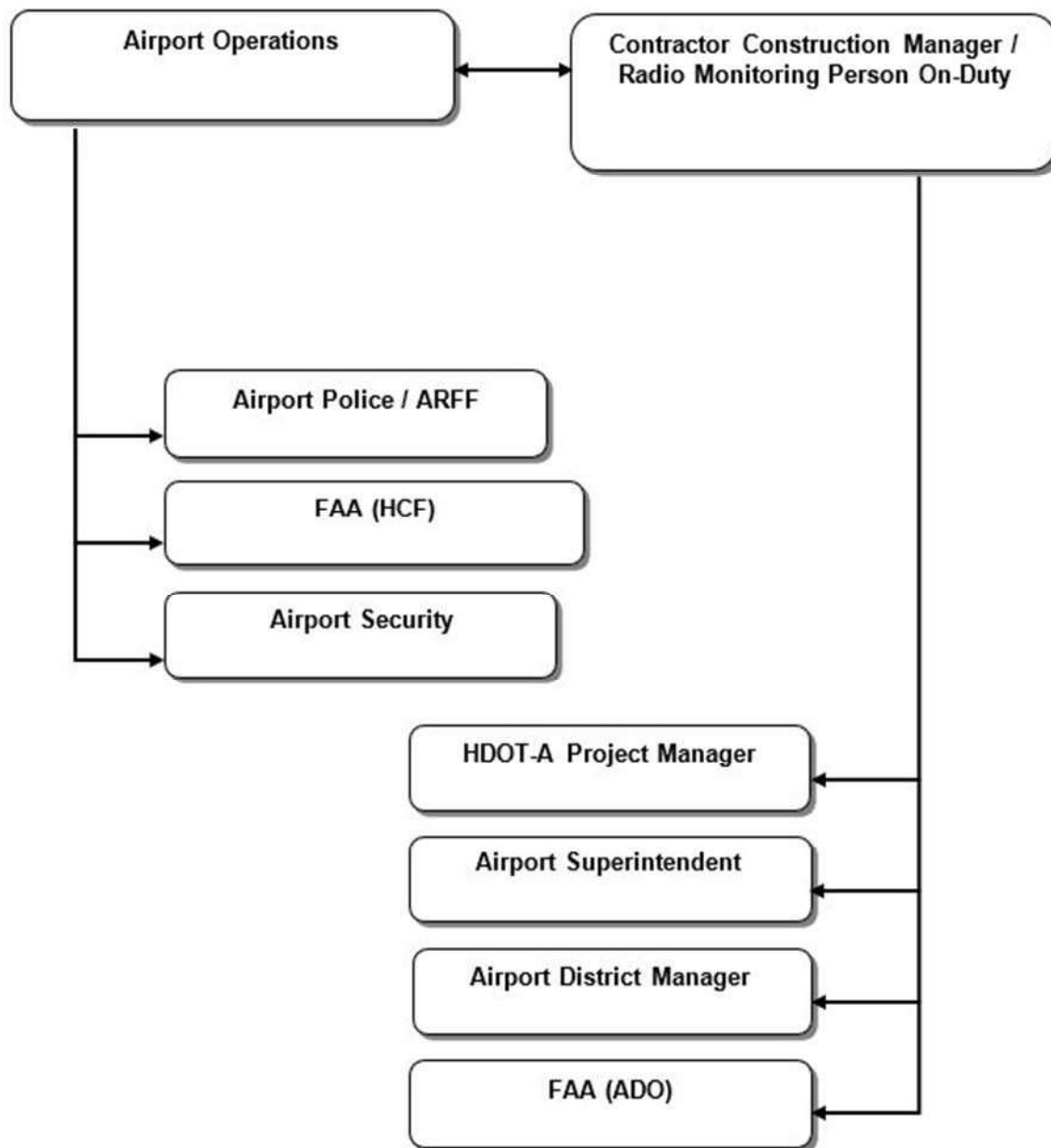


Figure 1: Emergency Communication Flow Chart

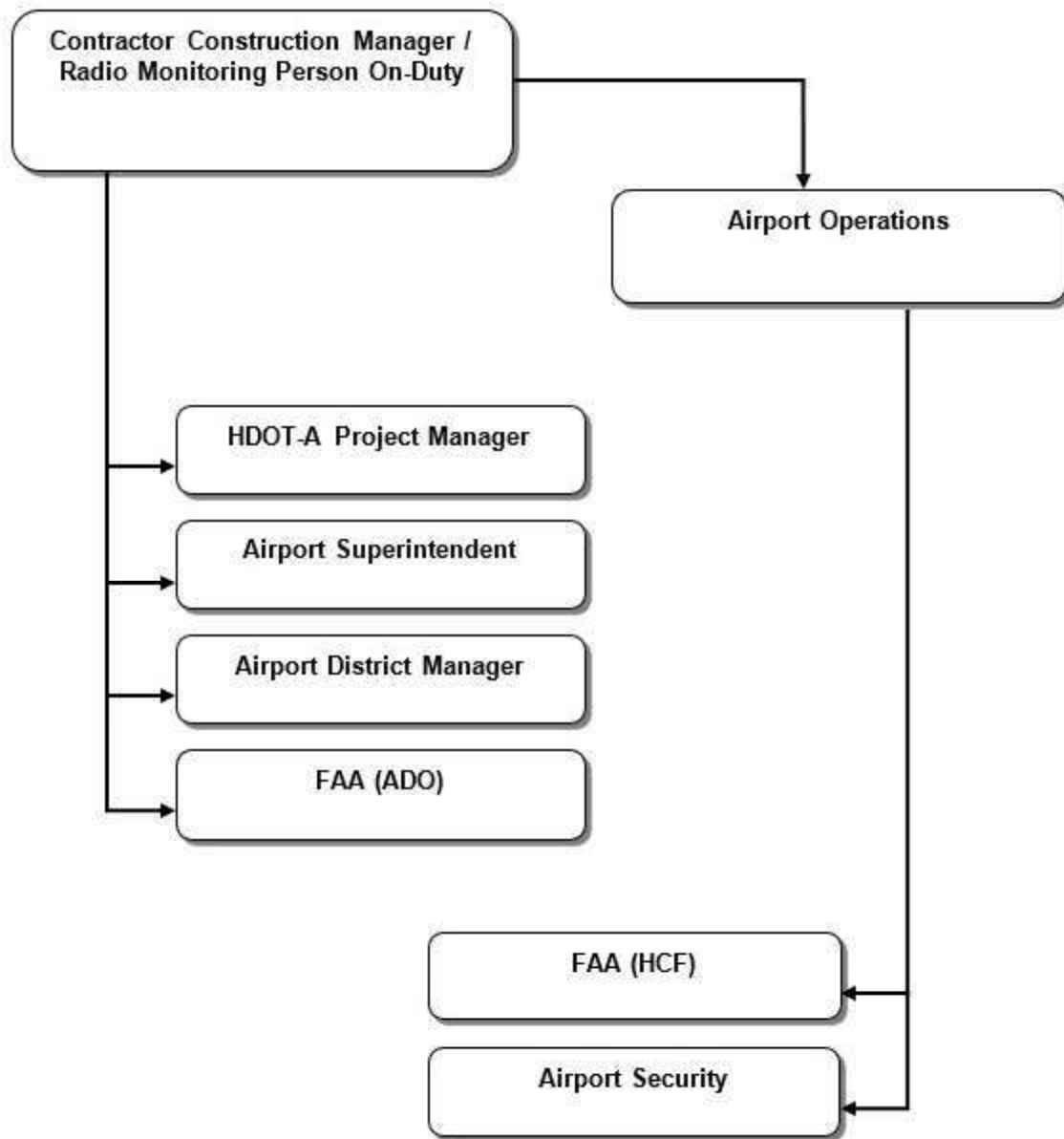


Figure 2: Non-Emergency Communication Flow Chart

SECTION 2 COORDINATION

2.1 PLANNING MEETINGS

Prior to the start of the project and/or each major phase of the work, the Contractor shall schedule meetings with the Construction Manager (CM); the Department of Transportation, Airports Division (DOT-A); the Kahului Airport Management (OGG); the Airport Operations Control (AOC); the Federal Aviation Administration (FAA); the Kahului Airport Rescue and Fire Fighting (ARFF); and the Kahului Air Traffic Control Tower (ATCT) regarding the scheduled construction activities, and other airport stakeholders to discuss project planning. Meetings should be scheduled in advance and coordinated to give adequate time and participation of all parties. The topics of discussion shall include preferred access point; vehicle routes; other on-going construction projects within the vicinity; additional notifications/communications requirements prior to entering each area; setting up work area barricades, lighting, backup equipment, and materials; emergency notification procedures and emergency contacts; 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.

2.2 COORDINATION AND PROGRESS MEETINGS

Progress meetings will be coordinated with the DOT-A Project Manager to discuss the progress of the Project as a whole. 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 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 DOT-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 Subcontractors may be required to attend a daily airfield safety coordination meeting as determined by the Resident Project Representative (RPR).

During construction activities, the Contractor's representative shall attend all weekly Project Coordination Meetings organized by DOT-A Maui District. During these meetings, the proposed construction work and closures shall be coordinated to minimize the construction impact to OGG Airport operations. At each weekly meeting, the Contractor shall present an updated three-week work schedule with the proposed phasing/barricade plan. The three-week schedule shall 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 (Contractor, DOT-A, FAA, OGG AOC, ARFF, ATCT, 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 reviewed and approved on a weekly basis for activities planned for the following week. 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.

The meeting shall be located at Kahului Airport. If available, FAA/DOT-A will set-up a phone conference for individuals unable to attend the weekly meeting in person. At this meeting, the proposed construction work and closures shall be coordinated to minimize the construction impact to airport operations. A meeting agenda will be provided by DOT-A, or the Contractor, and shall cover schedule status, operational concerns, safety concerns, project progress, and general discussion items.

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 shall identify the date, time, and proposed closure area for construction work. The proposed closure plan and alternate aircraft travel route(s) shall be submitted for approval and/or comments one week prior to the scheduled closure. DOT-A, OGG, FAA ADO, and FAA must approve alternate routing for aircraft prior to scheduling any NOTAM(s) for this project.

Prior to starting any work shift (day or night work), a daily meeting will be held by the field work crew. The meeting shall be led by the Superintendent, Foreman, and/or On-Site Supervisor, and shall 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 shall 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 AND TRAINING

A safety meeting prior to the start of construction activities is mandatory. The Contractor shall schedule the meeting so that personnel from OGG, Airport Management, and FAA are able to attend. The Contractor shall schedule the pre-construction safety meeting prior to the start of construction activities within 7 days of the first work shift. The Contractor, OGG 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 Notice to Airmen (NOTAM) has been issued. The Contractor, sub-contractors, and all other personnel involved on site during construction 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 OGG. 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 shall 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 OGG, Airport Management, and FAA to these additional meetings.

All Contractor personnel working within the AOA, Ramp and/or Movement Area shall receive proper training and obtain a valid AOA badge, Ramp license and/or Movement license from OGG operations, as described in Section 6, prior to the commencement of work. The training and licensing 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 and non-movement areas
- Communicating with ATCT
- Maintaining airport security within the AOA
- Closed or prohibited areas
- Foreign object debris (FOD)
- Wildlife management procedures

Any personnel without the required training, proper badging and/or licensing will be required to be accompanied by the Contractors personnel with the required training and security escorting privileges.

Additionally, all contractor's flag personnel, as shown on the construction phasing plans, shall be required to receive training specific to managing construction vehicle traffic on the airfield within the designated haul routes.

2.4 SCOPE OR SCHEDULE CHANGES

Changes to the schedule will be coordinated with DOT-A, OGG, FAA ADO, and FAA HCF at least one week in advance. It is possible that Contractors field activity may be canceled for the following reasons:

- Inclement weather: work shall be canceled for the night if heavy consistent rain or wind conditions is predicted to occur at the 6:00 PM (HST) weather forecast prior to the night of field activity.
- Irregular airport operations or emergencies.

A Go/No-Go decision shall be made at a minimum of 2 hours before scheduled work closure. In the event of cancellation, work shall be rescheduled for the next available scheduled runway and/or taxiway closure date. 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

The Contractor shall conduct all operations in such a manner 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 AOC to access the airfield; this also includes airfield driver training, airfield escorts, airfield ride-along(s), etc.

FAA Form 7460-1, Notice of Proposed Construction or Alteration, shall 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, shall be filed for any crane activity associated with construction.

Prior to excavation in the vicinity of existing underground facilities, the Contractor shall notify the State Project Manager and the respective authorities representing the owners and agencies responsible for the associated facilities, 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.

SECTION 3 PHASING

3.1 GENERAL DESCRIPTION – SCOPE OF WORK

The project is composed of Runway 2-20 resurfacing, Taxiway A realignment at the Runway 2 exit, Taxiway A hold short pavement marking adjustments at three locations, and electrical lighting improvements. Pavement rehabilitations are to occur within the Airport Operations Area (AOA) and Movement Area (MA) on Runway 2-20 and Taxiways. A drawing showing the work areas is included in Appendix A – Phasing and Barricade Plans. The purpose of the work is to rehabilitate distressed asphalt surface pavements which will provide a 7 to 10-yr design life for the existing runway. The Project will include pavement milling, asphalt paving, electrical lighting, and marking application.

3.2 PHASE ELEMENTS

The Contractor shall perform each phase of the work within the periods of time and/or duration specified. The Contractor shall provide all labor, material, and equipment, including standby equipment necessary to complete work within the constraints and timeframe(s) specified for the individual phases and the overall project, and within the requirements of the contract documentation. The terms “work area”, “zone”, and “phase” may be used hereafter to describe period of time and/or the area in which certain work is to be done.

The Contract Time for completion of the construction work activities under this Contract shall be three hundred and four (307) calendar days and will consist of the phases listed in Table 1.

All work will be performed during nighttime hours. Night work shall be restricted to the hours shown in Table 1. Work area lighting shall be provided to minimize shadows within the work area and at such a level that meets safety requirements while working at night and that plans can be read within the work area when not directly beneath a light.

Table 1: Construction Phase Duration

Phase Name	Location	Work Hours	Phase Duration (Calendar Days)	Contract Days (Total)
Project Initiation/Enabling			90	90
Phase 1A	Runway 2-20 between Taxiway C and E	2330 to 0600	26	116
Phase 1B	Runway 2-20 between Taxiway C and E	2330 to 0600	3	119
Phase 2A	Runway 2-20 between Taxiway E and F	2330 to 0600	23	142
Phase 2B	Runway 2-20 between Taxiway E and F	2330 to 0600	3	145
Phase 3A	Runway 2-20 between Taxiway F and K	2330 to 0600	31	176
Phase 3B	Runway 2-20 between Taxiway F and K	2330 to 0600	3	179
Phase 4A	Runway 2-20 between Taxiway K and Runway 5-23	0030 to 0600	5 (2 Sunday Nights)	184

Appendix K

Construction Safety and Phasing Plan at Kahului Airport

Resurface Runway 2-20, Phase 2

State project no. AM1022-25

Phase 4B	Runway 2-20 between Taxiway K and Runway 5-23	0030 to 0600	1 (1 Sunday Nights)	185
Phase 5A	Runway 2-20 between Runway 5-23 RSA	2330 to 0600	12	197
Phase 5B	Runway 2-20 between Runway 5-23 RSA	2330 to 0600	2	199
Phase 6A	Runway 2-20 past Runway 5-23 RSA	2330 to 0600	16	215
Phase 6B	Runway 2-20 past Runway 5-23 RSA	2330 to 0600	2	217
Phase 7	Taxiway A between Taxiway F and Runway 5-23 RSA	2300 to 0630	20	237
Phase 8	Taxiway A between Runway 5-23 RSA and Runway 2-20 RSA	2300 to 0630	10	247
Project Close-out			60	307

3.3 CONSTRUCTION SAFETY DRAWINGS (CSD'S)

The limits of work for each work area for construction are clearly shown on Appendix A – Phasing and Barricade Plans, indicating offset distances from adjacent active runways, taxiways and/or taxiways. For each work area, these lines show the limit of the work area in which the Contractor may have workers, equipment, and materials, and in which he may conduct work for that area.

No construction activity is permissible within the designated runway safety area (RSA) or taxiway/taxilane object free area (TOFA) while the adjacent runway, taxiway, or taxilane is open to aircraft operations. Work within the RSA/TOFA shall only be accomplished during night shift operations as previously coordinated with the RPR and airport operations. Prior to reopening a runway/taxiway/taxilane closed for construction for any period, all equipment and materials shall be moved outside of the RSA/TOFA, all barricades and lighting shall be established per plan requirements, no stockpiles shall remain within RSA/TOFA, grade shall be covered in a manner to prevent dust, 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 shall be cleaned of all construction debris and sweep. The RPR shall retain the right to shut down contractor operations in any work area if these conditions are not being met. Prior to re-opening of taxiways, the RPR and contractor shall both inspect to determine if the above criteria is met at least 30 minutes prior to re-opening of the taxiway.

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 2.

Table 2: OGG Airfield Operations Impacts

Phase Name	Location of Airfield Impacts	Airfield Restrictions / Closures
Phase 1A	Runway 2-20 between Taxiway C and Taxiway E	Runway 2-20 closed Taxiways C and D closed
Phase 1B	Runway 2-20 between Taxiway C and Taxiway E	Runway 2-20 closed Taxiways C and D closed
Phase 2A	Runway 2-20 between Taxiway E and Taxiway F	Runway 2-20 closed Taxiway B closed between Taxiway A and Runway 2-20 Taxiways C, D, and E closed Taxiway F closed between Taxiway A and east ramp
Phase 2B	Runway 2-20 between Taxiway E and Taxiway F	Runway 2-20 closed Taxiway B closed between Taxiway A and Runway 2-20 Taxiways C, D, and E closed Taxiway F closed between Taxiway A and east ramp
Phase 3A	Runway 2-20 between Taxiway F and Taxiway K	Runway 2-20 closed Taxiways C, D, G, and K closed Taxiway F closed between Taxiway A and east ramp
Phase 3B	Runway 2-20 between Taxiway F and Taxiway K	Runway 2-20 closed Taxiways C, D, G, and K closed Taxiway F closed between Taxiway A and east ramp
Phase 4A	Runway 2-20 between Taxiway K and Runway 5-23	Runway 2 restricted to ADG B-III Runway 20 closed Runway 5-23 closed Taxiway A closed between Taxiway F and Runway 5-23 Taxiway B closed between Taxiway F and Runway 5-23 Taxiway F closed West of Commuter Apron Taxiways G and K closed
Phase 4B	Runway 2-20 between Taxiway K and Runway 5-23	Runway 2 restricted to ADG B-III Runway 20 closed Runway 5-23 closed Taxiway A closed between Taxiway F and Runway 5-23 Taxiway B closed between Taxiway F and Runway 5-23 Taxiway F closed West of Commuter Apron Taxiways G and K closed
Phase 5A	Taxiway C and Runway 8L-26R	Runway 2 restricted to ADG B-III Runway 20 closed Runway 5-23 closed Taxiway A closed between Taxiway F and Runway 5-23 Taxiway B closed between Taxiway F and Runway 5-23 Taxiway F closed West of Commuter Apron Taxiways G and K closed
Phase 5B	Taxiway C and Runway 8L-26R	Runway 2 restricted to ADG B-III Runway 20 closed Runway 5-23 closed Taxiway A closed between Taxiway F and Runway 5-23 Taxiway B closed between Taxiway F and Runway 5-23 Taxiway F closed West of Commuter Apron Taxiways G and K closed

Appendix K

Construction Safety and Phasing Plan at Kahului Airport

Resurface Runway 2-20, Phase 2

State project no. AM1022-25

Phase 6A	Runway 2-20 North of Runway 5-23 RSA	Runway 2-20 closed Taxiway A closed North of Runway 5-23 Taxiway B closed between Taxiway A and Runway 2-20 Taxiway C closed between Taxiway A and helicopter air terminal area Taxiways D, E, G, K closed
Phase 6B	Runway 2-20 North of Runway 5-23 RSA	Runway 2-20 closed Taxiway A closed North of Runway 5-23 Taxiway B closed between Taxiway A and Runway 2-20 Taxiway C closed between Taxiway A and helicopter air terminal area Taxiways D, E, G, K closed
Phase 7	Taxiway A	Taxiway A closed between Runway 2-20 and Runway 5-23
Phase 8	Taxiway A	Taxiway A closed between Taxiway F and Runway 5-23

4.2 IDENTIFICATION OF AFFECTED AREAS

Phase 1A work shall consist of cold milling of existing AC pavement, preparation of surface, construction of AC pavement, obliteration of existing markings, half application pavement markings and runway edge light and cabling replacement. Construction operations will require the closure of Runway 2-20 and Taxiways C and D as shown on the Phasing and Barricade Plans between 2330 and 0600 hours seven (7) days a week.

Phase 1B work shall consist of pavement grooving and full application pavement markings. Construction operations will require the closure of Runway 2-20 and Taxiways C and D as shown on the Phasing and Barricade Plans between 2330 and 07630 hours seven (7) days a week.

Phase 2A work shall consist of cold milling of existing AC pavement, preparation of surface, construction of AC pavement, obliteration of existing markings, half application pavement markings and runway edge light and cabling replacement. Construction operations will require the closure of Runway 2-20 and Taxiways B, C, D, E and F as shown on the Phasing and Barricade Plans between 2330 and 0600 hours seven (7) days a week.

Phase 2B work shall consist of pavement grooving and full application pavement markings. Construction operations will require the closure of Runway 2-20 and Taxiways B, C, D, E and F as shown on the Phasing and Barricade Plans between 2330 and 0600 hours seven (7) days a week.

Phase 3A work shall consist of cold milling of existing AC pavement, preparation of surface, construction of AC pavement, obliteration of existing markings, half application pavement markings and runway edge light and cabling replacement. Construction operations will require the closure of Runway 2-20 and Taxiways C, D, F, G and K as shown on the Phasing and Barricade Plans between 2330 and 0600 hours seven (7) days a week.

Phase 3B work shall consist of pavement grooving and full application pavement markings. Construction operations will require the closure of Runway 2-20 and Taxiways C, D, F, G and K as shown on the Phasing and Barricade Plans between 2330 and 0600 hours seven (7) days a week.

Phase 4A work shall consist of cold milling of existing AC pavement, preparation of surface, construction of AC pavement, obliteration of existing markings, half application pavement markings and runway edge light and cabling replacement. Construction operations will require a restriction of Runway 2 to ADG B-III aircraft, the shortening of Runway 2-20 to 4,635', the closure

of Runway 20, Runway 5-23 and Taxiways A, B, F, G and K as shown on the Phasing and Barricade Plans between the hours of 0030 and 0600 hours, Sundays only.

Phase 4B work shall consist of pavement grooving and full application pavement markings. Construction operations will require a restriction of Runway 2 to ADG B-III aircraft, the shortening of Runway 2-20 to 4,635', the closure of Runway 20, Runway 5-23 and Taxiways A, B, F, G and K as shown on the Phasing and Barricade Plans between the hours of 0030 and 0600 hours, Sundays only.

Phase 5A work shall consist of cold milling of existing AC pavement, preparation of surface, construction of AC pavement, obliteration of existing markings, half application pavement markings and runway edge light and cabling replacement. Construction operations will require the shortening of Runway 2-20 to 5,006', the restriction of Runway 2 to ADG B-III aircraft, the closure of Runway 20, Runway 5-23 and Taxiways A, B, F, G and K as shown on the Phasing and Barricade Plans between the hours of 2330 and 0600 hours.

Phase 5B work shall consist of pavement grooving and full application pavement markings. Construction operations will require the shortening of Runway 2-20 to 5,006', the restriction of Runway 2 to ADG B-III aircraft, the closure of Runway 20, Runway 5-23 and Taxiways A, B, F, G and K as shown on the Phasing and Barricade Plans between the hours of 2330 and 0600 hours.

Phase 6A work shall consist of cold milling of existing AC pavement, preparation of surface, construction of AC pavement, obliteration of existing markings, half application pavement markings and runway edge light and cabling replacement. Construction operations will require the closure of Runway 2-20 and Taxiways A, B, C, D, E, G, and K as shown on the Phasing and Barricade Plans between the hours of 2330 and 0600 hours.

Phase 6B work shall consist of pavement grooving and full application pavement markings. Construction operations will require the closure of Runway 2-20 and Taxiways A, B, C, D, E, G, and K as shown on the Phasing and Barricade Plans between the hours of 2330 and 0600 hours.

Phase 7 work shall consist of clearing and grubbing, excavation and embankment, subgrade base courses, cold milling of existing AC pavement, preparation of surface, construction of AC pavement, obliteration of existing markings, full application pavement markings and taxiway edge light, cabling, and sign replacement. Construction operations will require the closure of Taxiway A as shown on the Phasing and Barricade Plans between the hours of 2330 and 0600 hours.

Phase 8 work shall consist of obliteration of existing markings and taxiway sign replacement. Construction operations will require the closure of Taxiway A as shown on the Phasing and Barricade Plans between the hours of 2330 and 0600 hours.

4.3 MITIGATIONS OF EFFECTS

Phase 1A work activities will be restricted to night work from 2330 to 0600 when aircraft operations are minimal. Runway 2-20 will be closed during this phase of work. The Contractor shall provide vacuum sweepers to clean the taxiways of FOD following each movement of construction equipment to or from the work area. Prior to reopening Runway 2-20, the Contractor shall contact OGG Operations to inspect the Runway for final approval.

Phase 1B work activities will be restricted to night work from 2330 to 0600 when aircraft operations are minimal. Runway 2-20 will be closed during this phase of work. The Contractor shall provide vacuum sweepers to clean the taxiways of FOD following each movement of construction equipment to or from the work area. Prior to reopening Runway 2-20, the Contractor shall contact OGG Operations to inspect the Runway for final approval.

Appendix K

Construction Safety and Phasing Plan at Kahului Airport

Resurface Runway 2-20, Phase 2

State project no. AM1022-25

Phase 2A work activities will be restricted to night work from 2330 to 0600 when aircraft operations are minimal. Runway 2-20 will be closed during this phase of work. The Contractor shall position flaggers to control construction traffic when crossing the East Ramp during hauling operations. The Contractor shall provide vacuum sweepers to clean the taxiways of FOD following each movement of construction equipment to or from the work area. Prior to reopening Runway 2-20, the Contractor shall contact OGG Operations to inspect the Runway for final approval.

Phase 2B work activities will be restricted to night work from 2330 to 0600 when aircraft operations are minimal. Runway 2-20 will be closed during this phase of work. The Contractor shall position flaggers to control construction traffic when crossing the East Ramp during hauling operations. The Contractor shall provide vacuum sweepers to clean the taxiways of FOD following each movement of construction equipment to or from the work area. Prior to reopening Runway 2-20, the Contractor shall contact OGG Operations to inspect the Runway for final approval.

Phase 3A work activities will be restricted to night work from 2330 to 0600 when aircraft operations are minimal. Runway 2-20 will be closed during this phase of work. The Contractor shall provide vacuum sweepers to clean the taxiways of FOD following each movement of construction equipment to or from the work area. Prior to reopening Runway 2-20, the Contractor shall contact OGG Operations to inspect the Runway for final approval.

Phase 3B work activities will be restricted to night work from 2330 to 0600 when aircraft operations are minimal. Runway 2-20 will be closed during this phase of work. The Contractor shall provide vacuum sweepers to clean the taxiways of FOD following each movement of construction equipment to or from the work area. Prior to reopening Runway 2-20, the Contractor shall contact OGG Operations to inspect the Runway for final approval.

Runway 20 threshold will be temporarily relocated for Phase 4 and 5. Aircraft will be allowed to arrive on Runway 2 and depart from Runway 20 at Taxiway G. No arrivals will be allowed on Runway 20.

Phase 4A work activities will be restricted to night work from 0030 to 0600 when aircraft operations are minimal. Runway 5-23 will be closed during this phase of work. The Contractor shall provide vacuum sweepers to clean the taxiways of FOD following each movement of construction equipment to or from the work area. Prior to opening Runway 5-23, the Contractor shall contact OGG Operations to inspect the Runway for final approval.

Phase 4B work activities will be restricted to night work from 0030 to 0600 when aircraft operations are minimal. Runway 5-23 will be closed during this phase of work. The Contractor shall provide vacuum sweepers to clean the taxiways of FOD following each movement of construction equipment to or from the work area. Prior to opening Runway 5-23, the Contractor shall contact OGG Operations to inspect the Runway for final approval.

Phase 5A work activities will be restricted to night work from 2330 to 0600 when aircraft operations are minimal. Runway 5-23 will be closed during this phase of work. The Contractor shall provide vacuum sweepers to clean the taxiways of FOD following each movement of construction equipment to or from the work area. Prior to reopening Runway 5-23, the Contractor shall contact OGG Operations to inspect the runway for final approval.

Phase 5B work activities will be restricted to night work from 2330 to 0600 when aircraft operations are minimal. Runway 5-23 will be closed during this phase of work. The Contractor shall provide vacuum sweepers to clean the taxiways of FOD following each movement of construction equipment to or from the work area. Prior to reopening Runway 5-23, the Contractor shall contact OGG Operations to inspect the runway for final approval.

Phase 6A work activities will be restricted to night work from 2330 to 0600 when aircraft operations are minimal. Runway 2-20 will be closed during this phase of work. The Contractor shall provide vacuum sweepers to clean the taxiways of FOD following each movement of construction equipment to or from the work area. Prior to reopening Runway 2-20, the Contractor

shall contact OGG Operations to inspect the Runway for final approval.

Phase 6B work activities will be restricted to night work from 2330 to 0600 when aircraft operations are minimal. Runway 2-20 will be closed during this phase of work. The Contractor shall provide vacuum sweepers to clean the taxiways of FOD following each movement of construction equipment to or from the work area. Prior to reopening Runway 2-20, the Contractor shall contact OGG Operations to inspect the Runway for final approval.

Phase 7 work activities will be restricted to night work from 2330 to 0600 when aircraft operations are minimal. The Contractor shall provide vacuum sweepers to clean the taxiways of FOD following each movement of construction equipment to or from the work area. Prior to reopening the taxiway, the Contractor shall contact OGG Operations to inspect the taxiway for final approval.

Phase 8 work activities will be restricted to night work from 2330 to 0600 when aircraft operations are minimal. The Contractor shall provide vacuum sweepers to clean the taxiways of FOD following each movement of construction equipment to or from the work area. Prior to reopening the taxiway, the Contractor shall contact OGG Operations to inspect the taxiway for final approval.

SECTION 5 PROTECTION OF NAVAIDS

5.1 SUMMARY

Table 3 provides a list of NAVAIDs that will be out of service when Runway 2-20 or Runway 5-23 is closed. The NAVAIDS will be turned back on each morning after construction has concluded.

5.2 NAVAID FACILITIES PLACED OUT OF SERVICE:

Table 3 lists the NAVAIDs that will be placed out of service.

Table 3: NAVAIDs Out of Service

Phase	NAVAIDs Out of Service
Phase 1A	RWY 2 LOC/ DME, RWY 2 GS, RWY 2 PAPI, RWY 2 MALSR, RWY 20 PAPI
Phase 1B	RWY 2 LOC/ DME, RWY 2 GS, RWY 2 PAPI, RWY 2 MALSR, RWY 20 PAPI
Phase 2A	RWY 2 LOC/ DME, RWY 2 GS, RWY 2 PAPI, RWY 2 MALSR, RWY 20 PAPI
Phase 2B	RWY 2 LOC/ DME, RWY 2 GS, RWY 2 PAPI, RWY 2 MALSR, RWY 20 PAPI
Phase 3A	RWY 2 LOC/ DME, RWY 2 GS, RWY 2 PAPI, RWY 2 MALSR, RWY 20 PAPI
Phase 3B	RWY 2 LOC/ DME, RWY 2 GS, RWY 2 PAPI, RWY 2 MALSR, RWY 20 PAPI
Phase 4A	RWY 2 LOC/ DME, RWY 2 GS, RWY 20 PAPI, RWY 5 PAPI
Phase 4B	RWY 2 LOC/ DME, RWY 2 GS, RWY 20 PAPI, RWY 5 PAPI
Phase 5A	RWY 2 LOC/ DME, RWY 2 GS, RWY 20 PAPI, RWY 5 PAPI
Phase 5B	RWY 2 LOC/ DME, RWY 2 GS, RWY 20 PAPI, RWY 5 PAPI
Phase 6A	RWY 2 LOC/ DME, RWY 2 GS, RWY 2 PAPI, RWY 2 MALSR, RWY 20 PAPI
Phase 6B	RWY 2 LOC/ DME, RWY 2 GS, RWY 2 PAPI, RWY 2 MALSR, RWY 20 PAPI
Phase 7	None
Phase 8	None

5.3 SHUTDOWN COORDINATION

Electronic NAVAIDs (ILS, LOC/DME, Glide Slope, etc.) and their critical areas shall be protected at all times during the construction work. DOT-A or DOT-A's Representative (CM) will coordinate the NAVAIDs shutdown for all runway closures on this project. NAVAID shutdowns will also be coordinated with the Kahului ATCT. FAA Technical Operations will be responsible for turning off/on all electronic NAVAID(s) for the runway closures.

The OGG Duty Manager will be responsible for publishing NOTAMS. Refer to Section 10 for NOTAMS issuance procedure.

5.4 PROTECTION OF FAA NAVAIDS

The Contractor will ensure that all runway lighting, taxiway lighting, and NAVAIDs are undamaged by the construction operations. Parking equipment or vehicles near electronic NAVAIDs will not be permitted. When possible, the Contractor shall remain clear from the electronic NAVAIDs clear areas, thus minimizing interference with signals essential to air navigation. The contractor will provide barricades around the NAVAID systems to delineate the perimeter of the NAVAIDs to assure they are not impacted.

SECTION 6 AIRFIELD ACCESS

6.1 SITE SECURITY

The airport is operated in strict compliance with FAA and Transportation Security Administration (TSA) regulations, which prohibit unauthorized persons or vehicles in the AOA. Equipment and personnel will be restricted to the work area as defined in Appendix A – Phasing and Barricade Plans. Any violation by the Contractor or sub-contractors will be subjected to penalties imposed by FAA and/or TSA.

The Contractor shall conform to the FAA air carriers' Standard Security Program (SSP) (Title 49 CFR Part 1542, Airport Security) employee background check requirement as administered and enforced by the airport director. Public law 106-528 requires that all new employees comply with the "criminal history record checks" by being fingerprinted.

The Contractor shall obtain airport security badges for employees expected to work within the AOA. Workers shall abide by requirements dictated by the badging agreement. These include, but are not limited to, regulations for entering/exiting, operating vehicles on the AOA, escorting procedures, and visibility requirements.

The Contractor shall access the AOA through security gates as designated on the Phasing and Barricade Plan as defined in Appendix A – Phasing and Barricade Plans or as directed by AOC. Gates shall be closed at all times when not in use. Airfield security shall be maintained at all times.

Unless an approved gate guard is performing guard duty, the gate must be secured and locked. The gate shall be opened to allow authorized vehicular passage and closed and locked at all other times. All vehicles must have an approved logo or company name displayed on both sides of the vehicle.

6.2 CONTRACTOR STAGING AREA

Contractor staging areas as depicted on the Phasing and Barricade Plans shall be used to store all idle equipment, supplies and construction materials. Storage shall not interfere with operations areas. When not in use during working hours, and at all other times, all material and equipment shall be stored at the storage site indicated on the drawings unless prior approval is provided by the DOT-A.

6.2.1 EQUIPMENT STORAGE AREA

- Storage of equipment and materials shall be in the Contractor's staging area as shown in Appendix A – Phasing and Barricade Plans. The Contractor shall be solely responsible for the security of the lay-down area and shall be liable for any damage caused to such premises. The Contractor shall 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 DOT-A.

6.2.2 LOCATION OF STOCKPILED OR CONSTRUCTION MATERIAL

- The stockpile and staging area(s) shall not be permitted within the RSA, obstacle free zone (OFZ), or 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 shall not be permitted.

- The Contractor staging area shall be used to store all idle equipment, supplies, and construction materials. Storage shall not interfere with operational areas.
- When not in use during work hours, and at all other times, all material and equipment shall be stored at the storage site unless prior approval is provided by the RPR and AOC.
- The Contractor shall not store materials or equipment in areas in which the equipment or material will affect the operation of FAA electronics equipment.
- No materials may be stored on the AOA unless authorized by the RPR and AOC.
- Any approved storage of equipment shall not present a line-of-sight problem with FAA ATCT, flagman operations, vehicle traffic, or aircraft.
- Stockpiling of material will only be allowed at the Contractor's staging area. The Contractor shall be responsible for any blown debris or dust from stockpiles. The stockpile height is restricted to 20 feet and shall remain below the Title 14 FAR Part 77 imaginary surface contours. However, barricades with red flashing lights shall be installed where potential conflicts with aircraft or ground vehicular traffic exists.

6.3 HAUL ROUTES

- Haul route for vehicles delivering materials to, or hauling material from, the work sites shall use the gates and haul routes as shown on the plans. Appendix A – Phasing and Barricade Plans, clearly delineates how the Contractor will access the airfield including preferred haul and travel routes.
- Roads designated as Contractor haul routes may be used by other airport vehicles, Contractors, and the general public (along public roads). The Contractor shall not interfere with other vehicle traffic and shall yield to emergency vehicles and aircraft along any of the airport or public roads. The Contractor shall 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 shall obey all vehicular weight and speed limits established as posted on airport property and public streets.
- All vehicles and equipment shall be kept within the work areas established for that work shift unless traveling to or from the site. Under no circumstances shall vehicles be parked, or equipment stored outside of the work areas.
- Any equipment temporarily parked at a work site for use during the current work shift shall be properly marked, parked outside all safety areas, and within the barricaded work site. Equipment shall not exceed 15 feet in height and shall be left in the lowest possible profile position.
- All airfield markings along haul routes and areas adjacent to the work area shall be maintained by the Contractor to the satisfaction of DOT-A for the duration of the project.
- Trucks delivering asphalt pavement or concrete shall wash out chutes, beds, mixers, etc. only at locations previously approved by DOT-A.
- Locations of access roads are approximate. Exact locations shall be coordinated with DOT-A 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.
- Contractor's vehicles shall not deviate from approved haul routes specified on the plans or as directed by DOT-A. 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 shall be accompanied by an approved radio-equipped escort vehicle.
- Contractor shall monitor and control FOD on the haul route at all times.
- When driving from dirt areas to paved areas, the Contractor shall 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 shall recognize and abide by all rules, regulations, and controls, as modified by federal regulations.

In addition to the federal regulations, the AOC 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, shall 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 shall be on a staff attached to the vehicle and shall 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 Kahului must be familiar with and comply with:

- OGG Airport's AOA vehicle rules and regulations
- OGG Airport's procedures for the operation of ground vehicles
- The consequences of noncompliance with OGG 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 shall 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 shall be in conformity therewith. In addition, motor vehicles shall 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 OGG management and AOC.
- Every person operating motorized equipment of any character on any area shall 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 shall 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 shall 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 AOA shall possess exhaust systems 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 AOA shall be equipped with reflectors or lights on both front and rear ends and on the sides.
- All vehicles and equipment used on the AOA 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 shall operate any motor vehicle or motorized equipment in the AOA of the airport unless such motor vehicle or motorized equipment is in a safe and mechanically reliable condition for such operation.
- Any person operating equipment within the AOA shall, in addition to this section, abide by all existing FAA and other governmental rules and regulations and shall at all times comply with any lawful signals or direction of airport employees. All traffic signs, lights, and signals shall be obeyed.
- No person shall 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 shall be utilized where provided unless specific direction is given by the OGG Management, or AOC.
- No person operating a motor vehicle or motorized equipment within the AOA shall in any way hinder, stop, slow, or otherwise interfere with the operation of any aircraft. Aircraft shall have the right-of-way at all times.
- All aircraft and emergency vehicles have priority over Contractor vehicles. Contractor vehicles shall yield right-of-way to aircraft and emergency vehicles. Contractor shall 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 shall remain within established drive lanes. It is prohibited to use active runways or taxiways or adjacent field areas unless specifically allowed by ATCT. Vehicles shall 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 shall operate along established access roads/haul routes with prior approval of the OGG Management and AOC.
- All construction personnel (Contractor and Subcontractors) requiring access to the AOA shall obtain an AOA badge. Should individuals require a temporary pass to enter the AOA, Contractor will request Escort Required Temporary Badges (ERTB) from DOT-A. The individual possessing an ERTB must be escorted at all times while within the AOA by a badge holder who possesses an Escort privilege on his/her AOA badge. While in the closed construction area (barricaded area), the Escort must maintain full control of the ERTB personnel.

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 shall park any motor vehicle, other equipment, or materials within the AOA, except in a neat and orderly manner and at such locations prescribed or as directed by the RPR and AOC.
- No person shall 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 shall also be in a public parking or private parking facility outside the AOA.
- Under no circumstances shall 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 AOA shall 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. Lettering for the company name shall be in bold characters of a minimum 4" in height, and 1-1/2" in width, and the height of the logo shall 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 six (6) vehicles onto the AOA. 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 AOA. Vehicles being escorted shall be in radio or cell phone contact with the lead escort vehicle. Under no circumstances shall 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.
- 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 AOA will be escorted off the jobsite and not be permitted to re-enter until signs have been installed.
- Any person operating equipment in the AOA shall, 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 shall operate along established access roads/haul routes with prior approval of the RPR.

6.4.4 LOAD LIMITS

- When using airport roadways, the Contractor shall restrict the gross weight as required by local codes. For heavier vehicle loads, permits shall 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 shall 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 shall 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 the airfield gates or on public roadways shall be impounded by the City.

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 AOA shall receive special drivers training as required in the general provisions and be approved by the airport before being allowed to operate within the AOA or must be escorted by an approved escort.
- Drivers operating outside the AOA may operate vehicles without attending the special drivers training.
- Permission to apply for vehicle permits shall be made in writing to the Airport District Manager through DOT-A, 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 DOT-A, OGG, and FAA. An orange and white checkered flag shall be displayed on all equipment while within the AOA 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 AOA 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 AOA will be required to obtain an Airport Motor Vehicle Operator's Permit (AOC License). To qualify for the AOC license, each operator must attend the AOC license class provided by OGG and pass the written examination.
- One approved vehicle with an approved badged operator can escort up to six (6) vehicles onto the AOA.
- For employees working or driving inside the movement areas, a "Movement Area" stamp shall be placed on the Airport Motor Vehicle Operator's Permit (Movement Area License). In order to qualify for the movement area license, each operator must attend the movement area class provided by OGG and pass the written examination, which includes radio communications with Ground Operations and the ATCT.

6.4.8 TWO-WAY RADIO COMMUNICATIONS

- VHF radio communications with the FAA control tower will be in accordance with the procedures specified by the most current memorandum of understanding between FAA control tower and OGG.
- The Contractor shall monitor air traffic control frequencies with an aviation radio and a qualified radio operator(s). At the start of each shift, the radio operator and back-up radio operator will be designated, and their only responsibility will be to monitor the airport radio. The qualified radio operator(s) shall also be familiar with airport operations, radio call signs, channels, and phraseology. The qualified radio operator(s) will be expected to monitor and/or communicate with one or more of the following:
 - Maui ATCT – Open 0600-2300 Mar to Nov, 0600-2400 Nov to Mar
 - Common Traffic Advisory Frequency (CTAF) when tower is closed.
- The qualified radio operator(s) shall use the aviation radios to communicate with and monitor the "Maui Ground" frequency when performing work within the airport movement area. The qualified radio operator(s) shall use the airport radios to communicate with and monitor the "Maui Tower" frequency when entering, exiting or traveling within the runways or runway safety areas. The "Maui Ground" and/or "Maui Tower" frequencies shall be monitored at all times while within the airport movement areas.
 - 121.9 "Maui Ground" – monitored when entering or within the movement areas
 - 118.7 "Maui Tower" – monitored when traveling, crossing and/or working within the RSA when tower is open
 - 118.7 CTAF – monitored when tower is closed
- For the area(s) and/or runway section(s) closed for construction activities, DOT-A 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 radio operators, the Contractor may use escorts, flagmen, signal lights, or other means as approved by OGG, DOT-A, and FAA. The radio operator shall not instruct aircraft at any time.

Appendix K

Construction Safety and Phasing Plan at Kahului Airport

Resurface Runway 2-20, Phase 2

State project no. AM1022-25

- A minimum of two (2) airport radios shall be kept on the jobsite at all times. Should all airport radios become non-operational; the Contractor will contact AOC and/or Maui ATCT via cell phone and notify them of the situation. The Contractor will await their direction. If the Contractor is unable to reach them via cell phone, the Contractor will face the vehicle towards the tower and flash the vehicle headlights. The Contractor will await the ATCT direction via the red, white, and green light gun.

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 AOA 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 Airport Operations personnel.

Personnel shall 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 shall take immediate action to eliminate wildlife hazards and shall 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 AOA.
- 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 the ATC tower.
- The Contractor in consultation with Airport 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 shall have trash receptacles or be used 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.

7.3 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 shall report all wildlife sightings to Airport Operations.

SECTION 8 FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

8.1 SUMMARY

Upon completion of each day's work, the Contractor shall clean and remove from the project area all FOD materials generated by the Contractor's activities. The Contractor shall perform FOD checks on all paved areas used for Contractor access and haul routes within the AOA. Prior to reopening any closed portions of the airfield to aircraft, the Contractor shall request a FOD inspection from Airport Operations. All aircraft movement areas will be under constant surveillance by all parties to ensure they are acceptable for aircraft operations.

All utilities within and passing through the work area shall 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 shall direct special attention to all areas that are operational to aircraft during construction.

These shall be kept clean and clear of all materials or debris at all times. 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 shall be reported to the inspectors immediately; the inspectors shall coordinate with Airport Operations to close the area to aircraft traffic if required until cleanup is accomplished.

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

The Contractor shall take precautions to prevent FOD on all access routes used to the work areas and existing adjacent paved areas and AOA pavements. These areas shall be kept free of debris at all times, at no additional cost to the owner.

The Contractor shall keep available methods to clean and remove FOD at all times during working and nonworking hours and shall keep the site free from dust and objectionable debris. During the period of time that there is no construction activity (between work shifts), the Contractor's personnel shall be available by phone to respond immediately to a dust or debris problem as identified by Airport Operations staff. At no time shall 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 shall provide whatever means necessary to sufficiently prevent FOD in aircraft movement areas and provide construction area generated dust control on a 24-hour basis. 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 DOT-A.

SECTION 9 HAZARDOUS MATERIAL (HAZMAT) MANAGEMENT

9.1 SUMMARY

The Contractor shall 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 shall contain the spill and place the absorbent pads on the spill immediately, used pads shall 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 DOT-A 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, shall 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 following HDOT-Airport website:

<https://hidot.hawaii.gov/airports/doing-business/engineering/environmental/construction-site-runoff-control-program/>

SECTION 10 NOTIFICATION OF CONSTRUCTION ACTIVITIES

The Contractor Construction Manager will make notifications to the airport and airport users using continuously updated web-based distribution methodologies.

During weekly Project Coordination meetings, construction activities for the next three (3) weeks shall 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 NOTAM ISSUANCE

No ramp, apron, taxiway, or runway area shall be closed to aircraft without approval of Airport Operations and HCF. This will enable NOTAMs, or other advisory communications, to be issued. A minimum of 72 hours' notice of requested closing shall be directed to Airport Operations at the weekly Project Coordination meetings. All NOTAMs must be published 48 hours prior to closures.

Any person having reason to believe that a NOTAM is missing, incomplete, or inaccurate must notify the airport operator.

10.2 ARFF COORDINATION

ARFF personnel, although involved in the planning and design phases, will receive a briefing prior to the start of construction along with periodic briefings on the status of the project. 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

10.3 DOT-A COORDINATION

The contractor is to work with DOT-A 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 ATO/Technical Operations personnel, ATCT managers on duty and the Contractor including all subcontractors.

In the event of an aircraft emergency that may affect construction activities determined by Airport Operations; the Contractor's personnel and/or equipment may be required to immediately vacate the area. Airport Operations will coordinate directly with the Contractor.

10.4 FAA COORDINATION

10.4.1 MARKING OF EQUIPMENT AND RESTRICTIONS ON CRANES

- If cranes or other equipment exceeding 15 feet in height are to be used, Contractor will be required to submit for approval the FAA's application Form 7460-1. The submittal will be made to the FAA for approval by the Contractor on behalf of the DOT-A.
- DOT-A 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.

Appendix K

Construction Safety and Phasing Plan at Kahului Airport

Resurface Runway 2-20, Phase 2

State project no. AM1022-25

- 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
- 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

DOT-A, AOC and the Contractor's personnel will conduct continual inspections of the construction site to ensure that areas surrounding the sites are safe for aircraft operations.

AOC 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.

AOC shall conduct final inspections prior to opening the area for aircraft operations. AOC will notify HCF when areas may be opened for aircraft operations.

Frequent inspections will be made by AOC and the RPR or his authorized representative during the critical phases of the work to ensure that the Contractor is following the recommended safety procedures. The inspector shall report any violations or potential safety hazards to the Contractor 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 shall 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 Airport Operations. 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 AOC when the FOD check and cleaning is completed. Once the FOD inspection has been completed and cleared for opening, AOC will contact the ATCT and cancel the issued NOTAMs. The Contractor's request for inspection shall be at least 30 minutes prior to reopening the area, or as directed by airport operations, to allow adequate time for inspection and final approval.

SECTION 12 UNDERGROUND UTILITIES

12.1 SUMMARY

All utilities within the project site shall be protected in place unless identified in the plans for removal or relocation. Significant utilities of concern include the following, but are not limited to:

- Airfield lighting, signage, and associated cabling
- Stormwater drainage pipes and inlets
- Water line and Force mains
- FAA Power and Communication conduits

12.2 PROCEDURES FOR LOCATING AND PROTECTING EXISTING UNDERGROUND UTILITIES/FACILITIES IN EXCAVATION AREA

All existing utilities within the construction areas or the staging area that are designated to remain in place shall 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 shall 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 OGG, FAA, or other third parties.

Contractor shall 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 OGG. Contractor shall accurately record and stake the location of all utilities.

The Contractor shall 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 shall conform to the national electrical code. All structures shall 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 resident Engineer. The Contractor shall 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 shall 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 Engineer. As indicated on the plans and the specifications, the Contractor shall locate all utilities (operational and abandoned) prior to starting any excavation, demolition, or earthwork. The Engineer shall 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; or other effectively grounded metal shields or sheaths.

All utilities encountered along the line of the work shall be maintained in service during all operations under the contract, unless other arrangements satisfactory to the utility owner, the affected agency, and

the Engineer are made in advance. Utilities shall include all above or below ground conduit, pipes, wet wells, ducts, cables, and appurtenances associated with oil, gas, water, steam, irrigation, sewer, storm drain, wastewater, air, electrical, power, instrumentation, communication, telephone, TV, and lighting systems, whether or not owned by the City. All valves, switches, vaults, and meters shall be maintained readily accessible for emergency shutoff.

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

12.3 UNDERGROUND SERVICE ALERT

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

The Contractor shall contact utility owners after the ID number is obtained from the underground service alert but not less than fourteen (14) days before excavation work is started, to mark or identify existing utilities.

SECTION 13 PENALTIES

13.1 SUMMARY

In the event an employee of the Contractor violates a safety provision, they shall be prohibited from returning to work on the AOA without remedial safety training and the approval of the Engineer. Violations may be deemed as just and sufficient cause to require the employee be permanently removed from the job site. The Contractor shall be responsible for all costs and delays caused by safety violations.

Safety and security precautions are necessary at Kahului Airport.

Failure of the Contractor and/or Subcontractors to adhere to prescribed requirements may have consequences that jeopardize the health, safety, or lives of customers and employees at the airport. Therefore, if any Contractor is found to be in violation of safety, security, and/or badging/licensing requirements, the individual may be issued a citation.

OGG has the option to issue warnings on the first offense based upon the circumstances of the incident. Individuals involved in non-compliance violations may be required to surrender their AOA badge and/or AOC license pending an investigation of the matter.

Penalties for violations of badging or procedural requirements will depend on the severity of the incident. These penalties may include a warning citation, misdemeanor citation, badge confiscation, project shutdown, retraining, and/or other corrective measures.

Project shutdown or misdemeanor citation may be issued on the 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, AOC, ARFF and the Security Dispatch will be notified immediately, informing them of the situation. AOC or ARFF will decide on the appropriate remedial actions that are needed to stabilize the situation. Please refer to emergency contacts within the CSPP. Figures 1 and 2 detail the points of contact flow chart during non- emergency and emergency situations.

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 closures and cancel active NOTAMs. Adverse weather conditions would include winds that dictate the use of certain runways or taxiways under construction (a.k.a. Kona Wind conditions).

Work is not permitted during Kona Wind conditions that require the use of Runway 20. The Contractor shall coordinate with ATC and Airport Operations two (2) hours prior to each work shift. The work shift shall be rescheduled if Kona Wind conditions are forecast. If weather conditions change during the work shift and the use of Runway 20 is required, the contractor shall cancel the remainder of the work shift and vacate the work area within one (1) hour of notification.

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

15.1 MARKING REMOVAL

There are no marking removals required for temporary marking relocation on this project.

15.2 AOA CLOSURES (RUNWAYS, TAXIWAYS, RAMPS)

All lights and equipment designated to remain within the work areas, safety areas, and on the AOA shall be protected at all times. The Contractor shall protect these lights and equipment from damage while working at the work site. The Contractor shall 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 shall be repaired immediately at the Contractors' expense.

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

15.3 TEMPORARY LIGHTING

Temporary light plants used in conjunction with nighttime work will not be located in such a manner as to be an obstruction or hazard. In addition, these light plants will not be located where the glare of the light will cause visual or physical interference to operating aircraft and the FAA ATCT.

15.4 PERMANENT SIGNAGE

All permanent signs affected by construction shall be completely covered or replaced by temporary signs acceptable to AOC and the Engineer. The Contractor shall submit a sign relocation plan to AOC and the Engineer for approval prior to any relocation of any existing signs. Contractor shall protect all existing airfield signs. No impacts to existing signs are anticipated for this project.

SECTION 16 MARKING AND SIGNS FOR ACCESS ROUTES

16.1 SUMMARY

All haul routes shall conform to marking and signage in the OGG Approved Airport Certification Manual.

Marking and signs for access routes will not be used on this project. As construction vehicles and/or equipment arrive to the airport, they will enter the AOA through the designated AOA access gates. Construction vehicles and equipment will wait in the designated staging area. The designated haul routes shall be managed by the designated flag personnel as depicted in the construction phasing plans. 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 shall be escorted back to the staging area or to the access gate if exiting the AOA. Please refer Appendix A – Construction 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 shall 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 shall be marked.

The Contractor shall barricade the work area as shown in Appendix A – Phasing and Barricade Plans. Low profile barricades with lights or other hazard lighting devices stipulated on the phasing plans shall be operative at all times while in place. It shall be the Contractor's responsibility to immediately repair or replace any light that is not operating.

Barricades shall be in place prior to commencing construction operations and shall 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 shall be replaced if they become faded, discolored, or ragged.

Limits of the various phases of work shall 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.

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

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

17.2 EQUIPMENT

Runway Lighted "X":

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

Low-Profile Barricades:

Low profile barricades shall be used to identify the closed areas due to construction activities. These low-profile barricades shall be orange or white and shall have a minimum of two (2) battery operated red photocell lights mounted to each barricade. Low profile barricades shall be continuous (interlocked) where indicated on the Plans, or otherwise have 15' separation between barricades, while construction is ongoing and during non-working hours in areas not adjacent to active runway or taxiways. Low-profile barricades to be placed continuously, without any gaps, for areas adjacent to an active runway or taxiway. The orange and white barricades shall be placed in alternating colors (orange base and white base) and shall be located and secured to prevent displacement from jet blast or other surface wind conditions. Low profile barricades shall be either

Neubert Aero Corporation Model NAC-PC 2410, Multi-Barrier Safety Barricade Model No. AR-10x96 or FAA approved equivalent. Please refer to Appendix A – Phasing and Barricade Plans, regarding the proposed locations and details 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.

Reflective Cones and Type II Barricades:

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

Construction Lighting:

For night working hours, temporary light plants shall be used to provide enough lighting to perform the scheduled work. The light plants shall be located away from any obstruction or hazard, and positioned and pointed away in such a manner that it does not cause visual or physical interference to operating aircraft and the FAA ATCT. The light plants shall 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 AOA during hours of darkness shall wear high visibility vests with reflective markings and orange/visible hard hats.

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.

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.

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.

18.3 RUNWAY OBJECT FREE AREA (ROFA)

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

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. The TSA for ADG V aircraft is 107 feet from the taxiway centerline according to AC 150/5300-13B. All work within the TSA shall be coordinated with DOT-A, FAA, and OGG.

18.5 TAXIWAY OBJECT FREE AREA (TOFA)

The TOFA is regularly penetrated by aircraft wings during normal operations, thus the restrictions are more stringent. The TOFA for ADG V aircraft is 160 feet from the taxiway centerline according to AC 150/5300-13B. No construction may occur within the TOFA while the taxiway is open for aircraft operations.

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. The OFZ is 200' from the runway ends and 800' wide according to AC 150/5300-13B. All work within the OFZ shall be coordinated with DOT-A, FAA, and OGG.

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 shall be coordinated with DOT-A, FAA- ADO and HCF.

18.8 PROCEDURES AND EQUIPMENT TO DELINEATE CLOSED CONSTRUCTION AREAS FROM AIRPORT OPERATIONAL AREAS

No ramp, apron, taxiway, or runway area shall be closed to aircraft without approval of DOT-A and AOC.

The Contractor shall place low profile barricades with 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 DOT-A.

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 and working hours will be limited to the areas and hours shown for each phase in Appendix A – Construction Phasing Plans, to allow proper aircraft movement. Working hours for all other work areas shall be 1600 to 0600.
2. 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 shall 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.
3. Contractor shall maintain a safe operating area, free of FOD, at all times. Methods to clean and remove FOD, as outlined in these specifications and on the plans, shall be continuously utilized to maintain the work site and haul routes. Non-badged vehicle operators shall be escorted at all times while within the AOA between access gate and work site. Access gate guards shall be provided to register all Contractor personnel accessing the AOA subject to the requirements of airport security, TSA and OGG Security Provider which may include vehicle searches for weapons, explosive devices or other prohibited items not allowed within the AOA. Only Contractor and DOT-A authorized personnel shall be allowed through Contractor gates.
4. 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.
5. Other contracts adjacent to the project may be ongoing at the time of construction. The Contractor shall coordinate his/her efforts with adjacent contracts to the satisfaction of DOT-A and at no additional cost to the owner.
6. The Contractor shall be solely responsible for the safety and security of the site, including during nonworking hours.
7. All site preparation as indicated shall be made under the continuous inspection of DOT-A. 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.
8. The Contractor shall at all times maintain positive drainage away from existing buildings. The Contractor shall be responsible for installation, maintenance, and removal of temporary haul routes to support his/her operations within the work area. The Contractor shall maintain work area free of FOD at all times and dust control measures shall be implemented to the satisfaction of DOT-A.
9. No lantern, flare pots, or open-flame welding or other devices shall be used. Blasting is not allowed.
10. Open flame welding or torch cutting operations are prohibited within the AOA unless adequate precautions have been taken and the written procedure approved by DOT-A, FAA, and/or ARFF. In addition, the Contractor will obtain an airport "Burn Permit" from ARFF.
11. No smoking by employees while within the AOA.

12. 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, airport police are to be immediately notified under AOC. Police will coordinate with other emergency agencies as necessary. Contractor shall also notify the RPR and Airport Operations so that any coordination or closures that may be required can be addressed immediately.

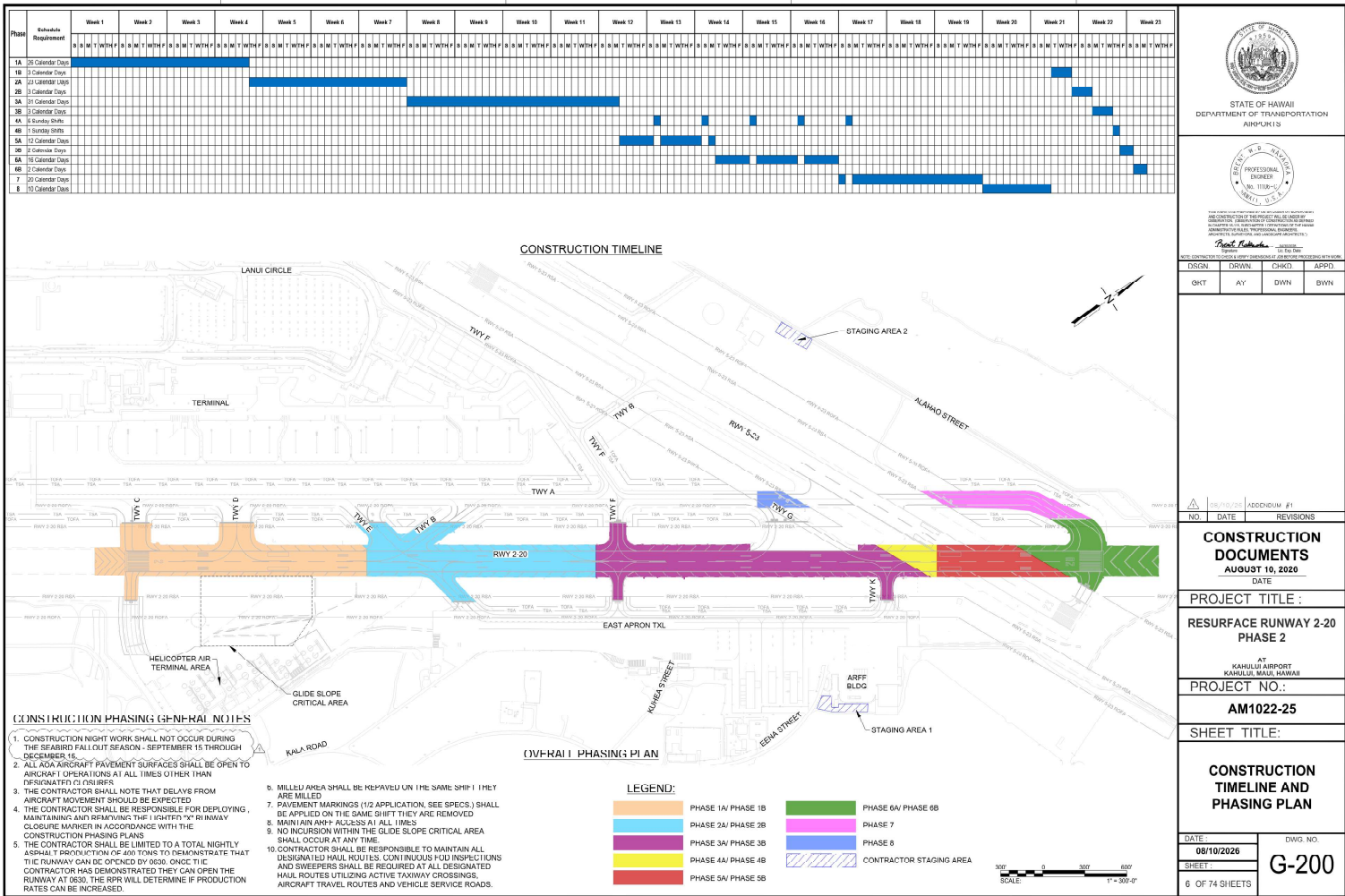
19.3 OGG AIRPORT OPERATIONS

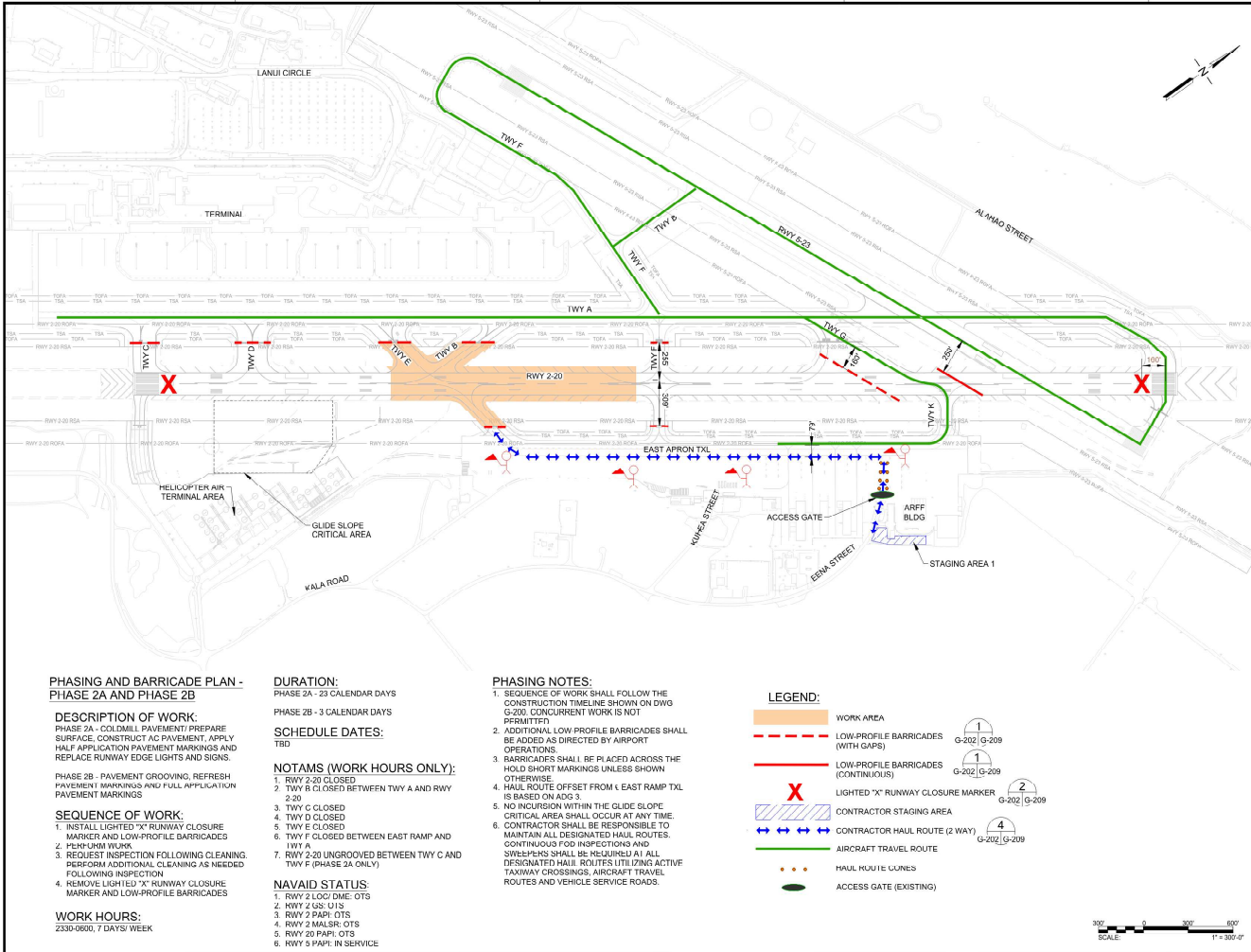
Construction may be stopped by AOC or the RPR, any time he considers that the intent of the regulations regarding safety or security requirements is being violated or that a hazardous condition exists. This decision to suspend the operation will be final and will only be rescinded by AOC when satisfied that the

Contractor has taken action to correct the condition and prevent recurrence.
Construction may also be stopped or suspended by AOC, in consultation with the Engineer 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.

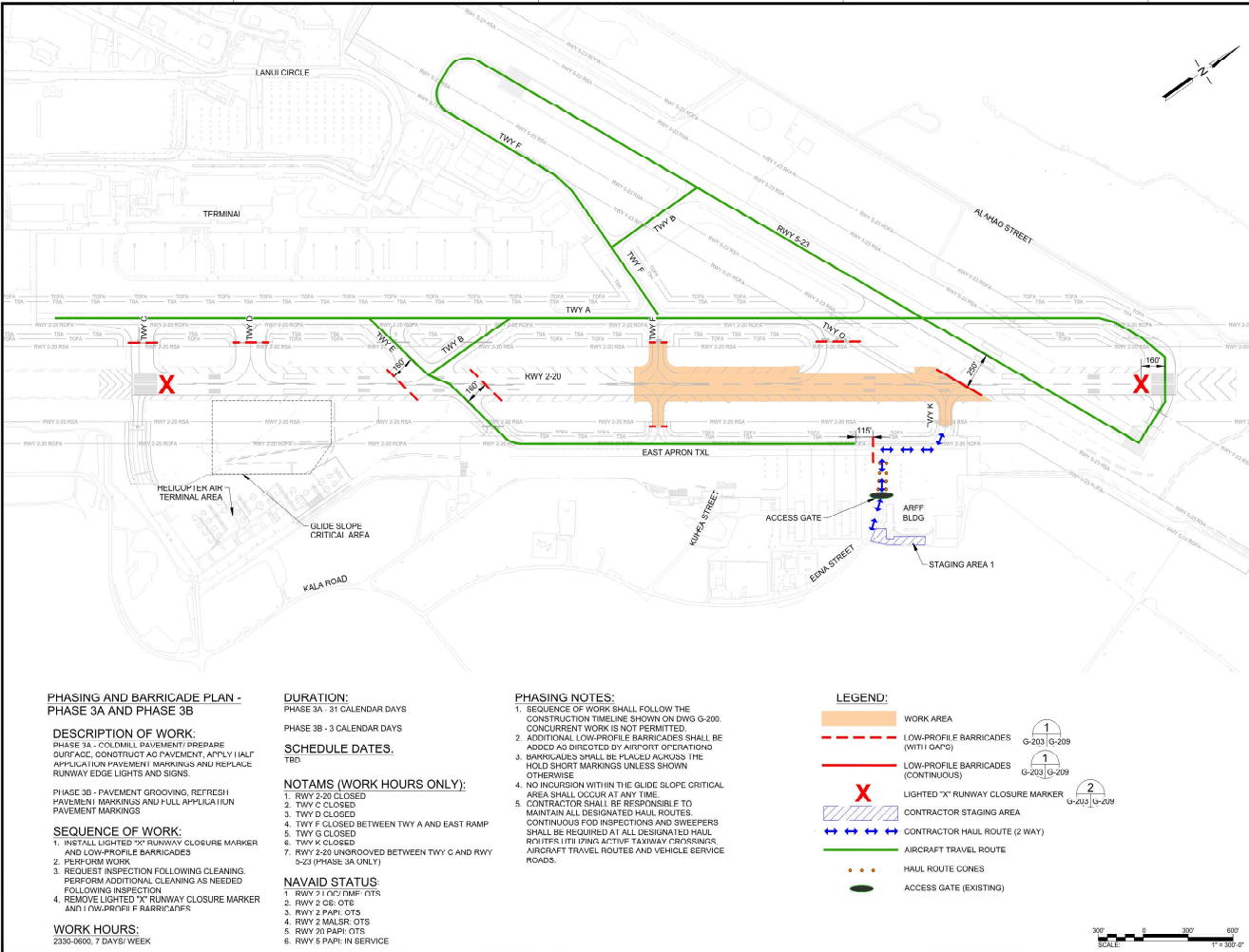
Appendix A: Phasing and Barricade Plans

Drawing G-200	Construction Timeline and Phasing Plan
Drawing G-201	Phasing and Barricade Plan Phase 1A and Phase 1B
Drawing G-202	Phasing and Barricade Plan Phase 2A and Phase 2B
Drawing G-203	Phasing and Barricade Plan Phase 3A and Phase 3B
Drawing G-204	Phasing and Barricade Plan Phase 4A and Phase 4B
Drawing G-205	Phasing and Barricade Plan Phase 5A and Phase 5B
Drawing G-206	Phasing and Barricade Plan Phase 6A and Phase 6B
Drawing G-207	Phasing and Barricade Plan Phase 7
Drawing G-208	Phasing and Barricade Plan Phase 8
Drawing G-209	Phasing and Barricade Details





 STATE OF HAWAII DEPARTMENT OF TRANSPORTATION AIRPORTS			
 PROFESSIONAL ENGINEER No. 1108-C Date: 08/10/2020			
DISC	TRWN	CHRT	APPL
GKT	AY	BWN	BWN
NO. DATE REVISIONS			
CONSTRUCTION DOCUMENTS AUGUST 10, 2020 DATE			
PROJECT TITLE: RESURFACE RUNWAY 2-20 PHASE 2			
AT KAHULUI AIRPORT KAHULUI, MAUI, HAWAII			
PROJECT NO.: AM1022-25			
SHEET TITLE: PHASING AND BARRICADE PLAN PHASE 2A AND PHASE 2B			
DATE: 08/10/2020	DWG. NO. G-202		
SHEET: 8 OF 74 SHEETS			





STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



PROFESSIONAL
ENGINEER
No. 11038-C
DAVID K. KAHAN
Civil Engineer

DSGN	DRWN	CHKD	APPD
GKT	AY	BWN	BWN

NO.	DATE	REVISIONS
CONSTRUCTION DOCUMENTS AUGUST 10, 2026 DATE		
PROJECT TITLE :		
RESURFACE RUNWAY 2-20 PHASE 2		
AT KAHULU AIRPORT KAHULU, MAUI, HAWAII		
PROJECT NO.:		
AM1022-25		
SHEET TITLE:		
PHASING AND BARRICADE PLAN PHASE 3A AND PHASE 3B		
DATE:		DWG. NO.
08/10/2026		G-203
SHEET:		
9 OF 74 SHEETS		

PHASING AND BARRICADE PLAN -
PHASE 3A AND PHASE 3B

DESCRIPTION OF WORK:
PHASE 3A - COLD MILL PAVEMENT / PREPARE
SURFACE, CONSTRUCT AG PAVEMENT, APPLY 1/2" HOT
APPLICATION PAVEMENT MARKINGS AND REPLACE
RUNWAY EDGE LIGHTS AND SIGNS.

PHASE 3B - PAVEMENT GROOVING, REFRESH
PAVEMENT MARKINGS AND FULL APPLICATION
PAVEMENT MARKINGS

SEQUENCE OF WORK:

1. INSTALL LIGHTED "X" RUNWAY CLOSURE MARKER
AND LOW-PROFILE BARRICADES
2. PERFORM WORK
3. REQUEST INSPECTION FOLLOWING CLEANING.
PERFORM ADDITIONAL CLEANING AS NEEDED
FOLLOWING INSPECTION
4. REMOVE LIGHTED "X" RUNWAY CLOSURE MARKER
AND LOW-PROFILE BARRICADES

WORK HOURS:
2330-0000, 7 DAYS / WEEK

DURATION:
PHASE 3A - 31 CALENDAR DAYS

PHASE 3B - 3 CALENDAR DAYS

SCHEDULE DATES:
TBD

NOTAMS (WORK HOURS ONLY):

1. RWY 2-20 CLOSED
2. TWY C CLOSED
3. TWY D CLOSED
4. TWY F CLOSED BETWEEN TWY A AND EAST RAMP
5. TWY G CLOSED
6. TWY K CLOSED
7. RWY 2-20 UNPROTECTED BETWEEN TWY C AND RWY
2-23 (PHASE 3A ONLY)

NAVAID STATUS:

1. RWY 21 (C/D) RAMP: OTS
2. RWY 2 C/D: OTS
3. RWY 2 PAPI: OTS
4. RWY 2 MALSR: OTS
5. RWY 20 PAPI: OTS
6. RWY 6 PAPI: IN SERVICE

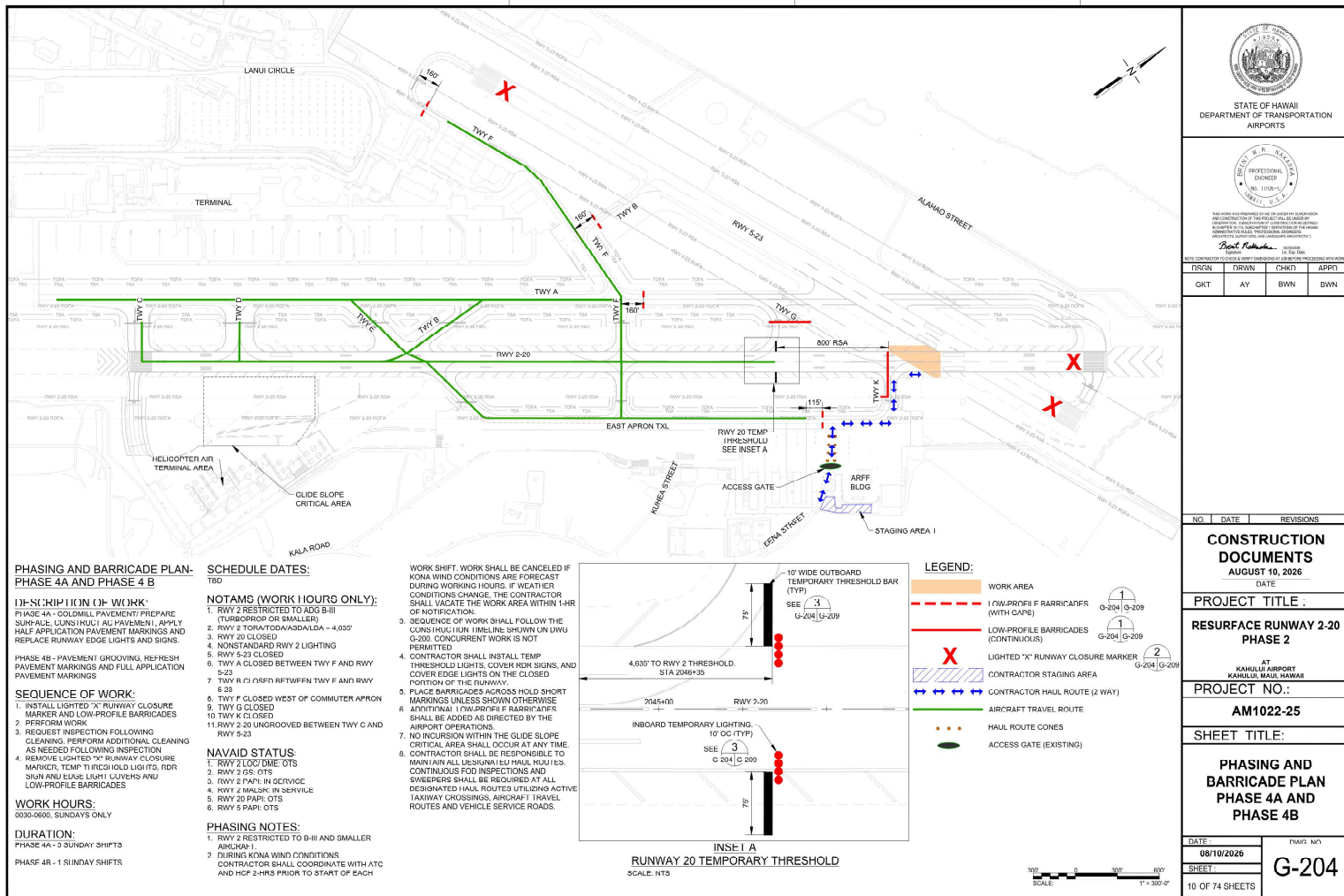
PHASING NOTES:

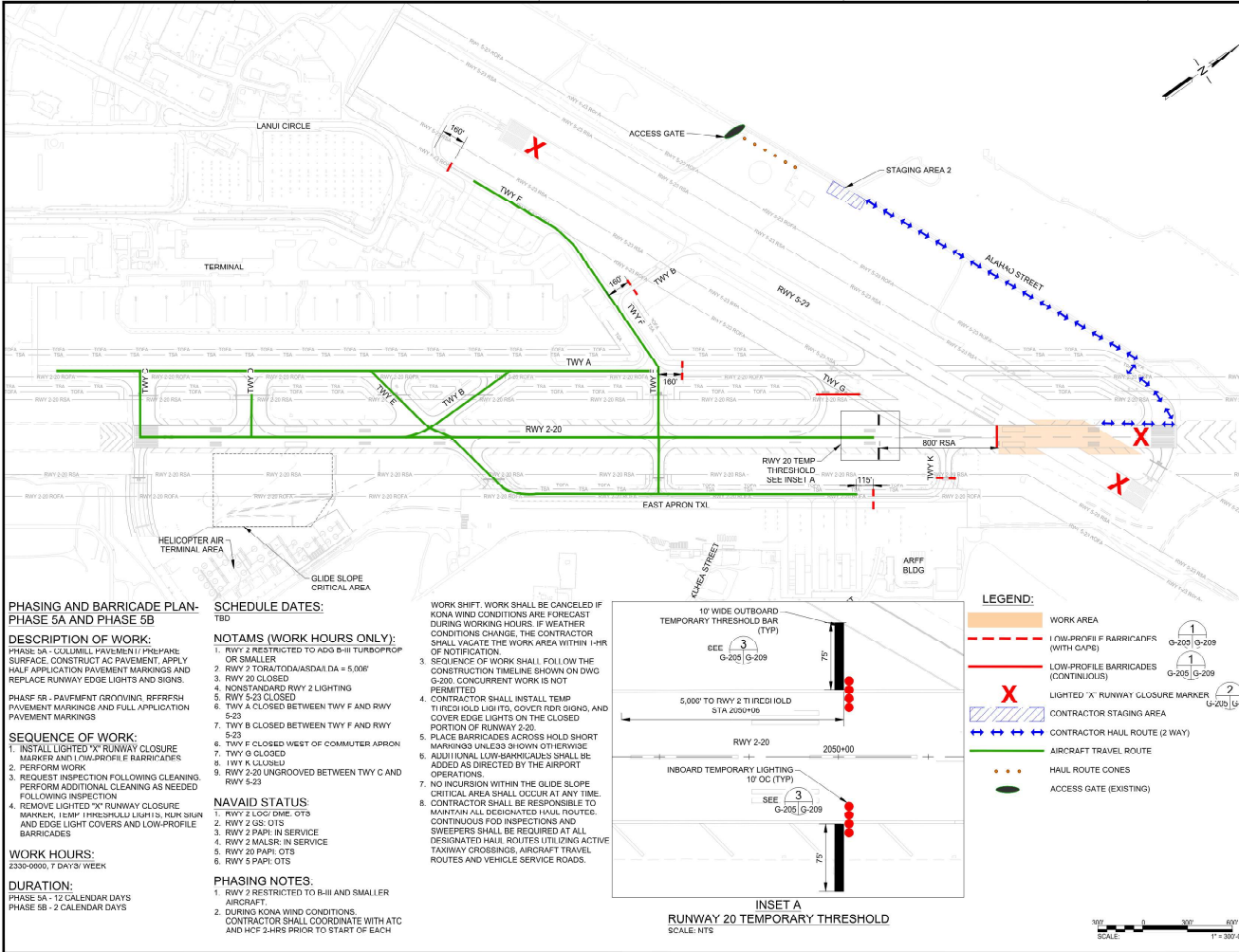
1. SEQUENCE OF WORK SHALL FOLLOW THE
CONSTRUCTION TIMELINE SHOWN ON DWG G-200.
CONCURRENT WORK IS NOT PERMITTED.
2. ADDITIONAL LOW-PROFILE BARRICADES SHALL BE
ADDED AS DIRECTED BY AIRPORT OPERATIONS
3. BARRICADES SHALL BE PLACED ACROSS THE
HOLD SHORT MARKINGS UNLESS SHOWN
OTHERWISE
4. NO INCUSSION WITHIN THE GLIDE SLOPE CRITICAL
AREA SHALL OCCUR AT ANY TIME.
5. CONTRACTOR SHALL BE RESPONSIBLE TO
MAINTAIN ALL DESIGNATED HAUL ROUTES.
CONTINUOUS FOD INSPECTIONS AND SWEEPERS
SHALL BE REQUIRED AT ALL DESIGNATED HAUL
ROUTES WITH DURING ACTIVE TAXIWAY CLOSURES.
AIRCRAFT TRAVEL ROUTES AND VEHICLE SERVICE
ROADS.

LEGEND:

- WORK AREA
- LOW-PROFILE BARRICADES (WITH GATE)
- LOW-PROFILE BARRICADES (CONTINUOUS)
- LIGHTED "X" RUNWAY CLOSURE MARKER
- CONTRACTOR STAGING AREA
- CONTRACTOR HAUL ROUTE (2 WAY)
- AIRCRAFT TRAVEL ROUTE
- HAUL ROUTE CONES
- ACCESS GATE (EXISTING)

300' 0 300' 600'
1" = 300' 0"





PHASING AND BARRICADE PLAN-
PHASE 5A AND PHASE 5B

DESCRIPTION OF WORK:
PHASE 5A - GULCH PAVEMENT / PREPARE SURFACE, CONSTRUCT AC PAVEMENT, APPLY HALF APPLICATION PAVEMENT MARKINGS AND REPLACE RUNWAY EDGE LIGHTS AND SIGNS.
PHASE 5B - PAVEMENT GROOVING, REFINISH PAVEMENT MARKINGS AND FULL APPLICATION PAVEMENT MARKINGS

SEQUENCE OF WORK:
1. INSTALL LIGHTED "X" RUNWAY CLOSURE MARKER AND LOW-PROFILE BARRICADES
2. PERFORM WORK
3. REQUEST INSPECTION FOLLOWING CLEANING, PERFORM ADDITIONAL CLEANING AS NEEDED FOLLOWING INSPECTION
4. REMOVE LIGHTED "X" RUNWAY CLOSURE MARKER, 15M THRESHOLD LIGHTS, RUN SIGN AND EDGE LIGHT COVERS AND LOW-PROFILE BARRICADES

WORK HOURS:
2300-0600, 7 DAYS/ WEEK
DURATION:
PHASE 5A - 12 CALENDAR DAYS
PHASE 5B - 2 CALENDAR DAYS

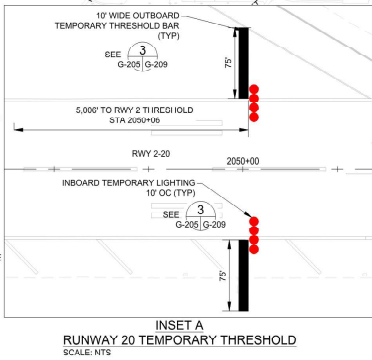
SCHEDULE DATES:
TBD

NOTAMS (WORK HOURS ONLY):
1. RWY 2 RESTRICTED TO ADS-B III TURBOPROP OR SMALLER
2. RWY 2 TORO/DA/ASDA/DA = 5,000'
3. RWY 20 CLOSED
4. NONSTANDARD RWY 2 LIGHTING
5. RWY 5-23 CLOSED
6. TWY A CLOSED BETWEEN TWY F AND RWY 5-23
7. TWY B CLOSED BETWEEN TWY F AND RWY 5-23
8. TWY F CLOSED WEST OF COMMUTER APRON
9. RWY 2 PAPI IN SERVICE
10. RWY 2 MALSR IN SERVICE
11. RWY 20 PAPI, OTS
12. RWY 5 PAPI, OTS

NAVAID STATUS:
1. RWY 2 LOC/DME, OTS
2. RWY 2 GS, OTS
3. RWY 2 PAPI, IN SERVICE
4. RWY 2 MALSR, IN SERVICE
5. RWY 20 PAPI, OTS
6. RWY 5 PAPI, OTS

PHASING NOTES:
1. RWY 2 RESTRICTED TO B-II and SMALLER AIRCRAFT
2. DURING KONA WIND CONDITIONS, CONTRACTOR SHALL COORDINATE WITH ATC AND HCF 2-HRS PRIOR TO START OF EACH

WORK SHIFT: WORK SHALL BE CANCELED IF KONA WIND CONDITIONS ARE FORECAST DURING WORKING HOURS. IF WEATHER CONDITIONS CHANGE, THE CONTRACTOR SHALL VACATE THE WORK AREA WITHIN 1-HR OF NOTIFICATION.
3. SEQUENCE OF WORK SHALL FOLLOW THE CONSTRUCTION TIMELINE SHOWN ON DWG G-205. CONCURRENT WORK IS NOT PERMITTED.
4. CONTRACTOR SHALL INSTALL TEMP TI THRESHOLD LIGHTS, COVER RDR SIGNS, AND COVER EDGE LIGHTS ON THE CLOSED PORTION OF RUNWAY 2-20.
5. PLACE BARRICADES ACROSS HOLD SHORT MARKINGS UNLESS SHOWN OTHERWISE.
6. ADDITIONAL LOW-BARRICADES SHALL BE ADDED AS DIRECTED BY THE AIRPORT OPERATIONS.
7. NO INCURSION WITHIN THE GLIDE SLOPE CRITICAL AREA SHALL OCCUR AT ANY TIME.
8. CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN ALL DESIGNATED HAUL ROUTES, CONTINUOUS FOD INSPECTIONS AND SWEEPERS SHALL BE REQUIRED AT ALL DESIGNATED HAUL ROUTES UTILIZING ACTIVE TAXIWAY CROSSINGS, AIRCRAFT TRAVEL ROUTES AND VEHICLE SERVICE ROADS.



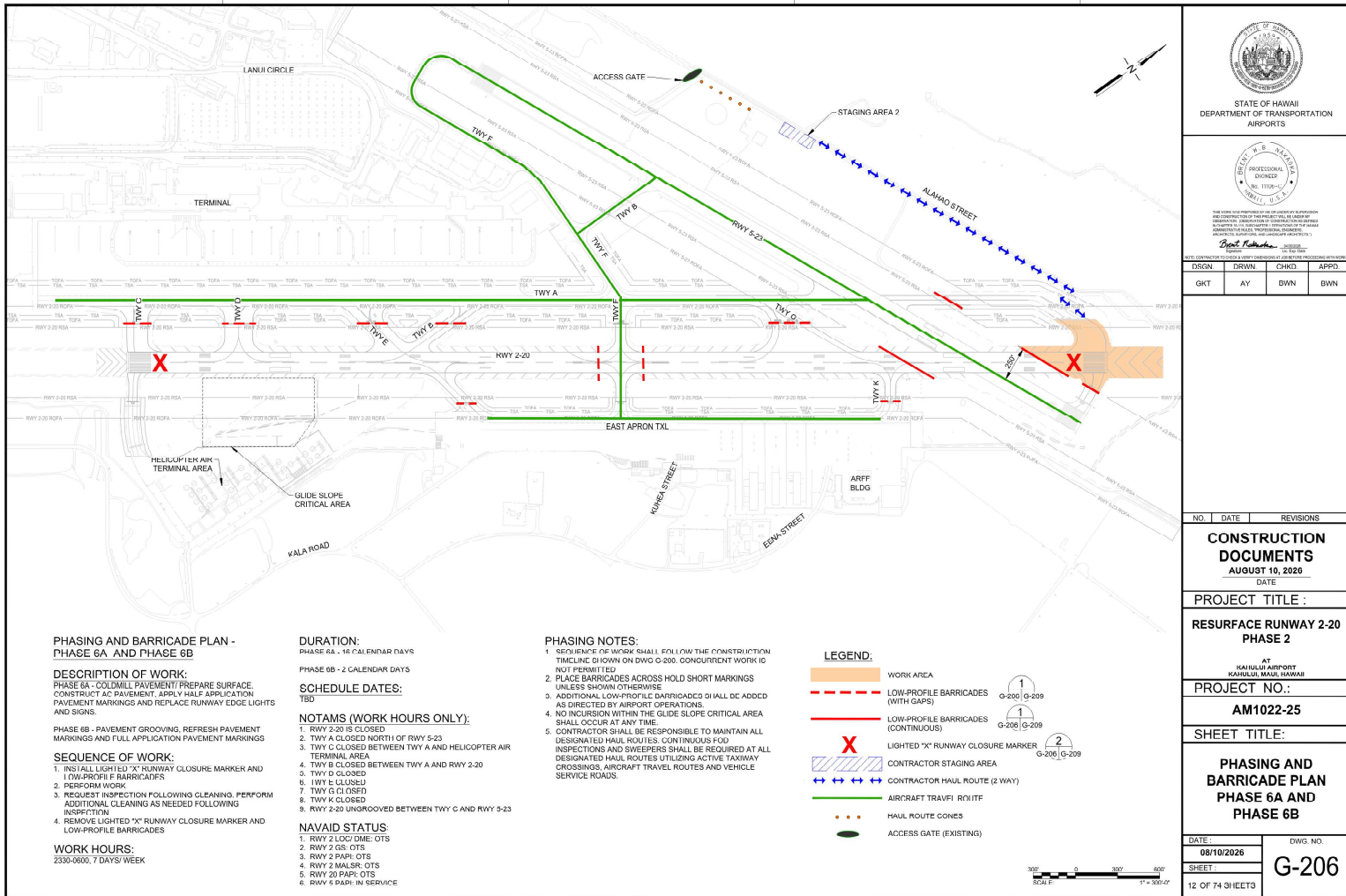
- LEGEND:**
- WORK AREA
 - LOW-PROFILE BARRICADES (WITH CAPS)
 - LOW-PROFILE BARRICADES (CONTINUOUS)
 - LIGHTED "X" RUNWAY CLOSURE MARKER
 - CONTRACTOR STAGING AREA
 - CONTRACTOR HAUL ROUTE (2 WAY)
 - AIRCRAFT TRAVEL ROUTE
 - HAUL ROUTE CONES
 - ACCESS GATE (EXISTING)

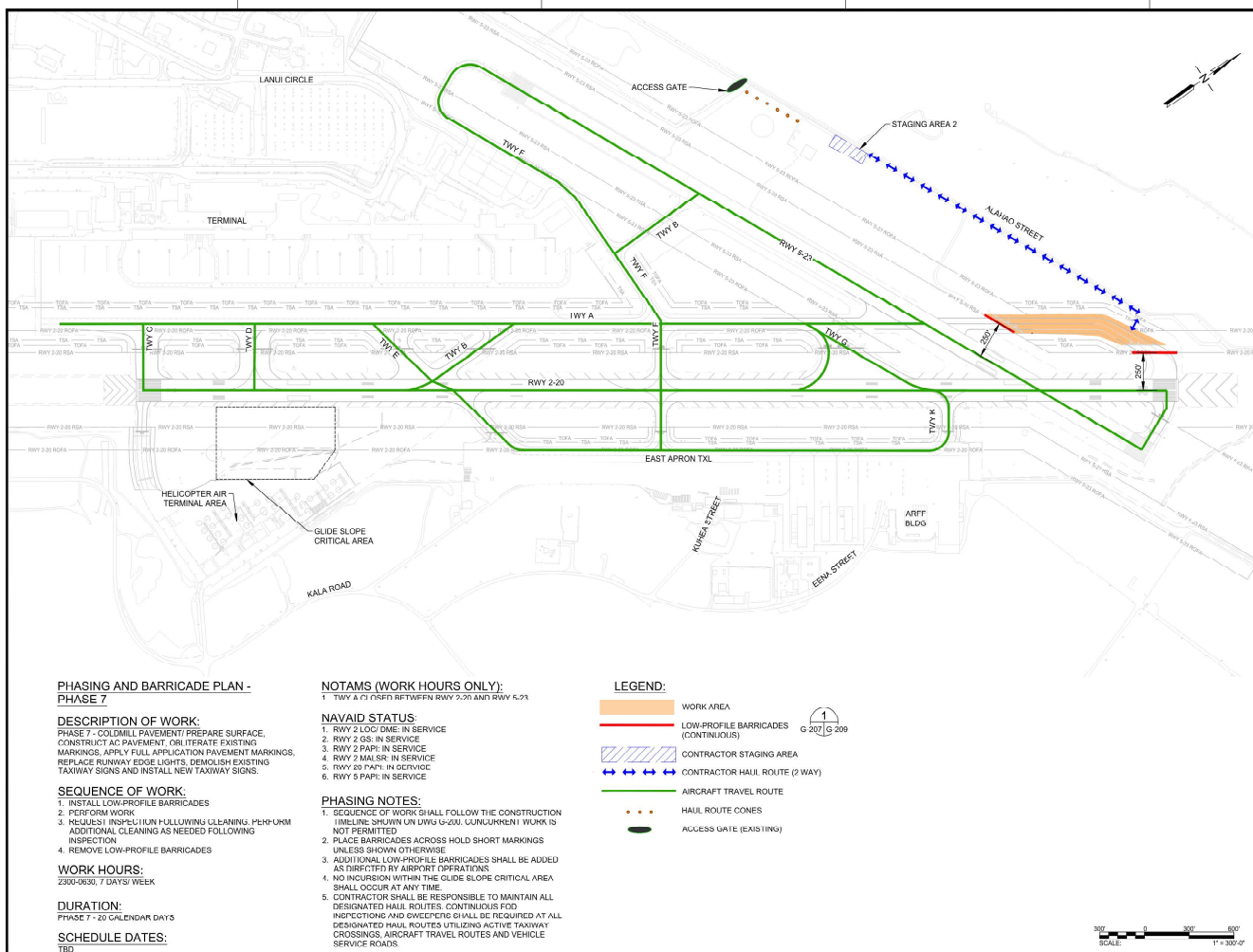
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS

DAVID A. KAHAN
PROFESSIONAL ENGINEER
No. 11056-C
HAWAII, U.S.A.

DSGN	DRWN	CHKD	APPD
CKT	AY	BWN	BWN

NO.	DATE	REVISIONS
CONSTRUCTION DOCUMENTS AUGUST 10, 2026 DATE		
PROJECT TITLE :		
RESURFACE RUNWAY 2-20 PHASE 2 AT KAUAI AIRPORT KAUAI, MAUI, HAWAII		
PROJECT NO. : AM1022-25		
SHEET TITLE:		
PHASING AND BARRICADE PLAN PHASE 5A AND PHASE 5B		
DATE: 08/10/2026	DWG. NO. G-205	
SHEET : 11 OF 74 SHEETS		





STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



THE ABOVE WAS PREPARED BY ME OR UNDER MY SUPERVISION
AND CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY
SUPERVISION. I ASSURE YOU OF COMPLETION AS DEFINED
IN CHAPTER 1-16, SUBCHAPTER 1, DEFINITIONS OF THE ANAS
ADMINISTRATIVE RULES, PROFESSIONAL ENGINEERS.
APPROVED: A. JAMES HARRIS, JR. (Professional Seal)

James Harris, Jr. 06/20/2021

DSGN.	DRWN.	CHKD.	APPD.
GKT	AY	DWN	DWN

100

100

NO.	DATE	REVISIONS
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CONSTRUCTION

CONSTRUCTION DOCUMENTS

DOCUMENTS
AUGUST 10, 2026

DATE _____

PROJECT TITLE :

PROJECT TITLE:

RESURFACE RUNWAY 2-20

PHASE 2

AT

KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

PROJECT NO.:AM1000.05AM1022-25SHEET TITLE:[illegible]

BUILDING AND

PHASING AND

BARRICADE PLAN

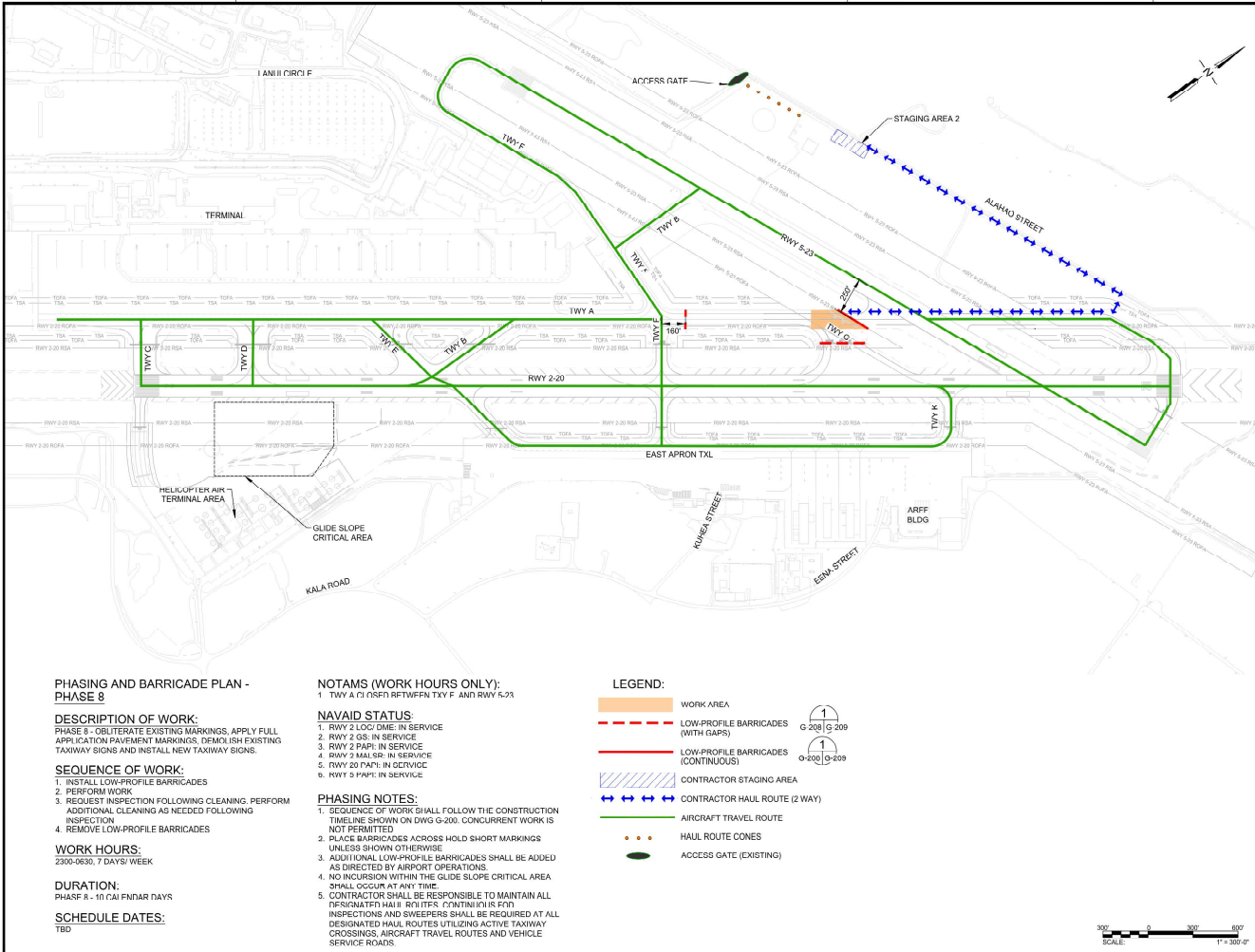
PHASE 7

DATE :	DWG. NO.
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08/10/2026

SHEET:	G-207
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13 OF 74 SHEETS[illegible]





STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



PROFESSIONAL ENGINEER
No. 11108-C
State of Hawaii

DATE: 08/10/2026
SHEET: G-208
14 OF 74 SHEETS

NO.	DATE	REVISIONS
1	08/10/2026	ISSUED FOR CONSTRUCTION

CONSTRUCTION DOCUMENTS
AUGUST 10, 2026

PROJECT TITLE:
RESURFACE RUNWAY 2-20
PHASE 2

PROJECT NO.:
AM1022-25

SHEET TITLE:
PHASING AND BARRICADE PLAN
PHASE 8

DATE: 08/10/2026
SHEET: G-208
14 OF 74 SHEETS

PHASING AND BARRICADE PLAN - PHASE 8

DESCRIPTION OF WORK:
PHASE 8 - OBLITERATE EXISTING MARKINGS, APPLY FULL APPLICATION PAVEMENT MARKINGS, DEMOLISH EXISTING TAXIWAY SIGNS AND INSTALL NEW TAXIWAY SIGNS.

- SEQUENCE OF WORK:
1. INSTALL LOW-PROFILE BARRICADES
 2. PERFORM WORK
 3. REQUEST INSPECTION FOLLOWING CLEANING. PERFORM ADDITIONAL CLEANING AS NEEDED FOLLOWING INSPECTION
 4. REMOVE LOW-PROFILE BARRICADES

WORK HOURS:
2300-0630, 7 DAYS/ WEEK

DURATION:
PHASE 8 - 10 CALENDAR DAYS

SCHEDULE DATES:
TBD

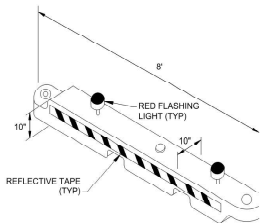
NOTAMS (WORK HOURS ONLY):

1. TWY A (15FT) RPTWFFN TWY F AND RWY 5-23
- NAVAID STATUS:
1. RWY 2 LOC DME: IN SERVICE
 2. RWY 2 OBS: IN SERVICE
 3. RWY 2 PAPI: IN SERVICE
 4. RWY 2 MALS: IN SERVICE
 5. RWY 20 PAPI: IN SERVICE
 6. RWY 20 PAPI: IN SERVICE

- PHASING NOTES:
1. SEQUENCE OF WORK SHALL FOLLOW THE CONSTRUCTION TIMELINE SHOWN ON DWG G-209. CONCURRENT WORK IS NOT PERMITTED
 2. PLACE BARRICADES ACROSS HOLD SHORT MARKINGS UNLESS SHOWN OTHERWISE
 3. ADDITIONAL LOW-PROFILE BARRICADES SHALL BE ADDED AS DIRECTED BY AIRPORT OPERATIONS.
 4. NO INCURSION WITHIN THE GLIDE SLOPE CRITICAL AREA SHALL OCCUR AT ANY TIME.
 5. CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN ALL DESIGNATED HAUL ROUTES, CONTINUOUS FOR INSPECTIONS AND SWEEPERS SHALL BE REQUIRED AT ALL DESIGNATED HAUL ROUTES UTILIZING ACTIVE TAXIWAY CROSSINGS, AIRCRAFT TRAVEL ROUTES AND VEHICLE SERVICE ROADS.

- LEGEND:
- WORK AREA
 - LOW-PROFILE BARRICADES (WITH GAPS)
 - LOW-PROFILE BARRICADES (CONTINUOUS)
 - CONTRACTOR STAGING AREA
 - CONTRACTOR HAUL ROUTE (2 WAY)
 - AIRCRAFT TRAVEL ROUTE
 - HAUL ROUTE CONES
 - ACCESS GATE (EXISTING)

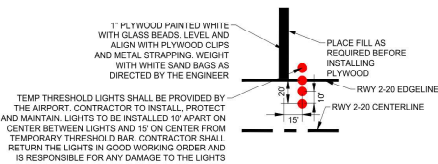
SCALE: 1" = 300'-0"



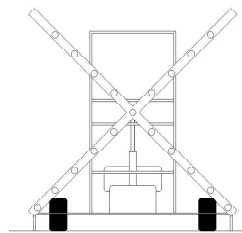
BARRICADE NOTES:

1. TYPE 2 LOW PROFILE BARRICADES SHALL BE INTERLOCKED CREATING A CONTINUOUS LINE AND ALL BARRICADES SHALL BE WATER FILLED.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING PROPER POSITIONING AND OPERATION OF ALL BARRICADES FOR THE DURATION OF THE PROJECT.
3. THE TYPE 2 LOW PROFILE BARRICADES SHALL BE WEIGHED AGAINST JET BLAST AND CAPABLE OF WITHSTANDING UP TO 110 MPH WIND FORCES. THE CONTRACTOR SHALL IMMEDIATELY REPORT ANY BARRICADES THAT ARE PUNCTURED OR DO NOT RETAIN WATER.
4. INSTALL A MINIMUM OF 2 BATTERY OPERATED RED PHOTOCELL LIGHTS EQUALLY SPACED PER EACH 8' LONG BARRICADE. LIGHTS SHALL MAINTAIN SUCH INTENSITY SO AS TO BE READILY IDENTIFIED FROM DISTANCES OF 200' OR GREATER DURING DARKNESS PERIODS.
5. THE CONTRACTOR SHALL PROVIDE A SUBMITTAL TO THE ENGINEER FOR REVIEW OF THE PROPOSED LOW PROFILE BARRICADE TYPE AND MANUFACTURE AND PRIOR TO ORDERING OR ACQUIRING ANY BARRICADES. THE SUBMITTAL SHALL CONTAIN SUFFICIENT INFORMATION INCLUDING AS A MINIMUM BARRICADE TYPE, SIZE, MANUFACTURER, AND DATE OF MANUFACTURE, TO PROVIDE THE ENGINEER WITH SUFFICIENT INFORMATION TO PERFORM A THOROUGH AND COMPLETE REVIEW.

1 LOW PROFILE BARRICADES
G-201-G-208 G-209 SCALE: NTS



3 TEMPORARY THRESHOLD BAR AND LIGHT DETAIL
G-204 G-205 G-209 SCALE: NTS



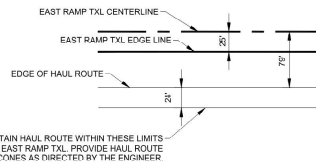
LIGHTED 'X' NOTES:

THE LIGHTED 'X' RUNWAY CLOSURE SIGNAL SHALL CONFORM WITH FAA AC 150/5345-55 LATEST EDITION, AND AT A MINIMUM SHALL:

1. BE A PORTABLE, TOWABLE UNIT THAT CAN BE QUICKLY MOVED TO AND FROM THE RUNWAY.
2. CONSIST OF CLEAR INCANDESCENT LAMPS THAT TRANSMIT A WHITE COLOR, ARRANGED IN THE SHAPE OF A LETTER 'X' WITH ARMS CROSSED AT AN APPROPRIATE ANGLE TO MAKE THE 'X' DISCERNIBLE. THE ARMS SHALL BE PAINTED YELLOW ON ALL SIDES SUCH THAT THE UNIT WILL BE CLEARLY VISIBLE WHEN IT IS IN UPRIGHT POSITION.
3. BE ENERGIZED BY A PORTABLE POWER SUPPLY.
4. BE CONTROLLED SO THAT THE LIGHTED SIGNAL WILL FLASH AT AN APPROXIMATE RATE OF 2.5-3 SECONDS "ON" AND 1-2.5 SECONDS "OFF".
5. PROVIDE THE FOLLOWING DAYTIME AND NIGHTTIME VISUAL REFERENCE DURING VISUAL FLIGHT RULE (VFR) CONDITIONS WHEN PLACED ON CENTERLINE AND WITHIN 250 FEET OF THE RUNWAY END:
 - VISIBLE TO THE FOLLOWING DAYTIME AND NIGHTTIME VISUAL REFERENCE DURING VISUAL FLIGHT RULE (VFR) CONDITIONS WHEN PLACED ON CENTERLINE AND WITHIN 250 FEET OF THE RUNWAY END.
 - RECOGNIZABLE AS A LETTER 'X' FROM A RANGE OF AT LEAST ONE (1) NAUTICAL MILE.
6. PROVIDE LAMP DIMMING CAPABILITY FOR NIGHTTIME OPERATIONS.
7. PROVIDE A SIGNAL THAT PROVIDES A HORIZONTAL COVERAGE TO AT LEAST 15 DEGREES ON EACH SIDE OF THE RUNWAY CENTERLINE, AND A VERTICAL COVERAGE FROM 0 DEGREES TO 10 DEGREES ABOVE HORIZONTAL, BOTH DAY AND NIGHT, AT A RANGE OF 1 NAUTICAL MILES.
8. ADJUSTABLE AIMING AND LEVELING TO ALLOW TILTING TO AN OPTIMUM ANGLE OF THREE DEGREES FROM VERTICAL.
9. WITHSTAND A MINIMUM WIND SPEED OF AT LEAST 40 MPH WITHOUT AFFECTING AIMING OR OPERATION.

10. INCLUDE AN ILLUMINATED FAILURE INDICATOR THAT IS VISIBLE FROM THE BACK (RUNWAY SIDE) OF THE UNIT.
11. INCLUDE AN OPERATIONS PLACARD IN A CONSPICUOUS LOCATION THAT INSTRUCTS OPERATORS TO VISUALLY CHECK THE OPERATION OF THE DEVICE EVERY TWO HOURS.
12. BE CAPABLE OF ONE PERSON SET-UP IN LESS THAN FIVE MINUTES USING A HYDRAULIC RAISING/LOWERING MECHANISM.
13. HAVE DIESEL PORTABLE POWER WITH ADAPTER TO RUN DIRECTLY FROM ELECTRICAL OUTLETS.
14. HAVE TRAILER HITCH OPTIONS INCLUDING TANDEM TOWING FOR ON-AIRPORT OPERATIONS.
15. HAVE THE ABILITY TO PROVIDE UP TO 180 HOURS OF CONTINUOUS OPERATION.
16. HAVE FAIL SAFE PROTECTION TO ENSURE THAT THE UNIT STAYS ON AS CONTINUOUSLY IF THE FLASHER UNIT SHOULD FAIL.
17. HAVE DIMMING AND LIGHTING ARRANGEMENT THAT FULFILLS THE DESIGN CRITERIA OF THE FAA'S AC 150/5345-55 LATEST EDITION.
18. THE CONTRACTOR SHALL PROVIDE A SUBMITTAL TO THE ENGINEER FOR REVIEW OF THE PROPOSED LIGHTED 'X' RUNWAY CLOSURE SIGNAL THAT THE CONTRACTOR PROPOSES TO USE ON THE PROJECT AND PRIOR TO ORDERING OR ACQUIRING ANY UNITS. THE SUBMITTAL SHALL CONTAIN SUFFICIENT INFORMATION ON THE PROPOSED LIGHTED 'X' RUNWAY CLOSURE SIGNAL TYPE, MANUFACTURER, AND DATE OF MANUFACTURE, TO PROVIDE THE ENGINEER WITH SUFFICIENT INFORMATION TO PERFORM A THOROUGH AND COMPLETE REVIEW. THE CONTRACTOR SHALL FURNISH THE UNIT ONLY AFTER THE ENGINEER HAS TAKEN NO EXCEPTION TO THE LIGHTED 'X' RUNWAY CLOSURE SIGNAL SUBMITTAL.

2 LIGHTED RUNWAY CLOSURE 'X'
G-201-G-208 G-209 SCALE: NTS



4 HAUL ROUTE DETAIL ADJACENT TO EAST RAMP TXL
G-201-G-205 G-209 SCALE: NTS



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



PROFESSIONAL
ENGINEER
No. 11066-C
1981 - U.S.A.

DSGN	DRWN	CHKD	APPD.
GKT	AY	DWN	DWN

NO.	DATE	REVISIONS
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CONSTRUCTION DOCUMENTS
AUGUST 10, 2020
DATE

PROJECT TITLE:

RESURFACE RUNWAY 2-20
PHASE 2

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

PROJECT NO.:

AM1022-25

SHEET TITLE:

PHASING AND BARRICADE DETAILS

DATE	DRWG. NO.
08/10/2020	G-209
SHEET	
15 OF 74 SHEETS	

SECTION 01090 – MEASUREMENT AND PAYMENT

PART 1 – GENERAL

1.01 RELATED DOCUMENTS

The General Provisions, Special Provisions, and General Requirements of the Specifications, apply to the work specified in this section. This Section shall be in accordance with FAA Specification Section 90: Measurement and Payment, as included as an attachment to this Section.

1.02 DESCRIPTION

A. This Section includes:

1. Measurement of quantities
2. Scope of payment
3. Compensation for altered quantities
4. Payment for omitted items
5. Payment for extra work
6. Partial payments
7. Payment for materials on hand
8. Payment of withheld funds
9. Acceptance and final payment
10. Construction warranty
11. Contractor Final Project Documentation

1.03 REFERENCES

A. Federal Aviation Administration (FAA)

1. Section 90: Measurement and Payment.

PART 2 – PRODUCTS (NOT USED)

PART 3 – EXECUTION (NOT USED)

PART 4 - MEASUREMENT AND PAYMENT

4.01 METHOD OF MEASUREMENT

All work under this section will not be measured nor paid for separately, but shall be considered incidental to and included in the bid prices for the various items of work in this project.

PART 5 - ATTACHMENTS

5.01 FAA Specification Section 90: Measurement and Payment.

Section 90 Measurement and Payment

90-01 Measurement of quantities. All work completed under the contract will be measured by the RPR, or their authorized representatives, using United States Customary Units of Measurement.

The method of measurement and computations to be used in determination of quantities of material furnished and of work performed under the contract will be those methods generally recognized as conforming to good engineering practice.

Unless otherwise specified, longitudinal measurements for area computations will be made horizontally, and no deductions will be made for individual fixtures (or leave-outs) having an area of 9 square feet (0.8 square meters) or less. Unless otherwise specified, transverse measurements for area computations will be the neat dimensions shown on the plans or ordered in writing by the RPR.

Unless otherwise specified, all contract items which are measured by the linear foot such as electrical ducts, conduits, pipe culverts, underdrains, and similar items shall be measured parallel to the base or foundation upon which such items are placed.

The term “lump sum” when used as an item of payment will mean complete payment for the work described in the contract. When a complete structure or structural unit (in effect, “lump sum” work) is specified as the unit of measurement, the unit will be construed to include all necessary fittings and accessories.

When requested by the Contractor and approved by the RPR in writing, material specified to be measured by the cubic yard (cubic meter) may be weighed, and such weights will be converted to cubic yards (cubic meters) for payment purposes. Factors for conversion from weight measurement to volume measurement will be determined by the RPR and shall be agreed to by the Contractor before such method of measurement of pay quantities is used.

Measurement and Payment Terms

Term	Description
Excavation and Embankment Volume	In computing volumes of excavation, the average end area method will be used unless otherwise specified.
Measurement and Proportion by Weight	The term “ton” will mean the short ton consisting of 2,000 pounds (907 kg) avoirdupois. All materials that are measured or proportioned by weights shall be weighed on accurate, independently certified scales by competent, qualified personnel at locations designated by the RPR. If material is shipped by rail, the car weight may be accepted provided that only the actual weight of material is paid for. However, car weights will not be acceptable for material to be passed through mixing plants. Trucks used to haul material being paid for by weight shall be weighed empty daily at such times as the RPR directs, and each truck shall bear a plainly legible identification mark.
Measurement by Volume	Materials to be measured by volume in the hauling vehicle shall be hauled in approved vehicles and measured therein at the point of delivery. Vehicles for this purpose may be of any size or type acceptable for the materials hauled, provided that the body is of such shape that the actual contents may be readily and accurately determined. All vehicles

Term	Description
	shall be loaded to at least their water level capacity, and all loads shall be leveled when the vehicles arrive at the point of delivery.
Asphalt Material	Asphalt materials will be measured by the gallon (liter) or ton (kg). When measured by volume, such volumes will be measured at 60°F (16°C) or will be corrected to the volume at 60°F (16°C) using ASTM D1250 for asphalts. Net certified scale weights or weights based on certified volumes in the case of rail shipments will be used as a basis of measurement, subject to correction when asphalt material has been lost from the car or the distributor, wasted, or otherwise not incorporated in the work. When asphalt materials are shipped by truck or transport, net certified weights by volume, subject to correction for loss or foaming, will be used for computing quantities.
Cement	Cement will be measured by the ton (kg) or hundredweight (km).
Structure	Structures will be measured according to neat lines shown on the plans or as altered to fit field conditions.
Timber	Timber will be measured by the thousand feet board measure (MFBM) actually incorporated in the structure. Measurement will be based on nominal widths and thicknesses and the extreme length of each piece.
Plates and Sheets	The thickness of plates and galvanized sheet used in the manufacture of corrugated metal pipe, metal plate pipe culverts and arches, and metal cribbing will be specified and measured in decimal fraction of inch.
Miscellaneous Items	When standard manufactured items are specified such as fence, wire, plates, rolled shapes, pipe conduit, etc., and these items are identified by gauge, unit weight, section dimensions, etc., such identification will be considered to be nominal weights or dimensions. Unless more stringently controlled by tolerances in cited specifications, manufacturing tolerances established by the industries involved will be accepted.
Scales	Scales must be tested for accuracy and serviced before use. Scales for weighing materials which are required to be proportioned or measured and paid for by weight shall be furnished, erected, and maintained by the Contractor, or be certified permanently installed commercial scales. Platform scales shall be installed and maintained with the platform level and rigid bulkheads at each end. Scales shall be accurate within 0.5% of the correct weight throughout the range of use. The Contractor shall have the scales checked under the observation of the RPR before beginning work and at such other times as requested. The intervals shall be uniform in spacing throughout the graduated or marked length of the beam or dial and shall not exceed 0.1% of the nominal rated capacity of the scale, but not less than one pound (454 grams). The use of spring balances will not be permitted. In the event inspection reveals the scales have been “overweighing” (indicating more than correct weight) they will be immediately adjusted. All materials received subsequent to the last previous correct weighting-accuracy test will be reduced by the percentage of error in excess of 0.5%. In the event inspection reveals the scales have been under-weighing (indicating less than correct weight), they shall be immediately adjusted. No additional payment to the Contractor will be allowed for materials previously weighed and recorded.

Term	Description
	Beams, dials, platforms, and other scale equipment shall be so arranged that the operator and the RPR can safely and conveniently view them. Scale installations shall have available ten standard 50-pound (2.3 km) weights for testing the weighing equipment or suitable weights and devices for other approved equipment. All costs in connection with furnishing, installing, certifying, testing, and maintaining scales; for furnishing check weights and scale house; and for all other items specified in this subsection, for the weighing of materials for proportioning or payment, shall be included in the unit contract prices for the various items of the project.
Rental Equipment	Rental of equipment will be measured by time in hours of actual working time and necessary traveling time of the equipment within the limits of the work. Special equipment ordered in connection with extra work will be measured as agreed in the change order or supplemental agreement authorizing such work as provided in paragraph 90-05 <i>Payment for Extra Work</i>.
Pay Quantities	When the estimated quantities for a specific portion of the work are designated as the pay quantities in the contract, they shall be the final quantities for which payment for such specific portion of the work will be made, unless the dimensions of said portions of the work shown on the plans are revised by the RPR. If revised dimensions result in an increase or decrease in the quantities of such work, the final quantities for payment will be revised in the amount represented by the authorized changes in the dimensions.

90-02 Scope of payment. The Contractor shall receive and accept compensation provided for in the contract as full payment for furnishing all materials, for performing all work under the contract in a complete and acceptable manner, and for all risk, loss, damage, or expense of whatever character arising out of the nature of the work or the execution thereof, subject to the provisions of Section 70, paragraph 70-18, *No Waiver of Legal Rights*.

When the “basis of payment” subsection of a technical specification requires that the contract price (price bid) include compensation for certain work or material essential to the item, this same work or material will not also be measured for payment under any other contract item which may appear elsewhere in the contract, plans, or specifications.

90-03 Compensation for altered quantities. When the accepted quantities of work vary from the quantities in the proposal, the Contractor shall accept as payment in full, so far as contract items are concerned, payment at the original contract price for the accepted quantities of work actually completed and accepted. No allowance, except as provided for in Section 40, paragraph 40-02, *Alteration of Work and Quantities*, will be made for any increased expense, loss of expected reimbursement, or loss of anticipated profits suffered or claimed by the Contractor which results directly from such alterations or indirectly from their own unbalanced allocation of overhead and profit among the contract items, or from any other cause.

90-04 Payment for omitted items. As specified in Section 40, paragraph 40-03, *Omitted Items*, the RPR shall have the right to omit from the work (order nonperformance) any contract item, except major contract items, in the best interest of the Owner.

Should the RPR omit or order nonperformance of a contract item or portion of such item from the work, the Contractor shall accept payment in full at the contract prices for any work actually completed and acceptable prior to the RPR’s order to omit or non-perform such contract item.

Acceptable materials ordered by the Contractor or delivered on the work prior to the date of the RPR's order will be paid for at the actual cost to the Contractor and shall thereupon become the property of the Owner.

In addition to the reimbursement hereinbefore provided, the Contractor shall be reimbursed for all actual costs incurred for the purpose of performing the omitted contract item prior to the date of the RPR's order. Such additional costs incurred by the Contractor must be directly related to the deleted contract item and shall be supported by certified statements by the Contractor as to the nature the amount of such costs.

90-05 Payment for extra work. Extra work, performed in accordance with Section 40, paragraph 40-04, *Extra Work*, will be paid for at the contract prices or agreed prices specified in the change order or supplemental agreement authorizing the extra work.

90-06 Partial payments. Partial payments will be made to the Contractor at least once each month as the work progresses. Said payments will be based upon estimates, prepared by the RPR, of the value of the work performed and materials complete and in place, in accordance with the contract, plans, and specifications. Such partial payments may also include the delivered actual cost of those materials stockpiled and stored in accordance with paragraph 90-07, *Payment for Materials on Hand*. No partial payment will be made when the amount due to the Contractor since the last estimate amounts to less than five hundred dollars.

It is understood and agreed that the Contractor shall not be entitled to demand or receive partial payment based on quantities of work in excess of those provided in the proposal or covered by approved change orders or supplemental agreements, except when such excess quantities have been determined by the RPR to be a part of the final quantity for the item of work in question.

No partial payment shall bind the Owner to the acceptance of any materials or work in place as to quality or quantity. All partial payments are subject to correction at the time of final payment as provided in paragraph 90-09, *Acceptance and Final Payment*.

The Contractor shall deliver to the Owner a complete release of all claims for labor and material arising out of this contract before the final payment is made. If any subcontractor or supplier fails to furnish such a release in full, the Contractor may furnish a bond or other collateral satisfactory to the Owner to indemnify the Owner against any potential lien or other such claim. The bond or collateral shall include all costs, expenses, and attorney fees the Owner may be compelled to pay in discharging any such lien or claim.

90-07 Payment for materials on hand. Partial payments may be made to the extent of the delivered cost of materials to be incorporated in the work, provided that such materials meet the requirements of the contract, plans, and specifications and are delivered to acceptable sites on the airport property or at other sites in the vicinity that are acceptable to the Owner. Such delivered costs of stored or stockpiled materials may be included in the next partial payment after the following conditions are met:

- a. The material has been stored or stockpiled in a manner acceptable to the RPR at or on an approved site.
- b. The Contractor has furnished the RPR with acceptable evidence of the quantity and quality of such stored or stockpiled materials.
- c. The Contractor has furnished the RPR with satisfactory evidence that the material and transportation costs have been paid.
- d. The Contractor has furnished the Owner legal title (free of liens or encumbrances of any kind) to the material stored or stockpiled.

e. The Contractor has furnished the Owner evidence that the material stored or stockpiled is insured against loss by damage to or disappearance of such materials at any time prior to use in the work.

It is understood and agreed that the transfer of title and the Owner's payment for such stored or stockpiled materials shall in no way relieve the Contractor of their responsibility for furnishing and placing such materials in accordance with the requirements of the contract, plans, and specifications.

In no case will the amount of partial payments for materials on hand exceed the contract price for such materials or the contract price for the contract item in which the material is intended to be used.

No partial payment will be made for stored or stockpiled living or perishable plant materials.

The Contractor shall bear all costs associated with the partial payment of stored or stockpiled materials in accordance with the provisions of this paragraph.

90-08 Payment of withheld funds. At the Contractor's option, if an Owner withholds retainage in accordance with the methods described in paragraph 90-06 *Partial Payments*, the Contractor may request that the Owner deposit the retainage into an escrow account. The Owner's deposit of retainage into an escrow account is subject to the following conditions:

a. The Contractor shall bear all expenses of establishing and maintaining an escrow account and escrow agreement acceptable to the Owner.

b. The Contractor shall deposit to and maintain in such escrow only those securities or bank certificates of deposit as are acceptable to the Owner and having a value not less than the retainage that would otherwise be withheld from partial payment.

c. The Contractor shall enter into an escrow agreement satisfactory to the Owner.

d. The Contractor shall obtain the written consent of the surety to such agreement.

90-09 Acceptance and final payment. When the contract work has been accepted in accordance with the requirements of Section 50, paragraph 50-15, *Final Acceptance*, the RPR will prepare the final estimate of the items of work actually performed. The Contractor shall approve the RPR's final estimate or advise the RPR of the Contractor's objections to the final estimate which are based on disputes in measurements or computations of the final quantities to be paid under the contract as amended by change order or supplemental agreement. The Contractor and the RPR shall resolve all disputes (if any) in the measurement and computation of final quantities to be paid within 30 calendar days of the Contractor's receipt of the RPR's final estimate. If, after such 30-day period, a dispute still exists, the Contractor may approve the RPR's estimate under protest of the quantities in dispute, and such disputed quantities shall be considered by the Owner as a claim in accordance with Section 50, paragraph 50-16, *Claims for Adjustment and Disputes*.

After the Contractor has approved, or approved under protest, the RPR's final estimate, and after the RPR's receipt of the project closeout documentation required in paragraph 90-11, *Contractor Final Project Documentation*, final payment will be processed based on the entire sum, or the undisputed sum in case of approval under protest, determined to be due the Contractor less all previous payments and all amounts to be deducted under the provisions of the contract. All prior partial estimates and payments shall be subject to correction in the final estimate and payment.

If the Contractor has filed a claim for additional compensation under the provisions of Section 50, paragraph 50-16, *Claims for Adjustments and Disputes*, or under the provisions of this paragraph, such claims will be considered by the Owner in accordance with local laws or ordinances. Upon

final adjudication of such claims, any additional payment determined to be due the Contractor will be paid pursuant to a supplemental final estimate.

90-10 Construction warranty.

a. In addition to any other warranties in this contract, the Contractor warrants that work performed under this contract conforms to the contract requirements and is free of any defect in equipment, material, workmanship, or design furnished, or performed by the Contractor or any subcontractor or supplier at any tier.

b. This warranty shall continue for a period of one year from the date of final acceptance of the work, except as noted. If the Owner takes possession of any part of the work before final acceptance, this warranty shall continue for a period of one year from the date the Owner takes possession. However, this will not relieve the Contractor from corrective items required by the final acceptance of the project work. Light Emitting Diode emitting diode (LED) light fixtures with the exception of obstruction lighting, must be warranted by the manufacturer for a minimum of four (4) years after date of installation inclusive of all electronics.

c. The Contractor shall remedy at the Contractor's expense any failure to conform, or any defect. In addition, the Contractor shall remedy at the Contractor's expense any damage to Owner real or personal property, when that damage is the result of the Contractor's failure to conform to contract requirements; or any defect of equipment, material, workmanship, or design furnished by the Contractor.

d. The Contractor shall restore any work damaged in fulfilling the terms and conditions of this clause. The Contractor's warranty with respect to work repaired or replaced will run for one year from the date of repair or replacement.

e. The Owner will notify the Contractor, in writing, within seven (7) days after the discovery of any failure, defect, or damage.

f. If the Contractor fails to remedy any failure, defect, or damage within 14 days after receipt of notice, the Owner shall have the right to replace, repair, or otherwise remedy the failure, defect, or damage at the Contractor's expense.

g. With respect to all warranties, express or implied, from subcontractors, manufacturers, or suppliers for work performed and materials furnished under this contract, the Contractor shall: (1) Obtain all warranties that would be given in normal commercial practice; (2) Require all warranties to be executed, in writing, for the benefit of the Owner, as directed by the Owner, and (3) Enforce all warranties for the benefit of the Owner.

h. This warranty shall not limit the Owner's rights with respect to latent defects, gross mistakes, or fraud.

90-11 Contractor Final Project Documentation. Approval of final payment to the Contractor is contingent upon completion and submittal of the items listed below. The final payment will not be approved until the RPR approves the Contractor's final submittal. The Contractor shall:

a. Provide two (2) copies of all manufacturers warranties specified for materials, equipment, and installations.

b. Provide weekly payroll records (not previously received) from the general Contractor and all subcontractors.

c. Complete final cleanup in accordance with Section 40, paragraph 40-08, *Final Cleanup*.

d. Complete all punch list items identified during the Final Inspection.

- e.** Provide complete release of all claims for labor and material arising out of the Contract.
- f.** When applicable per state requirements, return copies of sales tax completion forms.
- g.** Manufacturer's certifications for all items incorporated in the work.
- h.** All required record drawings, as-built drawings or as-constructed drawings.
- i.** Project Operation and Maintenance (O&M) Manual(s).
- j.** Security for Construction Warranty.
- k.** Equipment commissioning documentation submitted, if required.

END OF SECTION 90

END OF SECTION

SECTION 01105 – MOBILIZATION

PART 1 – GENERAL

1.01 RELATED DOCUMENTS

The General Provisions for Construction Projects (2016), Special Provisions and General Requirements of the Specifications, apply to the work specified in this Section.

1.02 MOBILIZATION

The Contractor shall mobilize and transport his construction plant and equipment including materials and supplies for operation to the site of work, construct temporary buildings and facilities as necessary, and assemble the equipment at the site as soon as possible after receipt of Notice to Proceed, subject to the provisions of the General Provisions.

1.03 DEMOBILIZATION

The Contractor shall demobilize and transport his construction plant and equipment including materials, supplies and temporary buildings off the site as soon as possible after construction is completed. Demobilization shall include all cleanup required under this contract and as directed by the Engineer. Demobilization and final cleanup shall be completed prior to final acceptance.

PART 2 – PRODUCTS (NOT USED)

PART 3 – EXECUTION (NOT USED)

PART 4 - MEASUREMENT AND PAYMENT

4.01 METHOD OF MEASUREMENT

- A. Work under this section will not be measured for payment but will be paid for at the Contract Lump Sum Price.
 - 1. A line item will be created in the Schedule of Values, and the maximum pay item allowed for "Mobilization" shall be an amount not to exceed six (6) percent of the sum of all items (excluding this item and all Allowances).
- B. Demobilization will not be measured for payment.

4.02 BASIS OF PAYMENT

A. Partial payment for "Mobilization" will be made as follows:

1. When 2 1/2 percent of the original contract amount is earned, 50 percent of the bid amount will be paid.
2. When 5 percent of the original contract amount is earned, 75 percent of the bid amount will be paid.
3. When 10 percent of the original contract amount is earned, 100 percent of the bid amount will be paid.
4. Nothing herein shall be construed to limit or preclude partial payments otherwise provided by the contract.

END OF SECTION

**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS**

PRE-BID MEETING - MINUTES

DATE: Monday, July 20, 2026

TIME: 10:00 AM

LOCATION: Microsoft Teams Telecommunication Meeting
(Local) +1 808-829-4853, 817922621#
Phone conference ID: 817 922 621#
MS Teams Meeting ID: 266 277 672 539 082
MS Teams Passcode: zM3F3h7E

PROJECT: Resurface Runway 2-20 Phase 2
Kahului Airport (OGG)
State Project No. AM1022-25

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

State Consultant

Hana Shoga, Parsons

Design Team

RM Towill (Design Consultant): Brent Nakaoka

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

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 July 24, 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. Bidding Schedule:
 - July 10, 2026 Advertisement
 - July 24, 2026 @ 2:00 pm HST Last Day to submit Questions and Substitution Requests via HlePRO
 - August 13, 2026 @ 2:00 pm HST Deadline to submit Bids via HlePRO
5. A valid State of Hawaii General Engineering "A" License is required at time of bidding.
6. 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 217 calendar days for construction activities. As such, all work under this contract shall be completed within 307 calendar days from the Notice to Proceed (NTP) date.
7. Due to the need to minimize impacts on operations, working hours shall be as defined in the Construction Safety and Phasing Plan.
8. Liquidated damages, please see Special Provisions 8.8.
9. A complete Proposal package shall be submitted at the time of bid. These forms can be found in 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.

10. 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.
11. 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 nominal fee 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 Pollution Controls.
12. Space on airport property is limited, the State is providing a staging area as shown in the Phasing Plan sheets. Any deviation from this plan will require approval from the SPM and OGG personnel.
13. Per Section 01561 Construction Site Pollution Controls, 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.
14. 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.
15. Security plan shall be submitted within 14 calendar days after execution of contract as specified in Paragraph 1.03 of Section 01533.
16. 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.
17. 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.

18. 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 OGG District personnel.

III. PROJECT SCOPE OF WORK

1. Design Consultant, RM Towill, will provide a brief description of the scope of work.

The scope of work includes resurfacing the remaining portions of Runway 2-20 and adjoining taxiways not completed under the previous project. Work includes milling and filling wing areas, blast pads, shoulders, and taxiways up to the hold lines; replacing the Runway 2-20 electrical system, including runway lights, threshold end lights, cabling, constant current regulators, and signage; realigning three runway hold line markings and related signage along Taxiway A; and realigning Taxiway A at Runway 2 exit to accommodate Taxiway Design Group-6 aircraft.

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.
 - b. 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 OGG Ground frequency or the Common Traffic Advisory Frequency (CTAF).
 - c. In the event of an emergency, airport operations shall take precedence over all construction activities.

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

Meeting adjourned at: 10:10 a.m.

MEETING ATTENDANCE SHEET
Pre-Bid Conference Meeting

Project Name: RESURFACE RUNWAY 2-20 PHASE 2
AT KAHULUI AIRPORT (OGG)

Project No. AM1022-25

Meeting Location: Microsoft Teams

Date: July 20, 2026 10:00 AM

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: Hana Shoga Title:	Company: Parsons Address: 135 Nakolo Pl. Honolulu, HI 96819	Phone: (808) 399-9281 E-Mail: Hana.Shoga@parsons.com
Name: Brent Nakaoka Title:	Company: RM Towill Address: 2024 North King Street, Suite 200 Honolulu, Hawaii 96819	Phone: (808) 842-1133 E-Mail: brentn@rmtowill.com

**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS**

**RESPONSE TO REQUEST FOR INFORMATION FOR
RESURFACE RUNWAY 2-20, PHASE 2 AT KAHALUI AIRPORT
KAHALUI, MAUI, HAWAII
STATE PROJECT NO. AM1022-25**

AUGUST 7, 2026

1. Is there a drawing available for the guidance sign foundation?

Sheet E-302A Guidance Sign Details has been provided as part of Addendum #1.

2. The Bid schedule on P-9 indicates quantity 7 for the Airfield Signs (item 16125.7). However, the Sign Schedule on E-304 only shows 5 signs. Please verify the quantity of guidance signs.

The Proposal Schedule, Item No. 16125.7, has been revised from a quantity of seven (7) to five (5).