



RECEIVED BY CLERK
Circuit & County Courts
Miami-Dade County, Florida

10:59 am, 09/27/2021

CLERK OF THE BOARD

Miami Dade Aviation Department
P.O. Box 025504
Miami, Fl. 33102-5504
<http://www.miami-airport.com>

OPERATIONAL DIRECTIVE NO. 21-03

Effective: October 12, 2021

SUBJECT: REQUIREMENTS, SAFETY PROTOCOLS AND PRECAUTIONS FOR WORK PERFORMED ON OR NEAR THE AUTOMATED PEOPLE MOVER SYSTEMS AT MIAMI INTERNATIONAL AIRPORT

PURPOSE: To establish the policy, requirements, and safety guidelines for work performed on, or adjacent to, the Automated People Mover (APM) Systems at Miami International Airport (MIA) to minimize potential hazards and promote a safe environment. This policy applies to all personnel performing work within the APM System's Right of Way (ROW) including, but not limited to, Miami-Dade Aviation Department (MDAD) employees, contractors, and subcontractors.

I. AUTHORITY:

- A. Operational Directive No. 99-03, Aviation Department Written Directive System.
- B. Operational Directive No. 99-2, Aviation Department Operational Directives
- C. Chapter 25-1.2 - Miami-Dade County Code, Chapter 25 Miami-Dade Aviation Department Rules and Regulations

II. DEFINITIONS:

- A. Automated People Mover (APM) System – The transportation systems operating at MIA comprised of the North Terminal Skytrain, MIA Mover, and the Satellite E Train.
- B. APM System Supplier/Maintainer – Contractor identified as the responsible party to oversee the maintenance and/or repairs of the MIA APM System.
- C. MDAD – Miami-Dade Aviation Department
- D. MIA – Miami International Airport
- E. APM Right of Way (ROW) – Identified as any area that is within 15 feet from the edge of an APM System guideway or other APM facility.

Departmental Operational Directive

OD No: 21-03

Effective: October 12, 2021

III. POLICY:

MDAD employees, contractors, subcontractors, or any personnel performing work on the APM system, adjacent to, or within the APM's ROW shall refer to and follow all protocols of the APM Access/Adjacent Work Requirements provided herein as Attachment I and all other documents referenced therein. All personnel shall attend a safety orientation training conducted by the corresponding APM System Supplier/Maintainer. Personnel shall also be aware of the potential hazards and conditions that exist within this area and use extreme caution when working in or near these restricted zones as the APM Systems consist of high voltage electrical components and fast-moving vehicles.

MDAD shall have the right to prevent access or halt any construction activities that may affect the safety of MIA and/or MDAD personnel, visitors, passengers, and facilities. MDAD will exercise reasonable advance notice for stoppage of work unless an immediate concern arises.

IV. AMENDMENTS:

The Department reserves the right to amend this operating policy at any time based on current law, Miami-Dade County policies and operating needs.

V. REVOCATION:

Revocations and removal of established Department policies requires written justification by requesting division management for review and concurrence by the Department's Professional Compliance Division. Upon written concurrence, the revocation request will be submitted, by Professional Compliance, for approval by the Aviation Director. Should the written directive be an Operational Directive, the authorized revocation justification will be sent to the Clerk of the Board for filing with the original Operational Directive under revocation. All approved revocation justification memoranda shall be posted to the Department's Written Directives Log to identify why the directive has been revoked to maintain ongoing operational accountability.

VI. SEVERABILITY:

If any court of competent jurisdiction determines that any provision in this policy is illegal or void, that provision shall be nullified and the remainder of this policy shall continue in full force and effect. If such court rules that any charge, fee, or security deposit requirement is illegal or void, the Aviation Director is authorized and

Departmental Operational Directive

OD No: 21-03

Effective: October 12, 2021

directed to impose a charge, fee, or security deposit requirement that complies with the court order or applicable provisions of law, which shall become effective on the date of imposition and shall continue until modified by the Miami-Dade County Board of County Commissioners.

VII. EFFECTIVE DATE:

This operational directive shall become effective 15 days subsequent to its filing with the Clerk of the Circuit Court as Clerk of the County Commission. This operational directive shall remain in effect until revoked or amended.

Approved By:



Ralph Cutié, Aviation Director

Date:

9/24/21

Attachment I - APM Access/Adjacent Work Requirements

APM Access / Adjacent Work Requirements (AAWR)

Miami International Airport

August 2021



MIAMI-DADE AVIATION DEPARTMENT

Documents Prepared and Submitted by:

Eddie China, MDAD APM Office

LEA & Elliott, APM Oversight Consultants

Contents

| | | |
|---------|---|----|
| 1.0 | INTRODUCTION AND PURPOSE | 3 |
| 2.0 | OBJECTIVE | 3 |
| | Warning: Working near the APM system without adhering to safety protocols and specific safety precautions may be harmful or fatal, given its automatic operation, elevated design, high voltage live rail, speed and quiet operation..... | 4 |
| 3.0 | ACRONYMS | 4 |
| 4.0 | REFERENCE DOCUMENTATION | 4 |
| 5.0 | CONTRACTOR RESPONSIBILITIES | 5 |
| 5.1 | Access Requirements | 5 |
| 5.1.1 | Site Access Badge | 5 |
| 5.1.1.1 | MDAD Issued Badge Qualifications..... | 6 |
| 5.1.1.2 | Escort..... | 6 |
| 5.1.2 | Contractor Safety Orientation Training | 6 |
| 5.1.3 | Safety Requirements..... | 6 |
| 5.1.3.1 | General Safety Rules | 7 |
| 5.1.3.2 | Work Safety Inspections | 7 |
| 5.1.4 | Work Plan..... | 8 |
| 5.1.4.1 | Operational Requirements..... | 8 |
| 5.1.4.2 | General Conditions for Construction Adjacent to the APM Guideway/Facilities | 9 |
| 5.1.4.3 | Material Handling General Requirements | 9 |
| 5.1.4.4 | Adverse Weather Conditions General Requirements..... | 10 |
| 5.1.4.5 | Housekeeping General Requirements | 11 |
| 5.1.4.6 | Overhead Protection..... | 12 |
| 5.1.4.7 | Exterior Building Maintenance | 12 |
| 5.1.5 | Briefing Requirements | 13 |
| 6.0 | EMERGENCY PROCEDURES | 14 |

1.0 INTRODUCTION AND PURPOSE

The Miami-Dade Aviation Department (MDAD) promotes a safe environment and considers safety a primary concern that affects all levels of MDAD activities, including transportation systems. MDAD has various forms of transportation systems operating on the Miami International Airport property. This document focuses on the three Automated People Mover (APM) Systems installed on Miami International Airport property (the North Terminal Skytrain APM System, the MIA Mover APM System, and the Satellite E eTrain APM System). Collectively, these three APM Systems are known as the “MIA APM Systems” and are referenced as such throughout this document.

These MIA APM Systems will, at times, require work to be performed for required periodic, scheduled and unscheduled maintenance, modifications, upgrades and repairs. There will also be maintenance/construction work to be performed by MDAD, not related to the APM systems, but within the System Right of Way (ROW). Access to perform these maintenance/construction and upkeep activities will be necessary. All contractor personnel (including MDAD personnel) performing work within the ROW, whether MDAD direct employees, personnel hired by MDAD, personnel hired by the respective APM Systems Supplier/Maintainer or as a subcontractor to any contractor performing work on Airport property adjacent to or within any APM System ROW, must adhere to the access and procedures outlined within this **APM Access / Adjacent Work Requirements (AAWR)** and as further required by all referenced documents including **MDAD’s Design Guidelines Manual (DGM)**. The System ROW’s are identified as any area that is within 15 feet from the edge of an APM Systems guideway or other APM facility, as shown in Appendix 4.

NOTE TO ALL MDAD PERSONNEL: All MDAD personnel performing any work within the ROW must follow all of the protocols defined in this AAWR.

The purpose of this Operational Directive (OD) is to identify and minimize potential hazards associated with the MIA APM Systems by identifying safe standard operating procedures and guidelines for work on or adjacent to any of the MIA APM Systems. Contractors are to be aware that there are potential hazards and unforeseen conditions that exist when Contractors are performing work on or adjacent to the operational areas of the MIA APM Systems. All Contractors must adhere to these operating procedures, guidelines and reference documents at all times while working on or around the ROW MIA APM Systems.

Contractors are to use extreme caution when working in or near any of these restricted areas as the MDAD APM Systems consist of high voltage electrical components and fast-moving vehicles.

2.0 OBJECTIVE



Warning: Working near the APM system without adhering to safety protocols and specific safety precautions may be harmful or fatal, given its automatic operation, elevated design, high voltage live rail, speed and quiet operation.

This document is intended to provide general guidelines for any contractor that needs to perform work near or within any MIA APM Systems ROW. The Contractor, in coordination with MDAD and the APM System Supplier / Maintainer, has the overall responsibility to ensure compliance with all applicable access and safety related standards. Non-compliance with any of the referenced standards may result in work stoppage, employee dismissal, and / or contractor suspension or dismissal. The objective of this document is to; (1) identify and mitigate potential hazards associated with contractors working on or near any MIA APM System; (2) to ensure all affected parties are made aware of work on or within these systems and the potential hazards and impacts to the operation / availability of the systems; and (3) to facilitate proper safety measures based on the established APM operations and access procedures referenced in this AAWR.

3.0 ACRONYMS

| | |
|------|---|
| AAWR | APM Access / Adjacent Work Requirements |
| APM | Automated People Mover |
| CMSI | Crystal Mover Services, Inc. |
| DGM | Design Guidelines Manual |
| LPOA | Leitner-Poma of America |
| MDAD | Miami-Dade Aviation Department |
| MHIA | Mitsubishi Heavy Industries of America |
| OSHA | Occupational Safety and Health Administration |
| PPE | Personal Protective Equipment |
| ROW | Right-of-Way |
| RWP | Roadway Workers Protection |
| SSPP | System Safety Program Plan |

4.0 REFERENCE DOCUMENTATION

- MDAD Design Guidelines Manual (DGM)
- MDAD Life Safety Plan
- MDAD System Safety Program Plan (SSPP)
- MDAD Standards Manual
- MDAD Standard Operating Procedures (SOPs)
- Utility Outage Notification (MDAD Construction Form 018)
- Hazard Assessment - Transit Project Safety Plan
- APM Site Specific References are provided in the following Appendices:
 - Appendix 1: Satellite E eTrain APM System

- Appendix 2: North Terminal Skytrain APM System
- Appendix 3: MIA Mover APM System

5.0 CONTRACTOR RESPONSIBILITIES

All Contractors shall be responsible to maintain a comprehensive understanding of the **AAWR** and all other APM System access and safety procedures as it applies to the MIA APM System and/or area for which the Contractor will be performing work.

The MIA APM System access and work guidelines provided herein are for reference. The Contractor is responsible for obtaining the most recent revision of these documents. Should the Contractor require additional information or clarification regarding work access and safety, the Contractor shall contact the MDAD Project/Construction Manager responsible for the work. The APM System Supplier/Maintainer Manager and the MDAD Chief of Airport APM & Transport Systems will also be available to the Contractor. All work performed within any APM System ROW requires prior coordination and approval of the APM Systems Supplier/Maintainer and the MDAD Chief of Airport APM & Transport Systems. This coordination shall continue throughout the work. The Contractor is responsible for obtaining such coordination and approvals. For any work performed directly for an APM System Supplier/Maintainer, the APM System Supplier/Maintainer maintains primary responsibility for ensuring access and safety for their Contractors while performing work. The APM Systems Supplier/Maintainer is responsible for providing a safe work environment for their employers and their direct suppliers/contractors.

In the event of a conflict between any of the APM Systems Supplier/Maintainer requirements and the requirements of this AAWR, the Contractor shall immediately bring it to the attention of the MDAD Project Manager, the MDAD Chief of Airport APM & Transport Systems and the applicable APM System Supplier/Maintainer for resolution.

5.1 Access Requirements

Contractor access to any of the MIA APM Systems shall be in accordance with the work safety and access guidelines of the applicable APM System for which work is to be performed. The Contractor is to refer to the applicable access and work guidelines identified in Section 4.0. The Contractor shall coordinate all access through their MDAD Project Manager and the APM Systems Supplier/Maintainer.

5.1.1 Site Access Badge

MDAD requires all Contractors to acquire MDAD issued badges, with custom seals (if applicable), for their employees prior to working in the secure areas of the airport. Contractors working in

areas located outside of the secure zones do not require site access badges; however, are subject to the badging requirements and restriction of the applicable APM System.

5.1.1.1 MDAD Issued Badge Qualifications

MDAD maintains a list of requirements to qualify for and receive an MDAD issued site access badge. The Contractor must adhere to the MDAD requirements as well as the requirements of the APM System Supplier/Maintainer for which work is being performed. Where conflicts exist, the Contractor is responsible for obtaining direction from the MDAD Project Manager or the APM System Supplier/Maintainer for which work is being performed.

5.1.1.2 Escort

In some cases, it may be necessary for the Contractor to escort personnel into restricted areas of the Miami International Airport. In such cases, the Contractor must adhere to the security policies set forth by MDAD and those of the APM System Supplier/Maintainer.

5.1.2 Contractor Safety Orientation Training

Contractors working on or near the ROW and other restricted access areas of the APM Systems are required to attend safety orientation training prior to accessing the site. Depending on the location where work is to be performed, the Contractor must attend safety familiarization training provided by the APM Contractor in accordance with this MDAD Operational Directive (OD). The Contractor is responsible for understanding these requirements in coordination with their MDAD Project Manager. For Contractors hired by MDAD to perform work, the Contractor is also required to attend the safety orientation training of the APM System Supplier/Maintainer responsible for the area where work is to be performed. In cases where the APM System Supplier/Maintainer has hired the Contractor to perform work, the APM System Supplier/Maintainer, is responsible for the development and implementation of training programs and for ensuring that personnel and Contractors working on or near the ROW and other restricted access areas of the APM System are properly trained. All employees of the Contractor (regardless of position) who will be working within an APM ROW are required to attend training as specified by this OD and as required by the APM System Supplier/Maintainer.

5.1.3 Safety Requirements

The Contractor is responsible for identifying and adhering to all safety procedures required by MDAD and the APM System Supplier/Maintainers. MDAD requires all Contractors working within any APM System ROW to fully comply with all safety requirements and all federal, state, and local laws, statutes, ordinances, rules, regulations, requirements and guidelines of

government authorities, agencies and any other authorities having control or bearing on the performance of work. The Contractor shall also adhere to the safety guidelines established by the APM Systems Supplier/Maintainers for which work is to be performed. It is the Contractor's responsibility to identify all safety requirements prior to work. Any questions shall be directed to the appropriate MDAD Project Manager.

5.1.3.1 General Safety Rules

The following are general safety rules, for which the Contractor is to adhere to when performing work associated with or in the vicinity of the APM Systems at the Miami International Airport. These are highlighted in addition to all safety requirements provided within the reference documents listed in Section 4.0 of this document. These rules are applicable for all work performed on the APM guideway, within the APM ROW, elevated locations near the energized power rail, emergency walkway, etc. The Contractor is responsible for identifying and following all applicable safety rules.

- 1) Proper personal protective equipment (PPE) must be worn at all times while working on the project site.
- 2) Appropriate fall protection equipment must be worn when working at specified heights.
- 3) Proper eye and/or face protection must be worn when working with equipment that can potentially cause injury to the eyes or face.
- 4) The use of unsafe tools and equipment are prohibited.

5.1.3.2 Work Safety Inspections

MDAD, in accordance with the requirements in SSPP Section 5.0, may audit the workplace Safety programs established by the Contractor at any time to ensure compliance with the State of Florida, OSHA, and this AAWR. The Contractor, in coordination with the MDAD Project Manager and the APM Systems Supplier/Maintainer for which work is to be performed, shall ensure that the work site provides a safe, healthy, and environmentally clean area for workers. The work area shall be inspected by the Contractor on a regular basis via industry standard, Work Safety Inspections.

Work Safety Inspections is the process of observing a project site or work area to identify unsafe employee behavior, unsafe site condition, etc.

5.1.4 Work Plan

The Contractor, prior to performing work, shall submit a Work Plan to the MDAD Project Manager and the applicable APM Systems Supplier/Maintainer for review and approval. The Work Plan shall include the following at a minimum:

1. Project Information
2. APM System where work is being performed on or near
3. Work description and location
4. Sequence of Work
5. Work duration
6. Required Documentation/Drawings
7. Special Equipment Requirements (i.e. cranes, etc.)
8. Special Permits and Requirements
9. Work Plan approval signature(s) and date(s)

5.1.4.1 Operational Requirements

MDAD shall have the right to halt any work or construction activities that affects the safety of the facilities, MDAD personnel, other persons, and normal passenger/personnel operations of the MIA APM Systems. MDAD will exercise reasonable advance notice, except for any matters related to immediate concerns which will require no advance notice. The APM System Supplier/Maintainers may also halt work if the work is impacting the safety or operation of the one of the MIA APM Systems.

Construction activity which may have an impact on the MIA APM Systems must be scheduled during specific Non-Operating Hours. Work may also be scheduled during Non-Peak Hours with advance coordination and approval of the APM System Supplier/Maintainer Manager and the MDAD Chief of Airport APM & Transport Systems. Refer to Appendices 1, 2 and 3 of this AAWR for the Hours of Service for each MIA APM System. Contractors are advised that the Hours of Operations may change without notice. It is the Contractor's responsibility to coordinate with APM System Supplier/Maintainer and the MDAD Chief of Airport APM & Transport Systems prior to work commencement.

The scheduling requirements for all work will be addressed on a project-by-project basis where the individual scheduling needs of the project can be evaluated with respect to the operational requirements of the MIA APM System where work is being performed.

5.1.4.2 General Conditions for Construction Adjacent to the APM Guideway/Facilities

1. Clear access must be maintained on a 24-hour basis for ingress and egress for APM passengers, fire and rescue personnel, and maintenance personnel.
2. A single contact person will be named by the Contractor to act as the liaison with the APM System Supplier/Maintainer Manager and the MDAD Chief of Airport APM & Transport Systems for all matters related to any work on or adjacent to any of the MDAD APM Systems.
3. MDAD shall have the right to review all plans and any construction with reasonable advance notice, except for any matters related to immediate system safety concerns which will require no advance notice.
4. Contractor shall arrange a pre-work meeting with the MDAD Project Manager, the APM System Supplier/Maintainer Manager and the MDAD Chief of Airport APM & Transport Systems prior to performing any work and then periodically throughout the work period as determined by MDAD.

5.1.4.3 Material Handling General Requirements

The following are general safety rules regarding material handling which must be adhered to by Contractor when performing work at the Miami International Airport. These are highlighted in addition to all safety requirements provided within the reference documents listed in Section 4.0 of this AAWR and as otherwise required by MDAD or Federal, State, and local laws and regulations.

1. All materials stored in tiers shall be secured to prevent sliding, falling or collapse.
2. Reinforcing steel shall not be used as a lifting ("Pick") point on any load or as a guy line anchor.
3. Hooks, except special sliding choker hooks shall be securely mounted when in use or shall be provided with a functioning safety latch.
4. Scrap material of any kind, type or nature shall be placed daily into appropriate containers specifically supplied for this purpose. Containers shall be removed from the work site when full.
5. Loose material on open decks, rooftops or other exposed locations shall be removed or secured at the end of each day to eliminate dislodgment by wind or other causes.

6. Compatibility of stored materials and storage methods will comply with all applicable OSHA, MDRF and all other applicable environmental agency standards.
7. Employees required to handle, use or dispose of hazardous materials shall be instructed regarding the safe handling, proper procedures, potential hazards, personal hygiene, and personal protective equipment required.
8. No explosive or flammable materials shall be stored within the ROW of any APM System.
9. Disposal of materials shall be in accordance with all applicable Federal, State and Local regulations and the MDAD DGM. All applicable recordkeeping and reporting requirements shall be met by the Contractors.

5.1.4.4 Adverse Weather Conditions General Requirements

The following are general safety rules regarding adverse weather conditions which must be adhered to by the Contractor when performing work at the Miami International Airport. These are highlighted in addition to all safety requirements provided within the reference documents listed in Section 4.0 of this AAWR and as otherwise required by MDAD or Federal, State, and local laws and regulations.

1. Disassemble all scaffolds, loose formwork, radio antennas and all loose materials and secure properly.
2. All items that cannot be secured shall be stored inside secured storage areas or buildings.
3. All crane booms shall be lowered to ground level and secured to prevent movement.
4. All office trailers shall be tied down in compliance with MDC Tie-Down Ordinance No. 77-1 upon original installation. All tie down straps, ground anchors, piers, etc., shall be checked for condition and operation.
5. All exposed glass on the Work Site shall be protected by a solid, rigid covering.
6. All free-standing walls shall be shored from both sides.
7. Before employees are dismissed from the Work Site, the Contractors shall make a thorough inspection to verify all necessary precautions have been taken.

8. All precautions for construction sites during hurricane conditions, as required by the Florida Building Code shall be met.

5.1.4.5 Housekeeping General Requirements

The following are general safety rules regarding general housekeeping which must be adhered to by the Contractor when performing work at the Miami International Airport. These are highlighted in addition to all safety requirements provided within the reference documents listed in Section 4.0 of this AAWR and as otherwise required by MDAD or Federal, State, and local laws and regulations.

1. All refuse piles shall be removed from the Work Site immediately.
2. Stored and stacked materials shall be kept orderly, properly stacked, choked, and secured.
3. Any protruding nails, etc., shall be bent, removed, or clinched immediately.
4. Oil, grease, and water spills shall be cleaned up immediately.
5. Loose materials, tools, or equipment shall be kept off stairs, ramps, platforms and out of walkways at all times when not in use.
6. Depressions and potholes in vehicle or walkway surfaces on the Work Site shall be properly filled and graded immediately.
7. Walkways, vehicle travel ways, ramps, railings, and stairways, shall be kept free from debris, properly installed and maintained.
8. Smoking or the use of open flames within 25 feet of flammable storage areas or fueling areas shall not be permitted.
9. Flammable storage areas shall be properly posted "**NO SMOKING**", provided with adequate fire extinguishers and free of combustible materials.
10. All sanitary facilities used on the Work Site shall be maintained daily.
11. All structures shall have a minimum of a 5-foot perimeter clearance that is to be free from any combustible debris or materials.

12. Before employees are dismissed from the Work Site at each shift or work break, the Contractors shall make a thorough inspection to verify all tools and equipment are removed.

5.1.4.6 Overhead Protection

The following are general safety rules regarding overhead protection which must be adhered to by Contractor when performing work at the Miami International Airport. These are highlighted in addition to all safety requirements provided within the reference documents listed in Section 4.0 of this AAWR and as otherwise required by MDAD or Federal, State, and local laws and regulations.

Overhead protection from falling objects shall be provided over MDAD facilities and work areas whenever there is a possibility, due to the nature of a construction operation, that objects could fall in or around all MDAD APM System guideways, at-grade sections, MDAD facilities, MDAD station entrances and all other areas designated for public access to MDAD facilities. Erection of the overhead protection for these areas shall be done in strict accordance with the requirements of this AAWR and as otherwise required by MDAD or Federal, State, and local laws and regulations.

5.1.4.7 Exterior Building Maintenance

| | |
|--|------------------------------|
| Pressure Washing | Painting |
| Window Washing | Sandblasting |
| Stucco Damage Repair | Other Maintenance Operations |
| Structural/ Non-Structural Inspections | |

General

In general, some routine maintenance activities associated with the exterior building envelope of buildings may not require a building permit. However, to adequately ensure the safety of the MIA APM Systems, provisions are made in this AAWR detailing specific requirements and limitations of allowed building maintenance activities within the System ROW.

Access to exterior building components located within the System ROW including window cleaning operations and roofing operations is prohibited during passenger service hours without an MDAD/APM Monitor. The straightforward MDAD policy is "There shall not be any exterior building maintenance activity at or above the elevation of any MDAD APM guideway during normal passenger operations without a MDAD/APM Monitor."

Maintenance

This section is intended to apply to all activity on the exterior of buildings located within the ROW including but not limited to maintenance, inspections, probing, stucco repair, painting, and waterproofing operations. In cases of practical difficulty and unnecessary hardship, or where other extenuating circumstances exist, MDAD may on a case-by-case basis grant an exception to the requirements stated herein or may permit alternative methods, but only when it is clearly evident as determined by MDAD that equivalent protection is thereby secured.

MDAD Operations and Scheduling

MDAD shall have the right to halt any work or construction activity that affects the safety of MDAD personnel, facilities and/or normal MDAD operations. MDAD will exercise reasonable advance notice, except for any matters related to immediate system safety concerns which will require no advance notice.

Construction activity which may have an impact on the MIA APM Systems must be scheduled during specific Non-Operating Hours. Work may also be scheduled during Non-Peak Hours with advance coordination and approval of the APM System Supplier/Maintainer Manager and the MDAD Chief of Airport APM & Transport Systems. Refer to Appendices 1, 2 and 3 of this AAWR for the Hours of Service for each MIA APM System. Contractors are advised that the Hours of Operations may change without notice. It is the Contractors responsibility to coordinate with APM System Supplier/Maintainer and the MDAD Chief of Airport APM & Transport Systems prior to work commencement.

Holidays & Special Events

Construction activity that may impact holidays or other special events shall be limited by MDAD. Scheduling requirements will be addressed on a project to project and case-by-case basis where the individual scheduling needs of the project can be evaluated with respect to the operations of the MDAD systems.

5.1.5 Briefing Requirements

Prior to starting work, the Contractor shall conduct a job briefing with the work group, including applicable MDAD and APM Systems Supplier/Maintainer staff to discuss access and safety requirements related to the work being performed. General topics of discussion must include:

1. Task to be performed.
2. Potential impacts to any MIA APM System operation or maintenance.

3. Work area/limits.
4. Work sequence.
5. Work duration.
6. Identification, elimination, contain, or communicate all potential hazards.
7. PPE details.
8. Tools and equipment inspection prior to use.
9. Follow up to ensure compliance with safe work practices.
10. Turnover of work area to MDAD or APM Systems Supplier/Maintainer, as applicable.

6.0 EMERGENCY PROCEDURES

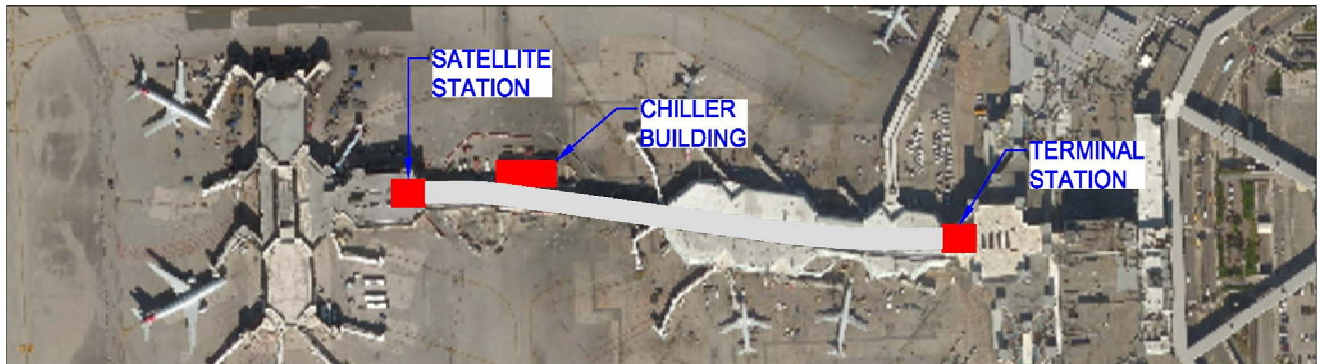
Emergencies such as employee injury, fire, property damage and/or other exposures in the work area shall be reported by the Contractor in accordance with MDAD's SSPP requirements and in accordance with the requirements of the APM Systems Supplier/Maintainer for which work is being performed.

Site specific Emergency Procedures and information regarding the APM Systems ROWs are provided in the following Appendices:

- Appendix 1: Satellite E eTrain APM System
- Appendix 2: North Terminal Skytrain APM System
- Appendix 3: MIA Mover APM System
- Appendix 4: APM Systems Typical Right of Way (ROW)

APPENDIX 1

Satellite E eTrain APM System



| Hours of Operation | | |
|--------------------|---------------|----------------|
| Night Hours | 00:00 – 05:00 | On Call |
| Off-Peak Hours | 05:00 – 08:00 | Single Shuttle |
| Peak Hours | 08:00 – 22:00 | Dual Shuttle |
| Off-Peak Hours | 22:00 – 24:00 | Single Shuttle |

MDAD Badge Requirements:

MDAD ID badge is required for access to the Satellite E eTrain APM System.

Contact information

Operation and Maintenance Manager:

Luis Martinez (970) 260-8074

Technical Manager:

Mark Jevons (970) 260-5014

MDAD Chief of Airport APM & Transport Systems

Eddie China (305) 869-4013

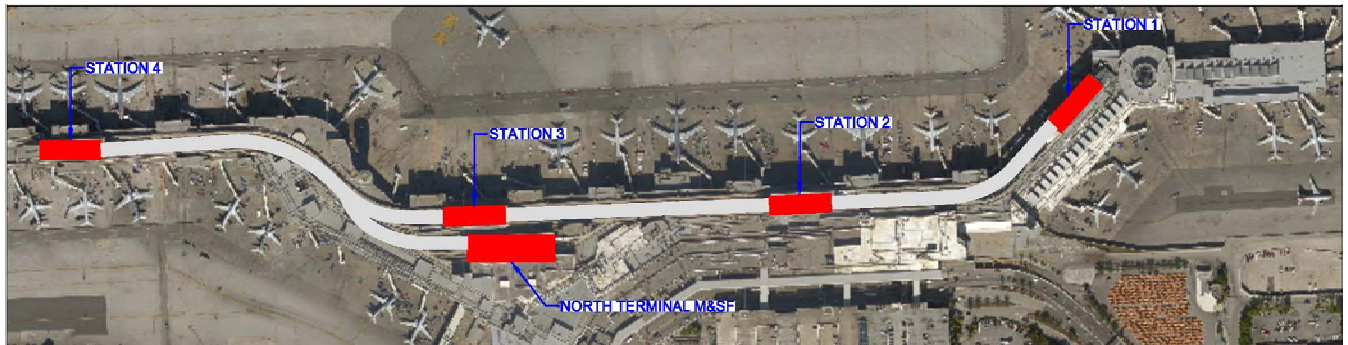
Reference Documents:

Leitner-Poma Contractors & Vendors Safety Acknowledgment

Leitner-Poma Safety Manual

APPENDIX 2

North Terminal Skytrain APM System



| Hours of Operation | | |
|--------------------|---------------|----------|
| Night Hours | 00:00 – 05:00 | 0 trains |
| Off-Peak Hours | 05:00 – 08:00 | 3 trains |
| Peak-Hours | 08:00 – 20:00 | 4 trains |
| Off-Peak Hours | 20:00 – 22:00 | 3 trains |
| Off-Peak Hours | 22:00 – 00:00 | 2 trains |

MDAD Badge Requirements:

MDAD ID badge is required to access North Terminal APM System

Contact information

Operation and Maintenance Manager:

Alan John Baptiste: (305) 913-9971

North Terminal First Shift Engineer:

Fabio Sanchez - 757-575-7987

MDAD Chief of Airport APM & Transport Systems:

Eddie Chinaea (305) 869-4013

(305) 613-7631

Reference Documents:

MHIA Project Site Safety Plan

MHIA Safety Briefing Summary

CMSI System Access Request

CMSI Power Rail Lockout / Tagout

APPENDIX 3

MIA Mover APM System



| Hours of Operation | | |
|--------------------|---------------|--------------------|
| Night Hours: | 00:00 – 05:00 | 4 vehicles on call |
| Off-Peak Hours: | 05:00 – 10:00 | 5 vehicles (2/2/1) |
| Peak Hours: | 10:00 – 20:00 | 5 vehicles (2/2/1) |
| Off-Peak Hours: | 20:00 – 00:00 | 5 vehicles (2/2/1) |

MDAD Badge Requirements:

No MDAD ID badge is required to access MIA Mover APM System

Contact information

Operation and Maintenance Manager:

Alan John Baptiste: (305) 913-9971

MIA Mover Senior Engineer:

MC McCray - 786-457-0175

MDAD Chief of Airport APM & Transport Systems

Eddie Chinaea (305) 869-4013

Reference Documents:

MHIA Project Site Safety Plan

MHIA Safety Briefing Summary

CMSI System Access Request

CMSI Power Rail Lockout / Tagout

APPENDIX 4

APM Systems Typical Right of Way (ROW)

