g) Detergent must not harm the airfield lighting seals on the fixtures above ground and those recessed in the runway or electrical cabling in the fixture cans.

h) Detergent must not attack live rubber including hoses, tires, and wiring on the scrubbing and rinsing vehicles.

i) Detergent must be able to remove 95% of medium rubber build-up.

j) Detergent must pose no hazard to employee due to exposure.

k) If applicable, Detergent shall be packaged in new plastic, returnable, 55-gallon Department of Transportation (DOT) approved drums. Contractor shall provide for the return of the empty drums without additional cost to the end user. The end user shall properly rinse the drums and return them in a single shipment.

l) The **Contractor** shall provide a telephone number for a technical advisor to contact with regard to any problems with Detergent that may be encountered. The **Contractor** shall have 12 hours to respond and solve any problems. If the problems cannot be resolved over the phone, a company representative shall be required to be on-site within 24 hours after the initial call.

m) The **Contractor** must provide a Material Safety Data sheet (MSDS) for the Detergent for each delivery.

n) The **Contractor** shall submit a complete environmental impact study that documents Detergents effect upon surface water, ground water and wildlife. The study shall include the toxicological review of any chemical defined as hazardous by the OSHA hazard Communication Standard. The study shall include a bioassay documenting the aquatic toxicity of the Detergent offered. To determine the long impact on plant life, soil studies shall have been used continually for a minimum of two years. Test shall have conducted on the wastewater runoff to determine compliance with the Clean Water Act. The test shall have been completed and reported by an EPA Certified Laboratory.

9. DERUBBERIZING RUNWAYS – WATER BLASTING

a) Performance must be in compliance with FAA AC150/5320-12C.

b) Water Blasting must not harm the micro or macro textures or the joint seals (silicone or neoprene) of the runways.

c) Water Blasting must not harm the airfield lighting seals on the fixtures above ground and those recessed in the runway or electrical cabling in the fixture cans.

d) The Water Blasting process shall incorporate vacuums that remove the debris generated from the process.

e) The Water Blasting process shall leave virtually no damage to concrete or asphalt surfaces.

10. PAINTING or Pavement Marking

a) Paint striping shall be determined by the End User.

b) For the purposes of this Proposal pricing should be stated for both non-reflective paint and reflective paint.

c) Pavement marking shall consist of any new or existing products currently approved by the End User and meeting the compliance requirements of the FAA.

11. PAINT REMOVAL

a) Paint removal shall be determined by the End User. For the purposes of this Proposal, Contractors may propose paint to be removed by sandblasting, shot-blasting, water blasting or grinding.

b) Painted markings equal to or greater than three feet wide must be removed at a minimum rate of 1000 square feet per pound when sandblasting or shot-blasting.

c) Contractor's paint removal process shall expose a minimum of 85% of the surface texture.

12. SUBCONTRACTORS

End User may require the Contractor to identify any subcontractor that will be used. Contractor will provide information including, as a minimum, subcontractor name, telephone number, contact person, type of work subcontractor will perform, number of certified employees to perform said work and three references for which the subcontractor has performed work.