PROJECT CASE STUDY / AVIATION · AIRPORT SECURITY

San Diego International Airport

Federal Inspection Facility, 3835 North Harbor Drive · San Diego County Regional Airport Authority

Prime Contractor: Turner-PCL, a Joint Venture · Owner Controlled Insurance Program



During installation. Temporary security fence built on K-rail — galvanized fabric, barbed outriggers, tensioned and continuous — holding the airfield boundary while the permanent line was rebuilt behind it.

OWNER

San Diego County Regional Airport Authority

PRIME CONTRACTOR

Turner-PCL, a Joint Venture

FACILITY

Federal Inspection Service, Phase One

SPECIFICATION

Section 32 31 13

SUBSTANTIAL COMPLETION

30 June 2018

INSURANCE

OCIP — owner controlled

THE PROJECT

San Diego International Airport built a Federal Inspection Service facility — the building where international arrivals clear U.S. Customs and Border Protection. In-Line provided everything on the fence and gate scope.

Turner-PCL, a joint venture of two of the largest builders in North America, held the prime contract for the Airport Authority. In-Line's scope covered the **airfield perimeter fence**, the **holding area fence**, the **generator enclosure**, and — added by change order — the **automated gate operator systems**.

Field work ran from May 2018 to substantial completion on **30 June 2018**.

WHY IT WAS HARD

You cannot open a hole in an airport perimeter. Not for an hour.

That is what the photograph is. It is not the finished project — it is the work that has to happen *before* the project.

The boundary between the public side of an airport and the Air Operations Area is a controlled security line. It does not get taken down while you build a new one. So In-Line built a complete **temporary secure fence on K-rail** — galvanized fabric, barbed outriggers, tensioned, continuous, and standing before a single post of the existing line was touched.

Most contractors treat temporary fence as a rental line item. On an airfield it is the security boundary of a federally regulated facility, and it is inspected as one.

Working inside a live international airport

Badging, escorts, restricted hours, driver training, foreign object debris control, and a crew that gets removed from the site for a violation — not warned. Every person In-Line put on that job had to clear it, and every day they had to keep clearing it.

Turner-PCL's onboarding is its own project

Before a truck rolled, In-Line submitted a **thirteen-document safety package**: Injury and Illness Prevention Program, Job Hazard Analysis, Public Protection Plan, Hazard Communication Program, Emergency Action Plan, Incident Analysis Program, Safety and Health Audit and Inspection Program, Housekeeping Policy, Drug and Alcohol Policy, Heat Stress Program written for this site, the resume of the safety representative, a list of current OSHA cards, and a named **list of competent persons**.

In-Line's site safety plan went out in **English and Spanish**, because a safety plan nobody can read is not a safety plan. That package is the paperwork behind the morning board.

An OCIP job is audited, not trusted

Under an Owner Controlled Insurance Program the owner carries the insurance and therefore owns the risk — which means monthly payroll reporting, monthly tier contractor utilisation forms, LCPtracker and DIR certified payroll, and a paper trail that continued to be filed for more than a year after the fence was finished.

WHAT IN-LINE DELIVERED

- **Airfield perimeter security fence** — the controlled boundary of the Air Operations Area.
- **Temporary secure fence on K-rail**, built first, so the security line was never open.
- **Holding area fence** serving the federal inspection function.
- **Generator enclosure** protecting emergency power for the facility.
- **Automated gate operator systems** — added by change order and delivered inside the same schedule.
- **Full submittal package** to Specification Section 32 31 13, plus the airport operator submittals the Authority required on top of it.
- **Complete OCIP and prevailing wage compliance** — LCPtracker, DIR, monthly reporting.
- **A signed twelve-month warranty** with a **seven calendar day** response commitment.

SCOPE AT A GLANCE

Airport perimeter security · AOA boundary · Temporary secure fence · K-rail mounted · Barbed outriggers · Automated gate operators · Cantilever gate · Generator enclosure · Spec 32 31 13 · OCIP compliance

13
Safety documents submitted before mobilising

2
Languages the site safety plan was issued in

7 days
Warranty response commitment

0

Hours the security line was open

Substantial completion 30 June 2018. Warranty executed 11 September 2018 for twelve months from substantial completion, covering equipment, material, design furnished and workmanship, and free of liens, claims and security interests.

THE RESULT

International passengers arriving in San Diego clear customs inside a building whose security perimeter In-Line built — and whose boundary was never once left open while it was being built.

The work closed out, the warranty was executed, and the compliance filing continued long after the last crew left, because that is what an airport contract actually is.

Anyone can build a fence. Building one that replaces a live federal security boundary without ever breaking it is a different trade.

WHY AIRPORTS, AGENCIES AND THEIR PRIMES CALL IN-LINE

Secure sites do not have a slow lane. Either you can work inside one or you cannot.

- **We arrive clearable.** Badging, escorts, background requirements, OSHA cards, named competent persons and current training — assembled before mobilisation, not after somebody asks.
- **We hold the boundary.** Temporary secure line first, permanent line second. The security perimeter never depends on trust or a night shift.
- **We survive the largest primes' systems.** Turner-PCL, Hensel Phelps, Granite, Flatiron, Balfour Beatty, Ames — In-Line runs inside their prequalification, safety and reporting machinery without slowing it down.
- **We do OCIP and prevailing wage properly.** LCPtracker, DIR, monthly payroll and utilisation reporting, filed on time, every month, including the months after the work ended.
- **We are certified, bonded, signatory, and safe.** DBE · SBE · SLBE · SB · HUBZone · SBA 8(a). Union affiliated, Local 89 & Local 12. CSLB C-13, C-51, C-32. Bonded through Old Republic Surety, rated A+ XV. **EMR 0.68.**

Commercial aviation, four branches of the armed services, state highway, transit, utility, university and school district work across California. One standard.

HAVE A PROJECT LIKE THIS?

In-Line Fence & Railing has built fence, railing, and guardrail for Southern California public works, utilities, school districts, and government agencies since 1990.

Call (760) 789-0282 | **Request an Estimate**

In-Line Fence & Railing Co., Inc. · Ramona, California

CSLB #769516 (C-13, C-51, C-32) · DBE #14089 · SBE #313379 · SLBE #10IN003 · HUBZone #59995 · DIR #1000002605

Union affiliated — Local 89 & Local 12 · Member, San Diego AGC