Fernando L. Ribas Dominicci Airport (SIG)												
Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
			Offices - #2 East 1st Floor	Damaged to Wall and Ceiling Wood Paneling; (0% Complete) a. Ceiling, 27 ft. x 12 ft. = 324 SF (Pressed Wood) b. Walls, [(27 ft. x 8 ft.) + 2 (12 ft. x 8 ft.) + 2(10 ft. x 8 ft.)] = 600 SF	No		No		FEMA	TBD	TBD	TBD
				Damaged Ceiling Lights; (0% Complete) a. Qty. (3), 2 ft. x 4 ft. Fluorescent Light Fixture Surface Mount (4 bulb type)	No		No		FEMA	TBD	TBD	TBD
				Damaged Metal Door (Metal Frame) With full Glass insert; (0% Complete) a. Qty. (1) 3 ft. x 7 ft.	No		No		FEMA	TBD	TBD	TBD
				Damaged to Ceramic Floor Tile; (0% Complete) a. Ceramic Tiles Area 27 ft. x 12 ft. = 324 SF	No		No		FEMA	TBD	TBD	TBD
				Damaged to Windows; (0% Complete) a. Jalousie Style Window, Qty. (3) 36 in. x 50 in.	No		No		FEMA	TBD	TBD	TBD
			Offices - #3 SW 2nd Floor	Damaged to Wall and Ceiling Wood Paneling; (0% Complete) a. Ceiling, 30 ft. x 9 ft. = 270 SF b. Walls, [2(30 ft. x 9 ft.) + 2 (9 ft. x 9 ft.) + 2(9 ft. x 7 ft.)] = 828 SF	No		No		FEMA	TBD	TBD	TBD
				Damaged Ceiling Lights; (0% Complete) a. Qty. (3), 2 ft. x 4 ft. Fluorescent Light Fixture Surface Mount (4 bulb type)	No		No		FEMA	TBD	TBD	TBD
				Damaged Wood Door; (0% Complete) a. Wood Door with Wood Frame, Qty. (2) 3 ft. x 7 ft.	No		No		FEMA	TBD	TBD	TBD
				Damaged to A/C Unit; (0% Complete) a. Qty. (1), Window Unit (12000 BTU, 120VAC)	No		No		FEMA	TBD	TBD	TBD
				Damaged to Floor Carpet; (high traffic type) (0% Complete) a. Carpet Area 30 ft. x 9 ft. = 270 SF	No		No		FEMA	TBD	TBD	TBD
				Damaged to Glass (Viewing Glass, does not open); (0% Complete) a. Glass with Wood Frame, Qty. (3) 4 ft. x 4 ft. b. Glass with Wood Frame, Qty. (1) 8 ft. x 4 ft.	No		No		FEMA	TBD	TBD	TBD
				Damaged High Traffic Type Carpet Tiles; (0% Complete) 30 ft x 9 ft = 270 Sq. Ft.	No		No		FEMA	TBD	TBD	TBD

Fernando L. Ribas Dominicci Airport (SIG)												
Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
			Offices - #4 East 2nd Floor	Damaged to Acoustic Ceiling Tiles; (2' x 4' tiles to include installation hardware); (0% Complete) a. Ceiling, 23 ft. x 13 ft. = 299 SF	No		No		FEMA	TBD	TBD	TBD
				Damaged Ceiling Lights (T-Bar Drop in Type); (0% Complete) a. Qty. (3), 2 ft. x 4 ft. Fluorescent Light Fixture Drop-In Mount (4 bulb type)	No		No		FEMA	TBD	TBD	TBD
				Damaged Wall Sheet Rock (0% Complete) a. Walls, [2(23 ft. x 8 ft.) + 2(13 ft. x 8 ft.)] = 576 SF	No		No		FEMA	TBD	TBD	TBD
				Damaged Wood Door; (0% Complete) a. Wood Door with Wood Frame, Qty. (1) 3 ft. x 7 ft.	No		No		FEMA	TBD	TBD	TBD
				Damaged to A/C Unit; (0% Complete) a. Qty. (1), Window Unit (12000 BTU, 120VAC)	No		No		FEMA	TBD	TBD	TBD
				Damaged to Vinyl Tile Flooring; (0% Complete) a. Vinyl Area 23 ft. x 13 ft. = 299 SF	No		No		FEMA	TBD	TBD	TBD
				Damaged to Windows;(Metal Frame with Glass Inserts) (0% Complete) a. Jalousie Style Window, Qty. (3) 54 in. x 24 in. b. Jalousie Style Window, Qty. (1) 54 in. x 28 in.	No		No		FEMA	TBD	TBD	TBD
			Support Structure Office #1 SE 1st Floor	Damaged to Acoustic Ceiling Tiles; (2' x 4' tiles to include installation hardware); (0% Complete) a. Ceiling, 12 ft. x 13 ft. = 156 SF i. Approximately 20 Tiles	No		No		FEMA	TBD	TBD	TBD
				Damaged Ceiling Lights (T-Bar Drop in Type); (0% Complete) a. Qty. (2), 2 ft. x 4 ft. Fluorescent Light Fixture Drop-In Mount (4 bulb type)	No		No		FEMA	TBD	TBD	TBD
				Damaged Wood Door; (0% Complete) a. Wood Door with Wood Frame, Qty. (1) 3 ft. x 7 ft.	No		No		FEMA	TBD	TBD	TBD
				Damaged to A/C Unit; (0% Complete) a. Qty. (1), Window Unit (12000 BTU, 120VAC)	No		No		FEMA	TBD	TBD	TBD
				Damaged to Ceramic Floor Tile; (0% Complete) a. Ceramic Tiles Area 12 ft. x 13 ft. = 156 SF	No		No		FEMA	TBD	TBD	TBD
				Damaged to Windows; (0% Complete) a. Jalousie Style Window, Qty. (4) 36 in. x 48 in.	No		No		FEMA	TBD	TBD	TBD

Fernando L. Ribas Dominicci Airport (SIG)												
Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci. Fernando Luis Ribas Dominicci Airport is located in San Juan Puerto Rico, and is owned by the Puerto Rico Ports Authority.	Support Structure Office #2 SE 1st Floor	Damaged to Acoustic Ceiling Tiles; (2' x 4' tiles to include installation hardware) (0% Complete) a. Ceiling, 9 ft. x 13 ft. = 117 SF i. Approximately 16 Tiles	No		No		FEMA	TBD	TBD	TBD
				Damaged Ceiling Lights (T-Bar Drop in Type); (0% Complete) a. Qty. (2), 2 ft. x 4 ft. Fluorescent Light Fixture Drop-In Mount (4 bulb type)	No		No		FEMA	TBD	TBD	TBD
				Damaged Wood Door; (0% Complete) a. Wood Door with Wood Frame, Qty. (1) 3 ft. x 7 ft.	No		No		FEMA	TBD	TBD	TBD
				Damaged to A/C Unit; (0% Complete) a. Qty. (1), Window Unit (12000 BTU, 120VAC)	No		No		FEMA	TBD	TBD	TBD
				Damaged to Ceramic Floor Tile; (0% Complete) a. Ceramic Tiles Area 9 ft. x 13 ft. = 117 SF	No		No		FEMA	TBD	TBD	TBD
				Damaged to Windows; (0% Complete) a. Jalousie Style Window, Qty. (4) 36 in. x 24 in.	No		No		FEMA	TBD	TBD	TBD
			Support Structure Office #3 SE 1st Floor	Damaged to Acoustic Ceiling Tiles; (2' x 4' tiles to include installation hardware) (0% Complete) a. Ceiling, 10 ft. x 13 ft. = 130 SF i. Approximately 17 Tiles	No		No		FEMA	TBD	TBD	TBD
				Damaged Ceiling Lights (T-Bar Drop in Type); (0% Complete) a. Qty. (2), 2 ft. x 4 ft. Fluorescent Light Fixture Drop-In Mount (4 bulb type)	No		No		FEMA	TBD	TBD	TBD
				Damaged Wood Door; (0% Complete) a. Wood Door with Wood Frame, Qty. (2) 3 ft. x 7 ft.	No		No		FEMA	TBD	TBD	TBD
				Damaged to A/C Unit; (0% Complete) a. Qty. (1), Window Unit (12000 BTU, 120VAC)	No		No		FEMA	TBD	TBD	TBD
				Damaged to Ceramic Floor Tile; (0% Complete) a. Ceramic Tiles Area 10 ft. x 13 ft. = 130 SF	No		No		FEMA	TBD	TBD	TBD
				Damaged to Windows; (0% Complete) a. Jalousie Style Window, Qty. (4) 36 in. x 24 in.	No		No		FEMA	TBD	TBD	TBD
			Support Structure Office #4/5 SE 1st Florr	Damaged to Acoustic Ceiling Tiles; (2' x 4' tiles to include installation hardware) (0% Complete) a. Ceiling, 28 ft. x 13 ft. = 364 SF i. Approximately 46 Tiles	No		No		FEMA	TBD	TBD	TBD
				Damaged Ceiling Lights (T-Bar Drop in Type); (0% Complete) a. Qty. (5), 2 ft. x 4 ft. Fluorescent Light Fixture Drop-In Mount (4 bulb type)	No		No		FEMA	TBD	TBD	TBD
				Damaged Wood Door; (0% Complete) a. Wood Door with Wood Frame, Qty. (2) 3 ft. x 7 ft.	No		No		FEMA	TBD	TBD	TBD
				Damaged to A/C Unit; (0% Complete) a. Qty. (1), Window Unit (12000 BTU, 120VAC)	No		No		FEMA	TBD	TBD	TBD
				Damaged to Ceramic Floor Tile; (0% Complete) a. Ceramic Tiles Area 28 ft. x 13 ft. = 364 SF	No		No		FEMA	TBD	TBD	TBD
				Damaged to Windows; (0% Complete) a. Jalousie Style Window, Qty. (8) 30 in. x 24 in.	No		No		FEMA	TBD	TBD	TBD

Fernando L. Ribas Dominicci Airport (SIG)												
Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
			Suppport Structure - Front Entrance and Lobby 1st Floor	Damaged to Acoustic Ceiling Tiles; (2' x 4' tiles to include installation hardware) (0% Complete) a. Ceiling Front Office, 19 ft. x 13 ft. = 247 SF b. Ceiling Lobby Area, 15 ft. x 13 Ft. = 150 SF i. Approximately 50 Tiles	No		No		FEMA	TBD	TBD	TBD
				Damaged Ceiling Lights (T-Bar Drop in Type); (0% Complete) a. Qty. (6), 2 ft. x 4 ft. Fluorescent Light Fixture Drop-In Mount (4 bulb type)	No		No		FEMA	TBD	TBD	TBD
				Damaged Metal Door with Glass Insert; (0% Complete) a. Metal Door with Metal Frame, Qty. (2) 48 In. x 80 in.	No		No		FEMA	TBD	TBD	TBD
				Damaged Wood Door; (0% Complete) a. Wood Door with Wood Frame, Qty. (2) 3 ft. x 7 ft.	No		No		FEMA	TBD	TBD	TBD
				Damaged to A/C Unit; (0% Complete) a. Qty. (1), Window Unit (12,000 BTU, 1 Ton) b. Qty (1) Mini Split Unit (36,000BTU, 3 Ton)	No		No		FEMA	TBD	TBD	TBD
				Damaged to Ceramic Floor Tile; (0% Complete) a. Front Office, 19 ft. x 13 ft. = 247 SF b. Lobby Area, 10 ft. x 15 Ft. = 150 SF	No		No		FEMA	TBD	TBD	TBD
				Damaged to Windows; (0% Complete) a. Jalousie Style Window, Qty. (2) 36 in. x 48 in.	No		No		FEMA	TBD	TBD	TBD
			Support Structure - Hallway 1st Floor	Damaged to Acoustic Ceiling Tiles; (2' x 4' tiles to include installation hardware) (0% Complete) a. Ceiling, 25 ft. x 3 ft. = 75 SF i. Approximately 10 Tiles	No		No		FEMA	TBD	TBD	TBD
				Damaged to Windows; (0% Complete) a. Jalousie Style Window, Qty. (4) 30 in. x 36 in.	No		No		FEMA	TBD	TBD	TBD
				Damaged to Acrylic Window (Viewing Window, do not open); (0% Complete) a. Acrylic with Wood Frame, Qty. (1) 8 ft. x 4 ft.	No		No		FEMA	TBD	TBD	TBD
				Damaged Ceiling Lights (T-Bar Drop in Type); (0% Complete) a. Qty. (3), 2 ft. x 2 ft. Fluorescent Light Fixture Drop-In Mount (2 bulb type)	No		No		FEMA	TBD	TBD	TBD
				Damaged to Ceramic Floor Tile; (0% Complete) a. Hallway (0% Complete), 25 ft. x 3 ft. = 75 SF	No		No		FEMA	TBD	TBD	TBD
			Support Structure - IT Room 1st Floor	Damaged to Acoustic Ceiling Tiles; (2' x 4' tiles to include installation hardware) (0% Complete) a. Ceiling Office, 8 ft. x 13 ft. = 104 SF i. Approximately 13 Tiles	No		No		FEMA	TBD	TBD	TBD
				Damaged to Windows; (0% Complete) a. Jalousie Style Window, Qty. (4) 30 in. x 36 in.	No		No		FEMA	TBD	TBD	TBD
				Damaged Ceiling Lights (T-Bar Drop in Type); (0% Complete) a. Qty. (2), 2 ft. x 4 ft. Fluorescent Light Fixture Drop-In Mount (4 bulb type)	No		No		FEMA	TBD	TBD	TBD
				Damaged Wood Door; (0% Complete) a. Wood Door with Wood Frame, Qty. (1) 3 ft. x 7 ft.	No		No		FEMA	TBD	TBD	TBD
				Damaged to Ceramic Floor Tile; (0% Complete) a. Ceramic, 8 ft. x 13 ft. = 104 SF	No		No		FEMA	TBD	TBD	TBD

Fernando L. Ribas Dominicci Airport (SIG)												
Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
			Support Structure - Loccer Room 1st Floor	Damage to Acoustic Ceiling Tiles; (2' x 4' tiles to include installation hardware) (0% Complete) a. Ceiling Office, 21 ft. x 13 ft. = 273 SF i. Approximately 35 Tiles	No		No		FEMA	TBD	TBD	TBD
				Damage to Windows; (0% Complete) a. Jalousie Style Window, Qty. (4) 24 in. x 36 in.	No		No		FEMA	TBD	TBD	TBD
				Damaged Ceiling Lights (T-Bar Drop in Type); (0% Complete) a. Qty. (2), 2 ft. x 4 ft. Fluorescent Light Fixture Drop-In Mount (4 bulb type)	No		No		FEMA	TBD	TBD	TBD
				Damaged Wood Door; (0% Complete) a. Wood Door with Wood Frame, Qty. (1) 3 ft. x 7 ft.	No		No		FEMA	TBD	TBD	TBD
				Damage to Vinyl Floor Tile; (0% Complete) a. Vinyl Tile, 21 ft. x 13 ft. = 273 SF	No		No		FEMA	TBD	TBD	TBD
				Damaged to Lockers (0% Complete) a. Qty. (20), Height 16 ft. gray in color	No		No		FEMA	TBD	TBD	TBD
			Support Structure - Bathrooms 1st Floor	Damaged to Acoustic Ceiling Tiles; (2' x 4' tiles to include installation hardware) (0% Complete) a. Ceiling Office, 14 ft. x 13 ft. = 182 SF i. Approximately 23 Tiles	No		No		FEMA	TBD	TBD	TBD
				Damaged to Windows; (0% Complete) a. Jalousie Style Window, Qty. (2) 24 in. x 36 in.	No		No		FEMA	TBD	TBD	TBD
				Damaged Ceiling Lights (T-Bar Drop in Type); (0% Complete) a. Qty. (3), 2 ft. x 4 ft. Fluorescent Light Fixture Drop-In Mount (4 bulb type)	No		No		FEMA	TBD	TBD	TBD
				Damaged Wood Door; (0% Complete) a. Wood Door with Wood Frame, Qty. (1) 3 ft. x 7 ft.	No		No		FEMA	TBD	TBD	TBD
				Damaged to Ceramic Floor Tile; (0% Complete) a. Ceramic Tile, 14 ft. x 13 ft. = 182 SF	No		No		FEMA	TBD	TBD	TBD
				Damaged Bathroom Fixtures; (0% Complete) a. Qty. (2), 27 in. x 20 in. Sink b. Qty. (1), Urinal c. Qty. (2), Elongated bowl d. Qty. (2), Showers	No		No		FEMA	TBD	TBD	TBD

Fernando L. Ribas Dominicci Airport (SIG)												
Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
				Damaged to Acoustic Ceiling Tiles; (2' x 4' tiles to include installation hardware) (0% Complete) a. Ceiling Office, 14 ft. x 13 ft. = 182 SF i. Approximately 23 Tiles	No		No		FEMA	TBD	TBD	TBD
				Damaged to Windows; (0% Complete) a. Jalousie Style Window, Qty. (2) 24 in. x 36 in.	No		No		FEMA	TBD	TBD	TBD
				Damaged Ceiling Lights (T-Bar Drop in Type); (0% Complete) a. Qty. (3), 2 ft. x 4 ft. Fluorescent Light Fixture Drop-In Mount (4 bulb type)	No		No		FEMA	TBD	TBD	TBD
				Damaged Wood Door; (0% Complete) a. Wood Door with Wood Frame, Qty (1) 3 ft. x 7 ft.	No		No		FEMA	TBD	TBD	TBD
				Damaged to Vinyl Floor Tile; (0% Complete) a. Vinyl Tile, 14 ft. x 13 ft. = 182 SF	No		No		FEMA	TBD	TBD	TBD
				Damaged to A/C Unit; (0% Complete) a. Qty. (1), Window Unit (12000 BTU, 120VAC)	No		No		FEMA	TBD	TBD	TBD
			Support Structure - Sleeping Quarters 1st Floor	Notes: 1. Complete building redesign, and substitution recommended. 2. Damaged to Slab it appears to be unstable. 3. Generator needs replacement could not verify operation. 4. Recommend A/E services (Drawings and Scope) for new construction of facility hangar. Work Completed: No permanent work has been completed under Category E at the time of this report. Key Emergency Notes: 1. There is extensive damage to building envelope, with loose wall and roof paneling; building is partially unusable, and represents a security risk. 2. The structure appeared to be poorly maintained with corrosion evident on column, beams, paneling, and anchoring on floor, with some broken structural elements dangling dangerously over the building's habitable space. 3. The building is missing around 30% of its building envelope, over 7,500 sq. ft., and missing some of its structural components. Diesel Generator not operational Pre-Maria. 4. South Side of Hangar has offices that include 2 story wood and steel structure and 1st floor Lobby and main entrance with exterior block walls and interior sheet rock. 5. Complete building redesign, and substitution recommended.	No		No		FEMA	TBD	TBD	TBD

Fernando L. Ribas Dominicci Airport (SIG)												
Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
Hangar 22 Police Gym (FURA)												
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci. Fernando Luis Ribas Dominicci Airport is located in San Juan Puerto Rico, and is owned by the Puerto Rico Ports Authority. Extensive damage throughout building envelope and interior facility (building collapsed). At the time of site inspection building was cleared of debris (by tenant) and only the concrete pad was left.		Damage to metal frame structure: a. 120 ft. long x 60 ft. wide = Approx. footprint 7200 sq. ft.	No		No		FEMA	TBD	TBD	TBD
				Notes: 1. Building is missing 60% of its envelope. 2. Recommend A/E services (Drawings and Scope) for new construction of facility hangar. 3. HM for contaminated soil (Used Engine Oil) North Wet of Bldg. Area 30 Ft. long x 20 ft. Wide.	No		No		FEMA	TBD	TBD	TBD
Hangar 23 Police (Small Building)												
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci. Fernando Luis Ribas Dominicci Airport is located in San Juan Puerto Rico, and is owned by the Puerto Rico Ports Authority. Minimal damage was noticed on the exterior of the building envelope. There was no access to the interior of the building. However at the time of site inspection building the tenant mentioned there was no damage to the interior of the facility.		Damaged to Exterior Door (West Side of Bldg.); (100% Complete Sub recipient to provide documentation) a. 3 ft. Wide x 7 ft. High Aluminum Door. b. Concrete patching (plaster) around door frame.	Yes		Completed		FEMA	TBD	TBD	TBD
				Damaged to concrete plaster on underside of eve. (0% Complete) a. 10 ft. x 3 ft. area	No		No		FEMA	TBD	TBD	TBD
				Damaged to concrete block for small bldg. West side (area used as picnic area). (0% Complete) a. 4 ft. x 4 ft. concrete block, plaster and paint.	No		No		FEMA	TBD	TBD	TBD
				Notes: 1. Exterior aluminum door replaced and concrete plaster around door frame completed by tenant. Tenant to provide documentation. 2. No damage to interior of the bldg. (per tenants' comments). 3. Small building next to main bldg. used as a picnic/outside cook area (charcoal).	No		No		FEMA	TBD	TBD	TBD

Fernando L. Ribas Dominicci Airport (SIG)												
Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
Hangar 25 San Juan Jet Charters												
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci. Fernando Luis Ribas Dominicci Airport is located in San Juan Puerto Rico, and is owned by the Puerto Rico Ports Authority.	Exterior	Exterior Building, 15.625 SF of Insulated Roof Membrane, 125 FT long x 125 FT wide, Driving wind and rain from Hurricane Maria cause the roof membrane damage and now leaks, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 2,500 SF of CMU Wall - 5 FT Tall - 500 LF, Driving wind and rain from Hurricane Maria, roof paneling blown off, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 22,500 SF of Siding / Insulated Panels, Driving wind and rain from Hurricane Maria, Exterior siding / Insulated panels damaged/missing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, Flashing, 600 FT long, Driving wind and rain from Hurricane Maria, flashing blown off and missing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, Gutters, 600 FT long, Driving wind and rain from Hurricane Maria, Gutters blown off and missing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, Downspouts, 250 FT long, Driving wind and rain from Hurricane Maria, Downspouts blown off and missing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 1,500 SF of Insulated Corrugated Metal roof (lower Structure), 50 FT long x 30 FT wide, Driving wind and rain from Hurricane Maria, Corrugated metal on lower structure damaged/missing., 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 1,500 SF of Tile Flooring, Driving wind and rain from Hurricane Maria, Tile Flooring damaged, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 4 each of Spotlights, Driving wind and rain from Hurricane Maria, Spotlights damaged/Missing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 2 each of AC Unit 1 (4 Ton) and 1 (2 Ton), Driving wind and rain from Hurricane Maria, Cinder block Wall damaged, 0% work completed.	No		No		FEMA	TBD	TBD	TBD

Fernando L. Ribas Dominicci Airport (SIG)												
Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
			Interior	Interior Building, 1 each of Structural Column (North East Corner), 12 IN long x 10 IN wide x 40 FT high, Driving wind and rain from Hurricane Maria, Structural Column twisted and bent from other components failure, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Interior Building, 1 each of Gable Beam, Driving wind and rain from Hurricane Maria, Gable Beam twisted and bent from other components failure, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Interior Building, 4 each of C- Channel Beams - C-10 - 500 LF, Driving wind and rain from Hurricane Maria, C Channels Missing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Interior Building, 40 each of Purlins - C-10 - 125 FT, Driving wind and rain from Hurricane Maria, Purlins Missing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Interior Building, 225 SF of Server IT System Panel, 15 FT long x 15 FT wide, Driving wind and rain from Hurricane Maria, Electrical / Electrical Panels, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Interior Building, 6 each of Lighting (Main Hangar) High Bay - 400 Watt, Driving wind and rain from Hurricane Maria, Lighting missing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Interior Building, 10 each of Flouresent Lighting (Lower Structure) 2 FT x 4 FT, Driving wind and rain from Hurricane Maria, flourescent Lighting missing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Interior Building, 25 SF of Telephone System Panal, 5 FT long x 5 FT wide, Driving wind and rain from Hurricane Maria, Electrical / Electrical Panels, 0% work completed.	No		No		FEMA	TBD	TBD	TBD

Fernando L. Ribas Dominicci Airport (SIG)												
Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
Hangar 26 Caribbean Aircraft												
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci. Fernando Luis Ribas Dominicci Airport is located in San Juan Puerto Rico, and is owned by the Puerto Rico Ports Authority.	Exterior	Exterior Building, 6 each of Translucent Panel 6 FT x 10 FT, 6 FT long x 10 FT wide, Driving wind and rain from Hurricane Maria, Skylights damaged/missing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 4 each of HID Lights, Driving wind and Rain from hurricane Maria, HID lights damaged/missing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, C-Channels/Sub Framing C-10 - 150 LF, 150 FT long, Driving wind and Rain from hurricane Maria, C-channels / Sub Framing Missing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 1 each of Windows / Louvers, 13 FT wide x 5 FT high, Driving wind and Rain from Hurricane Maria, windows and louvers missing/damaged, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, Purlins - C-10, 42 FT long, Driving wind and Rain from Hurricane Maria, purlins missing/damaged, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, Gutters, 64 FT long, Driving wind and Rain from Hurricane Maria, Gutters missing / Damaged, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 6 each of DownSpouts - 25 FT Long Each, Driving wind and Rain from Hurricane Maria, Downspouts Missing / Damaged, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, Flashing, 66 FT long, Driving wind and Rain from Hurricane Maria, flashing damaged/missing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 1 each of AC Unit - Model Number AWGBC18-C2 - 18,000 BTU, Driving wind and Rain from Hurricane Maria, AC Unit damaged/ Missing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 1 each of Motorized Hangar Door - 1500 S.F., Driving Wind and rain from hurricane Maria - Hangar Door inoperable, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 5,600 SF of Corrugated Metal Roof Panels, 80 FT long x 70 FT wide, Driving Wind and Rain from hurricane Maria - roof Membrane damaged/Missing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 1,800 SF of Corrugated Metal Siding Panels, Driving Wind and Rain from hurricane Maria - Corrugated Metal Siding Panels, 0% work completed.	No		No		FEMA	TBD	TBD	TBD

Fernando L. Ribas Dominicci Airport (SIG)												
Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
Hangar 27 Million Air												
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci. Fernando Luis Ribas Dominicci Airport is located in San Juan Puerto Rico, and is owned by the Puerto Rico Ports Authority.	Exterior	Exterior Building, Corrogated Metal Siding - South Façade, 30 FT long x 30 FT high, Driving wind and rain caused damage to Corrugated Metal Siding, 100% work completed.	Yes		Completed		FEMA	TBD	TBD	TBD
				Exterior Building, 4 each of C- Channels - South Façade C-10, 20 FT long, Driving wind and rain caused damage to C-Channels, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 1 each of Double Door - South Façade - Galvanized Steel, 5 FT wide x 7 FT high, Driving wind and rain caused damage to Exterior walls, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 1,500 SF of Exterior Walls, Driving wind and rain caused damage to Double Door, 100% work completed.	Yes		Completed		FEMA	TBD	TBD	TBD
				Exterior Building, 8,500 SF of Corrugated Steel Roofing, Driving wind and rain caused damage to Steel Roofing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 1 each of Translucent Roof Panel (25 SQ FT), Driving wind and rain caused damage to the Skylight, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 4 each of Downspouts - 40 FT , Driving wind and rain caused damage to the Gutters, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, Flashing 6 Inch, 450 FT long, Driving wind and rain caused damage to the flashing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 2 each of Flourescent Lights round bulbs, Driving wind and rain caused damage to external Lights, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 4 each of LED Flood Lights, Driving wind and rain caused damage to Flood Lights, 100% work completed.	Yes		Completed		FEMA	TBD	TBD	TBD
				Exterior Building, 4,000 SF of Paint , Driving wind and rain caused damage paint, 100% work completed.	Yes		Completed		FEMA	TBD	TBD	TBD
				Exterior Building, 1 each of Rolling door - Entry Gate Motor Damage, Driving wind and rain caused damage to the entry gate motor, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 3 each of AC Units - 55,000 BTU - (3) Each, Driving wind and rain caused damage to AC UNITS, 0% work completed.	No		No		FEMA	TBD	TBD	TBD

Fernando L. Ribas Dominicci Airport (SIG)												
Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
			Interior	Interior Building, 10,000 SF of Gypsum walls (completed), Driving wind and rain caused damage to the Interior Gypsum Walls, 85% work completed.	No		Yes		FEMA	TBD	TBD	TBD
				Interior Building, 2,995 SF of Insulation Panels, 118 FT long x 71 FT wide, Driving wind and rain caused damage to Insulation, 25% work completed.	No		Yes		FEMA	TBD	TBD	TBD
				Interior Building, 1,500 SF of Ceramic Tiles , Driving wind and rain caused damage to Insulation, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Interior Building, 1,500 SF of Accoustical Ceiling tiles 2 FT x 2 FT, Driving wind and rain caused damage to ACT, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Interior Building, A/C Ducts - 2' x 1' cross section, 118 FT long x 71 FT wide, Driving wind and rain caused damage A/C Ducts, 100% work completed.	Yes		Completed		FEMA	TBD	TBD	TBD
Hangar 27 Million Air												
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci. Fernando Luis Ribas Dominicci Airport is located in San Juan Puerto Rico, and is owned by the Puerto Rico Ports Authority.	Exterior	Exterior Building, 1,050 SF of Insulated Roof Panels, Driving wind and Rain from hurricane Maria, Roof Panals missing/damaged, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 1 each of 40 FT Gable Beam, 12 IN wide x 12 IN high, Driving wind and Rain from hurricane Maria, Gable Beam, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 15 each of 40 LF C-Channel Beams - C-10, Driving wind and Rain from hurricane Maria, C-Channel Beams missing damaged, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, Insulated Side Panels, 3 FT wide x 8 FT high, Driving wind and Rain from hurricane Maria, Insulated Side Panals missing/damaged, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 35 each of Gable Seal / Soffit Block / Draft Stop, 3 FT long, Driving wind and Rain from hurricane Maria, Gable Seal / Soffit Block / Draft Stop missing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD

Fernando L. Ribas Dominicci Airport (SIG)												
Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
Hangar 31 Hangar Sadamy												
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci. Fernando Luis Ribas Dominicci Airport is located in San Juan Puerto Rico, and is owned by the Puerto Rico Ports Authority.	Exterior	Exterior Building, 350 SF of Corrugated wall Panels, Drving Wind and Rain from Hurricane Maria cause Corrugated Metal Wall Panels to go missing or damaged, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 4 each of Downspouts 20 Foot, Drving Wind and Rain from Hurricane Maria cause downspouts to go missing or damaged, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
			Interior	Interior Building, 10 SF of Flashing, Drving Wind and Rain from Hurricane Maria cause Flashing to go missing or damaged, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Interior Building, 1,000 SF of Insulation, Drving Wind and Rain from Hurricane Maria cause Insulation to go missing or damaged, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Interior Building, 3 each of Accoustical Ceiling tiles, 2 FT long x 4 FT wide, Drving Wind and Rain from Hurricane Maria cause Accoustical Ceiling Tiles to go missing or damaged, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
Hangar 33 Avia Service												
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci. Fernando Luis Ribas Dominicci Airport is located in San Juan Puerto Rico, and is owned by the Puerto Rico Ports Authority.	Exterior	Exterior Building, 2 each of Windows and Aluminum Frame 4 FT x 8 FT AND 3 FT x 4 FT, Driving Winds and Rain from hurricane Maria Cause damage to windows, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 1 each of Motorized Hangar Door - 1500 SQ FT, Driving Winds and Rain from hurricane Maria Cause damage to Motorized Hangar Door, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 300 SF of Flashings, Driving Winds and Rain from hurricane Maria Cause damage to Flashing, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, Gutters 6 Inch, 400 FT long, Driving Winds and Rain from hurricane Maria Cause damage to Gutters, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 14,500 SF of Corrugated Metal Roof, Driving Winds and Rain from hurricane Maria Cause damage to Corrugated Metal Roof, 100% work completed.	Yes		Completed		FEMA	TBD	TBD	TBD
				Exterior Building, 2 each of AC Units 1 (2 Ton) and 1 (1.5 Ton), Driving Wind and Rain from Hurricane Maria Caused Damage to AC Units, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 120 SF of Siding Galvalum, Driving Wind and Rain from Hurricane Maria Caused Damage to Siding, 100% work completed.	Yes		Completed		FEMA	TBD	TBD	TBD

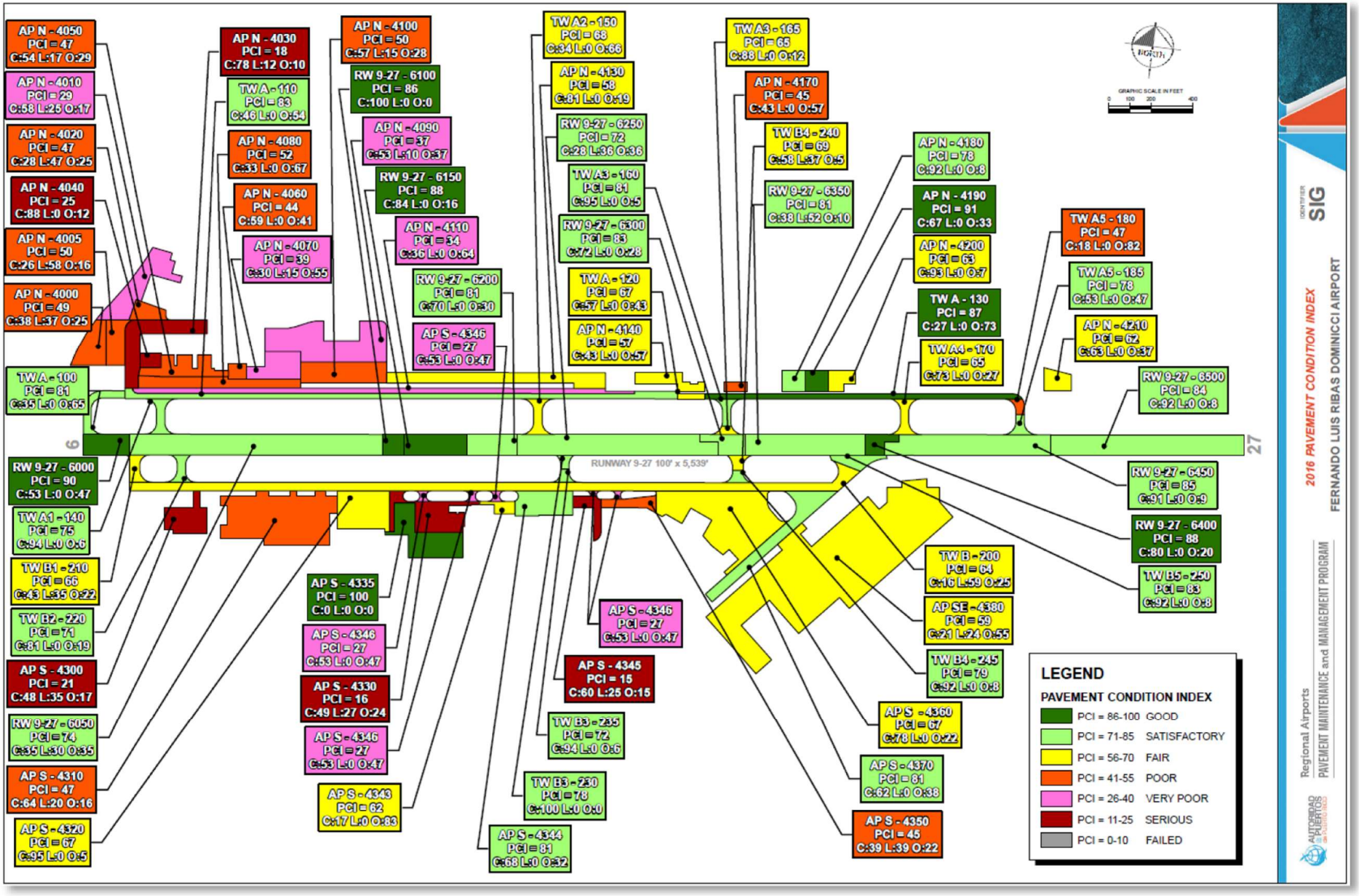
Fernando L. Ribas Dominicci Airport (SIG)												
Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
			Interior	Interior Building, 7,200 SF of Ceiling Insulation Panals 5 FT x 10 FT, Driving Winds and Rain from hurricane Maria Cause damage to Ceiling Insulation Panals, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Interior Building, 2 each of Translucent Roof Panels 300 SQ FT, Driving Winds and Rain from hurricane Maria Cause damage to skylights, 100% work completed.	Yes		Completed		FEMA	TBD	TBD	TBD
				Interior Building, 2 each of Lighting Fixtures - 400 Watt, Driving Winds and Rain from hurricane Maria Cause damage to Light Fixtures, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Interior Building, C-Channel Beams C-10, 334 FT long, Driving Wind and Rain caused Damage to C-Channels, 100% work completed.	Yes		Completed		FEMA	TBD	TBD	TBD
				Interior Building, 2 each of Internal Windows 108 Inch x 60 Inch, Driving Wind and Rain from Hurricane Maria caused Damage to Windows, 100% work completed.	No		No		FEMA	TBD	TBD	TBD
Hangar 34 Isla Grande Flying School												
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci. Fernando Luis Ribas Dominicci Airport is located in San Juan Puerto Rico, and is owned by the Puerto Rico Ports Authority.	Exterior	Exterior Building, 2,500 SF of Metal Corrugated Roof Panels 50 FT x 50 FT, Driving Wind and Rain from Hurricane Maria caused damage to the Corrugated Roof Panels, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 2 each of Translucent Roof Panels (3 FT x 25 FT), Driving Wind and Rain from Hurricane Maria caused damage to the skylights, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Exterior Building, 200 SF of Corrugated Metal Siding, Driving Wind and Rain from Hurricane Maria caused damage to the corrugated Metal Siding, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
			Interior	Interior Building, 500 SF of DryWall Paneling throughout Building, Driving Wind and Rain from Hurricane Maria caused damage to the DryWall Paneling, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
				Interior Building, 17 each of Louver Type windows (3 FT x 5 FT), Driving Wind and Rain from Hurricane Maria caused damage to the Louver Type Windows, 0% work completed.	No		No		FEMA	TBD	TBD	TBD
Hangar 35 Aviane Service												
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci. Fernando Luis Ribas Dominicci Airport is located in San Juan Puerto Rico, and is owned by the Puerto Rico Ports Authority.	Exterior	Damaged/Missing North Side Corrugated Metal Roof – 9 FT x 12 FT = 108 S.F.	No		No		FEMA	TBD	TBD	TBD
				Damaged/Missing North Side Roof Underside - Green board - 9 FT x 12 FT = 108 S.F.	No		No		FEMA	TBD	TBD	TBD
				Damaged/Missing North Side 3 Can Lights - 6 Inch Can Lights (White) = 3 EACH	No		No		FEMA	TBD	TBD	TBD
				Damaged/Missing South Side Façade Concrete - 20 FT x 6 FT = 120 S.F.	No		No		FEMA	TBD	TBD	TBD
				Damaged/Missing 12" Round Exhaust Extractor = 3 Each	No		No		FEMA	TBD	TBD	TBD
				Damaged/Missing Wind Sock - (1) 18" x 60" = 1 Each	No		No		FEMA	TBD	TBD	TBD
				Damaged/Missing Electrical 4" PVC Conduit = 1 Linear Foot	No		No		FEMA	TBD	TBD	TBD
				Damaged Fascia – 10 FT x 4 FT x 1 FT	No		No		FEMA	TBD	TBD	TBD
				Damaged Exterior Paint – 15 FT x 15 FT	No		No		FEMA	TBD	TBD	TBD
			Interior	Damaged Interior Gypsum Surfaces - 15 FT x 15 FT + 5 FT x 3 FT	No		No		FEMA	TBD	TBD	TBD

Fernando L. Ribas Dominicci Airport (SIG)												
Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
Hangar 37												
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci. Fernando Luis Ribas Dominicci Airport is located in San Juan Puerto Rico, and is owned by the Puerto Rico Ports Authority.	Exterior	Damaged/Missing Hangar Door Hinges Rusted – 50 FT x 20 FT = 1,000 S.F.	No		No		FEMA	TBD	TBD	TBD
				Damaged/Missing South Side – Flood Light Bulbs Burnt out – 120 volt metal Halide = 1 Each	No		No		FEMA	TBD	TBD	TBD
				Damaged/Missing East Side Interior – Wall Insulation – 25 FT x 20 FT = 500 S.F.	No		No		FEMA	TBD	TBD	TBD
Hangar 37												
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci. Fernando Luis Ribas Dominicci Airport is located in San Juan Puerto Rico, and is owned by the Puerto Rico Ports Authority.	Exterior	12 Inch Round Roof Ventilators = 2 Each	No		No		FEMA	TBD	TBD	TBD
				Security Camera Dome Type outdoor rated = 1 Each	No		No		FEMA	TBD	TBD	TBD
				WEST SIDE Barbwire 3[34 FT + 82 FT + 58 FT + 30 FT] = 612 linear Feet	No		No		FEMA	TBD	TBD	TBD
				Corrugated Metal Roof Rusting – 1 FT x 1 FT	No		No		FEMA	TBD	TBD	TBD
			Interior	2 FT x 4 FT Hangar Lights = 6 Each	No		No		FEMA	TBD	TBD	TBD
				Concrete Slab Area 20 FT x 10 FT = 200 S.F.	No		No		FEMA	TBD	TBD	TBD
				125 Amp Service subpanel – 1 Each	No		No		FEMA	TBD	TBD	TBD
				Corrugated Metal Roof Rusting – 1 FT x 1 FT	No		No		FEMA	TBD	TBD	TBD
				2 FT x 2 FT Acoustical Ceiling Tile shows water intrusion – 1 Each	No		No		FEMA	TBD	TBD	TBD
Hangar 39 Royal Air Group												
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci. Fernando Luis Ribas Dominicci Airport is located in San Juan Puerto Rico, and is owned by the Puerto Rico	Exterior	Rusted Hangar Doors – Rust Proof and Paint – 81 FT x 15 FT = 1,215 S.F.	No		No		FEMA	TBD	TBD	TBD
				Hangar Door Rails – 81 FT	No		No		FEMA	TBD	TBD	TBD
				East Site Siding – 3 FT x 4 FT = 12 S.F.	No		No		FEMA	TBD	TBD	TBD
				AC Condensing Units – 3 Ton and 5 Ton – 2 Each	No		No		FEMA	TBD	TBD	TBD
Item 41 Containers Horizon Aviation												
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci. Fernando Luis Ribas Dominicci Airport is located in San Juan Puerto Rico, and is owned by the Puerto Rico Ports Authority.	Exterior	Damaged/Missing Trailer 15 FT x 30 FT = 1 EACH 100% Completed	Yes		Completed		FEMA	TBD	TBD	TBD

Fernando L. Ribas Dominicci Airport (SIG)												
Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
Item B42 Trailer Office Horizon												
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci.	Exterior	Siding – (8 FT x 4 FT) + 4 FT x 4 FT) +(2 FT x ½ FT) = 49 S.F.	No		No		FEMA	TBD	TBD	TBD
				DownSpouts 8 FT long – 4 Each	No		No		FEMA	TBD	TBD	TBD
				Gutters – 20 LF	No		No		FEMA	TBD	TBD	TBD
Item B43 Trailer Office Horizon												
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci. Fernando Luis Ribas Dominicci Airport is located in San Juan Puerto Rico, and is owned by the Puerto Rico Ports Authority.	Exterior	Damaged/Missing – Lattice – 45 Linear FT	No		No		FEMA	TBD	TBD	TBD
General Site												
12/21/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Isla Grand Airport (SIG) Fernando LuisRibas Dominicci. Fernando Luis Ribas Dominicci Airport is located in San Juan Puerto Rico, and is owned by the Puerto Rico Ports Authority.	Exterior	No Damages claimed by PRPA. (Taxiways, Runways, lights, signs, fences) Pre Storm Damage for the Breakwater/Seawall - applicant must submit for this under 404	No		No		FEMA	TBD	TBD	TBD

APPENDIX C

PMMP PAVEMENT



Source: PRPA and Kimley Horn and Associates, Inc, 2016

APPENDIX D

FAA FORM 5010-1 MASTER RECORD

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 03/31/2021
AFD EFF 03/25/2021
FORM APPROVED OMB 2120-0015

> 1 ASSOC CITY: SAN JUAN 4 STATE: PR LOC ID: SIG FAA SITE NR: 53180.*A
> 2 AIRPORT NAME: FERNANDO LUIS RIBAS DOMINICCI 5 COUNTY: --PUERTO RICO, PR
3 CBD TO AIRPORT (NM): 0 W 6 REGION/ADO: ASO /ATL 7 SECT AERO CHT: PUERTO RICO-VIRGIN ISLANDS

GENERAL

10 OWNERSHIP: PUBLIC
> 11 OWNER: PUERTO RICO PORTS AUTHORITY
> 12 ADDRESS: GPO BOX 362829
SAN JUAN, PR 00936-2829
> 13 PHONE NR: (787) 729-8715
> 14 MANAGER:
> 15 ADDRESS: GPO BOX 362829
SAN JUAN, PR 00936
> 16 PHONE NR: 787-729-8715
> 17 ATTENDANCE SCHEDULE:

MONTHS	DAYS	HOURS
ALL	ALL	0600-1930

18 AIRPORT USE: PUBLIC
19 ARPT LAT: 18-27-24.4N ESTIMATED
20 ARPT LONG: 66-5-54.5W
21 ARPT ELEV: 9.8 SURVEYED
22 ACREAGE: 102
> 23 RIGHT TRAFFIC: 27
> 24 NON-COMM LANDING: YES
25 NPIAS/FED AGREEMENTS: N
> 26 FAR 139 INDEX: /

SERVICES

> 70 FUEL: 100 A
> 71 AIRFRAME RPRS: MAJOR
> 72 PWR PLANT RPRS: MAJOR
> 73 BOTTLE OXYGEN: NONE
> 74 BULK OXYGEN: NONE
75 TSNT STORAGE: TIE
76 OTHER SERVICES: AFRT,AVNCS,CHTR, INSTR,RNTL

FACILITIES

> 80 ARPT BCN: CG
> 81 ARPT LGT SKED: SEE RMK
BCN LGT SKED: SS-SR
> 82 UNICOM:
> 83 WIND INDICATOR: YES-L
84 SEGMENTED CIRCLE: NONE
85 CONTROL TWR: YES
86 FSS: SAN JUAN
87 FSS ON ARPT. NO
88 FSS PHONE NR:
89 TOLL FREE NR: 1-800-WX-BRIEF

BASED AIRCRAFT

90 SINGLE ENG:	93
91 MULTI ENG:	50
92 JET:	16
93 HELICOPTERS:	33
TOTAL:	192
94 GLIDERS:	0
95 MILITARY:	18
96 ULTRA-LIGHT:	0

OPERATIONS

100 AIR CARRIER:	0
102 AIR TAXI:	12,837
103 G A LOCAL:	37,076
104 G A ITNRNT:	43,375
105 MILITARY:	2,509
TOTAL:	95,797

OPERATIONS FOR 12 MONTHS ENDING 12/31/2016

RUNWAY DATA

> 30 RUNWAY IDENT:		**09/27**
> 31 LENGTH:		5,539
> 32 WIDTH:		100
> 33 SURF TYPE-COND:		ASPH-G
> 34 SURF TREATMENT:		
35 GROSS WT:	S	52.0
36 (IN THSDS)	D	88.0
37	2D	160.0
38	2D/2DS	
> 39 PCN:		////

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:	MED
> 42 RWY MARK TYPE-COND:	NPI- G / NPI- G
> 43 VGSI:	P2R /
44 THR CROSSING HGT:	44 /
45 VISUAL GLIDE ANGLE:	2.83 /
> 46 CNTRLN-TDZ:	- / -
> 47 RVR-RVV:	- / -
> 48 REIL:	/
> 49 APCH LIGHTS:	/

OBSTRUCTION DATA

50 FAR 77 CATEGORY:	C / B(V)
> 51 DISPLACED THR:	298 / 940
> 52 CTLG OBSTN:	/ ROAD
> 53 OBSTN MARKED/LGTD:	/
> 54 HGT ABOVE RWY END:	/ 15
> 55 DIST FROM RWY END:	0 / 201
> 56 CNTRLN OFFSET:	/ 90R
57 OBSTN CLNC SLOPE:	50:1 / 0:1
58 CLOSE-IN OBSTN:	N / Y

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA):	5,539 / 5,539
> 61 TAKE OFF DIST AVBL (TODA):	5,539 / 5,539
> 62 ACLT STOP DIST AVBL (ASDA):	5,424 / 5,239
> 63 LNDG DIST AVBL (LDA):	5,126 / 4,299

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:

A 016 AMGR EXT 3331, OPS EXT 3332.
A 023 RWY 09 EXERCISE CAUTION USING RIGHT TRAFFIC PATTERN FOR RWY 09.
A 052 RWY 09 ALSO OCNL 90 FT BOATS, 0-200 FT DSTC, 220 FT R.
A 057 RWY 09 OBSTN CLNC SLOPE 0:1 AT DSPLCD THLD, 15 FT RD, 0 FT DSTC, 160 FT R.
A 058 RWY 27 8 FT. FENCE & 15 FT RD, 0-200 FT DSTC, 90 FT R.
A 081 AFTR TWR HRS, MIRLS PRESET TO MED.
A 110-004 FOR ACFT RESCUE CALL 787-729-8859.

111 INSPECTOR: (C) 112 LAST INSP: 04/17/2017 113 LAST INFO REQ:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 03/31/2021
AFD EFF 03/25/2021
FORM APPROVED OMB 2120-0015

> 1 ASSOC CITY: SAN JUAN 4 STATE: PR LOC ID: SIG FAA SITE NR: 53180.*A
> 2 AIRPORT NAME: FERNANDO LUIS RIBAS DOMINICCI 5 COUNTY: --PUERTO RICO, PR
3 CBD TO AIRPORT (NM): 0 W 6 REGION/ADO: ASO /ATL 7 SECT AERO CHT: PUERTO RICO-VIRGIN ISLANDS

GENERAL

10 OWNERSHIP: PUBLIC
> 11 OWNER: PUERTO RICO PORTS AUTHORITY
> 12 ADDRESS: GPO BOX 362829
SAN JUAN, PR 00936-2829
> 13 PHONE NR: (787) 729-8715
> 14 MANAGER:
> 15 ADDRESS: GPO BOX 362829
SAN JUAN, PR 00936
> 16 PHONE NR: 787-729-8715
> 17 ATTENDANCE SCHEDULE:

MONTHS	DAYS	HOURS
ALL	ALL	0600-1930

18 AIRPORT USE: PUBLIC
19 ARPT LAT: 18-27-24.4N ESTIMATED
20 ARPT LONG: 66-5-54.5W
21 ARPT ELEV: 9.8 SURVEYED
22 ACREAGE: 102
> 23 RIGHT TRAFFIC: 27
> 24 NON-COMM LANDING: YES
25 NPIAS/FED AGREEMENTS: N
> 26 FAR 139 INDEX: /

SERVICES

> 70 FUEL: 100 A
> 71 AIRFRAME RPRS: MAJOR
> 72 PWR PLANT RPRS: MAJOR
> 73 BOTTLE OXYGEN: NONE
> 74 BULK OXYGEN: NONE
75 TSNT STORAGE: TIE
76 OTHER SERVICES: AFRT,AVNCS,CHTR, INSTR,RNTL

FACILITIES

> 80 ARPT BCN: CG
> 81 ARPT LGT SKED: SEE RMK
BCN LGT SKED: SS-SR
> 82 UNICOM:
> 83 WIND INDICATOR: YES-L
84 SEGMENTED CIRCLE: NONE
85 CONTROL TWR: YES
86 FSS: SAN JUAN
87 FSS ON ARPT. NO
88 FSS PHONE NR:
89 TOLL FREE NR: 1-800-WX-BRIEF

BASED AIRCRAFT

90 SINGLE ENG:	93
91 MULTI ENG:	50
92 JET:	16
93 HELICOPTERS:	33
TOTAL:	192
94 GLIDERS:	0
95 MILITARY:	18
96 ULTRA-LIGHT:	0

OPERATIONS

100 AIR CARRIER:	0
102 AIR TAXI:	12,837
103 G A LOCAL:	37,076
104 G A ITNRNT:	43,375
105 MILITARY:	2,509
TOTAL:	95,797

OPERATIONS FOR 12 MONTHS ENDING 12/31/2016

RUNWAY DATA

> 30 RUNWAY IDENT:
> 31 LENGTH:
> 32 WIDTH.
> 33 SURF TYPE-COND:
> 34 SURF TREATMENT:
35 GROSS WT: S
36 (IN THSDS) D
37 2D
38 2D/2DS
> 39 PCN:

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:
> 42 RWY MARK TYPE-COND:
> 43 VGSI:
44 THR CROSSING HGT:
45 VISUAL GLIDE ANGLE:
> 46 CNTRLN-TDZ:
> 47 RVR-RVV:
> 48 REIL.
> 49 APCH LIGHTS:

OBSTRUCTION DATA

50 FAR 77 CATEGORY:
> 51 DISPLACED THR:
> 52 CTLG OBSTN:
> 53 OBSTN MARKED/LGTD:
> 54 HGT ABOVE RWY END:
> 55 DIST FROM RWY END.
> 56 CNTRLN OFFSET:
57 OBSTN CLNC SLOPE:
58 CLOSE-IN OBSTN:

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA):
> 61 TAKE OFF DIST AVBL (TODA):
> 62 ACLT STOP DIST AVBL (ASDA):
> 63 LNDG DIST AVBL (LDA).

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:

A 110-027 RWY 09: THLD 300'
A 110-029 SAN JUAN BAY CRUISE SHIP MANEUVERING AREA. CAUTION FOR TALL VESSEL OBSTRUCTION ON FINAL APPROACH TO RWY 9 OR DEPARTING RWY 27.
A 110-030 CAUTION DEPARTING RWY 9; OBSTRUCTION, TALL VESSEL AT THE MARINA.
A 110-031 3 LGTD CRANES 346 FT HIGH 0.5 MI SE AER 09.EXERCISE CTN USING RIGHT TFC PAT FOR RWY 09.
A 110-032 WHEN TWR CLSD CTC SAN JUAN CERAP AT 787-253-8664/8664
A 110-033 TWY A4, A5, & A6 CLSD TO ACFT WITH WINGSPAN MORE THAN 49 FT.

111 INSPECTOR: (C) 112 LAST INSP: 04/17/2017 113 LAST INFO REQ:

APPENDIX E

AIRPORT PICTURES

Overview:

Runway:

Taxiway:






Terminal Apron:








Tenant Hangars / Aprons:













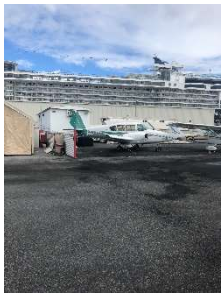








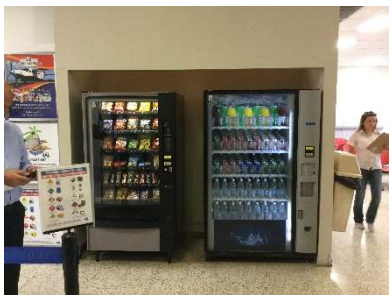




Terminal Building:












Curbfront / Parking:









Perimeter:








ATCT:

ARFF:

FUEL:

APPENDIX F

EQUIPMENT TRANSFER LIST

Equipment and Tool Inventory Transfer for SIG

Date :

	Item Description	Make	Model	Serial Number	Item Book Value	Condition	Under Warranty	Remaining Life (Years)	Comments
1	SILLA AREA DE ESPERA			27107					
2	SILLA AREA DE ESPERA			27108					
3	SILLA AREA DE ESPERA			27109					
4	SILLA AREA DE ESPERA			27110					
5	SILLA AREA DE ESPERA			27111					
6	SILLA AREA DE ESPERA			27112					
7	SILLA AREA DE ESPERA			27113					
8	SILLA AREA DE ESPERA			27114					
9	SILLA AREA DE ESPERA			27115					
10	SILLA AREA DE ESPERA			27116					
11	SILLA AREA DE ESPERA			27117					
12	SILLA AREA DE ESPERA			27118					
13	SILLA AREA DE ESPERA			27119					
14	SILLA AREA DE ESPERA			27120					
15	SILLA AREA DE ESPERA			27121					
16	SILLA AREA DE ESPERA			27122					
17	SILLA AREA DE ESPERA			27123					
18	SILLA AREA DE ESPERA			27124					
19	COMPUTADORA	DELL	OPTIPLEX 380	38313					
20	COMPUTADORA	DELL	OPTIPLEX 745	35638					
21	COMPUTADORA	DELL	OPTIPLEX 380	38161					
22	COMPUTADORA	DELL	OPTIPLEX 745	35656					
23	ARMARIO	GLOBAL		27732					
24	RADIO	ICOM	IC-414	39037					
25	RADIO	ICOM	IC-415	39038					
26	RADIO	ICOM	IC/A200	37005					
27	RADIO	HARRIS	TP9400	40216					
28	RADIO	HARRIS	TP9401	40217					
29	RADIO	HARRIS	TP9402	40218					
30	RADIO	HARRIS	TP9403	40219					
31	VEHICULO	FORD	ESCAPE	99838					
32	BARREDORA	FREIGHTLINER	A7 ZEPHYR	99866					
33	ESCALERA ALUMINIO			32337					
34	ESCALERA ALUMINIO 6'	KELLER		32339					
35	ESCALERA ALUMINIO 10'			13769					
36	SILLAS DE OFICINA			25425					
37	SILLAS DE OFICINA			25419					
38	SILLAS DE OFICINA			25426					
39	SILLAS DE OFICINA			39040					
40	NEVERA			21385					
41	SUMADORA	ADLER ROYAL	1228-PD	21708					
42	BOMBA DE ASPERJAR	OLDHAM		38128					NO SIRVE
43	BOMBA DE ASPERJAR			40394					
44	ZERO TURN	KUBOTA	ACS 60	40397					
45	CAJA FUERTE	MEILINK		7808					
46	SILLAS DEL COMEDOR			21203					
47	SILLAS DEL COMEDOR			23508					
48	SILLAS DEL COMEDOR			23509					
49	SILLAS DEL COMEDOR			21205					
50	TRACTOR	MC CORMICK		39569					
51	SILLA			20101					
52	ARMARIO DE METAL			10315					
53	ARMARIO DE METAL			10316					
54	ARMARIO DE METAL			10317					
55	MAQUINA LAVAR PISO 20"			23692					
56	TANQUE DE AIRE		MOD 401	10520					
57	RADIO MOBIL	ICOM		25340					
58	MAQUINA PARA BRILLAR	IDS	1500U	36263					
59	TRIMMER	RED MAX	BC3401 DL	37006					
60	MAQUINA DE BRILLAR	TORNADO	P1600	37414					
61	TOW BAR			30315					
62	VACCUM CLEANER			30324					
63	SIERRA CORTAR ARBOLES	MAKITA		30604					
64	BLOWER	STIHL	BR350	39548					
65	TRIMMER	STIHL		39546					
66	TRIMMER	STIHL		39547					
67	SILLAS PLEGADIZAS BLANCA			94406					
68	SILLAS PLEGADIZAS BLANCA			94421					
69	SILLAS PLEGADIZAS BLANCA			94396					
70	SILLAS PLEGADIZAS BLANCA			94350					
71	SILLAS PLEGADIZAS BLANCA			94467					
72	SILLAS PLEGADIZAS BLANCA			94429					
73	SILLAS PLEGADIZAS BLANCA			94567					
74	SILLAS PLEGADIZAS BLANCA			94544					
75	SILLAS PLEGADIZAS BLANCA			94450					
76	SILLAS PLEGADIZAS BLANCA			94530					
77	SILLAS PLEGADIZAS BLANCA			94571					
78	SILLAS PLEGADIZAS BLANCA			94449					
79	SILLAS PLEGADIZAS BLANCA			94469					
80	SILLAS PLEGADIZAS BLANCA			94461					
81	SILLAS PLEGADIZAS BLANCA			94510					
82	SILLAS PLEGADIZAS BLANCA			94404					
83	SILLAS PLEGADIZAS BLANCA			94386					
84	SILLAS PLEGADIZAS BLANCA			94381					
85	SILLAS PLEGADIZAS BLANCA			94398					
86	SILLAS PLEGADIZAS BLANCA			94641					
87	SILLAS PLEGADIZAS BLANCA			94468					
88	SILLAS PLEGADIZAS BLANCA			94349					
89	SILLAS PLEGADIZAS BLANCA			94441					
90	SILLAS PLEGADIZAS BLANCA			94562					

Equipment and Tool Inventory Transfer for SIG

Date :

	Item Description	Make	Model	Serial Number	Item Book Value	Condition	Under Warranty	Remaining Life (Years)	Comments
91	SILLAS PLEGADIZAS BLANCA			30168					
92	SILLAS PLEGADIZAS BLANCA			26466					
93	SILLAS PLEGADIZAS BLANCA			26616					
94	SILLAS PLEGADIZAS BLANCA			35790					
95	SILLAS PLEGADIZAS BLANCA			16364					
96	DESFIBRILADOR			37531					
97	4 MODULOS DE OFICINA								
98	R-19	2001	E_ONE	#P 25361					
99	Nitrogen tank								
100	2-Fire Hous 1.5								
101	1-Fire Hose 2.5								
102	2 -Spanner Wrench								
103	1-Adjustable Hydran Wrench								
104	1-Fire hous Wey Valve 2.5								
105	Nozzel 1.5 w control								
106	1 Pick Fire Axe								
107	1- BC Fire Extinguisher								
108	1- Rescue Kit								
109	2- Truck Metal Chocks								
110	R-5	2011	550XL	#P99644					
111	1-Medical Equipment Kit								
112	1- Long Board								
113	1- CPR Board								
114	1- K-12								
115	1-Fire Press Hose								
116	1- 15 Pounds Hammer								
117	1- Rescue Tool Kit								
118	1- 36"Scissor								
119	1-Pump Holmatro								
120	1-32 f. Holmatro Hose								
121	1- Spreader								
122	1-Cutter								
123	4- PKP Fire Extinguisher								
124	1- CO2 Fire Extinguisher								
125	1-Metal X								
126	3- Pick Fire Axe								
127	1- Adjustable Hydrant Wrench								
128	1-14"Dimond Disc For Cutting								
129	4- Large Shovel								
130	2- Nozzles 2.5								
131	2- Fire Hse 2.5								
132	3-Nozzles 1.5								
133	5- Fire Nozzles 1.5								
134	2- Fire Adapter 2.5 to 1.5								
135	1 Fire Hose Wye Valve 2.5								
136	1-Floor Brush								
137	2- Machete								
138	1- Camilla de Pala								
139	Escritorio		#P 26641						
140	Silla Reclinable		#P 38181						
141	Silla Reclinable		#P 39179						
142	Archivo		#P18705						
143	Nevera		#P 32988						
144	Estufa		#P 39702						
145	Calculadora		#P 26686						
146	AED		#P36914						

APPENDIX G

GENERAL AIRPORT CONTRACTED SERVICES

Contract Services at the Airport				
Client	**Start Date**	**End Date**	**Concept**	**Service Type**
Miguel Quiñones d/b/a PMM Business Intelligence	23-Jan-2019	30-Jun-2019	Professional Services for Air Route development	Professional
ST. James Security Services, Inc.	29-Mar-2019	30-Jun-2019	Surveillance services by security guards in different facilities of the Authority.	Professional

Source: PRPA, 2019

APPENDIX H

LIST OF ACRONYMS

List of Acronyms

AAC	Asphalt Concrete Overlay on Asphalt Concrete
AC	Asphalt Concrete
ACIP	Airport Capital Improvement Program
AIT	Advanced Imaging Technology
APBN	Airport Rotating Beacon
ARFF	Aircraft Rescue and Fire-Fighting
ALP	Airport Layout Plan
APC	Asphalt Concrete Overlay on Portland Cement Concrete
ASDA	Accelerated Stop Distance Available
AST	Atlantic Standard Time
ATCT	Airport Traffic Control Tower
AWOS	Automated Weather Observation System
BIL	Bipartisan Infrastructure Law
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
COVID-19	Coronavirus Disease 2019
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FBO	Fixed Based Operator
FCT	Federal Contract Tower
FEMA	Federal Emergency Management Agency
FY	Fiscal Year
GA	General Aviation
LDA	Landing Distance Available
MITL	Medium Intensity Taxiway Lights
MRO	Maintenance, Repair, and Overhaul hangar
NAVAIDS	Navigational Aid Systems
NPIAS	National Plan of Integrated Airport Systems
PAPIs	Precision Approach Path Indicators
PCC	Portland Cement Concrete Pavement
PCI	Pavement Condition Index
PMMP	Pavement Maintenance and Management Plan
PMP	Pavement Management Program
PPPA	Public-Private Partnership Act
PR	Puerto Rico
PRASA	Puerto Rico Aqueduct and Sewer Authority
PRIDCO	Puerto Rico Industrial Development Company
PRPA	Puerto Rico Ports Authority
REIL	Runway End Identifier Lights
RAPMMP	Regional Airport Pavement Maintenance and Management Plan
RVR	Runway Visual Range

SF	Square Feet
SIG	Fernando Luis Ribas Dominicci Airport
STIP	Statewide Transportation Improvement Program
TAF	Traffic Area Forecast
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
TSA	Transportation Security Administration
U.S.	United States
VOR	Very High-Frequency Omni-Directional Radio Range

MAY 2023

Technical Report

Antonio Rivera Rodríguez Airport (VQS)

RS&H

Technical Report

Antonio Rivera Rodríguez Airport

Version No. 3.0
May 2023
RS&H No.: 242-0047-000

Prepared by RS&H, Inc. at the direction of Puerto Rico Public Private Partnerships Authority

RS&H

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

1 INTRODUCTION

The Government of Puerto Rico through the Puerto Rico Public Private Partnerships Authority (PPPA) is exploring the possible transfer of the operation, maintenance, development, and administration of nine regional airports to the private sector through a Public Private Partnership (P3). This includes the Antonio Rivera Rodriguez Airport (VQS or the Airport) in Vieques. The Public-Private Partnership Authority Act (Act 29) requires the PPPA to conduct a study on desirability and convenience to determine whether establishing such partnership is advisable.

1.1 REPORT DISCLAIMERS

The main objective of this technical report is to provide readers with a high-level technical overview of Antonio Rivera Rodriguez Airport in support of the Desirability and Convenience Study required by Act 29. The report and its content are only provided for informational purposes and its content should not be construed as a conditions report or any other form of technical report. Even though the information included in the report was obtained from the Puerto Rico Ports Authority and other reliable sources, RS&H, Inc. does not make any warranties about their completeness, reliability, or accuracy. Use of the information included in this report is at the risk of the user/reader.

1.2 DOCUMENT CONTENTS

The main purpose of this document is to provide readers with a high-level overview of existing facilities and operational areas of the Airport.

The report is organized under the following topics:

- Airport Setting and Classification;
- Airfield Facilities;
- Passenger Terminal Facilities;
- Landside Facilities;
- Tenant Facilities;
- Airport Support Facilities;
- Aviation Activity Summary;
  - Historic Aviation Activity;
  - Future Aviation Activity Projections; and
- Capital Improvement Program.

1.3 CURRENT CONDITION

The following pictures provide a visual representation of current conditions of each of the major components at the Airport as of the middle of January 2019. Additional pictures are provided in **Appendix E** of this report.

Appendix B of this report provides a list of repairs identified by PRPA to the Federal Emergency Management Agency (FEMA) as damages caused by Hurricane Maria in September 2017. These repairs are to be funded by FEMA. The preliminary cost estimates for VQS are approximately $1,500,000. These FEMA repairs are projected to commence in Q3 2019.[1]

General Overview

Source: RS&H, Inc., 2019

Runway

Source: RS&H, Inc., 2019

[1] The preliminary cost, project progress, and date of commencement are estimated values and the actual value and commencement of the repairs might change once the procurement process is implemented. Some of the repair projects are being implemented by PRPA and are included in the capital improvement plan included in section 9.1.

Taxiway


Source: RS&H, Inc., 2019

Terminal Apron

Source: RS&H, Inc., 2019

Terminal Building


Source: RS&H, Inc., 2019

Access Road, Curbfront and Parking


Source: RS&H, Inc., 2019

2 AIRPORT SETTING AND CLASSIFICATION

2.1 LOCATION AND REGIONAL SETTING

The Municipality of Vieques is located on an Island to the east of Puerto Rico, approximately 65 miles southeast of San Juan. Based on the 2020 U.S. Census, the population of the Municipality of Vieques was 8,249[2].

The Airport is located approximately 4.5 miles northwest of the Vieques city center, just north and west of Puerto Rico Route 200. **Figure 2-1** shows the Airport's general location and vicinity.

2.2 FEDERAL ROLE AND CLASSIFICATION

The Federal Aviation Administration (FAA) through the National Plan of Integrated Airport Systems (NPIAS) has designated VQS as a primary, non-hub commercial service airport. Primary commercial service airports are publicly owned airports with scheduled air carrier service and at least 2,500 annual enplanements. As a primary airport, VQS is also further designated as a non-hub airport in the NPIAS. Non-hub airports receive less than 0.5 percent of the annual U.S. commercial enplanements but more than 10,000 of the annual U.S. commercial enplanements[2].

2.3 STATE ROLE AND CLASSIFICATION

The PRPA Aviation System Plan defines four functional levels in their classification system for Puerto Rico's airports:

- International Commercial;
- Large Commercial;
- Regional Commercial; and
- General Aviation.

VQS is currently classified as a Regional Commercial Airport in the PRPA Aviation System Plan. Under the system plan classification:

> *"Regional Commercial airports often play a unique role in the Commonwealth's economy. These airports have differentiated themselves by providing vital connections to regions of the Commonwealth that cannot be accessed efficiently. These airports support a variety of air taxi and charter companies, as well as many other general aviation activities.."*[3]

[2] https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml

[3] Puerto Rico Interactive Planning System Technical Report, Puerto Rico Aviation Demand Classification Definitions, Wilbur Smith Associates, 2007.

FIGURE 2-1
AIRPORT LOCATION AND VICINITY MAP

Source: RS&H, Inc., 2021.

2.4 OPERATIONS AND MANAGEMENT STRUCTURE

PRPA currently uses the following structure to manage the nine Airports. At the top of the administrative structure is the Director of the Aviation Bureau, who oversees the administration for all nine Airports. Each Airport has a designated manager supervised by the Director of the Aviation Bureau. **Figure 2-2** provides a general organization chart for the aviation bureau. The Airport Manager for each Airport is responsible for directing, coordinating, and reviewing all aircraft operations, maintenance of the airfield, facilitating community relations, overseeing finances, and reporting Airport statuses to the Director. The Airport Manager is responsible for the following:

- Airport personnel and scheduling;
- Airport Operations;
  - VQS is fully staffed from 0600 - 1830[4]
- Airport Maintenance
- Support and Coordinate with the Authority's Engineering and Construction Bureau implementation of repairs and Capital Projects;
- Development of the Airport to include evaluating needs, studying areas of improvement, and implementing plans for improvement;
- Anticipated Capital Improvement Projects; and
- Daily Airport Safety and Security Inspections.

Major Airport improvement and repairs at all Airports are executed through a centralized Capital Improvement Program (CIP) managed by the Authority's division of planning and engineering. The CIP helps identify a list of projects, their priority, and implementation timeline for the Airport over a five-year period. The CIP is reviewed and approved on an annual basis by the Authority's Board and eligible projects are coordinated with the FAA. The projects are then funded from various funding sources including FAA grants and Authority's own funding.

The number one responsibility of the Authority and each Airport manager is to provide for the safety and efficiency of the Airport. The Airport Manager is not only responsible for reporting to the Director, but the Airport Manager is also responsible for conveying the Airport functions and activities to the community. The management functions included in the role of Airport Manager are:

- Planning;
- Organizing;
- Staffing;
- Leading; and
- Controlling.

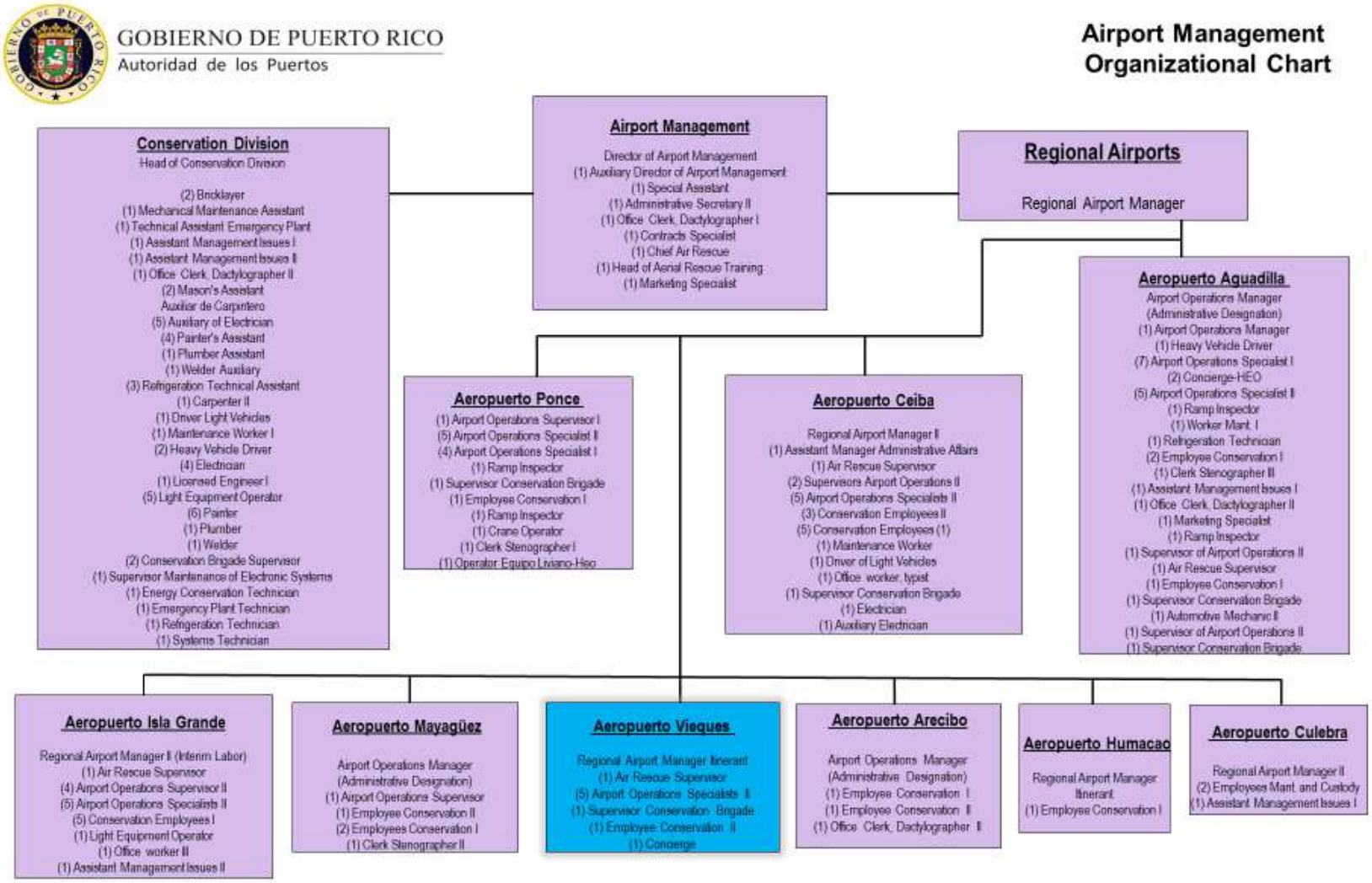
PRPA manages the nine publicly owned airports and are subject to a number of Federal, State, and Local regulations. These regulations help to regulate aircraft, airmen, airports, and airspace. The Federal

[4] https://www.airnav.com/airport/TJVQ

Regulations are identified in *Title 14 U.S. Code of Federal Regulations (CFR), Chapters I and II, Federal Aviation Regulations (FARs) and Title 49 CFR code (DHS-TSA)*.

Additional standards and guidance used by the Authority can be found in the FAA Advisory Circular 150 series. The Authority also operates the Airports under the state and local regulations pertaining to stormwater runoff, wetland protection, zoning, labor requirements, wage rates, working hours, and noise ordinances.

FIGURE 2-2
AIRPORT MANAGEMENT ORGANIZATIONAL CHART



Source: PRPA, 2019

3 AIRFIELD FACILITIES

This section summarizes existing airfield facilities at the Airport. These facilities include runways, taxiways, apron areas, and navigational aids. The existing layout of the airfield is shown in **Figure 3-1** and the airport layout plan is displayed in **Appendix A** of this report.

3.1 RUNWAY SYSTEM

The existing runway configuration at VQS consists of a single runway, designated Runway 9-27. Runway 9-27 is a 4,301-foot long by 75-foot-wide asphalt runway and is oriented in an east/west direction. The runway's surface is in good condition, and it has basic markings which are in good condition. The runway has a weight bearing capacity of 20,000 lbs. for single wheel and 40,000 lbs. for double wheel aircraft. PRPA recently made improvements to the runway pavement including new pavement markings, resurfacing and drainage improvements.

Table 3-1 provides detailed information on the Airport's runway system and **Appendix D** of this report, contains the Airport Master Record, FAA Form 5010-1.

TABLE 3-1
RUNWAY CHARCTERISTICS

Characteristic		**Runway 9-27**	
Length (ft.)		4,301	
Width (ft.)		75	
Runway Surface Type		Asphalt	
Runway Surface Condition		Good	
Runway Surface Treatment		-	
Load Bearing	Single Wheel	20,000	
Capacity (lbs)	Dual Wheel	40,000	
Runway Edge Light Intensity		Medium Intensity	
Runway End		**9**	**27**
Markings/Condition		NPI/Good	Basic/Good
Visual Glide Slope Indicator		No	No
Displaced Threshold		896 ft	No
Runway End Indicator Lights		No	No
Approach Lights		No	No

Source: FAA Form 5010-1: Airport Master Record, Accessed June 2021; PRPA, 2021

FIGURE 3-1
VQS AIRFIELD LAYOUT

Source: RS&H, Inc., 2021

3.1.1 Declared Distances

Declared distances identify different lengths of runway pavement available for various aircraft operations due to different circumstances. The declared distances at VQS equal the full extent of the runway pavement for Takeoff Run Available (TORA) and Takeoff Distance Available (TODA) but are decreased for Landing Distance Available (LDA) and Accelerate Stop Distance Available (ASDA). The declared distances of VQS are shown in **Table 3-2.**

TABLE 3-2
DECLARED DISTANCES

Runway	TORA (ft.)	TODA (ft.)	ASDA (ft.)	LDA (ft.)
9	4,301	4,301	4,301	3,405
27	4,301	4,301	4,094	3,405

Source: FAA Form 5010-1: Airport Master Record, Accessed June 2021; PRPA, 2021

3.1.2 Pavement Condition

In 2016, PRPA executed a Regional Airport Pavement Maintenance and Management Plan (RAPMMP) for all pavements within any of the publicly owned airports in Puerto Rico. As a result, PRPA completed a pavement maintenance management program report for VQS with a visual condition survey inspection for each of the airfield's areas. Within the report, each of the inspected airfield areas had a Pavement Condition Index (PCI) calculated, using guidance from *FAA Advisory Circular 150/5380-7B, Airport Pavement Management Program (PMP).* The purpose of a PCI value is to reflect the structural integrity and surface operational condition of each area of pavement inspected. VQS's PMP concluded that based on ASTM D 5340-12, the airside facilities of VQS had an overall area-weighted PCI average of 59, which represents a fair overall condition for its airfield network.[5]

PRPA is in the process of rehabilitation the runway pavement though a major reconstruction program. Th project is expected to be complete during the first half in 2022.

The pavement of Runway 9-27 is composed of Asphalt Concrete (AC). It was last initially constructed in 1966 and extended in 1992 and 1998. Runway 9-27 received a weighted average PCI rating ranging between 65-72 (or fair to satisfactory) for each of the separate areas investigated in the VQS PMP.

The overall 2016 PCI map from the PMMP is included in **Appendix C**.

Appendix E contains photos of the current runway condition from the site visit conducted for this assessment.

3.2 TAXIWAY SYSTEM

VQS has a total of eight taxiways the provide access around the airfield. Taxiway A is a full-length parallel taxiway and the main taxiway at VQS. Its length equals that of the runway at 4,301 feet and it is 35 feet

[5] Kimley Horn and Associates, Inc. (2016) *Regional Airports Pavement Maintenance and Management Program, Antonio Rivera Rodriguez Airport (VQS)*

wide. It is connected to each of the connector taxiways and is adjacent to the Main Apron. Taxiway A is constructed out of AC pavement, and as of the 2016 VQS PMP, the four inspected areas of Taxiway A had PCI ratings that ranged from fair to very poor.

Taxiway B is 45 feet wide and constructed of AC pavement. It is a connector taxiway that begins at the Runway 27 threshold and extends south for 225 feet to Taxiway A. As of the 2016 VQS PMP, the inspection of Taxiway B had a PCI rating of very poor.

Taxiway C is 40 feet wide and constructed of AC pavement. It is an angled connector taxiway that begins approximately 500 feet west of the of the Runway 27 threshold and extends to the south for a distance of approximately 275 feet intersecting with Taxiway A and the Main Apron. As of the 2016 VQS PMP, the inspection of Taxiway C had a PCI rating of serious.

Taxiway D is 35 feet wide and constructed of AC pavement. It is a connector taxiway that begins approximately 1,000 feet west of the Runway 27 threshold and extends to the south for approximately 225 feet where it intersects with Taxiway A. Taxiway D, continues south of Taxiway A for another 75 feet where it intersects with the general aviation (GA) Apron. As of the 2016 VQS PMP, the inspection of Taxiway D had a PCI rating of very poor.

Taxiway D1 is approximately 35 feet wide and constructed of AC pavement. It is a connector taxiway that provides access from the GA Apron to Taxiway A. It is located south of Taxiway A, in between Taxiway D and C. Taxiway D1 extends from Taxiway A to the south for approximately 75 feet where it intersects with the GA Apron. As of the 2016 VQS PMP, the inspection of Taxiway D1 had a PCI rating of very poor.

Taxiway E is approximately 55 feet wide and constructed of AC pavement. It is a connector taxiway that begins approximately 1,600 feet east of the Runway 9 displaced threshold and extends to the south for approximately 240 feet where it intersects with Taxiway A. As of the 2016 VQS PMP, the inspection of Taxiway E had a PCI rating of satisfactory.

Taxiway F is approximately 50 feet wide and constructed of AC pavement. It is a connector taxiway that begins approximately 700 feet east of the Runway 9 displaced threshold and extends to the south for approximately 240 feet where it intersects with Taxiway A. As of the 2016 VQS PMP, the inspection of Taxiway F had a PCI rating of fair.

Taxiway G is 40 feet wide and constructed of AC pavement. It is a connector taxiway that begins at the Runway 9 end and extends to the south for approximately 240 feet where it intersects with Taxiway A. As of the 2016 VQS PMP, the inspection of Taxiway G had a PCI rating of very poor.

Table 3-3 provides detailed information on the Airport's taxiway system

TABLE 3-3
TAXIWAY CHARACTERISTICS

Characteristic	Taxiway			
	A	**B**	**C**	**D**
Width (ft.)	35	45	40	35
Surface Type	AC	AC	AC	AC
Pavement Condition (PCI)	27-79	34	24	39,48
Lighting	MITL	MITL	MITL	MITL
Characteristic	**Taxiway**			
	D1	**E**	**F**	**G**
Width (ft.)	35	55	50	40
Surface Type	AC	AC	AC	AC
Pavement Condition	28	73	59	39
Lighting	MITL	MITL	MITL	MITL

Source: PRPA RAPMMP, Antonio Rivera Rodriguez Airport (VQS), 2016

3.3 APRONS

The Airport has two identified aprons that provide areas for aircraft parking, loading, unloading, maintenance and fueling. The GA apron is the larger of the two, and services the GA aircraft. The GA Apron is located south of runway and Taxiway A on the east end of the Airport, just west of the passenger terminal building. The apron has an area of 116,561 square feet and is connected to the airfield by Taxiways D and D1. The fuel farm is centrally located on the southern edge of the apron, and there is also an Air Vieques maintenance hangar on its western edge. The 2016 VQS PMP notes that the GA Apron was constructed in 1988 and 1994 out of AC pavement. As of the 2016 VQS PMP, the apron had a PCI rating of poor in both sections.

The slightly smaller Main Apron has an area of 95,676 square feet and is located adjacent to the GA Apron to its west. It is connected to the airfield by Taxiways A, B, and C. The 2016 VQS PMP notes that the Main Apron was last constructed in 1989 and is made of AC pavement. As of the 2016 VQS PMP, the Main Apron had a PCI rating that ranged from satisfactory to good.

Table 3-4 provides a summary of the two aprons by usage and the total approximate apron area at VQS and **Figure 3-1** displays the apron areas at the Airport.

TABLE 3-4
APRON CHARACTERISTICS

Apron Type (By usage)	Pavement Condition (PCI)	Total Combined Apron Area (square feet)
GA Apron	44, 54	116,561
Main Apron	43	95,676

Source: PRPA RAPMMP, Antonio Rivera Rodriguez Airport (VQS), 2016

3.4 NAVIGATIONAL AIDS

Navigational Aids (NAVAIDs) are electronic, visual, and meteorological air navigation equipment that facilitate flight operations at an airport. Visual aids include airfield lighting, which enhance flight safety during instances of inclement weather and/or darkness. Electronic aids are devices used for aircraft instrument approaches. Meteorological aids provide an airport with real time weather updates for air traffic control personnel and pilots. VQS provides visual NAVAIDs, but there are no electronic or meteorological NAVAIDs.

There are multiple visual NAVAIDs at VQS including an airport rotating beacon, wind cone, various lighting aids, and signage. There is also a four light Precision Approach Path Indicators (PAPI) found on the north side of Runway 9. Airfield lighting is vital to the airport as it assists pilots with navigating in and around the airport. It enhances accessibility for pilots during periods of darkness and/or poor visibility. There is medium intensity runway lighting (MIRL) and threshold/runway end lights on both runway ends. The threshold/runway end lights are two sided colored lights, with the green side for recognition of the threshold of a runway for aircraft on an approach, and the red side for recognition of the end of a runway for aircraft on a departure. The taxiway system is equipped with medium intensity taxiway lighting (MITL) along the pavement edge.

Table 3-5 identifies the navigational aids found at the Airport. **Figure 3-1** highlights the various NAVAIDs found at the Airport.

TABLE 3-5
NAVAIDS

Electronic NAVAIDs	Runway 9	Runway 27
VOR	-	-
Glideslope	-	-
Localizer	-	-
Visual NAVAIDs	**Runway 9**	**Runway 27**
Airport Rotating Beacon (APBN)	Yes	
Medium Intensity Runway Lights (MIRLs)	Yes	Yes
Runway End Identifier Lights (REILs)	-	-
Threshold/Runway End Lights	Yes	Yes
Precision Approach Path Indicator (PAPI)	Yes	-
Segmented Circle and Wind Cone	-	Yes
Wind Cone	-	-
Meteorological NAVAIDs	**Runway 9**	**Runway 27**
ASOS	-	-
AWOS	-	-

Source: AirNAV, 2021

In 2022, PRPA installed new airfield lighting and signage, a new airport beacon and windsocks, and a new concrete electric vault and emergency generator at the Airport.

4 PASSENGER TERMINAL FACILITIES

4.1 GENERAL INFORMATION

The Airport's passenger terminal is located on the north side of the Airport along Highway 22. The two-story facility is approximately 13,000 square feet. The Airport's terminal, landside, and tenant facilities are outlined in **Figure 4-1**.

4.2 AIRCRAFT PARKING POSITIONS AND GATES

The terminal apron has marked spaces for six passenger aircraft which are all ground loaded. The gate positions are sized for ADG I aircraft (wingspans up 49 feet) to be simultaneously parked.

4.3 TERMINAL BUILDING OVERVIEW

The terminal building is approximately 13,000 square feet in size across two stories. The lower level includes airline check-in and baggage claim. The second story has offices for various airport functions including the Airport manager's office, a Tourism Information Center, and a recently remodeled bathroom. However, the second-floor experienced damage from Hurricane Maria in 2017. In 2022 PRPA made major repairs and improvements to the passenger terminal from the damage caused to the Hurricane.

The Tourism Information Center provides assistance to passengers and the surrounding neighborhoods including calling and arranging transportation, organizing, and arranging tours, and other recreational and tourist activities for the island.

Air carrier check-in is provided in two locations: inside the terminal building and a secondary building to the east. The secondary location provides check-in for Vieques Air Link while all other carriers are within the terminal building.

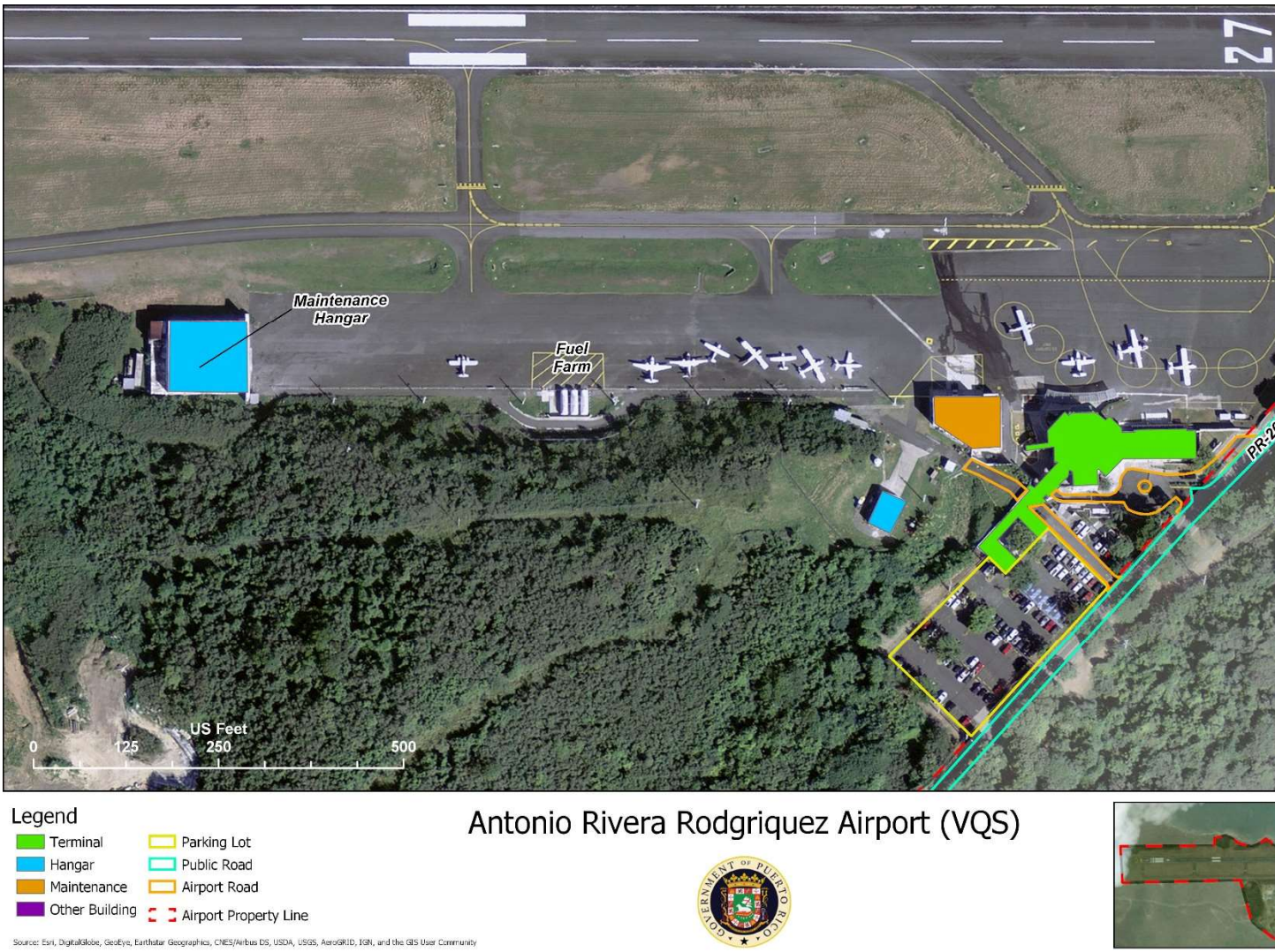
The terminal building contains a single holdroom with one door with access to the terminal ramp for enplaning and deplaning passengers to board the aircraft. The check-in area for Vieques Air Link also has additional seating but does not currently provide direct access to the ramp.

There is a baggage claim unit that is occasionally used by Cape Air. All other air carriers do not use the dedicated baggage facilities.

There are currently no concessions available inside the terminal building. There is a small café located just outside to the southwest of the terminal building.

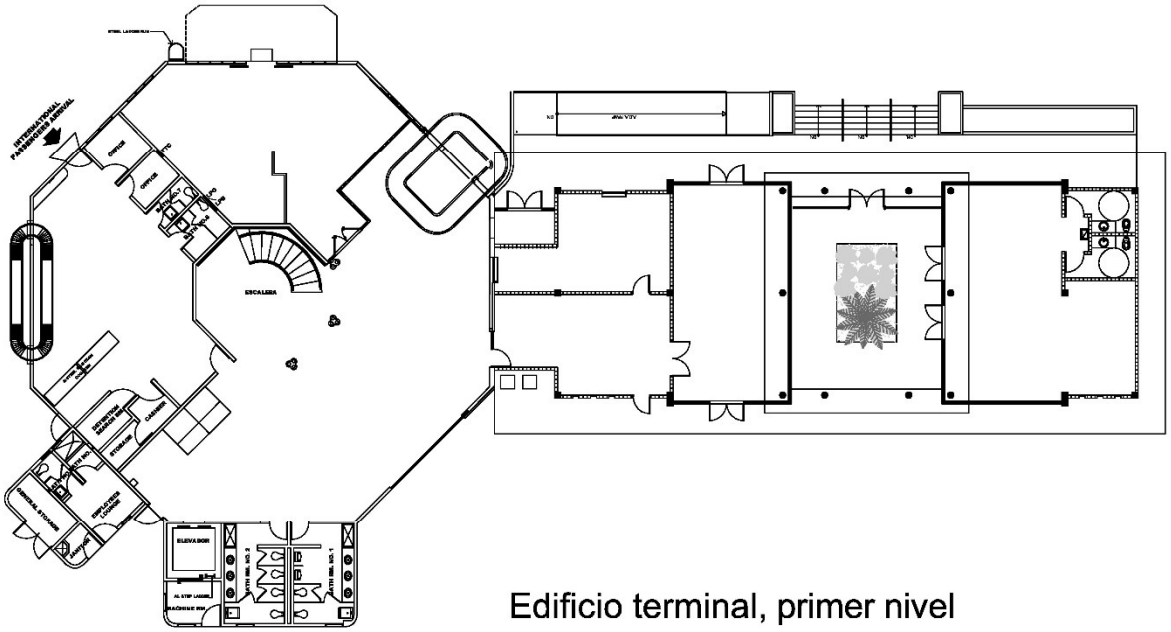
THERE ARE NO PASSENGER SCREENING SERVICES AT THE AIRPORT. THE TERMINAL LAYOUT IS SHOWN IN FIGURE 4-2 AND FIGURE 4-3 AND FIGURE 4-4 SHOWS THE ADMINISTRATIVE SPACE CURRENTLY DESIGNATED FOR AND OPERATED BY PRPA WITHIN THE AIRPORT TERMINAL. THE PASSENGER TERMINAL SUFFERED MAJOR DAMAGE BY HURRICANE MARIA AND NEEDED MAJOR REPAIRS. PRPA IS IN THE PROCESS OF COMPLETING THESE REPAIRS.FIGURE 4-1

VQS LANDSIDE AND TENANT FACILITIES



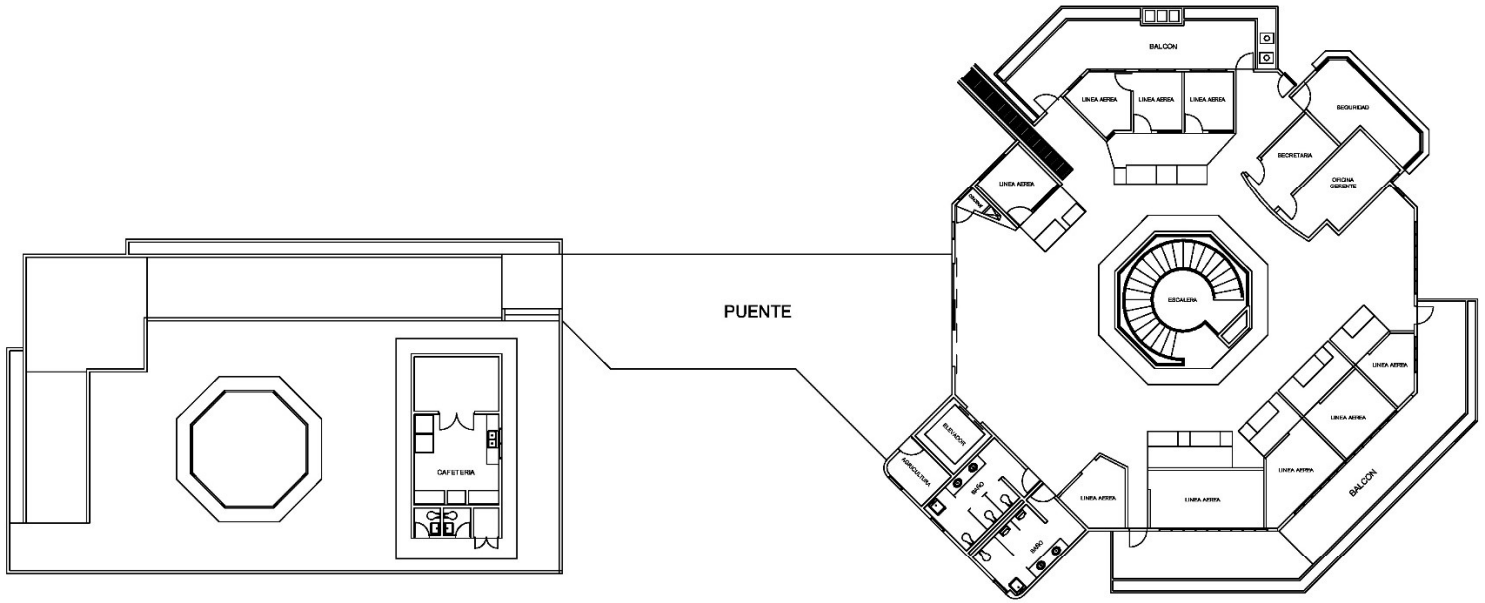
Source: RS&H, Inc., 2021

FIGURE 4-2
TERMINAL LAYOUT PLAN LEVEL 1



Source: PRPA, 2019

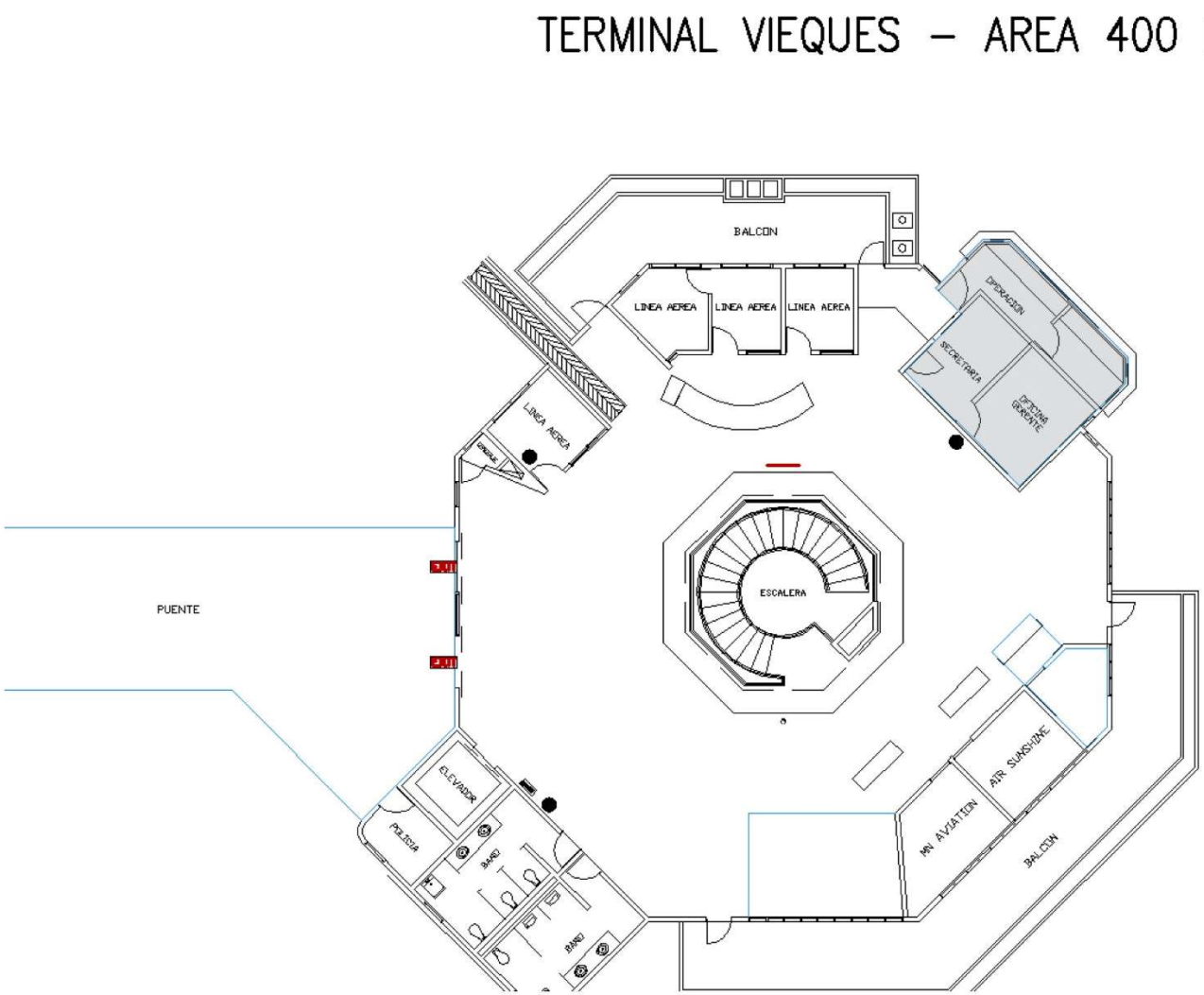
FIGURE 4-3
TERMINAL LAYOUT PLAN LEVEL 2



Edificio terminal, segundo nivel

Source: PRPA, 2019

FIGURE 4-4
TERMINAL ADMINISTRATIVE SPACE



Source: PRPA, 2019

5 LANDSIDE FACILITIES

This section describes the airport access roadways system, including off-airport and on-airport roadways, terminal curbside areas, public and employee parking facilities, and rental car facilities.

5.1 REGIONAL ROADWAY CONNECTIVITY

Roadway access to the passenger terminal building and parking lots is available by way of Highway 200. Highway 200 is a main thoroughfare to the main population center approximately four miles to the east in Santa Maria.

5.2 AIRPORT ACCESS ROADWAY SYSTEM

Airport facilities are located on the south side of the Airport and accessed directly from Highway 200. Highway 200 is a two-lane two-way road connecting the airport to Santa Maria. There are no on-airport roadways.

5.3 TERMINAL CURBFRONT

The terminal curbfront consists of a one lane one-way unmarked road off of Highway 200. The terminal curbfront is approximately 75 feet long and runs directly in front of the main terminal building and the Vieques Air Link facility.

5.4 COMMERCIAL VEHICLE AND RENTAL CAR FACILITIES

There are no commercial or rental cars available at the Airport. The Tourism Information Center located on the second floor of the terminal building can call taxis for passengers.

5.5 PUBLIC PARKING FACILITIES

The Airport has one general public parking lot for all passengers and employees to the southwest of the terminal building. The public parking lot is approximately a 36,000-sf paved asphalt surface with an approximate capacity of 75 vehicle parking spaces.

6 TENANT FACILITIES

6.1 CARGO FACILITIES

There are no dedicated cargo facilities at the Airport.

6.2 GENERAL AVIATION FACILITIES

The general aviation ramp is to the west of the air carrier apron. It has a ramp capacity of approximately 12 single-engine piston aircraft. There is no separate general aviation terminal building.

6.3 OTHER TENANT FACILITIES

There is one major tenant at the Airport. Vieques Air Link has a maintenance facility and hangar to the west of the general aviation ramp. The hangar is approximately 9,000 square feet and houses multiple aircraft undergoing maintenance.

Table 6-1 provides a list of tenants at the Airport. Tenants at VQS are constantly evolving with the construction of new contracts/tenants, the renewal of existing contracts, or the expiration of terminating contracts. The list of tenants provided below is from a snapshot in time and may not accurately reflect the existing conditions.

TABLE 6-1
TENANT ACTIVITY

Lessee	Term of Contract	Date Signed	Contract Expiration Date	Object of the Lease
Air Sunshine International, Inc.	5 yrs.	20-Apr-2018	19-Apr-2023	Counter space/Office space
Air America, Inc.	5 yrs.	02-May-2017	01-May-2022	Counter in Terminal Bldg.
Air Charter, Inc. h/n/c Air Flamenco	10 yrs.	06-Jun-2018	05-Jun-2028	
Tourism Company	5 yrs.	16-Dec-2016	30-Nov-2021	
Green Horizon, Inc.	6 months	24-Jun-2016	23-Dec-2016	
Hyannis Air Services, Inc. dba Cape Air	1 yr.	11-Apr-2014	20-Jul-2015	
Isla Nena Café, LLC	5 yrs.	07-Aug-2008	06-Aug-2013	
JJC Exterminating Corp.	6 months	30-Aug-2016	30-Mar-2017	
M & N Aviation	5 yrs.	03-Nov-2014	2-Nov-2019	
Maritza's Car Rental, Inc	3 yrs.	22-May-2015	29-May-2018	
Puerto Rico Aircraft Leasing Corp. H/N/c Taxi Aéreo	5 yrs.	08-Jun-2017	07-Jun-2022	
Reig Aviation Services, Inc.	11 yrs.	23-Feb-2017	31-Dec-2028	
US Custom and Border Protection	1 yr.	30-Nov-1994	29-Nov-1995	
US Department of Agriculture Animal and Plant Health Inspection Service Plant Protection and Quarantine	5 yrs.	01-Aug-2014	31-Jul-2019	
Vieques Air Link, Inc.	4 yrs.	30-Aug-2016	25-Aug-2020	
Vision Green, Inc. dba Island Jeep Rental	5 yrs.	30-Dec-2016	29-Dec-2021	

Source: PRPA, 2021

Note: Red text identifies expired contracts

7 AIRPORT SUPPORT FACILITIES

7.1 AIRPORT TRAFFIC CONTROL TOWER

There is no airport traffic control tower at the airport.

7.2 AIRCRAFT RESCUE AND FIRE-FIGHTING FACILITIES

The Aircraft Rescue and Firefighting (ARFF) involves hazard mitigation, as well as fire prevention, fire fighting, rescue, and medical response in the event of an aircraft incident or accident. All Part 139 airports serving scheduled and unscheduled air carriers are required to provide ARFF services at an appropriate level.

VQS has a dedicated and staffed ARFF facility located to the west of the passenger terminal building. The facility has three vehicle bays. The ARFF facility is approximately 3,000 square feet with offices and support areas next to the garage which total an approximate 1,700 square feet space.

Source: RS&H, Inc., 2019

7.3 AIRPORT MAINTENANCE FACILITIES

Airport maintenance does not have a dedicated facility.

7.4 AIRCRAFT FUELING FACILITIES

There are three gas tanks at the Airport. However, the tanks are not operational at this time. PRPA notes that they could become operational again if repaired. The tanks were decommissioned after non-use.

7.5 ADDITIONAL AIRPORT DEVELOPABLE AREAS

There are no areas for development on airport property.

8 AVIATION ACTIVITY SUMMARY

This section presents historic and available projections of aviation activity at the Airport. The sections presenting historic aviation activity focus on enplaned passengers (number of passengers boarding commercial service and chartered flights), aircraft operations (landings and take-offs by aircraft), and based aircraft (those aircraft permanently stored at the Airport). There is also a review of seven years of historic cargo activity represented in total pounds enplaned and deplaned at VQS.

The PRPA generally reports its passenger numbers and other airport related statistics for its fiscal year (FY) which runs from July 1 to June 30, as such all airport statistics included in this section of the report are shown for the Puerto Rico fiscal year.

Projections of aviation activity at the Airport into the future were not developed specifically for this report. Projections shown in this section are taken from the FAA's Terminal Area Forecast (TAF) 2022 published in March 2023.

8.1 HISTORIC AVIATION ACTIVITY

8.1.1 Passenger Activity

Historically, enplanements at VQS have been relatively consistent with a peak of 87,846 in 2006. Since that time through 2017, enplanements have been between 70,000 and 77,000 annually. While VQS still represents the third most enplanements of the nine airports being assessed, it has decreased at an annual rate of -8% from 2011-2019, and then again by -26% from 2019 to 2021 as a result of the worldwide COVID-19 pandemic (or Public Health Emergency). Enplanements have rebounded to just above pre-pandemic levels with 46,729 recorded enplanements in 2022.

The second column in **Table 8-1** provides the historic enplanement totals from 2001 to 2022.

8.1.2 Air Service

Commercial passenger air carrier operations are identified as "air carrier" or "commuter and air taxi". The definition for the distinction between the two categories is the seating capacity. An air carrier aircraft is one that carries 60 passengers or more. Air service to VQS is provided from SIG, RVR and CPX by Vieques Air Link, Flamengo, Seaborne and Cape Air.

Historically, air taxi/commuter operations at VQS were fairly stable from 2001 to 2004 with approximately 26,179 operations annually. Air carrier operations at VQS since 2013 have been between 8,000 and 8,100 operations annually.

8.1.3 Aircraft Operations

An aircraft operation is defined as either a takeoff or a landing. Airfield activity at an airport is measured and forecast according to annual aircraft operations. Historically, VQS has experienced steady and increasing aircraft operations. Peak operations over the past 20 years occurred in 2013 with 37,000 and has remained steady at 30,000 operations or more from 2013-2017, at which time the annual operations

dropped to 20,000 for two consecutive years, before dropping further to 18,424 operations in 2020. Annual operations havesurpassed 2019 levels recording 25,032 in 2022.

The third column in **Table 8-1** presents historical annual aircraft operations from 2001-2022.

8.1.4 Based Aircraft

A based aircraft is defined as any aircraft that is operational and airworthy, and based (or located) at a particular facility for a majority of the year. In 2001, VQS had 33 or more based aircraft from 2002-2005. It then decreased to only four in the 2013-2016 period. Recently, the Airport has made a strong recovery sustaining 33 based aircraft since 2017.

The fourth column in **Table 8-1** provides the based aircraft totals from 2001 to 2022.

8.1.5 Cargo Activity

The cargo activity review was limited to seven years from 2016-2022. The Airport has sustained strong cargo activity during that time with an average of over 1,000,000 pounds of cargo being processed from 2016-2022. During that time, the cargo activity at VQS continued to increase, and never showed a decline despite the Public Health Emergency and reached 1,338,533 pounds processed in 2022.

The last column in **Table 8-1** provides PRPA total cargo in pounds from 2001 to 2022.

TABLE 8-1
HISTORIC - VQS AIRPORT STATISTICS

Fiscal Year	Enplanements	Operations	Based Aircraft	Cargo (lbs.)
2001	56,597	26,842	22	
2002	51,950	24,358	34	
2003	52,417	23,510	33	
2004	55,673	25,130	34	
2005	79,113	32,242	34	
2006	87,846	36,192	34	
2007	82,050	33,394	18	
2008	84,484	32,376	18	
2009	74,234	31,674	19	
2010	74,177	34,220	19	
2011	76,957	34,594	19	
2012	75,841	36,280	15	
2013	73,370	36,669	4	
2014	76,643	34,653	4	
2015	79,894	33,890	4	
2016	72,170	34,668	4	784,060
2017	65,017	31,822	33	851,035
2018	35,793	20,270	33	1,014,662
2019	42,085	22,978	33	1,095,774

2020	32,700	18,424	33	1,103,182
2021	31,203	19,278	33	1,454,265
2022	46,729	25,032	33	1,338,533

Source: PRPA Records; FAA TAF 2022; FAA 5010-1 Form, 2022

8.2 FUTURE AVIATION ACTIVITY PROJECTIONS

This section provides the FAA derived forecast identified as the FAA TAF 2022. The FAA TAF is an annual forecast prepared by the FAA and includes projections of operations by type, based aircraft counts, and projections of enplanements. The FAA TAF 2022 published by the FAA in March 2023 was used for the forecast of aviation activity from 2022-2042[6]. The cargo activity forecast for VQS was developed using historical trends from 2016-2022.

Table 8-2 shows the forecast of aviation activity for VQS from 2022-2042.

TABLE 8-2
AVIATION FORECASTS - VQS (2022-2042)

Fiscal Year	Enplanements	Operations	Based Aircraft	Cargo (lbs.)
2022	46,729	25,032	33	1,338,533
Forecast				
2023	46,729	30,898	33	1,434,518
2024	46,729	30,898	33	1,537,386
2025	46,729	30,898	33	1,647,631
2026	46,729	30,898	33	1,765,781
2027	46,729	30,898	33	1,892,403
2028	46,729	30,898	33	2,028,106
2029	46,729	30,898	33	2,173,539
2030	46,729	30,898	33	2,249,613
2031	46,729	30,898	33	2,328,350
2032	46,729	30,898	33	2,409,842
2033	46,729	30,898	33	2,494,187
2034	46,729	30,898	33	2,581,483
2035	46,729	30,898	33	2,671,835
2036	46,729	30,898	33	2,765,349
2037	46,729	30,898	33	2,862,136
2038	46,729	30,898	33	2,962,311
2039	46,729	30,898	33	3,065,992
2040	46,729	30,898	33	3,173,302
2041	46,729	30,898	33	3,284,367
2042	46,729	30,898	33	3,399,320
Annual Growth Rate				

[6] While the growth rate for the 2022-2042 projections was used for annual enplanements, operations, and based aircraft, the 2022 totals varied in some instances where PRPA records showed differences. As a result, these totals were sometimes carried forward in forecasts that had no growth shown in the FAA TAF 2022, but still may be referenced as the FAA TAF 2022 Forecast.

2022-2032	0.0%	2.1%	0.0%	6.1%
2032-2042	0.0%	0.0%	0.0%	3.5%
2022-2042	0.0%	1.1%	0.0%	4.8%

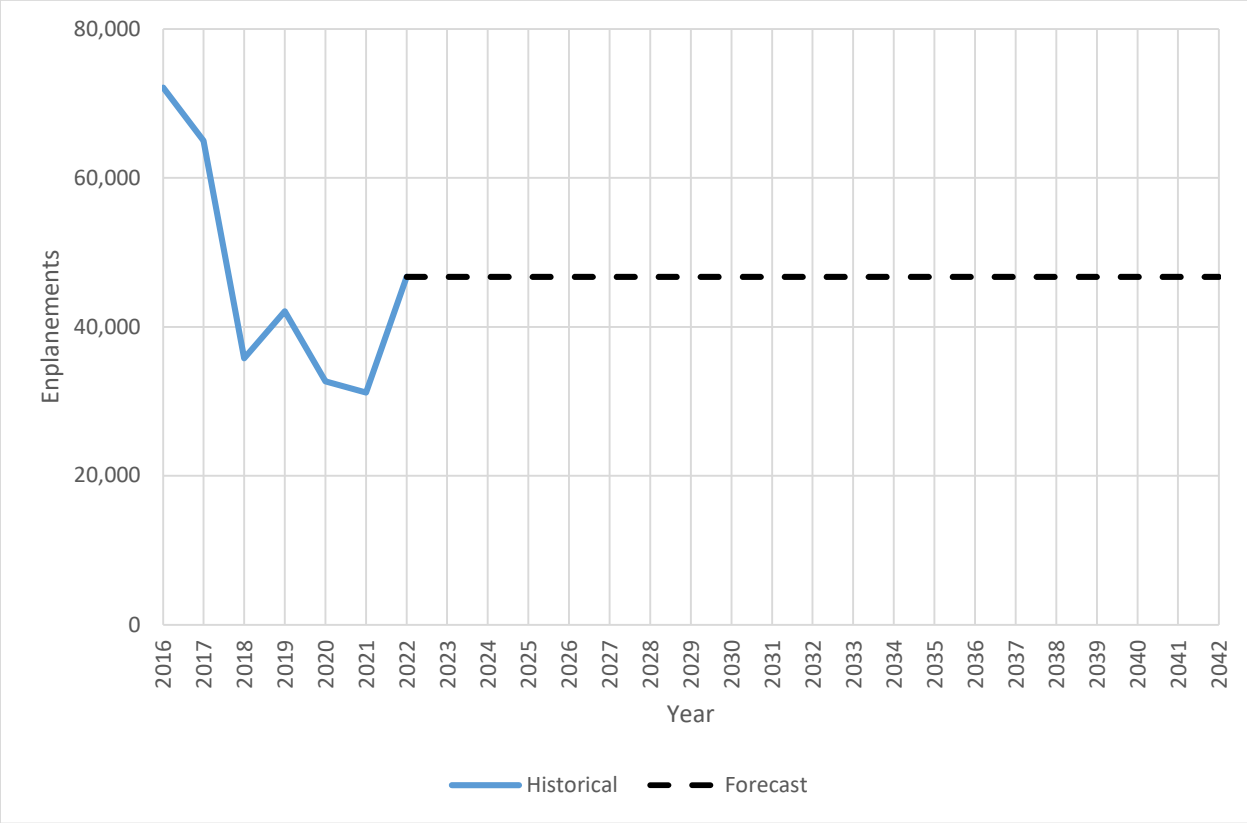
Source: FAA TAF 2022; RS&H 2023

8.2.1 Passenger Activity

Passenger activity at VQS is projected to remain constant at 43,753 over the forecast horizon.

Figure 8-1 displays the passenger enplanement forecast from 2022-2042.

FIGURE 8-1
ENPLANED PASSENGER FORECAST (2022-2042)



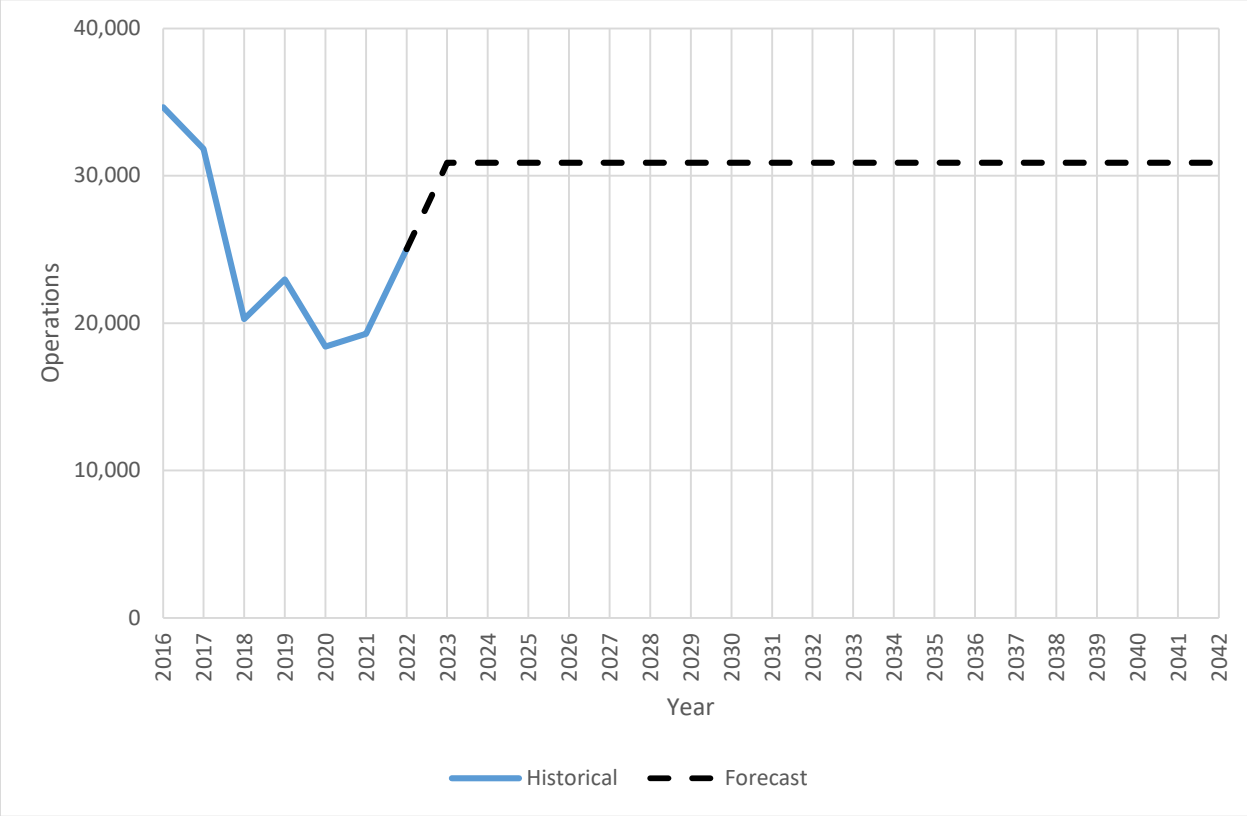
Sources: FAA TAF 2022; PRPA Records

8.2.2 Aircraft Operations

According to the FAA TAF 2022, the total annual operations are projected to remain steady at VQS with 30,898 operations through 2042.

Figure 8-2 displays the total annual operations forecast from 2022-2042.

FIGURE 8-2
OPERATIONS FORECAST (2022-2042)



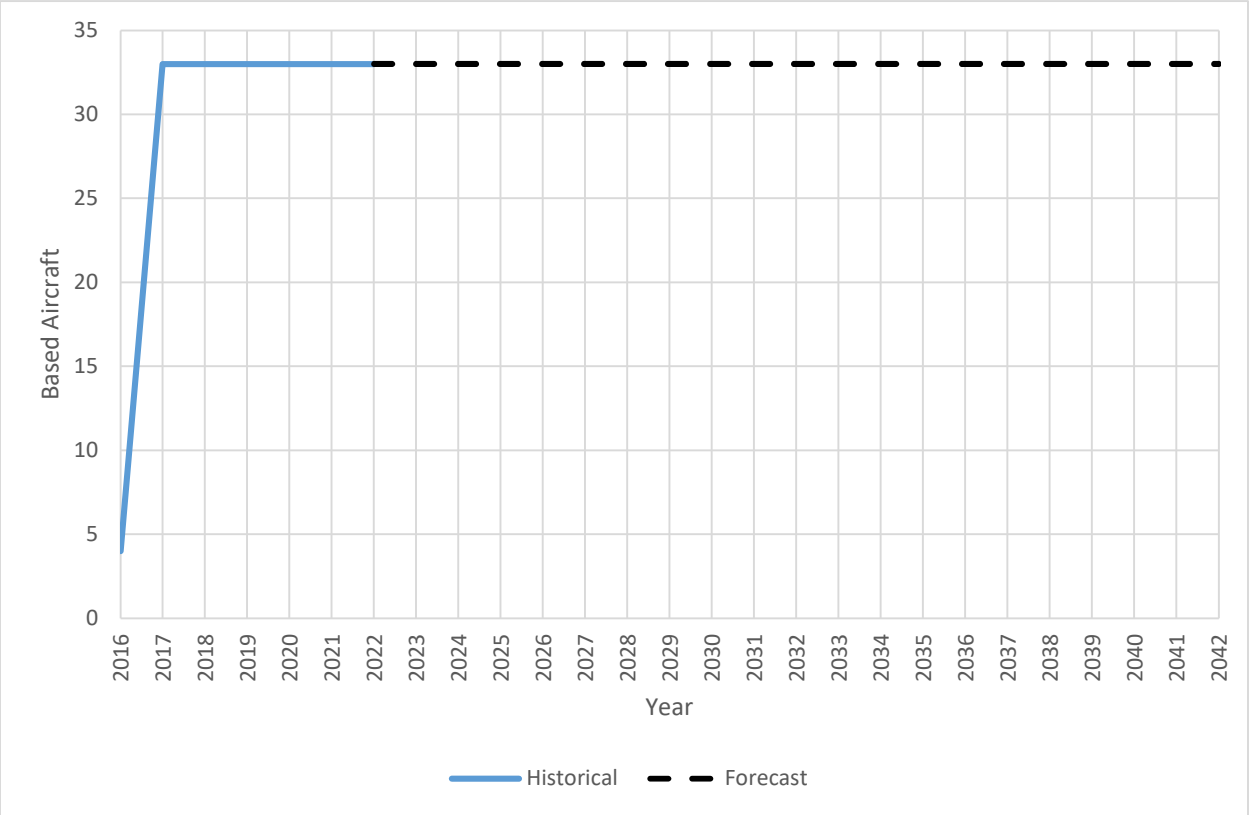
Sources: FAA TAF 2022; PRPA Records

8.2.3 Based Aircraft

Based aircraft are assumed to remain constant over the forecast horizon, sustaining a total of 33 based aircraft.

Figure 8-3 displays the based aircraft forecast from 2022-2042.

FIGURE 8-3
BASED AIRCRAFT FORECAST (2022-2042)



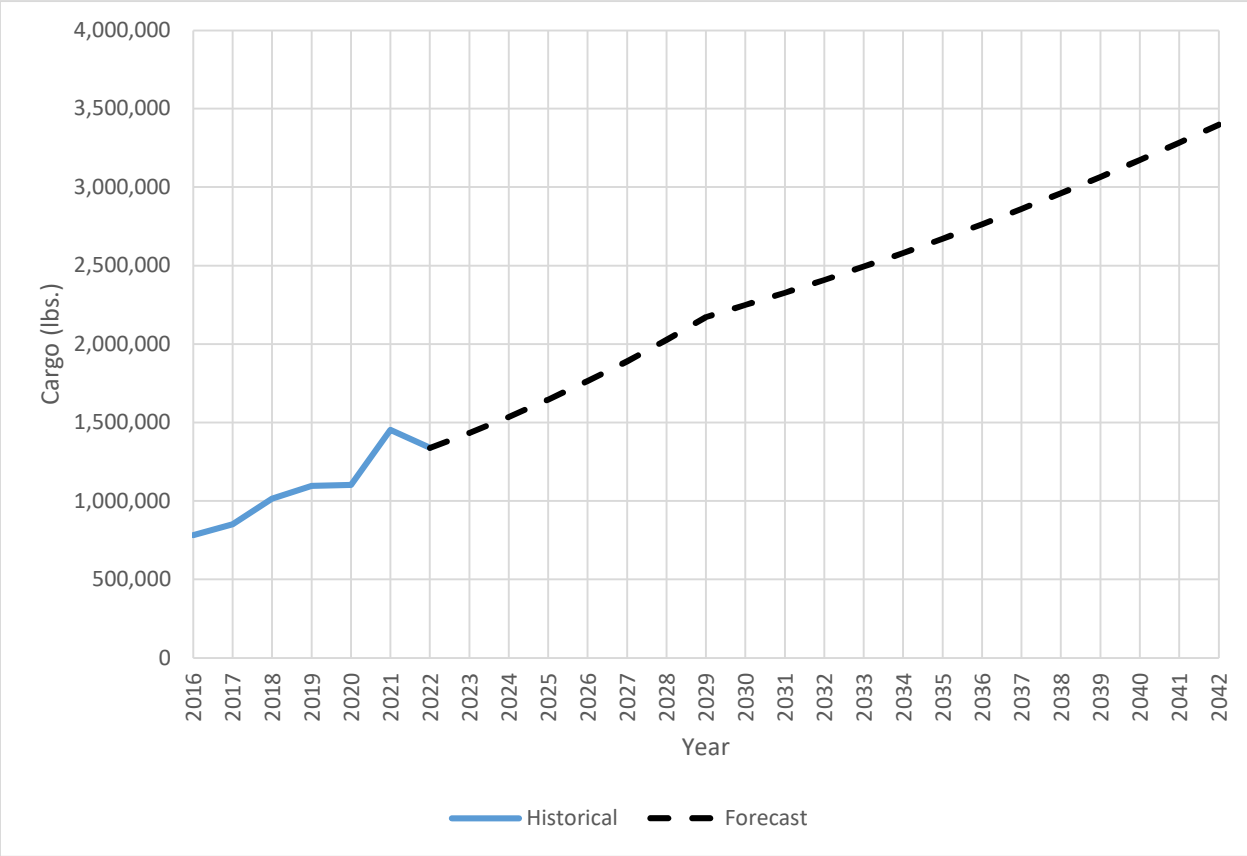
Sources: FAA TAF 2022; PRPA Records

8.2.4 Cargo Activity

Since 2016, the Airport has shown continued cargo growth. As a result, cargo is projected to increase at a 6.1 percent annual rate until 2030 and then reduce its high growth rate to a more moderate increase of 3.5 percent until 2042. By 2042, the Airport will process almost 3,400,000 pounds of cargo annually.

Figure 8-4 displays the cargo forecast from 2022-2042.

FIGURE 8-4
CARGO FORECAST (2022-2042)



Sources: RS&H 2023; PRPA Records

9 CAPITAL IMPROVEMENT PROGRAM

This section presents the current Airport Capital Improvement Program (ACIP) for the Airport identifying capital projects that will be undertaken through 2027. Projects listed in the ACIP for VQS were provided by the PRPA.[7]

9.1 CURRENT ACIP SUMMARY

Table 9-1 presents a summary of the current 5-year ACIP for the Airport, including the estimated cost and eligible funding sources.

TABLE 9-1
AIRPORT CAPITAL IMPROVEMENT PROGRAM AND FUNDING SOURCES ($000)

Project Description	Cost	Federal Funding	PRPA	Start FY	End FY
Airfield Pavement Rehabilitation	**$500**		**$500**	**2023**	**2024**
Construction Runway Connectors and Visual Aids	**$13,350**	**$13,000**	**$250**	**2021**	**2023**
Construction	$11,100	$11,100	$0	2021	2023
Construction Management	$2,000	$2,000	$0	2022	2023
Contingency	$250	$0	$0	2022	2023
Hurricane Maria Damage Repairs	**$1,700**	**$1,700**	**$0**	**2023**	**2023**
Terminal Repairs	**$2,300**	**$1,890**	**$410**	**2020**	**2023**
Construction	$2,000	$1,800	$200	2021	2023
Inspection	$100	$90	$10	2021	2023
Contingency	$200		$200	2020	2023
Parking Pavement Rehabilitation	**$150**		**$150**	**2023**	**2023**
ARFF Equipment Acquisition	**$50**		**$50**	**2023**	**2023**
Subtotal	**$18,050**	**$16,590**	**$1,460**		

Source: Puerto Rico Ports Authority, 2023; RS&H, 2023
Notes: All costs shown in thousands of U.S. Dollars

Total 5-year ACIP project costs are estimated to be over $18 million through the 2027 time period. A total of 91.4 percent of the funding is anticipated through FAA grants with the remaining 16 percent from PRPA funds or have already been incurred.

9.2 BIPARTISAN INFRASTRUCTURE BILL

The Bipartisan Infrastructure Law (BIL) provides $15 billion for airport-related projects as defined under the existing Airport Improvement Grant and Passenger Facility Charge criteria. The money can be invested in runways, taxiways, safety, and sustainability projects, as well as terminal, airport-transit connections, and roadway projects.

[7] The VQS CIP was provided in May 2023.

For FAA fiscal year 2023 the Airport will receive $1,023,708. This total is subject to change during the next three years based on the Airport's enplanement and cargo totals.

-

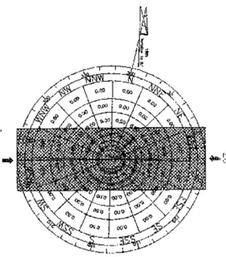
APPENDIX A

AIRPORT LAYOUT PLAN

OBSTRUCTION REMOVAL AND THRESHOLD RELOCATION PLAN

SOURCE: NAVAL OCEANOGRAPHY COMMAND DETACHMENT ASHVILLE, NORTH CAROLINA, ROOSEVELT ROAD NAVAL AIR STATION

PERIOD: JAN/1970 – DEC/1979, 28,941 OBSERVATIONS



VMC 15 MPH (13 KNOTS) COVERAGE:

RUNWAY 9 = 95.4%
RUNWAY 27 = 31.6%
CALM = 27.7%
COMBINED = 99.7%

IMC 15 MPH (13 KNOTS) COVERAGE:

RUNWAY 9 = 86.5%
RUNWAY 27 = 40.3%
CALM = 27.5%
COMBINED = 98.7%

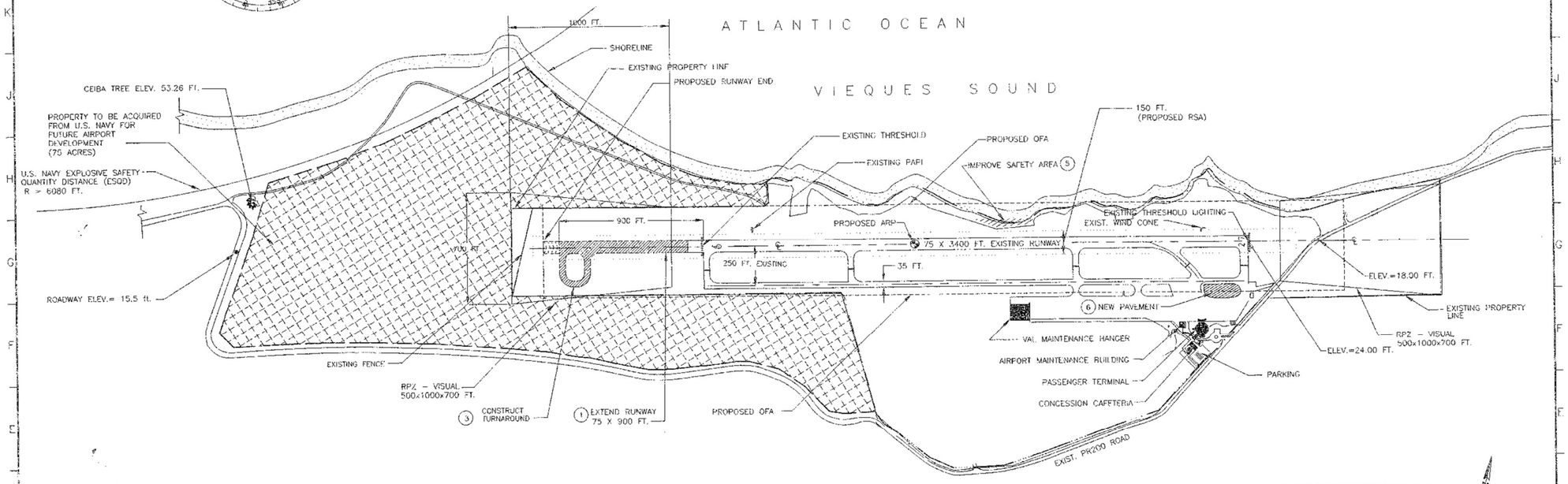
VMC 12 MPH (10.5 KNOTS) COVERAGE:

COMBINED = 98.0%

NOTES:

1. THE WIND COVERAGE REPRESENTS THE PERCENTAGE OF TIME AIRCRAFT CAN OPERATE SAFELY WITHOUT EXCEEDING THE CROSS WIND COMPONENT. ALLOWABLE CROSS WIND COMPONENT HAS BEEN SET AT 15 MPH (13 KNOTS).
2. CALM IS DEFINED AS WIND LESS THAN 3.5 MPH (3 KNOTS).
3. INFORMATION TAKEN FROM VIEQUES AIRPORT 1993 ALP.

(1) CONSTRUCT 900 FEET OF RUNWAY TO RELOCATE THE THRESHOLDS IN ORDER TO ACCOMODATE SAFE OPERATION OF CRITICAL AIRCRAFT WITH LIGHTING.
(2) CUT A PORTION OF THE RIDGE BEYOND THE RUNWAY 27 END TO ACCOMMODATE CRITICAL AIRCRAFT TAKE-OFFS SAFELY.
(3) CONSTRUCT TAXIWAY TURNAROUND WITH LIGHTING.
(4) RECONSTRUCT PORTION OF THE RUNWAY TO CORRECT EXISTING LINE-OF SIGHT SAFETY PROBLEMS.
(5) STABILIZE AND LEVEL THE RUNWAY SAFETY AREA ON THE NORTH SIDE OF THE EXISTING RUNWAY.
(6) IN-FILL APRON TO PROVIDE ADDITIONAL AIRCRAFT MANEUVERING ROOM.
(7) RELOCATE THE POWER POLE AND LINE CONSTITUTING AN OBSTACLE ON THE RIDGE OFF RUNWAY 27.



RUNWAY DATA

ITEMS	RUNWAY 9–27 EXISTING	RUNWAY 9–27 PROPOSED
% EFFECTIVE GRADIENT	0.0/1.9/0.1	0.0/1.9/0.1
INSTRUMENT RUNWAY (TYPE)	VISUAL UTILITY	VISUAL UTILITY
APPROACH SURFACE, RUNWAY 9/27	20:1/20:1	20:1/20:1
PAVEMENT DESIGN STRENGTH (LB.)	20,900	20,900
RUNWAY LIGHTING	MIRL	MIRL
RUNWAY MARKING (TYPE)	VISUAL	VISUAL
NAVIGATIONAL AIDS	NONE	GPS
VISUAL APPROACH AIDS	PAPI	PAPI
OBJECT FREE AREA (OFA) WIDTH, (FT.)	500	500
OFA LENGTH BEYOND RUNWAY END (FT.)	300	300
RUNWAY SAFETY AREA (RSA) WIDTH (FT.)	150	150
RSA LENGTH BEYOND STOP END OF RUNWAY (FT.)	300	300
OBSTACLE FREE ZONE (OFZ) WIDTH (FT.)	250	250
OFZ LENGTH BEYOND RUNWAY END (FT.)	200	200

ITEMS		RUNWAY 9–27 EXISTING	RUNWAY 9–27 PROPOSED
APPROACH VISIBILITY MINIMUM		NOT LOWER THAN 1MILE	NOT LOWER THAN 1MILE
RUNWAY LENGTH (FT.)		3,400	3,400
RUNWAY WIDTH		75	75
TAKEOFF RUN AVAILABLE – TORA, (FT.) 9/27		3,400/3,400	3,400/3,400
TAKEOFF DISTANCE AVAILABLE, TODA, (FT.) 9/27		3,400/3,400	4,300
ACCELERATE STOP DIST. AVAILABLE, ASDA (FT.) 9/27		3,400/3,400	4,300
LANDING DISTANCE AVAILABLE, LDA, (FT.) 9/27		3,400/3,400	3,400/2,900
RUNWAY 9 END COORDINATES	LATITUDE	18°08'09"	18°08'07"
	LONGITUDE	65°29'51"	65°30'00"
RUNWAY 27 END COORDINATES	LATITUDE	18°08'12"	18°8'17"
	LONGITUDE	65°29'17"	65°29'17"
RUNWAY 9 END ELEVATION (FT.)		46.90	46.90
RUNWAY 27 END ELEVATION (FT.)		24.31	24.31
RUNWAY HIGH POINT (FT.)		43.14	46.90
RUNWAY LOW POINT (FT.)		24.31	24.31

AIRPORT DATA

ITEM		EXISTING	PROPOSED
AIRPORT ELEVATION, (FT.)		35	37
AIRPORT REFERENCE POINT (ARP)	LATITUDE	18°8'13"	18°08'12.481"
	LONGITUDE	65°29'24"	65°29'36.368"
NAVIGATIONAL AIDS		VISUAL	VISUAL
MEAN DAILY MAXIMUN TEMP °F		88 °F	SAME
AIRPORT CATEGORY		GENERAL UTILITY	GENERAL UTILITY
AIRPORT REFERENCE CODE (ARC)		A–II	A–II
DESIGN AIRCRAFT		TRISLANDER	TRISLANDER
TAXIWAY LIGHTING		YES	YES

LEGEND

EXISTING	PROPOSED	SPECIFICATION
		PROPERTY LINE
		SECURITY FENCE
		RUNWAY SAFETY AREA (RSA)
		BUILDINGS
		NEW PAVED AREA
		PROPERTY TO BE ACQUIRED

APPROVED
FEDERAL AVIATION ADMINISTRATION
CONDITIONALLY - APPROVED
FEDERAL AVIATION ADMINISTRATION
This approval is subject to review as conditions change and is subject to the limitations contained in our letter dated 8/19/98
Orlando Airports District Office — Date

PORTS AUTHORITY OF THE COMMONWEALTH OF PUERTO RICO

AAROTEC, INC.
8550 LEE HIGHWAY SUITE 600
FAIRFAX, VIRGINIA 22031 U.S.A.

No.	REVISION	BY	APP	DATE

ANTONIO RIVERA RODRIGUEZ AIRPORT
VIEQUES, PUERTO RICO

MASTER PLAN UPDATE

AIRPORT LAYOUT PLAN (REF)

AAROTEC PROJECT NO. 880 | COMPUTER FILE NO. VQS-ALP.DWG
APPROVED: MAO | DESIGNED: ASB | DRAWN: SDB | CHECKED: JLD
DRAWING NO. G-104
DATE: 3-9-98

Source: PRPA, 1998

APPENDIX B

FEMA REPAIRS

Antonio Rivera Rodriguez Airport (VQS)

Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
Air Rescue Building												
10/20/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Antonio Rivera Rodriquez Airport Main Terminal and the associated facilities. Antonio Rivera Rodriquez Airport is composed of the following: Main Terminal Building, Building #1, Air Rescue Building, Hanger #1, and Runway.	Exterior	Damaged rolling doors: (14'-0" x 15'-0") x 2	No		No		FEMA	TBD	TBD	TBD
				Damaged rolling door: (12'-0" x 15'-0")	No		No		FEMA	TBD	TBD	TBD
				Damaged aluminum accordion window shutters: (28'-0" x 5'-0")	No		No		FEMA	TBD	TBD	TBD
				Damaged double hung windows: (6'-0" x 4'-0") x 9	No		No		FEMA	TBD	TBD	TBD
			Interior	Damaged acoustic ceiling tiles: (5'-0" x 68'-0")	No		No		FEMA	TBD	TBD	TBD
				Damaged plaster ceiling in bathrooms: (17'-0" x 18'-0")	No		No		FEMA	TBD	TBD	TBD
				Damaged wall security lighting: 6 EA.	No		No		FEMA	TBD	TBD	TBD
				Damaged HID 250 watt light fixtures: 3 EA.	No		No		FEMA	TBD	TBD	TBD
				Painted wall surfaces in garage damaged: (220'-0" x 24'-0")	No		No		FEMA	TBD	TBD	TBD
			Roof	Modified bitumen roofing damaged: ((60'-0 x 32'-0") + (1/2 (50'-0" x 31'-4") + (10'-0" x 19'-4") + (23'-0" x 68'-0"))	No		No		FEMA	TBD	TBD	TBD
W Lounge												
10/20/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Antonio Rivera Rodriquez Airport Main Terminal and the associated facilities. Antonio Rivera Rodriquez Airport is composed of the following: Main Terminal Building, Building #1, Air Rescue Building, Hanger #1, and Runway.	Interior	Suspended ceiling tiles damaged (both side of breezeway): (100'-0" x 30'-0") x 2	No		No		FEMA	TBD	TBD	TBD
				Concrete wall and drywall damaged all interior wall (Finish and Paint): ((30'-0" x 8'-0") x 2) + ((40'-0" + 30-0") x 2'-0"))	No		No		FEMA	TBD	TBD	TBD
				One metal and glass double door damaged: (6'-0" x 7'-0")	No		No		FEMA	TBD	TBD	TBD
				One glass panel (side glass) damaged: (4'-0" x 5'-0")	No		No		FEMA	TBD	TBD	TBD
				One transom glass panel damaged: (2'-0" x 6'-0")	No		No		FEMA	TBD	TBD	TBD
				One glass panel damaged: (4'-0" x 5'-0")	No		No		FEMA	TBD	TBD	TBD
				One glass panel damaged: (1'-0" x 4'-0")	No		No		FEMA	TBD	TBD	TBD
				Mold remediation of entire structure: (43'-0" x 30'-0") x 2	No		No		FEMA	TBD	TBD	TBD
			Roof	Roll bituminous roof damaged: (100'-0" x 30'-0")	No		No		FEMA	TBD	TBD	TBD
Air Link Hangar and Storage												
10/20/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Antonio Rivera Rodriquez Airport Main Terminal and the associated facilities. Antonio Rivera Rodriquez Airport is composed of the following: Main Terminal Building, Building #1, Air Rescue Building, Hanger #1, and Runway.	VAL Hanger	Damaged hanger doors: (20'-0" x 18'-0") x 4	No		No		FEMA	TBD	TBD	TBD
				Damaged corrugated metal roofing: (100'-0" x 90'-0")	No		No		FEMA	TBD	TBD	TBD
				Damaged purlins (25'-0"): 24 EA.	No		No		FEMA	TBD	TBD	TBD
				Damaged corrugated translucent panels: (18'-0" x 4'-0") x 8	No		No		FEMA	TBD	TBD	TBD
				Damaged corrugated metal siding: ((12'-0" x 20'-0") + (10'-0" x 20'-0"))	No		No		FEMA	TBD	TBD	TBD
				Damaged metal roof vents: (12'-0" x 4'-0") x 4	No		No		FEMA	TBD	TBD	TBD
				Damaged structural beam: (80'-0" x 2'-0")	No		No		FEMA	TBD	TBD	TBD
				Damaged structural column: (25'-0" x 2'-0")	No		No		FEMA	TBD	TBD	TBD
				Damaged louvered windows: (3'-0" x 4'-0") x 32	No		No		FEMA	TBD	TBD	TBD
				Damage metal door: (3'-0" x 7'-0")	No		No		FEMA	TBD	TBD	TBD
				Damaged halide pendant light fixtures: 16 (150 Watt)	No		No		FEMA	TBD	TBD	TBD
			VAL Storage	Damaged modified bitumen roofing: (90'-0" x 20'-0")	No		No		FEMA	TBD	TBD	TBD
				Mold remediation: (90'-0" x 20'-0")	No		No		FEMA	TBD	TBD	TBD
				Damaged finished wall and ceiling surface: ((90'-0" x 20'-0") + (90'-0" x 8'-0" x2) + (20'-0" x 8'-0" x 2))	No		No		FEMA	TBD	TBD	TBD

Antonio Rivera Rodriguez Airport (VQS)

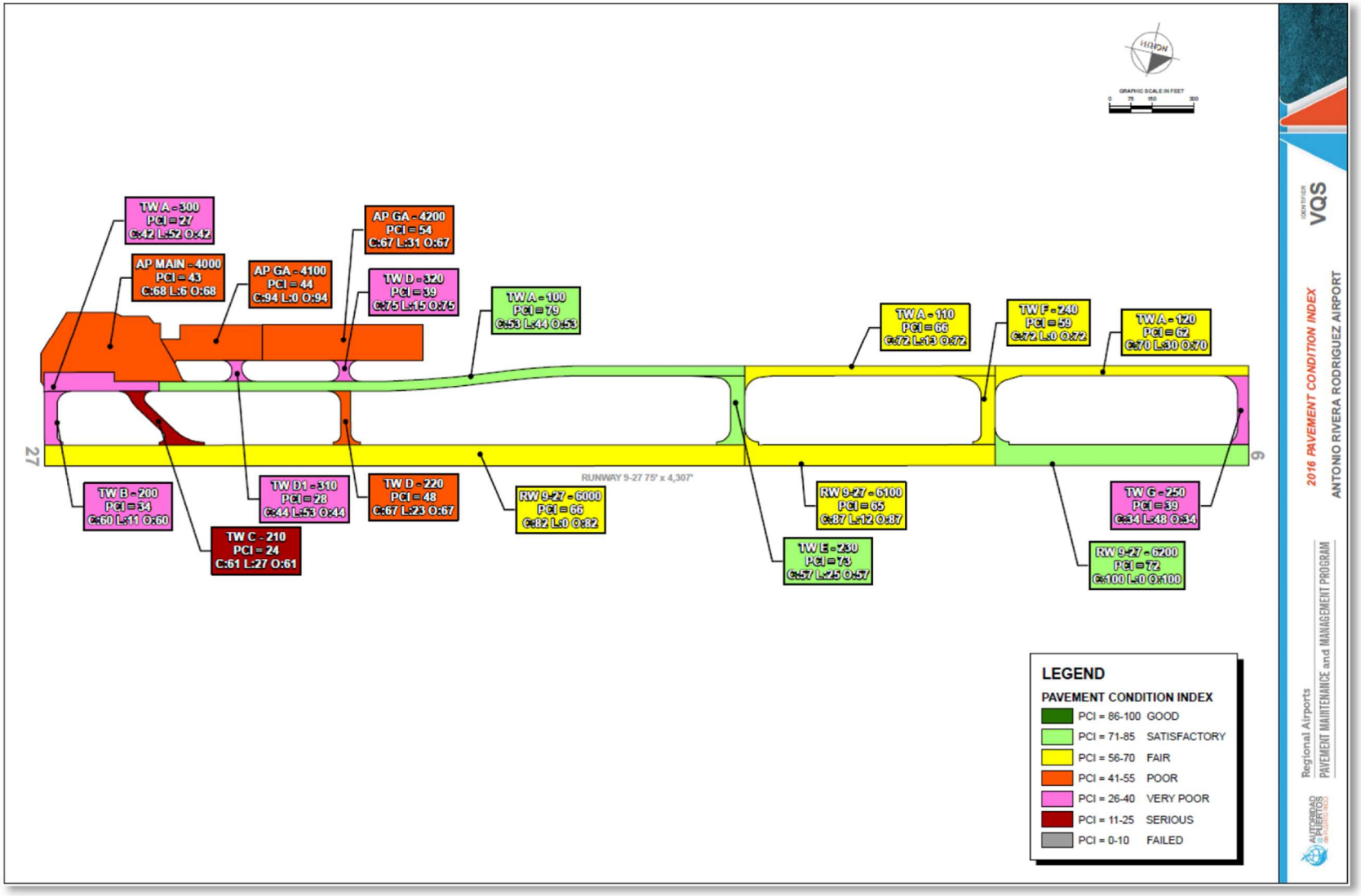
Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
Main Terminal												
10/20/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Antonio Rivera Rodriquez Airport Main Terminal and the associated facilities. Antonio Rivera Rodriquez Airport is composed of the following: Main Terminal Building, Building #1, Air Rescue Building, Hanger #1, and Runway.	Exterior Façade	Corrugated metal canopies panels damaged: (7'-0" x 125-0") + (31'-0" x 31'-0") + (30'-0" x 7'-6") + ((30'-0" x 16'-0") x 2) +(10'-0" x 24'-0")	No		No		FEMA	Q3 2019	TBD	TBD
				Corrugated metal roof panels: ((((31'-6" + 20'-0") / 2) x 10'-0") x 6) + ((((31'-6" + 11'-0") / 2) x 28'-0") x 2)	No		No		FEMA	Q3 2019	TBD	TBD
				Corrugated metal roof panels (peak): ((31'-6" x 15'-9") / 2) x 4	No		No		FEMA	Q3 2019	TBD	TBD
				Metal and Glass fixed windows damages: 4 (5'-0" x 3'-0")	No		No		FEMA	Q3 2019	TBD	TBD
				Corrugated metal flashing damaged 1'-0" wide: (36'-0" + 81'-0" + 25'-0") + (31'-6" x 8)	No		No		FEMA	Q3 2019	TBD	TBD
				Metal gutters damaged 5": (36'-0" + 81'-0" + 25'-0") + (31'-6" x 8)	No		No		FEMA	Q3 2019	TBD	TBD
				Corrugated translucent fiberglass walkway panels damaged: (12'-0" x 4'-0") x 8	No		No		FEMA	Q3 2019	TBD	TBD
				Walkway security fencing damaged metal mesh and frame: (90'-0" x 5'-0")	No		No		FEMA	Q3 2019	TBD	TBD
				Metal security fencing on retaining walls: (80'-0" x 3'-0")	No		No		FEMA	Q3 2019	TBD	TBD
				Metal electric sliding door damaged: (6'-0" x 7'-0") x 3	No		No		FEMA	Q3 2019	TBD	TBD
				Metal door first and second floor with openers damaged: (3'-0" x 7'-0") x 6	No		No		FEMA	Q3 2019	TBD	TBD
				Metal and tempered safety glass side window damaged: (34'-0" x 7'-0")	No		No		FEMA	Q3 2019	TBD	TBD
				Aluminum sliding louvers damaged: Second Floor Operations: (34'-0" x 7'-0")	No		No		FEMA	Q3 2019	TBD	TBD
				Exterior Halide light wall fixtures (Walkway): (200 watt) x 2	No		No		FEMA	Q3 2019	TBD	TBD
				Damaged exterior wall painted surfaces: 6720 SQ. FT.	No		No		FEMA	Q3 2019	TBD	TBD
			First Floor	Northern entrance suspended ceiling tiles damaged: (2'-0" x 2'-0") x (34'-0" x 30'-0")	No		No		FEMA	Q3 2019	TBD	TBD
				Northern waiting area damaged fluorescent light fixtures (2'-0" x 2'-0"): 6 EA.	No		No		FEMA	Q3 2019	TBD	TBD
				Damaged glass window (2'-0" x 1'-6"): 1 EA.	No		No		FEMA	Q3 2019	TBD	TBD
				Window sealant damaged: 40'-0" + 40'-0"	No		No		FEMA	Q3 2019	TBD	TBD
				Northeast Exit ceiling and wall drywall damaged two-sided: (17'-0" x 10'-0") x 2	No		No		FEMA	Q3 2019	TBD	TBD
				First floor bathrooms, suspended ceiling damage: (11'-0" s 17'-0") x 2	No		No		FEMA	Q3 2019	TBD	TBD
				First floor damaged 1'-6" diameter light fixtures: 25 EA	No		No		FEMA	Q3 2019	TBD	TBD
				Elevator damaged: (approximately 9'-0" x 9'-0" x 5'-0")	No		No		FEMA	Q3 2019	TBD	TBD
				Spiral staircase glass railing damaged: (6'-0" x 2'-0") x 7	No		No		FEMA	Q3 2019	TBD	TBD
				Smoke alarm system damaged (no fire sprinklers present): (6000 SQ. FT.) x 2	No		No		FEMA	Q3 2019	TBD	TBD
				Mold remediation 1st and 2nd floor: (4784 SQ. FT. per floor) = 9568 SQ. FT.	No		No		FEMA	Q3 2019	TBD	TBD
			Second Floor	Information desk drywall damaged: ((11'-0" x 8'-0") x 2) + ((15'-0" x 8'-0") x 2) + (11'-0" x 15'-0")	No		No		FEMA	Q3 2019	TBD	TBD
				Operations office drywall damaged: (21'-0" x 10'-0")	No		No		FEMA	Q3 2019	TBD	TBD
				Damaged vinyl flooring: (21'-0" x 10'-0")	No		No		FEMA	Q3 2019	TBD	TBD
				Airline booths drywall damaged: ((10'-0" x 8'-6") + (10'-0" x 8'-6")) x 3	No		No		FEMA	Q3 2019	TBD	TBD
				Fluorescent fixtures damaged: 7 (4'-0" x 2'-0")	No		No		FEMA	Q3 2019	TBD	TBD
				Second floor bathrooms, suspended ceiling damage: (11'-0" x 17'-0") x 2	No		No		FEMA	Q3 2019	TBD	TBD
				Second floor bathroom fluorescent fixtures damaged: 4 (4'-0" x 2'-0")	No		No		FEMA	Q3 2019	TBD	TBD
				Second floor drywall damaged (finish/painting required): 3(31'-6" x 16'-0") x 8	No		No		FEMA	Q3 2019	TBD	TBD

Antonio Rivera Rodriguez Airport (VQS)

Site Inspection Date	Damage Date	Description	Area Affected	Damage	Completed		On-Going		Not Started			
					Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
Storage Building												
10/20/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Antonio Rivera Rodriquez Airport Main Terminal and the associated facilities. Antonio Rivera Rodriquez Airport is composed of the following: Main Terminal Building, Building #1, Air Rescue Building, Hanger #1, and Runway.	Exterior	Damaged rolling door: (12'-0" x 14'-0")	No		No		FEMA	TBD	TBD	TBD
				Damaged metal flashing: (1'-0" x 12'-0")	No		No		FEMA	TBD	TBD	TBD
				Damaged metal gutters: (40'-0')	No		No		FEMA	TBD	TBD	TBD
				Damaged metal downspouts: (4 x 16'-0")	No		No		FEMA	TBD	TBD	TBD
				Damaged corrugated metal siding: (16'-0" x 12'-0")	No		No		FEMA	TBD	TBD	TBD
General Site												
10/20/2018	9/20/2017	On September the 20th 2017, Hurricane Maria's wind and rain caused subsequent damages and flooding to Antonio Rivera Rodriquez Airport Main Terminal and the associated facilities. Antonio Rivera Rodriquez Airport is composed of the following: Main Terminal Building, Building #1, Air Rescue Building, Hanger #1, and Runway.	Entire Perimeter / Site	Damaged chain link security fencing with three strand barb wire: 2149 LIN. FT.	No		No		FEMA	TBD	TBD	TBD
				Damaged generator: 300 Kw	No		No		FEMA	TBD	TBD	TBD
				Damaged concrete lighting poles: (30'-0") 10 EA.	No		No		FEMA	TBD	TBD	TBD
				Damaged exterior pole sodium lights: (400 Watt) 20 EA.	No		No		FEMA	TBD	TBD	TBD
				Damaged decorative light poles 10'-0": 6 EA.	No		No		FEMA	TBD	TBD	TBD
				Damaged decorative sodium light fixtures 200 watt: 6 EA.	No		No		FEMA	TBD	TBD	TBD
				Damage 1.5 ton condensing units: 4 EA.	No		No		FEMA	TBD	TBD	TBD

APPENDIX C

PMMP PAVEMENT



Source: PRPA and Kimley Horn and Associates, Inc, 2016

APPENDIX D

FAA FORM 5010-1 MASTER RECORD

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 04/02/2021
AFD EFF 03/25/2021
FORM APPROVED OMB 2120-0015

> 1 ASSOC CITY:	ISLA DE VIEQUES	4 STATE: PR	LOC ID: VQS	FAA SITE NR: 53085.1*A
> 2 AIRPORT NAME:	ANTONIO RIVERA RODRIGUEZ		5 COUNTY: --PUERTO RICO, PR	
3 CBD TO AIRPORT (NM): 3 SW		6 REGION/ADO: ASO /ATL	7 SECT AERO CHT: PUERTO RICO-VIRGIN ISLANDS	

GENERAL

10 OWNERSHIP:	PUBLIC
> 11 OWNER:	PUERTO RICO PORTS AUTH
> 12 ADDRESS:	HC-01 BOX 9421 VIEQUES, PR 00765-9244
> 13 PHONE NR:	787-729-8715
> 14 MANAGER:	RAMON RODRIGUEZ VAZQUEZ
> 15 ADDRESS:	ANTONIO RIVERA RODRIGUEZ AIRPORT, HC-01 BOX 9421 VIEQUES, PR 00765-9244
> 16 PHONE NR:	787-729-8715

> 17 ATTENDANCE SCHEDULE:

MONTHS	DAYS	HOURS
ALL	ALL	0600-1830

18 AIRPORT USE:	PUBLIC
19 ARPT LAT:	18-8-5.32N ESTIMATED
20 ARPT LONG:	65-29-37.02W
21 ARPT ELEV:	49.0 SURVEYED
22 ACREAGE:	124
> 23 RIGHT TRAFFIC:	27
> 24 NON-COMM LANDING:	YES
25 NPIAS/FED AGREEMENTS:	NGSY
> 26 FAR 139 INDEX:	/

SERVICES

> 70 FUEL:	
> 71 AIRFRAME RPRS:	NONE
> 72 PWR PLANT RPRS:	NONE
> 73 BOTTLE OXYGEN:	NONE
> 74 BULK OXYGEN:	NONE
75 TSNT STORAGE:	TIE
76 OTHER SERVICES:	

FACILITIES

> 80 ARPT BCN:	CG
> 81 ARPT LGT SKED:	
BCN LGT SKED:	SS-SR
> 82 UNICOM:	123.000
> 83 WIND INDICATOR:	YES-L
84 SEGMENTED CIRCLE:	YES
85 CONTROL TWR:	NO
86 FSS:	SAN JUAN
87 FSS ON ARPT:	NO
88 FSS PHONE NR:	
89 TOLL FREE NR:	1-800-WX-BRIEF

BASED AIRCRAFT

90 SINGLE ENG:	31
91 MULTI ENG:	2
92 JET:	0
93 HELICOPTERS:	0
TOTAL:	33
94 GLIDERS:	0
95 MILITARY:	0
96 ULTRA-LIGHT:	0

OPERATIONS

100 AIR CARRIER:	8,046
102 AIR TAXI:	20,352
103 G A LOCAL:	100
104 G A ITNRNT:	1,750
105 MILITARY:	650
TOTAL:	30,898

OPERATIONS FOR 12 MONTHS ENDING 12/31/2016

RUNWAY DATA

> 30 RUNWAY IDENT:		**09/27**
> 31 LENGTH:		4,301
> 32 WIDTH:		75
> 33 SURF TYPE-COND:		ASPH-G
> 34 SURF TREATMENT:		
35 GROSS WT:	S	20.0
36 (IN THSDS)	D	40.0
37	2D	
38	2D/2DS	
> 39 PCN:		////

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:	MED
> 42 RWY MARK TYPE-COND:	NPI- G / BSC- G
> 43 VGSI:	P4L /
44 THR CROSSING HGT:	46 /
45 VISUAL GLIDE ANGLE:	3.00 /
> 46 CNTRLN-TDZ:	- / -
> 47 RVR-RVV:	- / -
> 48 REIL:	/
> 49 APCH LIGHTS:	/

OBSTRUCTION DATA

50 FAR 77 CATEGORY:	C / B(V)
> 51 DISPLACED THR:	896 /
> 52 CTLG OBSTN:	TREES / ROAD
> 53 OBSTN MARKED/LGTD:	/
> 54 HGT ABOVE RWY END:	15 / 15
> 55 DIST FROM RWY END:	201 / 201
> 56 CNTRLN OFFSET:	164L / 200L
57 OBSTN CLNC SLOPE:	0:1 / 0:1
58 CLOSE-IN OBSTN:	Y / Y

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA):	4,301 / 4,301
> 61 TAKE OFF DIST AVBL (TODA):	4,301 / 4,301
> 62 ACLT STOP DIST AVBL (ASDA):	4,301 / 4,301
> 63 LNDG DIST AVBL (LDA):	3,405 / 3,405

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:

A 013	EXT 5300
A 016	OR 787-741-0515.
A 024	FEE FOR ACFT OVER 7500 LBS GWT.
A 052	RWY 09 ALSO 30 FT. TREES, 201 FT DSTC, 240 FT. L.
A 057	RWY 09 APCH RATIO 0:1 FM DSPLCD THLD OVER 15 FT. TREES, O FT. DSTC, 165 FT. L.
A 058	RWY 27 15 FT. TREES, 230 FT. DSTC, 145 FT. R, 192 FT. L.
A 058	RWY 09 15 FT. TREES, 0-200 FT. DSTC, 165 FT. L.

111 INSPECTOR: (C) 112 LAST INSP: 04/19/2017 113 LAST INFO REQ:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 04/02/2021
AFD EFF 03/25/2021
FORM APPROVED OMB 2120-0015

> 1 ASSOC CITY:	ISLA DE VIEQUES	4 STATE: PR	LOC ID: VQS	FAA SITE NR: 53085.1*A
> 2 AIRPORT NAME:	ANTONIO RIVERA RODRIGUEZ		5 COUNTY: --PUERTO RICO, PR	
3 CBD TO AIRPORT (NM): 3 SW		6 REGION/ADO: ASO /ATL	7 SECT AERO CHT: PUERTO RICO-VIRGIN ISLANDS	

GENERAL

10 OWNERSHIP:	PUBLIC
> 11 OWNER:	PUERTO RICO PORTS AUTH
> 12 ADDRESS:	HC-01 BOX 9421 VIEQUES, PR 00765-9244
> 13 PHONE NR:	787-729-8715
> 14 MANAGER:	RAMON RODRIGUEZ VAZQUEZ
> 15 ADDRESS:	ANTONIO RIVERA RODRIGUEZ AIRPORT, HC-01 BOX 9421 VIEQUES, PR 00765-9244
> 16 PHONE NR:	787-729-8715

> 17 ATTENDANCE SCHEDULE:

MONTHS	DAYS	HOURS
ALL	ALL	0600-1830

18 AIRPORT USE:	PUBLIC
19 ARPT LAT:	18-8-5.32N ESTIMATED
20 ARPT LONG:	65-29-37.02W
21 ARPT ELEV:	49.0 SURVEYED
22 ACREAGE:	124
> 23 RIGHT TRAFFIC:	27
> 24 NON-COMM LANDING:	YES
25 NPIAS/FED AGREEMENTS:	NGSY
> 26 FAR 139 INDEX:	/

SERVICES

> 70 FUEL:	
> 71 AIRFRAME RPRS:	NONE
> 72 PWR PLANT RPRS:	NONE
> 73 BOTTLE OXYGEN:	NONE
> 74 BULK OXYGEN:	NONE
75 TSNT STORAGE:	TIE
76 OTHER SERVICES:	

FACILITIES

> 80 ARPT BCN:	CG
> 81 ARPT LGT SKED:	
BCN LGT SKED:	SS-SR
> 82 UNICOM:	123.000
> 83 WIND INDICATOR:	YES-L
84 SEGMENTED CIRCLE:	YES
85 CONTROL TWR:	NO
86 FSS:	SAN JUAN
87 FSS ON ARPT:	NO
88 FSS PHONE NR:	
89 TOLL FREE NR:	1-800-WX-BRIEF

BASED AIRCRAFT

90 SINGLE ENG:	31
91 MULTI ENG:	2
92 JET:	0
93 HELICOPTERS:	0
TOTAL:	33
94 GLIDERS:	0
95 MILITARY:	0
96 ULTRA-LIGHT:	0

OPERATIONS

100 AIR CARRIER:	8,046
102 AIR TAXI:	20,352
103 G A LOCAL:	100
104 G A ITNRNT:	1,750
105 MILITARY:	650
TOTAL:	30,898

OPERATIONS FOR 12 MONTHS ENDING 12/31/2016

RUNWAY DATA

> 30 RUNWAY IDENT:	
> 31 LENGTH:	
> 32 WIDTH:	
> 33 SURF TYPE-COND:	
> 34 SURF TREATMENT:	
35 GROSS WT:	S
36 (IN THSDS)	D
37	2D
38	2D/2DS
> 39 PCN:	

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:	
> 42 RWY MARK TYPE-COND:	
> 43 VGSI:	
44 THR CROSSING HGT:	
45 VISUAL GLIDE ANGLE:	
> 46 CNTRLN-TDZ:	
> 47 RVR-RVV:	
> 48 REIL:	
> 49 APCH LIGHTS:	

OBSTRUCTION DATA

50 FAR 77 CATEGORY:	
> 51 DISPLACED THR:	
> 52 CTLG OBSTN:	
> 53 OBSTN MARKED/LGTD:	
> 54 HGT ABOVE RWY END:	
> 55 DIST FROM RWY END:	
> 56 CNTRLN OFFSET:	
57 OBSTN CLNC SLOPE:	
58 CLOSE-IN OBSTN:	

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA):	
> 61 TAKE OFF DIST AVBL (TODA):	
> 62 ACLT STOP DIST AVBL (ASDA):	
> 63 LNDG DIST AVBL (LDA):	

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:

A 082	UNICOM MONITORED DURING ATTND. HRS.
A 110-001	CLSD TO SKED AIR CARRIER OPER WITH MORE THAN 9 PASSENGER SEATS AND UNSKED AIR CARRIER OPER WITH MORE THAN 30 PASSENGER SEATS, CALL AMGR 787-741-8358.
A 110-002	PPR FOR OTHER B-III AIRCRAFT OPERATIONS AND LTD TO A WINGSPAN OF 88.75 FT.
A 110-003	RISING TERRAIN SOUTH.
A 110-004	FOR CD CTC SAN JUAN CERAP AT 787-253-8664/8665

111 INSPECTOR. (C) 112 LAST INSP. 04/19/2017 113 LAST INFO REQ.

APPENDIX E

AIRPORT PICTURES

Overview:



Runway:





B 27


9

Taxiway:

Terminal Building:

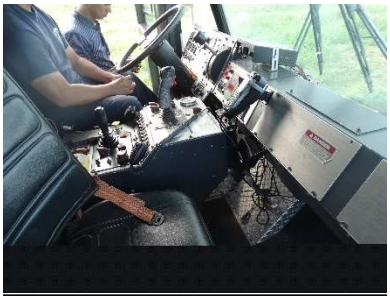
Terminal Apron:

Tenant Hangars / Aprons:


Vieques Air Link

Curbfront / Parking:

ARFF:




41

Fuel:

Miscellaneous:


41


PORTS AUTHORITY

APPENDIX F

EQUIPMENT TRANSFER LIST

Equipment and Tool Inventory Transfer for VQS

Date :

	Item Description	Make	Model	Serial Number	Item Book Value	Condition	Under Warranty	Remaining Life (Years)	Comments
1	CAMION RESCATE	KME		N/P 26988					
2	QUICK DASH	FORD	F-450	N/P 99653					
3	BOMBA HIDRAULICA	HOLMATRO	2035EPA	203500753					
4	RAM HIDRAULICO	HOLMATRO	3322UL	332201767					
5	CUTTER HIDRAULICO	HOLMATRO	3020UL	302002131					
6	SPREADER HIDRAULICO	HOLMATRO	3242UL	324202725					
7	HYDRAULIC HAND PUMP	BANNER	B65118	P9904001122					
8	HYDRAULIC RAM	BANNER	B65119	R9905001544					
9	MIXY EDUCTO	POK							
10	MOTO SIERRA DISCO	HUSGVARNA	K1260	N/P 39573					
11	MOTO SIERRA CADENA	HUSGVARNA	576XP						
12	HOSE CLAMP	AKRON							
13	MANGAS 2 1/2 x 25'		D25ARN						TRES MANGAS
14	BOLT CUTTER 42"								DOS
15	FIRE AXE PICK HEAD								DOS
16	FIRE AXE FLAT HEAD								DOS
17	HOOLIGAN TOOL								
18	BUCKET SHOUEL								
19	MULTICUFF BP SYSTEM	ADC	SYSTEMS						
20	PROXIMITY	VERIDIAN	CVCP	38727					
21	PROXIMITY	VERIDIAN	CVCP	38723					
22	PROXIMITY	VERIDIAN	CVCP	38722					
23	PROXIMITY	VERIDIAN	CVCP	38725					
24	PROXIMITY	VERIDIAN	CVCP	39732					
25	PROXIMITY	VERIDIAN	CVCP	38726					
26	SCBA	INTERSPIRO		36720					
27	SCBA	INTERSPIRO		36725					
28	SCBA	INTERSPIRO		36721					
29	SCBA	INTERSPIRO		36724					
30	SCBA	INTERSPIRO		36723					
31	SCBA	INTERSPIRO		36726					
32	SCBA	INTERSPIRO		36719					
33	BINOCULARES	NIKON	STAY FOCUS PLUS II	33698					
34	RADIO BASE	ASTRON	55-10	22787					
35	RADIO MOBIL	ICOM		30143					
36	RADIO MOBIL	ICOM		22781					
37	LOCKERS	PENCO		33689					TRECE
38	FUENTE AGUA	HAWS		33690					
39	FIST AID KID	ZEE		36413					
40	HEART START DESFIBRILLATOR	PHILIPS		36898					
41	ARCHIVO	HIRSH		29122					
42	TELEFONO	AVAYA	ONE X 9608	10WZ45657089					
43	TELEFONO	AVAYA	ONE X 9608	10WZ50251280					
44	RADIO PORTATIL/CARGADOR	ICOM	IC-A14	2126088					
45	RADIO PORTATIL/CARGADOR	ICOM	IC-A14	2126086					
46	TELEVISOR	PANASONIC		29124					
47	STAN PARA TELEVISOR			29124					
48	SILLA			36702					
49	SILLA			36703					
50	SILLA			36705					
51	SILLA			36618					
52	SILLA			36624					
53	SILLA			36732					
54	NEVERA	G.E.		27275					
55	PRECISION FOAM TEST KIT	CHEMGUARD		39411					
56	DVD PLAYER	SONY		37453					
57	DVD / CD PLAYER	MAGNAVOX		37454					
58	RADIO PORTATIL/CARGADOR	MOTOROLA	R765IS	39336					
59	RADIO PORTATIL/CARGADOR	MOTOROLA	R765IS	39337					
60	SECADORA DE ROPA	MONTEQUIN		33686					
61	LAVADORA DE ROPA	MONTEQUIN		301376401					
62	FOTO COPIADORA	RICHO	MP501	G987X128781					
63	FOTO COPIADORA	RICHO	MP201	W3028705235					
64	EXTINTOR WHEEL UNIT		150 LBS	34334					
65	EXTINTOR WHEEL UNIT		150 LBS	39399					
66	EXTINTOR WHEEL UNIT		150 LBS	34335					
67	POWER HEART AED G3	CORDIAC SCIENCE		38026					
68	POWER HEART AED GE	CORDIAC SCIENCE		38024					
69	MASCARA SCBA			34951					
70	MASCARA SCBA			34940					
71	MASCARA SCBA			38400					
72	ESCRITORIO			30847					
73	ARCHIVO	COLE		36729					
74	PORTABLE WORK LIGHT			36728					
75	PORTABLE WORK LIGHT			36727					
76	PORTABLE KRONOS			37703					
77	PILE 6% AFFF 5GL.								SESENTA Y CINCO
78	PILE PKP 50 LBS								DOCE
79	TRACTOR NEW HOLLAND		5610	26028					
80	TALADORA 5'	ALAMO							
81	TRACTOR NEW HOLLAND			4630					
82	TRIMMER RED MAX		3401DL	37007337714					DOS
83	ICE MAKER KOOL AIR								
84	COMPRESSOR INGERSOLL RAND			34342					
85	STIHL SIERRA-CADENA 20'			33189					
86	CAJA HERRAMIENTA	WILLIAMS		39352					
87	CHIPING HAMMER	MILWAKEE		36717					
88	NEVERA 3' BLANCA			33722					
89	ESCRITORIO								4 GAVETAS / 5' ANCHO
90	LOCKER AZUL								6' x 45 1/2 ANCHO
91	SILLA SECRETARIAL AZUL			33710					
92	ARCHIVOS (CREMA)			33719 / 17874					DOS
93	LOCKER AZUL								TRES SILLAS 6' x 45 1/2 ANCHO
94	SET SILLAS SALA ESPERA ROJAS								5 SILLAS X SET
95	SET SILLA MARRON								4 SILLAS X UNIDAD

APPENDIX G

GENERAL AIRPORT CONTRACTED SERVICES

Cliente	Start Date	End Date	Concept	Service Type
Miguel Quiñones d/b/a PMM Business Intelligence	23-Jan-2019	30-Jun-2019	Professional Services for Air Route development	Professional
ST. James Security Services, Inc.	29-Mar-2019	30-Jun-2019	Surveillance services by security guards in different facilities of the Authority.	Professional
Deya Elevator Services, Inc.	27-Mar-2019	30-Jun-2019	Maintenance and repair services for elevators and escalators at the facilities of the Ports Authority.	Professional

Source: PRPA 2019

APPENDIX H

LIST OF ACRONYMS

List of Acronyms

AAC	Asphalt Concrete Overlay on Asphalt Concrete
AC	Asphalt Concrete
ACIP	Airport Capital Improvement Program
APBN	Airport Rotating Beacon
ARFF	Aircraft Rescue and Fire-Fighting
ALP	Airport Layout Plan
APC	Asphalt Concrete Overlay on Portland Cement Concrete
ASDA	Accelerated Stop Distance Available
AST	Atlantic Standard Time
ATCT	Airport Traffic Control Tower
AWOS	Automated Weather Observation System
BIL	Bipartisan Infrastructure Law
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
COVID-19	Coronavirus Disease 2019
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FBO	Fixed Based Operator
FCT	Federal Contract Tower
FEMA	Federal Emergency Management Agency
FY	Fiscal Year
GA	General Aviation
LDA	Landing Distance Available
MITL	Medium Intensity Taxiway Lights
MRO	Maintenance, Repair, and Overhaul hangar
NAVAIDS	Navigational Aid Systems
NPIAS	National Plan of Integrated Airport Systems
PAPIs	Precision Approach Path Indicators
PCC	Portland Cement Concrete Pavement
PCI	Pavement Condition Index
PMMP	Pavement Maintenance and Management Plan
PMP	Pavement Management Program
PPPA	Public-Private Partnership Act
PR	Puerto Rico
PRASA	Puerto Rico Aqueduct and Sewer Authority
PRIDCO	Puerto Rico Industrial Development Company
PRPA	Puerto Rico Ports Authority
REIL	Runway End Identifier Lights
RAPMMP	Regional Airport Pavement Maintenance and Management Plan
RVR	Runway Visual Range
SF	Square Feet

TAF	Traffic Area Forecast
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
TSA	Transportation Security Administration
U.S.	United States
VQS	Antonio Rivera Rodriguez Airport

DR. HERMENEGILDO ORTIZ QUINONES AIRPORT (X63)

TECHNICAL REPORT

MAY 2023

DR HERMENEGILDO ORTIZ QUINONES AIRPORT (X63)

TECHNICAL REPORT

Version No. 3.0
May 2023
Humacao, Puerto Rico

RS&H No.:
242-0047-000

Prepared by RS&H, Inc. at the direction of the Puerto Rico Public Private Partnerships Authority

RS&H

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

1 INTRODUCTION

The Government of Puerto Rico through the Puerto Rico Public Private Partnerships Authority (PPPA) is exploring the possible transfer of the operation, maintenance, development, and administration of nine regional airports to the private sector through a Public Private Partnership (P3). This includes the Dr Hermenegildo Ortiz Quinones Airport (X63or the Airport) in Humacao. The Public-Private Partnership Authority Act (Act 29) requires the PPPA to conduct a study on desirability and convenience to determine whether establishing such partnership is advisable.

1.1 REPORT DISCLAIMERS

The main objective of this technical report is to provide readers with a high-level technical overview of Dr Hermenegildo Ortiz Quinones Airport in support of the Desirability and Convenience Study required by Act 29. The report and its content are only provided for informational purposes and its content should not be construed as a conditions report or any other form of technical report. Even though the information included in the report was obtained from the Puerto Rico Ports Authority and other reliable sources, RS&H, Inc. does not make any warranties about their completeness, reliability, or accuracy. Use of the information included in this report is at the risk of the user/reader.

1.2 DOCUMENT CONTENTS

The main purpose of this document is to provide readers with a high-level overview of existing facilities and operational areas of the Airport.

The report is organized under the following topics:

- Airport Setting and Classification;
- Airfield Facilities;
- Passenger Terminal Facilities;
- Landside Facilities;
- Tenant Facilities;
- Airport Support Facilities;
- Aviation Activity Summary;
  - Historic Aviation Activity;
  - Future Aviation Activity Projections; and
- Capital Improvement Program.

1.3 CURRENT CONDITION

The following pictures provide a visual representation of current conditions of each of the major components at the Airport as of the middle of January 2019. Additional pictures are provided in **Appendix D** to this report.

Appendix B to this report, provides a list of repairs identified by PRPA to the Federal Emergency Management Agency (FEMA) as damages caused by Hurricane Maria in September 2017. These repairs are to be funded by FEMA. The preliminary cost estimates for X63 are approximately $500,000 with an estimated project progression of 30 percent. FEMA repairs are projected to commence in Q1 2020.[1]

General Overview

Source: RS&H, Inc. 2019

Runway

Source: RS&H, Inc. 2019

[1] The preliminary cost, project progress, and date of commencement are estimated values and the actual value and commencement of the repairs might change once the procurement process is implemented. Some of the repair projects are being implemented by PRPA and are included in the capital improvement plan included in section 9.1.

Taxiway


Source: RS&H, Inc. 2019

Terminal Apron


Source: RS&H, Inc. 2019

Terminal Building

Source: RS&H, Inc. 2019

Access Road, Curbfront and Parking


Source: RS&H, Inc. 2019

1.4 IMMEDIATE ACTIONS REQUIRED AT THE AIRPORT

On March 22, 2019, PRPA received notice from the FAA for immediate and corrective actions at X63. The letter identified safety concerns that required immediate action detailed by the FAA. Some of the deficiencies included:

- Pavement Condition;
- Runway Markings;
- Runway Lights;
- Runway Signs;
- Fences;
- Foreign Object Debris (FOD);
- Hangar Damage; and
- Vegetation Growth.

The letter highlights two grant assurances: Grant Assurance 19, *Operation and Maintenance* (Title 49 U.S.C 47107(a)(8)) and Grant Assurance 20, *Hazard Removal and Mitigation* (Title 49 U.S.C. 47107(a)(9)). PRPA must comply with these two grant assurances and provide a safe and serviceable airport, airspace, and facilities in order to be eligible for Airport Improvement Program funding and operate the Airport. X63 will remain closed until the actions identified in the letter are corrected.

On March 29, 2019, PRPA responded to the March 22, 2019, letter from the FAA requiring immediate action from the Ports Authority. X63 was closed and PRPA affirmed corrective actions are still in progress to reopen the airport. PRPA also mentioned they are currently evaluating the advantages and disadvantage of closing X63, requesting a land release, and executing an RFP for operation and maintenance of the Airport.

On April 17, 2019, PRPA responded to the March 22, 2019, letter requesting immediate action at the Airport including:

- Suspended operations at X63 with NOTAMs identifying the Airports closure until the deficiencies are corrected.
- Develop a Corrective Action Plan (CAP) and submit to the FAAA for review.

Operations were suspended on the March 29, 2019, response. To address the CAP, PRPA completed the following:

- Windsock Replacement;
- FOD Control;
- Fence Repair;
- Wildlife Control;
- Debris Removal;
- Runway Light Repair;
- Runway Signs Repair;
- Runway Markings Repair;
- Fire Extinguisher and Certification;
- Developed Airport Operational Plans (Airport Conditions Report – NOTAM, Self-inspections, Wildlife Management, Pave Areas and Safety Areas, and Markings, Signs, and Lighting and Traffic and Wind Direction Indicators).
- Lawn Maintenance; and
- Spare Parts Inventory.

The correspondence is provided in **Appendix G** to this report. The result is X63 will remain closed until all repairs are completed, the Airport is re-inspected, and PRPA submits the Airport for reopening. The long-term plan for X63 is to remove the property from PRPA airport system and request a land release for sale. PRPA will be in charge of the remediation action plan with the help of the operator.

2 AIRPORT SETTING AND CLASSIFICATION

2.1 LOCATION AND REGIONAL SETTING

The Municipality of Humacao is located in the central portion of the eastern coast of Puerto Rico, approximately 36 miles southeast of San Juan. Based on the 2010 U.S. Census, the population of the Municipality of Humacao was 50,896[2].

The Airport is located approximately 2.3 miles southeast of the Humacao city center, just east of Puerto Rico Route 53. **Figure 2-1** shows the Airport's general location and vicinity.

2.2 FEDERAL ROLE AND CLASSIFICATION

The Federal Aviation Administration (FAA) through the National Plan of Integrated Airport Systems (NPIAS) has designated X63 as a nonprimary basic general aviation service airport. General aviation airports are public-use airports with less than 2,500 annual passengers and no scheduled service. The FAA and aviation community completed further analysis on general aviation airports to capture the diverse functions and economic contribution the airport provides to the community and nation. The basic role links to the community with the national airport system and supports general aviation (GA) activities[3].

2.3 STATE ROLE AND CLASSIFICATION

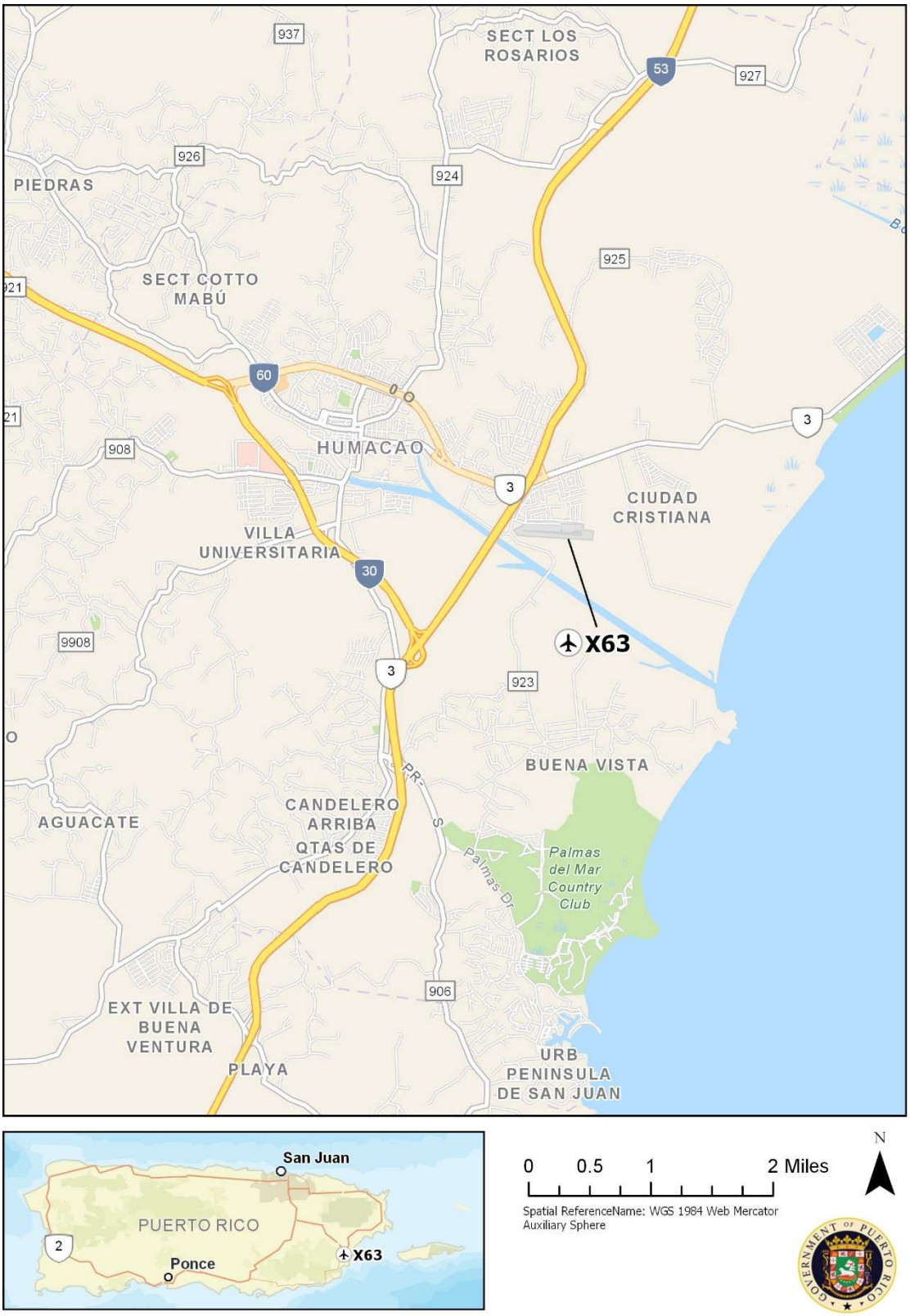
The PRPA Aviation System Plan defines four functional levels in their classification system for Puerto Rico's airports:

- International Commercial;
- Large Commercial;
- Regional Commercial; and
- General Aviation.

X63 was classified in a fifth category that was created in the Aviation System Plan to include airports that PRPA was considering closing due to facility redundancies or low activity. PRPA wished to examine if the facilities and services at X63 would be required in a future aviation system that includes the redeveloped Roosevelt Roads (RVR) airport. RVR was planned to possess all of the same facilities and services of X63 without capacity and developmental constraints.[4]

[2] https://www.census.gov/quickfacts/humacaomunicipiopuertorico
[3] National Plan of Integrated Airport Systems, 2023-2027, Federal Aviation Administration
[4] Puerto Rico Interactive Planning System Technical Report, Puerto Rico Aviation Demand Classification Definitions, Wilbur Smith Associates, 2007.

FIGURE 2-1
AIRPORT LOCATION AND VICINITY MAP



Source: RS&H, Inc., 2021

2.4 OPERATIONS AND MANAGEMENT STRUCTURE

PRPA currently uses the following structure to manage the nine Airports. At the top of the administrative structure is the Director of the Aviation Bureau, who oversees the administration for all nine Airports. Each Airport has a designated manager supervised by the Director of the Aviation Bureau. **Figure 2-2** provides a general organization chart for the aviation bureau. The Airport Manager for each Airport is responsible for directing, coordinating, and reviewing all aircraft operations, maintenance of the airfield, facilitating community relations, overseeing finances, and reporting Airport statuses to the Director. The Airport Manager is responsible for the following:

- Airport personnel and scheduling;
- Airport Operations;
  - X63 is fully staffed from 0730 - 1600[5]
- Airport Maintenance
- Support and Coordinate with the Authority's Engineering and Construction Bureau implementation of repairs and Capital Projects;
- Development of the Airport to include evaluating needs, studying areas of improvement, and implementing plans for improvement;
- Anticipated Capital Improvement Projects; and
- Daily Airport Safety and Security Inspections.

Major Airport improvement and repairs at all Airports are executed through a centralized Capital Improvement Program (CIP) managed by the Authority's division of planning and engineering. The CIP helps identify a list of projects, their priority, and implementation timeline for the Airport over a five-year period. The CIP is reviewed and approved on an annual basis by the Authority's Board and eligible projects are coordinated with the FAA. The projects are then funded from various funding sources including FAA grants and Authority's own funding.

The number one responsibility of the Authority and each Airport manager is to provide for the safety and efficiency of the Airport. The Airport Manager is not only responsible for reporting to the Director, but the Airport Manager is also responsible for conveying the Airport functions and activities to the community. The management functions included in the role of Airport Manager are:

- Planning;
- Organizing;
- Staffing;
- Leading; and
- Controlling.

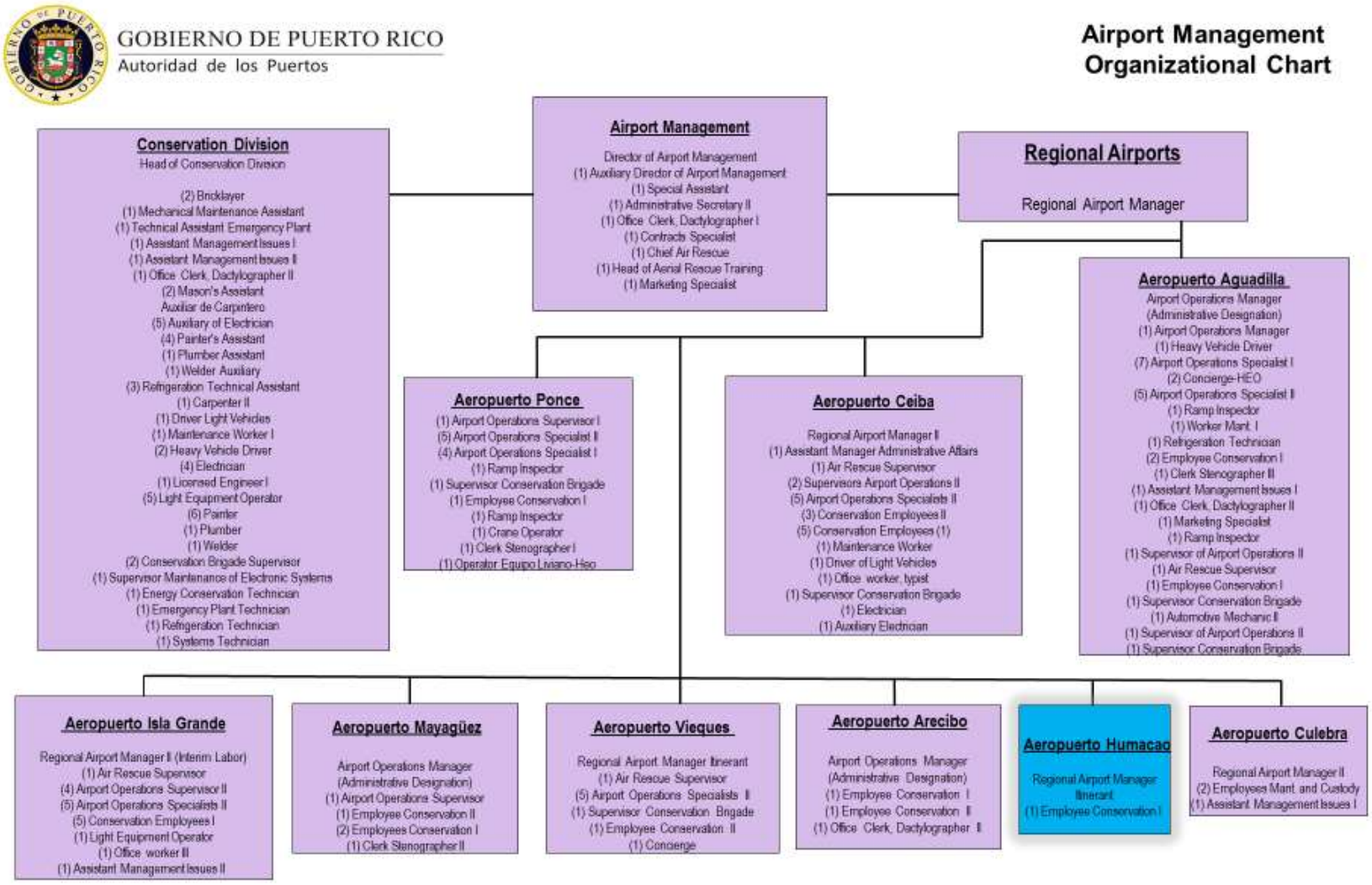
PRPA manages the nine publicly owned airports and are subject to a number of Federal, State, and Local regulations. These regulations help to regulate aircraft, airmen, airports, and airspace. The Federal

[5] https://www.airnav.com/airport/X63

Regulations are identified in *Title 14 U.S. Code of Federal Regulations (CFR), Chapters I and II, Federal Aviation Regulations (FARs) and Title 49 CFR code (DHS-TSA)*.

Additional standards and guidance used by the Authority can be found in the FAA Advisory Circular 150 series. The Authority also operates the Airports under the state and local regulations pertaining to stormwater runoff, wetland protection, zoning, labor requirements, wage rates, working hours, and noise ordinances.

FIGURE 2-2
AIRPORT MANAGEMENT ORGANIZATIONAL CHART



Source: PRPA, 2019

3 AIRFIELD FACILITIES

This section summarizes existing airfield facilities at the Airport. These facilities include runways, taxiways, apron areas, and navigational aids. The existing layout of the airfield is shown in **Figure 3-1** and the airport layout plan is displayed in **Appendix A** to this report.

3.1 RUNWAY SYSTEM

The existing runway configuration at X63 consists of a single runway, designated Runway 10-28, and is a 2,458-foot long by 60-foot-wide asphalt runway oriented in an east/west direction. The runway's surface is in poor condition, and it has basic markings which are also in poor condition. The runway has a weight bearing capacity of 12,000 lbs. for single wheel aircraft.

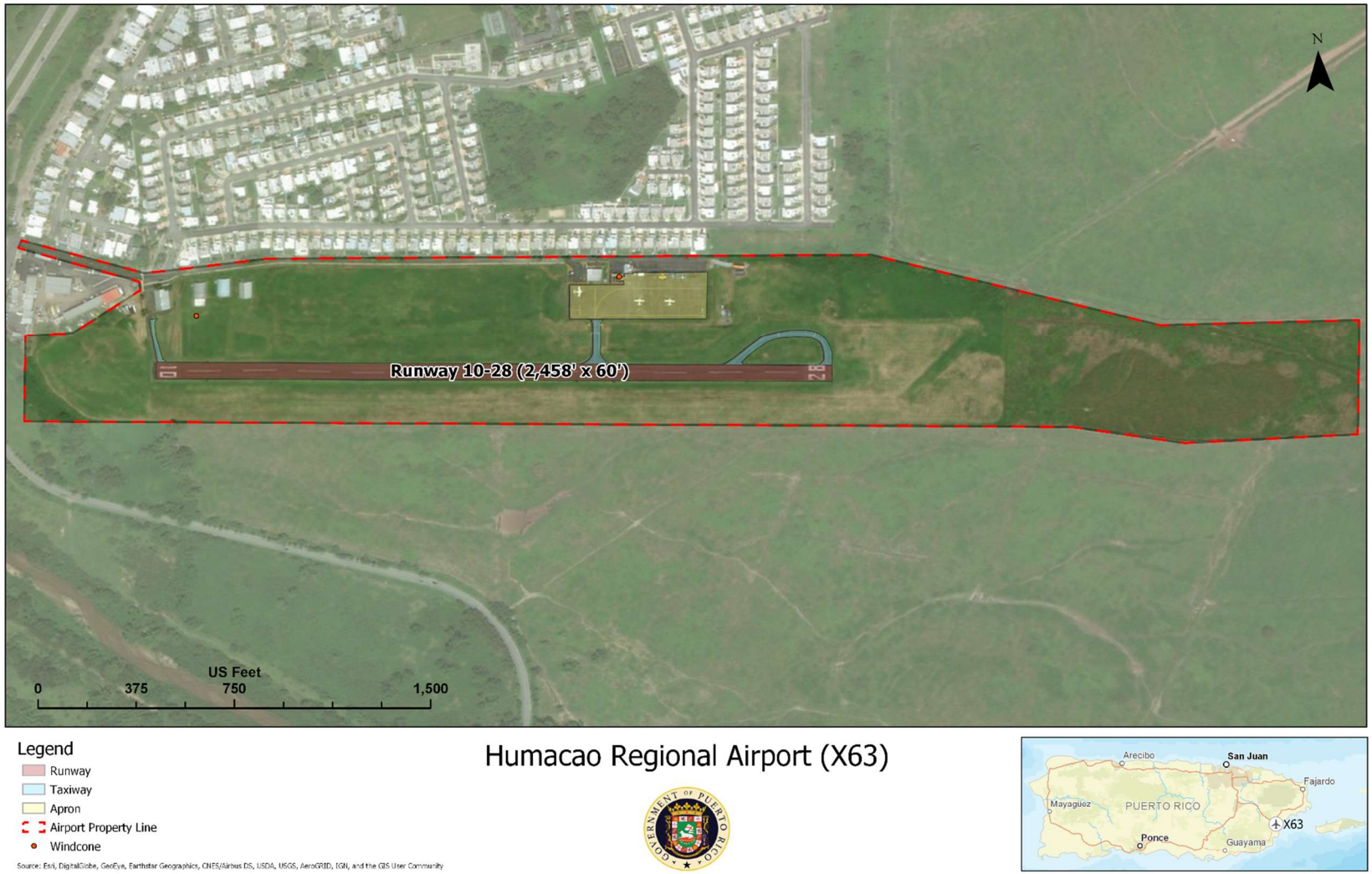
Table 3-1 provides detailed information on the Airport's runway system and **Appendix C** to this report, contains the Airport Master Record, FAA Form 5010-1.

TABLE 3-1
RUNWAY CHARCTERISTICS

Characteristic		Runway 10-28	
Length (ft.)		2,458	
Width (ft.)		60	
Runway Surface Type		Asphalt	
Runway Surface Condition		Poor	
Runway Surface Treatment		-	
Load Bearing Capacity (lbs.)	Single Wheel	12,000 lbs.	
	Dual Wheel	-	
	Dual Wheel Tandem	-	
	Dual Wheel Double Tandem	-	
Runway Edge Light Intensity		Medium Intensity	
Runway End		**10**	**28**
Markings/Condition		Poor	Poor
Visual Glide Slope Indicator		No	No
Displaced Threshold		No	No
Runway End Indicator Lights		No	No
Approach Lights		No	No

Source: FAA Form 5010-1: Airport Master Record, Accessed February 2021; PRPA, 2021

FIGURE 3-1
X63 AIRFIELD LAYOUT



Source: RS&H, Inc., 2019

3.1.1 Declared Distances

Declared distances identify different lengths of runway pavement available for various aircraft operations due to different circumstances. The declared distances at X63 equal the full extent of the runway pavement for Takeoff Run Available (TORA), Takeoff Distance Available (TODA), Accelerate Stop Distance Available (ASDA), and Landing Distance Available (LDA).

The declared distances of X63 are shown in **Table 3-2**.

TABLE 3-2
DECLARED DISTANCES

Runway	TORA (ft.)	TODA (ft.)	ASDA (ft.)	LDA (ft.)
10	2,458	2,458	2,458	2,458
28	2,458	2,458	2,458	2,458

Source: FAA Form 5010-1; Airport Master Record, Accessed February 2019; PRPA, 2019

3.1.2 Pavement Condition

X63 was not included in the 2016 PRPA Regional Airport Pavement Maintenance and Management Plan (RAPMMP). As a result, no Pavement Condition Index (PCI) information is readily available for the Airport. **Appendix D** to this report, contains photos of the current runway condition from the site visit conducted for this assessment.

PRPA is in the process of rehabilitation several pavement areas in the runway and apron of the airport.

3.2 TAXIWAY SYSTEM

There are three unnamed taxiways at X63. For the purpose of identification in this document they will be unofficially identified as Taxiway A (located on the west side of the airfield), Taxiway B (located at the center of the airfield), and Taxiway C (located on the east side of the airfield).

Taxiway A is approximately 15 feet wide and it extends north from the Runway 10 threshold for approximately 140 feet. Taxiway B is approximately 25 feet wide and extends north from Runway 10-28 for approximately 185 feet to the Airport's main apron. Taxiway C is approximately 25 feet wide and serves as a taxiway turnaround for the Runway 28 end. The entire taxiway is approximately 470 feet long.

The **Appendix D** to this report, contains photos of the current condition of Taxiway B from the site visit conducted for this assessment.

Table 3-3 provides detailed information on the Airport's taxiway system.

TABLE 3-3
TAXIWAY CHARACTERISTICS

Characteristic	Taxiway		
	A	B	C
Width (ft)	15	25	25
Surface Type	Asphalt	Asphalt	Asphalt
Pavement Condition	Fair	Fair	Fair
Lighting	-	MITL	-

Source: RS&H, Inc., Airport Site Visit, January 2019.

3.3 APRONS

The Airport's only apron is identified in this report as the Main Apron. It is located on the north side of Runway 10-28, and is connected to the runway by Taxiway B. It provides multiple tie-down spaces, and access to the Airport's terminal.

The **Appendix D** to this report, contains photos of the current apron condition from the site visit conducted for this assessment. **Table 3-4** provides a summary of the apron at X63, and **Figure 3-1** displays it within the rest of the Airport.

TABLE 3-4
APRON CHARACTERISTICS

Apron Type (By usage)	Pavement Condition	Total Combined Apron Area (square feet)
Main Apron	Fair	72,250

Source: Google Earth, 2019.

3.4 NAVIGATIONAL AIDS

Navigational Aids (NAVAIDS) are electronic, visual, and meteorological air navigation equipment that facilitate flight operations at an airport. Visual aids include airfield lighting, which enhance flight safety during instances of inclement weather and/or darkness. Electronic aids are devices used for aircraft instrument approaches. Meteorological aids provide an airport with real time weather updates for air traffic control personnel and pilots.

There are no electronic or meteorological NAVAIDs at X63. There is an airport rotating beacon, two lighted wind cones, and medium intensity runway lights (MIRL). One wind cone is located approximately 150 ft. north of the Runway 10 threshold, and the other is in between the terminal building and the temporary hangar on the Main Apron

Table 3-5 identifies the navigational aids found at the airport. **Figure 3-1** highlights the various NAVAIDS found at the Airport.

TABLE 3-5
NAVAIDS

Electronic NAVAIDs	Runway 10	Runway 28
VOR	-	-
Glideslope	-	-
Localizer	-	-
Visual NAVAIDs	**Runway 10**	**Runway 28**
Airport Rotating Beacon (APBN)	Yes	
Medium Intensity Runway Lights (MIRLs)	Yes	Yes
Runway End Identifier Lights (REILs)	-	-
Threshold/Runway End Lights	-	-
Precision Approach Path Indicator (PAPI)	-	-
Segmented Circle and Wind Cone	-	-
Wind Cone	Yes	Yes
Meteorological NAVAIDs	**Runway 10**	**Runway 28**
ASOS	-	-
AWOS	-	-

Source: Puerto Rico Aviation System Plan, 2007.

4 PASSENGER TERMINAL FACILITIES

4.1 GENERAL INFORMATION

The Airport's passenger terminal is located on the north side of the Airport along CII 17 Road. The facility is a single-story building with an approximate footprint of 2,250 SF. The Airport's terminal, landside, and tenant facilities are outlined in **Figure 4-1**.

4.2 AIRCRAFT PARKING POSITIONS

The terminal apron has two marked tie-down spaces for small transient aircraft. The terminal building contains a single holdroom with terminal ramp access for passengers. The remaining apron space provides unmarked parking for based aircraft that can accommodate approximately eight small aircraft.

4.3 TERMINAL BUILDING OVERVIEW

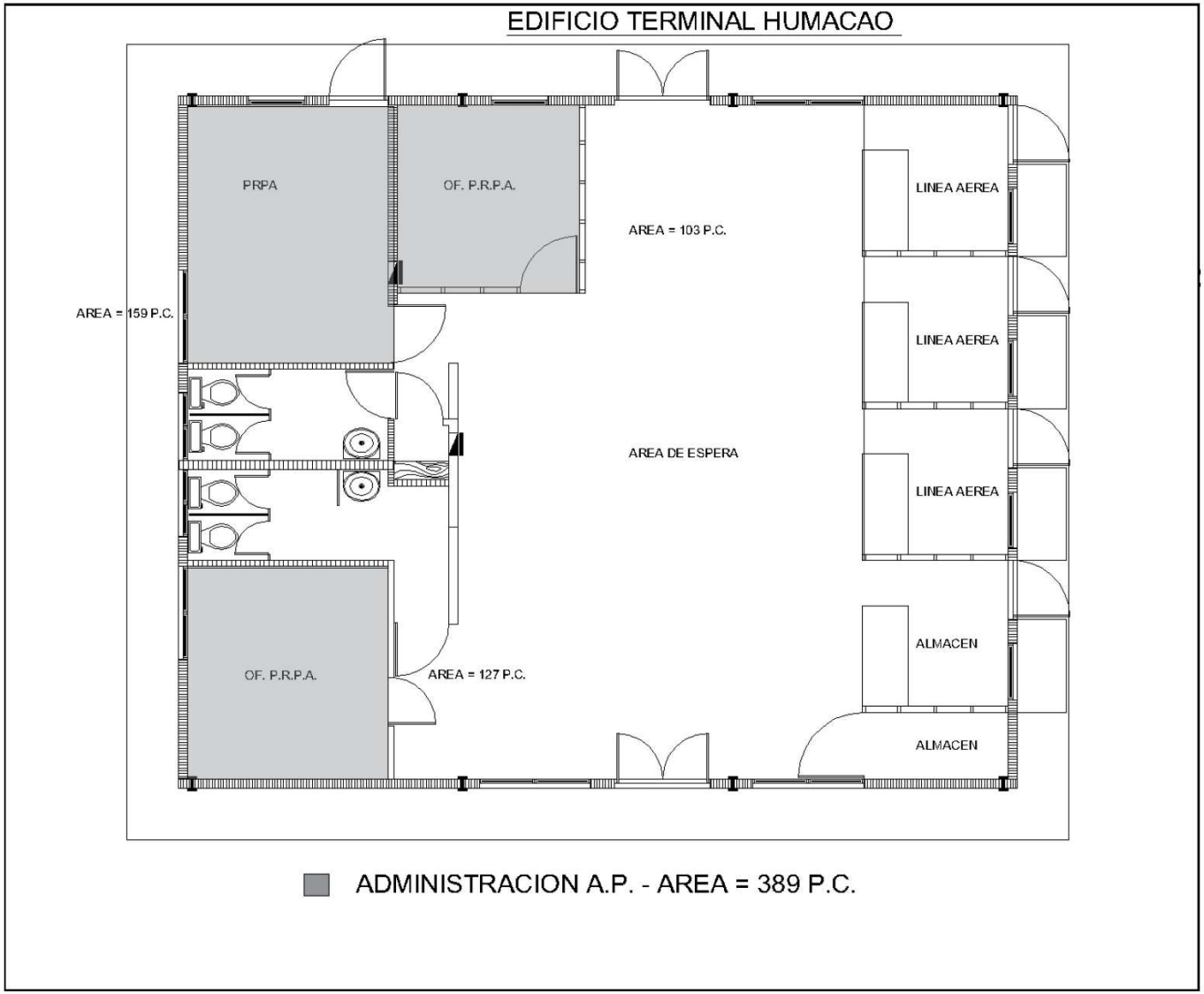
The existing terminal building provides air passenger services and recreational/tourism activity. The terminal has one counter to provide services for the general aviation traffic and a single holdroom. There is no secure area within the terminal building or security screening services.

Figure 4-2 shows the terminal layout and the administrative space currently designated for and operated by PRPA within the Airport terminal.

FIGURE 4-1
X63 LANDSIDE AND TENANT FACILITIES

Source: RS&H Inc., 2021

FIGURE 4-2
TERMINAL ADMINISTRATIVE SPACE



Source: PRPA, 2019

5 LANDSIDE FACILITIES

This section describes the airport access roadways system, including off-airport and on-airport roadways, terminal curbside areas, public and employee parking facilities, and rental car facilities.

5.1 REGIONAL ROADWAY CONNECTIVITY

Roadway access to the passenger terminal building and parking lot is available by way of CII 17 Road. From CII 17 road and traveling west, access to the regional roadway network is available via CII Marginal Oeste which ends at PR-53 Tollway approximately 0.6 miles to the north. From CII 17 road and traveling west, access to the regional roadway network is available via PR-923 which ends at PR-3 roadway approximately 0.85 miles to the northwest and PR-3 ends at PR-53 Tollway approximately 0.4 miles to the east.

5.2 AIRPORT ACCESS ROADWAY SYSTEM

Airport facilities are located on the north side of the airfield and are accessed primarily by CII 17, CII Marginal Oeste, and PR-923. CII17, CII Marginal Oeste, and PR923 are two lane two-way roadways.

5.3 TERMINAL CURBFRONT

The Airport does not have a dedicated terminal curbfront area. All vehicles are required to park in the Airport's parking lot in front of the terminal building.

5.4 COMMERCIAL VEHICLE AND RENTAL CAR FACILITIES

There are no commercial vehicle or rental car facilities on airport property.

5.5 PUBLIC PARKING FACILITIES

The Airport has one free public parking facility located adjacent to the passenger terminal. The public parking lot is approximately a 12,000 sf paved asphalt surface with lighting. The parking lot consists of approximately 50 parking stalls.

6 TENANT FACILITIES

6.1 CARGO FACILITIES

There are no cargo facilities located on the airport.

6.2 GENERAL AVIATION FACILITIES

X63 has one flight school, FAS Aviation, located on airport property. FAS Aviation provides flight training services for students.

6.3 OTHER TENANT FACILITIES

Table 6-1 provides a list of tenants at the Airport. Tenants at X63 are constantly evolving with the construction of new contracts/tenants, the renewal of existing contracts, or the expiration of terminating contracts. The list of tenants provided below is from a snapshot in time and may not accurately reflect the existing conditions.

Xtreme divers is located in the northeast portion of the airfield, directly east of the terminal apron, and provides skydiving services.

TABLE 6-1
TENANT ACTIVITY

Lessee	Term of Contract	Date Signed	Contract Expiration Date	Object of the Lease
Xtreme Divers, Inc.	5 yrs.	06-Mar-2014	06-Mar-2019	Open area (paragliding lessons, etc.)
Xtreme Divers, Inc.	Remaining Time.	30-Aug-2016	06-Mar-2019	To include clause regarding compliance with laws and regulations and FAA "Grant Assurance"
John A. Williams Bermudez	5 yrs.	11-Dec-2002	11-Dec-2007	Lot 3 (open).
Benjamin Torres Cordero D/B/A Father and Son Ultralights	2 yrs. (1-Jul-94)	13-May-1997	30-Jun-1996	Construction of Hangar.
Hydra Caribbean, Inc.	5 yrs.	15-Mar-2005	15-Mar-2010	Reconstruction of Hangar and construction of new adjacent hangar and use as aircraft storage and repair areas.
Diego Vidal Gonzalez	5 yrs.	31-Dec-2004	31-Dec-2009	Construction of Hangar and aircraft storage (Lot 1)
Benjamín Torres Cordero	5 yrs.	18-Nov-2014	30-Nov-2019	
Borinquen Lawn Service, LLC	5 yrs.	13-Oct-2016	12-Oct-2021	
Hydra Caribbean, Inc Hnc Gabriel Espasas	2 yrs.	14-Mar-2010	31-Dec-2012	
Puerto Rico Highway and Transportation Authority	99 yrs.	28-Jun-1994	27-Jun-2093	

Source: PRPA, 2019

Note: Red text identifies expired contracts

7 AIRPORT SUPPORT FACILITIES

7.1 AIRPORT TRAFFIC CONTROL TOWER

X63 does not have an Airport Traffic Control Tower (ATCT).

7.2 AIRCRAFT RESCUE AND FIRE-FIGHTING FACILITIES

X63 is not a certificated Part 139 airport and therefore does not require Aircraft Rescue and Fire-Fighting (ARFF) facilities.

7.3 AIRPORT MAINTENANCE FACILITIES

There are no airport maintenance facilities located within the Airport property.

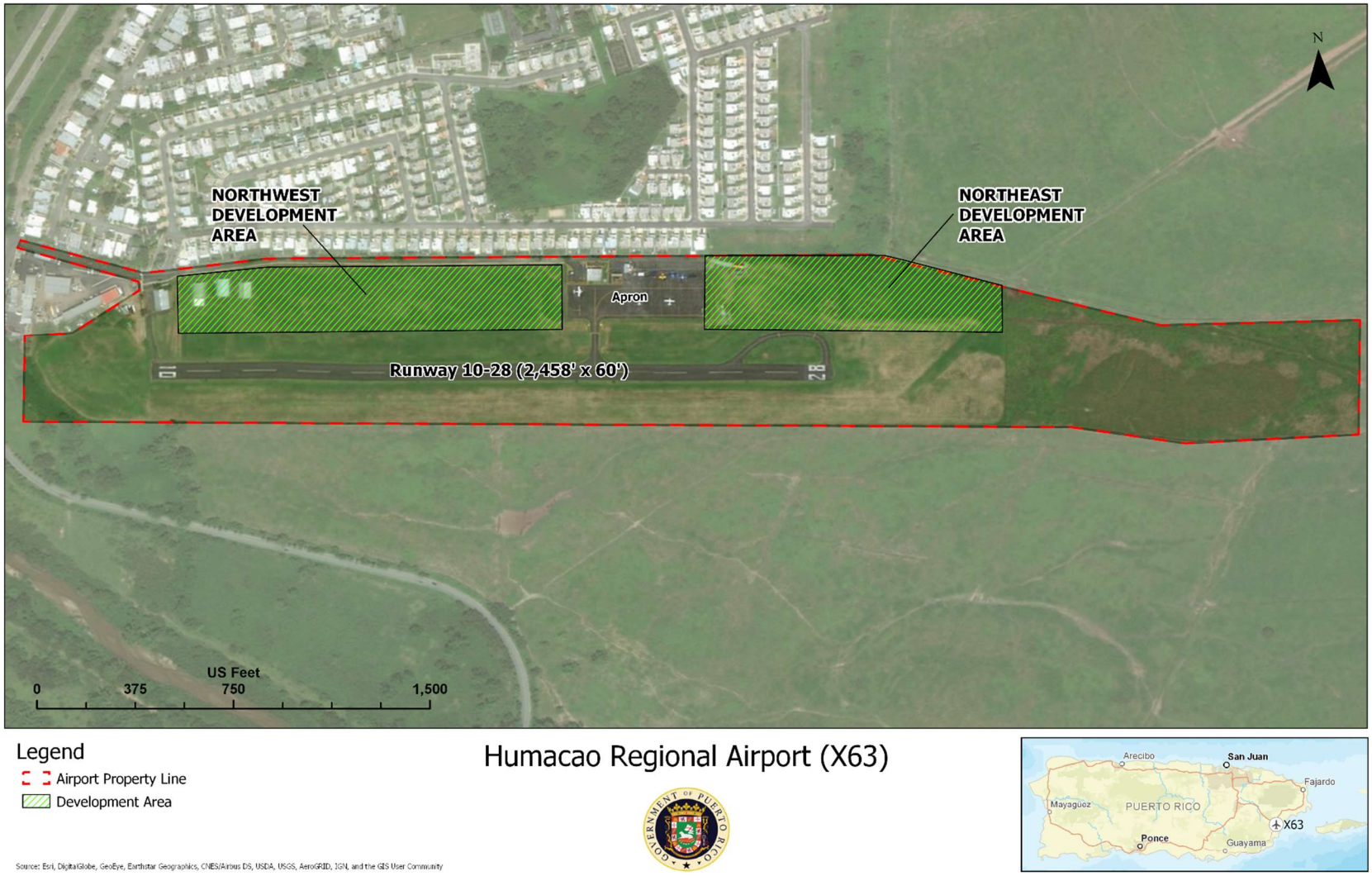
7.4 AIRCRAFT FUELING FACILITIES

There are no dedicated fueling facilities or fuel tanks on airport property.

7.5 ADDITIONAL AIRPORT DEVELOPABLE AREAS

There are two main development opportunities on airport property at X63 as shown on **Figure 7-1**. Both areas are located on the north side of the runway on either side of the Main Apron and terminal building. The Airport's 1993 Airport Layout Plan (ALP) shows additional GA apron and hangar development and fueling facilities in these areas for future development.

FIGURE 7-1
AIRPORT DEVELOPABLE AREAS



Source: RS&H, Inc., 2021

8 AVIATION ACTIVITY SUMMARY

This section presents historic and available projections of aviation activity at the Airport. The sections presenting historic aviation activity focus on enplaned passengers (number of passengers boarding commercial service and chartered flights), aircraft operations (landings and take-offs by aircraft), and based aircraft (those aircraft permanently stored at the Airport).

The PRPA generally reports its passenger numbers and other airport related statistics for its fiscal year (FY) which runs from July 1 to June 30, as such all airport statistics included in this section of the report are shown for the Puerto Rico fiscal year.

Projections of aviation activity at the Airport into the future were not developed specifically for this report. Projections shown in this section are taken from the FAA's Terminal Area Forecast (TAF) 2022 published in March 2023.

8.1 HISTORIC AVIATION ACTIVITY

8.1.1 Passenger Activity

Historically, X63 has not had a great number of enplanements. From 2001-2006, the Airport averaged 5,000 annual enplanements, but from 2007-2019 it dropped to only 484. The worldwide COVID-19 pandemic (or Public Health Emergency) dropped enplanements to 0 in 2020, but has since surpassed pre-pandemic levels with 2,365 enplanements in 2022.

The second column in **Table 8-1** show the enplanements from 2001 to 2022.

8.1.2 Air Service

There is no scheduled commercial air service currently at the Airport. None is anticipated in the near future.

8.1.3 Aircraft Operations

An aircraft operation is defined as either a takeoff or a landing. Airfield activity at an airport is measured and forecast according to annual aircraft operations. Historically, the airport has been a general aviation airport. Over the past 20 years, the Airport saw its greatest number of operations between 2001-2011 with over 5,000 operations annually. Operations dropped to 2,527 between 2012-2018 and then to 0 during the COVID-19 pandemic, but has since increased with 3,674 operations in 2022.

The third column in **Table 8-1** shows the operations from 2001 to 2022.

8.1.4 Based Aircraft

As an airport primarily used for general aviation customers, X63 has averaged 25 based aircraft over the past 20 years. In 2011, it dropped to four and then again to three in 2015. However, it was able to sustain 9 based aircraft amidst the Public Health Emergency.

The fourth column in **Table 8-1** shows the operations from 2001 to 2022.

TABLE 8-1
HISTORIC – X63 AIRPORT STATISTICS

Fiscal Year	Enplanements	Operations	Based Aircraft
2001	4,576	5,349	35
2002	7,351	5,349	35
2003	5,254	5,349	35
2004	6,267	5,349	35
2005	4,824	5,349	35
2006	2,136	5,349	35
2007	627	5,349	35
2008	607	5,349	35
2009	785	5,349	35
2010	907	5,349	12
2011	492	5,349	4
2012	766	2,527	23
2013	927	2,527	27
2014	636	2,527	27
2015	2,175	2,527	3
2016	2,135	2,527	22
2017	615	2,527	20
2018	386	2,527	20
2019	484	725	20
2020	0	0	9
2021	1,707	2,174	9
2022	2,365	3,674	9

Source: PRPA Records: FAA TAF 2022; FAA 5010 Form, 2022

8.2 FUTURE AVIATION ACTIVITY PROJECTIONS

This section provides the FAA derived forecast identified as the FAA TAF 2022. The FAA TAF is an annual forecast prepared by the FAA and includes projections of operations by type, based aircraft counts, and projections of enplanements. The FAA TAF 2022 published by the FAA in March 2023, was used for the forecast of aviation activity from 2022-2042[6].

Table 8-2 shows the aviation forecasts for X63 from 2022-2042.

TABLE 8-2
AVIATION FORECASTS - X63 (2022-2042)

Fiscal Year	Enplanements	Operations	Based Aircraft
2022	2,365	3,674	9
Forecast			
2023	2,365	3,674	9
2024	2,365	3,674	9
2025	2,365	3,674	9
2026	2,365	3,674	9
2027	2,365	3,674	9
2028	2,365	3,674	9
2029	2,365	3,674	9
2030	2,365	3,674	9
2031	2,365	3,674	9
2032	2,365	3,674	9
2033	2,365	3,674	9
2034	2,365	3,674	9
2035	2,365	3,674	9
2036	2,365	3,674	9
2037	2,365	3,674	9
2038	2,365	3,674	9
2039	2,365	3,674	9
2040	2,365	3,674	9
2041	2,365	3,674	9
2042	2,365	3,674	9
Annual Growth Rate			
2022-2032	0.0%	0.0%	0.0%
2032-2042	0.0%	0.0%	0.0%
2022-2042	0.0%	0.0%	0.0%

Source: FAA TAF 2022; RS&H 2023

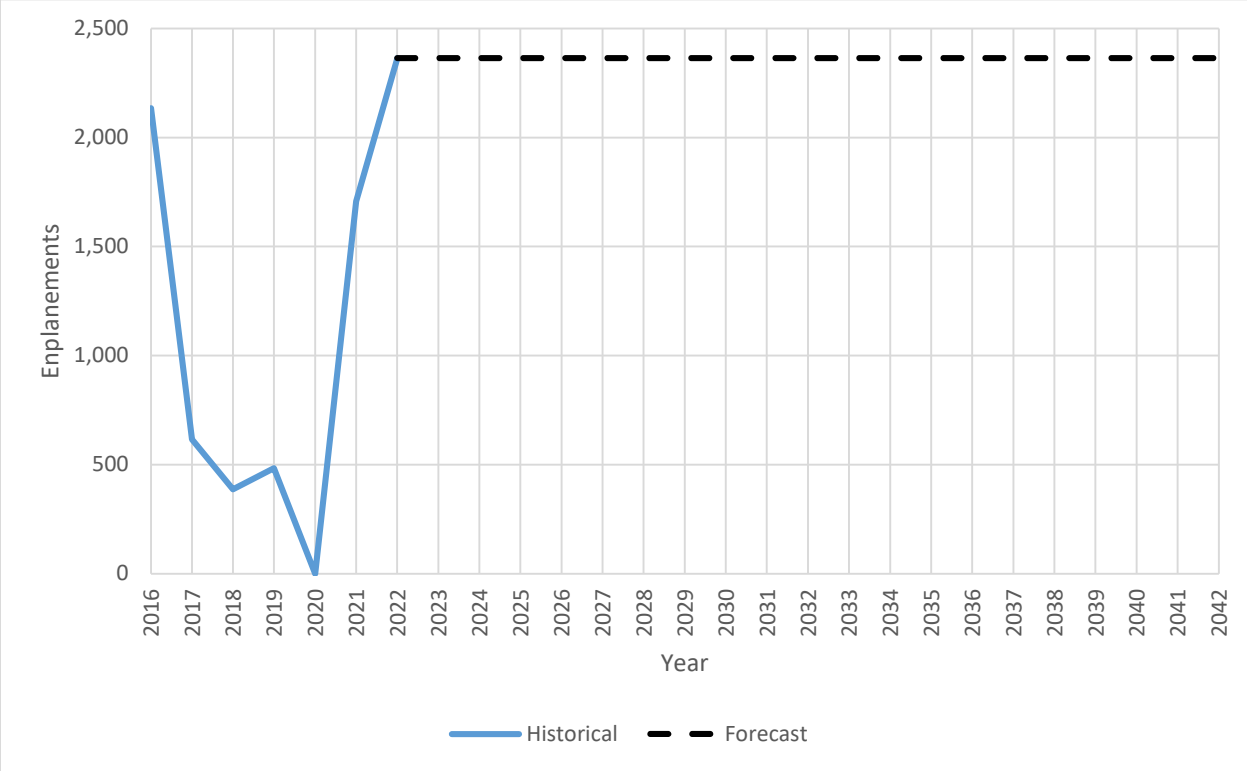
[6] While the growth rate for the 2022-2042 projections was used for annual enplanements, operations, and based aircraft, the 2022 totals varied in some instances where PRPA records showed differences. As a result, these totals were sometimes carried forward in forecasts that had no growth shown in the FAA TAF 2022, but still may be referenced as the FAA TAF 2022 Forecast.

8.2.1 Passenger Activity

The FAA TAF 2022 shows no projections for enplanements, thus the 2,365 passenger enplanements from PRPA records are projected to remain constant at 2,365 over the next 20 years.

Error! Reference source not found. displays the passenger enplanement forecast from 2022-2042.

FIGURE 8-1
ENPLANED PASSENGERS FORECAST (2022-2042)



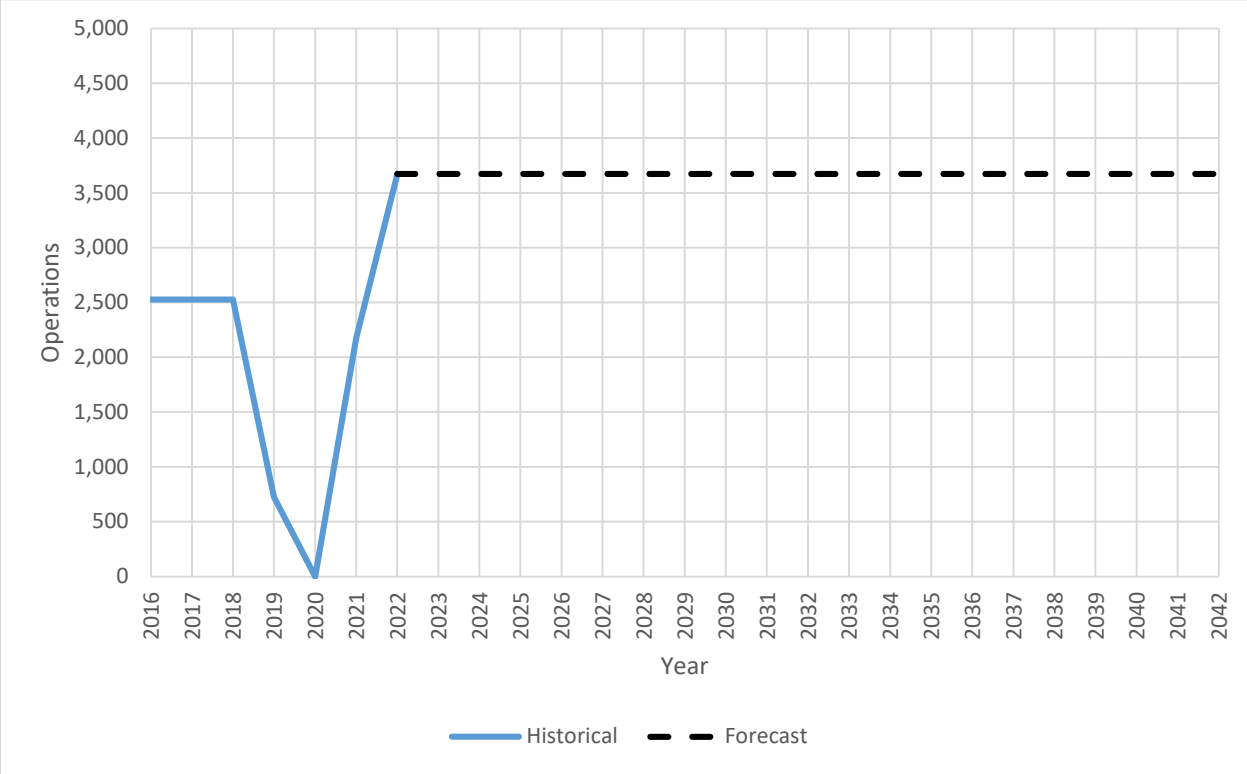
Sources: FAA TAF 2022; PRPA Records

8.2.2 Aircraft Operations

As the Airport works out of the impacts to the pandemic, the FAA TAF projects no growth for the 3,674 annual operations at X63 over the next 20 years.

Figure 8-2 displays the total operations forecast from 2022-2042.

FIGURE 8-2
OPERATIONS FORECAST (2022-2042)



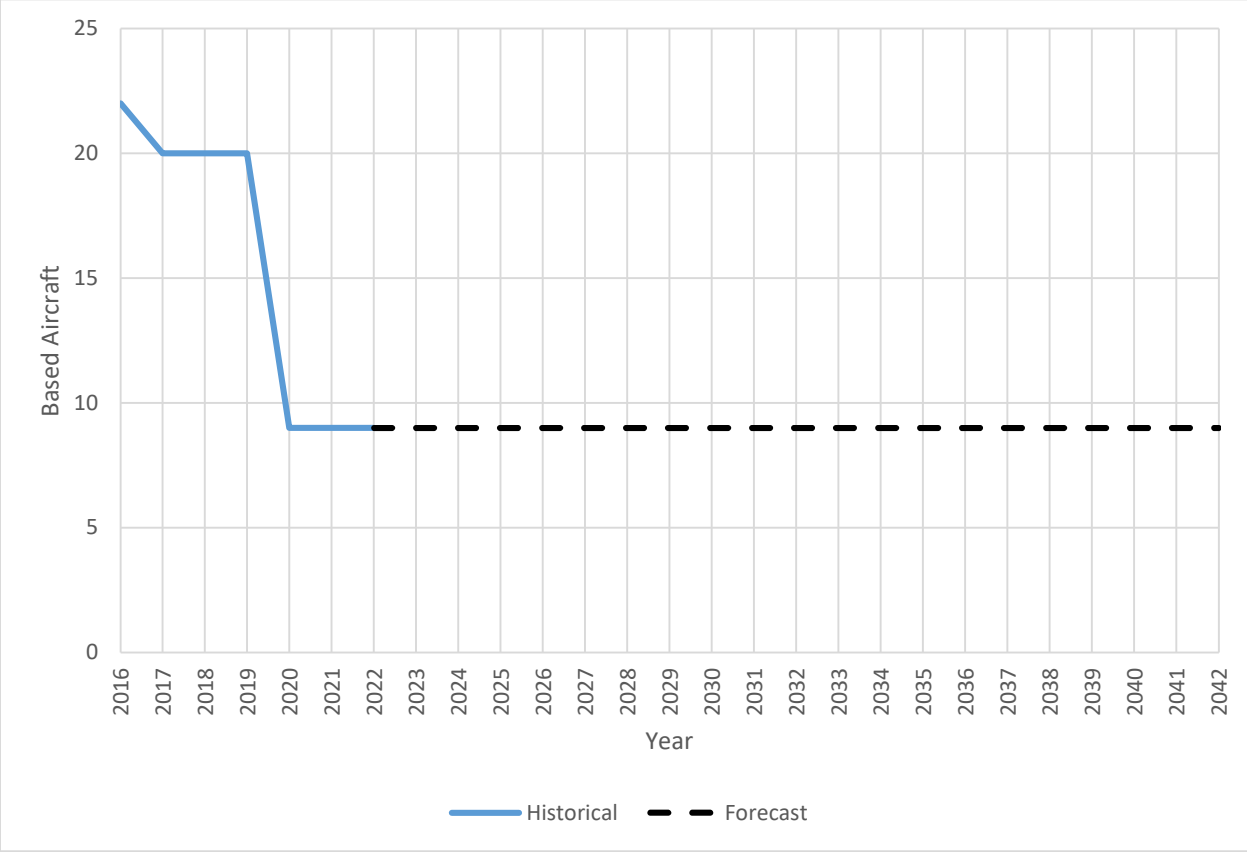
Sources: FAA TAF 2022; PRPA Records

8.2.3 Based Aircraft

The FAA TAF 2022 shows no projections for the 9 based aircraft forecast for 2022 to increase over the next 20 years.

Error! Reference source not found. displays the based aircraft forecast from 2022-2042.

FIGURE 8-3
BASED AIRCRAFT FORECAST (2022-2042)



Sources: FAA TAF 2022; PRPA Records

9 CAPITAL IMPROVEMENT PROGRAM

This section presents the current Airport Capital Improvement Program (ACIP) for the Airport identifying capital projects that will be undertaken through 2027. Projects listed in the ACIP for X63 were provided by the PRPA[7].

9.1 CURRENT ACIP SUMMARY

Table 9-1 presents a summary of the current 5-year ACIP for the Airport, including the estimated cost and eligible funding sources.

TABLE 9-1
AIRPORT CAPITAL IMPROVEMENT PROGRAM AND FUNDING SOURCES

Project Description	Cost	Federal Funds	PRPA	Start FY	End FY
Airfield Pavement Improvements (including safety area)	**$1,750**	**$1,350**	**$400**	**2023**	**2023**
Construction	$1,750	$1,350	$400	2023	2023
Hurricane Maria Damages Repairs	**$3,000**	**$3,000**	**$0**	**2023**	**2023**
Subtotal	**$4,750**	**$4,350**	**$400**		

Source: Puerto Rico Ports Authority, 2023
Notes: All costs shown in thousands of U.S. Dollars

Total 5-year ACIP project costs are estimated to be $4.75 million through the 2027 time period. A total of 92 percent of the funding is anticipated through FAA grants with the remaining 8 percent from PRPA funds.

9.2 BIPARTISAN INFRASTRUCTURE LAW

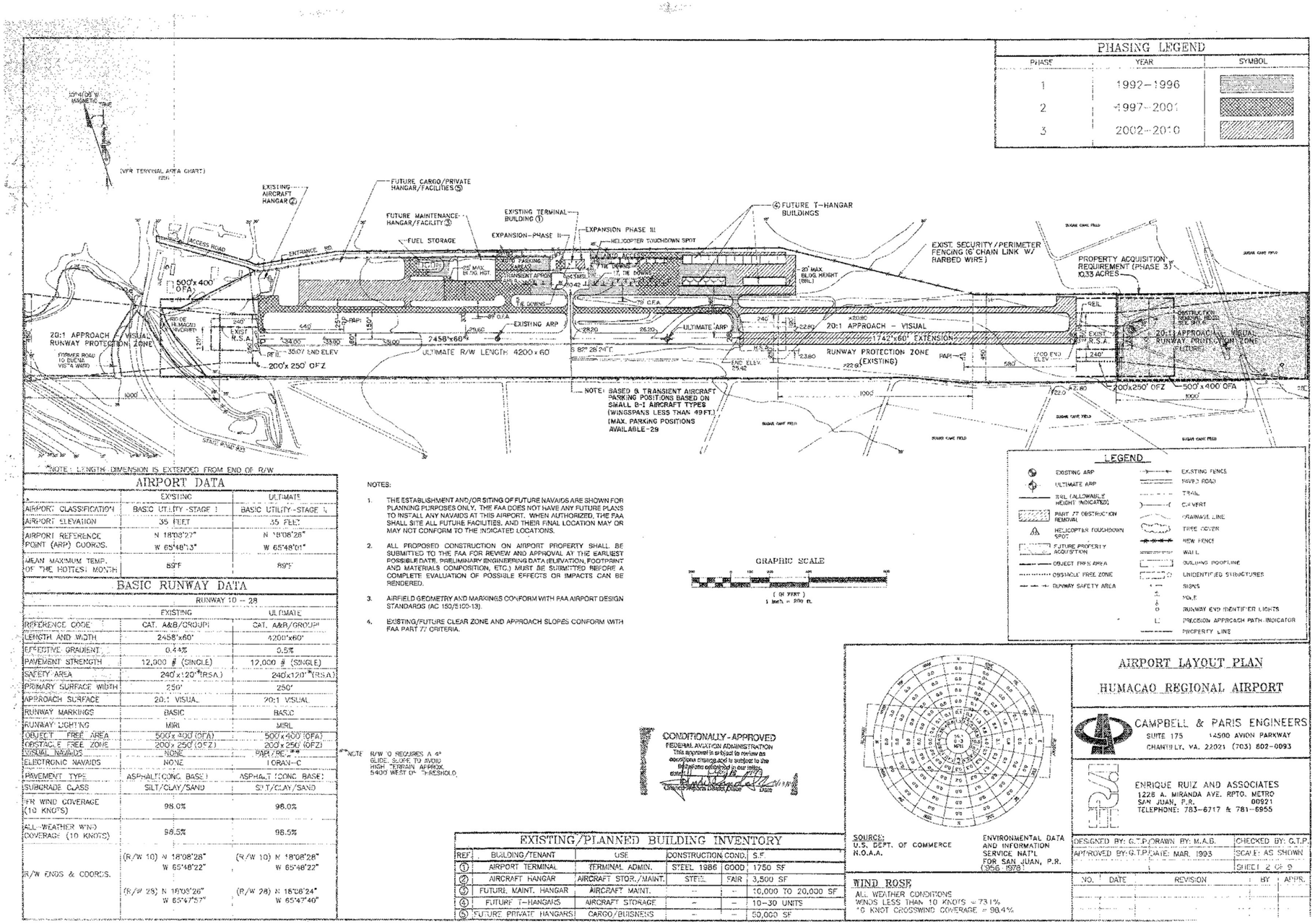
The Bipartisan Infrastructure Law (BIL) provides $15 billion for airport-related projects as defined under the existing Airport Improvement Grant and Passenger Facility Charge criteria. The money can be invested in runways, taxiways, safety, and sustainability projects, as well as terminal, airport-transit connections and roadway projects.

For FAA fiscal year 2023 Dr Hermenegildo Ortiz Quinones Airport will receive $113,000. It is expected that X63 will receive a similar amount from the BIL for the next three years.

[7] X63 CIP provided in May 2023.

APPENDIX A

AIRPORT LAYOUT PLAN



Source: PRPA, 1993

APPENDIX B

FEMA REPAIRS

Humacao Regional Airport (HUC)											
Space	Observations	Immediate Actions	Permanent Solutions	Completed		On-Going		Not Started			
				Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
STRUCTURAL-ARCHITECTURAL											
Main Terminal Building	There was rainwater infiltration and damaged sections of the acoustical ceiling tiles and lighting fixtures.	Remove damaged acoustical tiles.	Replace acoustical ceiling tiles and lighting fixtures.	No		No		FEMA	Q1 2020	TBD	TBD
	Missing/damaged exterior entrance metal door and frame.	Provide temporary wood paneling and seal all openings.	Replace main entrance door.	No		No		FEMA	Q1 2020	TBD	TBD
	Broken/damage interior gypsum board partitions.	No immediate action required.	Replace gypsum board walls.	No		No		FEMA	Q1 2020	TBD	TBD
	Broken/damage aluminum windows.	Provide temporary wood paneling and seal all openings.	Replace windows.	No		No		FEMA	Q1 2020	TBD	TBD
	Missing sections of roof metal decking.	Provide temporary roof covering to affected areas.	Replace affected sections of roof metal decking.	No		No		FEMA	Q1 2020	TBD	TBD
	Damaged metal deck roofing insulation.	No immediate action required.	Replace roofing insulation.	No		No		FEMA	Q1 2020	TBD	TBD
	No structural damages to report.	N/A	N/A	No		No		FEMA	Q1 2020	TBD	TBD
Domingo Emanuelli Hangar (Rental)	Damaged structural wood frame.	Provide temporary structural support.	Replace affected structural wood frame.	No		No		FEMA	Q1 2020	TBD	TBD
	Missing sections of roof metal decking.	Provide temporary roof covering to affected areas.	Replace affected sections of roof metal decking.	No		No		FEMA	Q1 2020	TBD	TBD
	Missing sections of vertical metal siding.	Provide temporary wood paneling and seal all openings.	Replace affected sections of vertical metal siding.	No		No		FEMA	Q1 2020	TBD	TBD
Benjamin Torres Hangar (Rental)	Heavy architectural and structural damages; completely destroyed hangar	No immediate action required.	Replace aviation hangar assembly.	No		No		FEMA	Q1 2020	TBD	TBD
Charles Williams Hangar (Rental)	No structural damages to report.	N/A	N/A	No		No		FEMA	Q1 2020	TBD	TBD
	Missing sections of roof metal decking.	Provide temporary roof covering to affected areas.	Replace affected sections of roof metal decking.	No		No		FEMA	Q1 2020	TBD	TBD
Site	Damaged and missing sections of perimeter runway cyclone fence.	Provide temporary enclosure fence.	Replace cyclone fence.	No		No		FEMA	Q1 2020	TBD	TBD

Humacao Regional Airport (HUC)											
Space	Observations	Immediate Actions	Permanent Solutions	Completed		On-Going		Not Started			
				Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
ELECTRICAL											
Main Terminal Building		Replace all diffusers and lighting fixtures affected.	Same as immediate action	No		No		FEMA	Q1 2020	TBD	TBD
	There was rain infiltration that damaged the lighting fixtures in different areas of the building.	Test all branch circuits (lighting & convenience receptacles), once energy is restored to assess any further damage.	Same as immediate action	No		No		FEMA	Q1 2020	TBD	TBD
	Unicom radio system was damaged.	Replace UNICOM system.	Same as immediate action	No		No		FEMA	Q1 2020	TBD	TBD
Runway	Wind sock was damaged.	Replace wind sock.	Same as immediate action	No		No		FEMA	Q1 2020	TBD	TBD
	Runway lights were damage.	Replace dmgd. runway lights and test remaining runway lights, once energy is restored to assess any further damage.	Same as immediate action	No		No		FEMA	Q1 2020	TBD	TBD
	Approach lighting system was damaged	Replace approach lighting system.	Same as immediate action	No		No		FEMA	Q1 2020	TBD	TBD
Maintenance & Storage Container (Rental)	No electrical damage to report	No immediate action required	No final solution required	No		No		FEMA	Q1 2020	TBD	TBD
Extreme Divers Container (Rental)	No electrical damage to report	No immediate action required	No final solution required	No		No		FEMA	Q1 2020	TBD	TBD
Esparsa Hangar (Rental)	There was rain infiltration that damaged the lighting fixtures in different areas of the building.	Replace all diffusers and lighting fixtures affected.	Same as immediate action	No		No		FEMA	Q1 2020	TBD	TBD
Domingo Emanuelli Hangar (Rental)	The area was completely destroyed	N/A	Coordinate a new electrical system in coordination with the designer of the new hangar.	No		No		FEMA	Q1 2020	TBD	TBD
Benjamin Torres Hangar (Rental)		Replace all diffusers and lighting fixtures affected.		No		No		FEMA	Q1 2020	TBD	TBD
	There was rain infiltration that damaged the lighting fixtures in different areas of the building.	Test all branch circuits (lighting & convenience receptacles), once electrical energy is restored to assess any further damage.	Same as immediate action	No		No		FEMA	Q1 2020	TBD	TBD

Humacao Regional Airport (HUC)											
Space	Observations	Immediate Actions	Permanent Solutions	Completed		On-Going		Not Started			
				Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
Charles Williams Hangar (Rental)	There was rain infiltration that damaged the lighting fixtures in different areas of the building.	Replace all diffusers and lighting fixtures affected.	Same as immediate action	No		No		FEMA	Q1 2020	TBD	TBD
		Test all branch circuits (lighting & convenience receptacles), once energy is restored to assess any further damage.		No		No		FEMA	Q1 2020	TBD	TBD
Site	There is no electrical energy from the utility available.			No		No		FEMA	Q1 2020	TBD	TBD
	Various electrical utility poles fell across the street impeding vehicular traffic to the airport's main entrance.	Coordinate removal of poles with the electrical utility company.	Same as immediate action	No		No		FEMA	Q1 2020	TBD	TBD
	Electrical service pole was damaged and the transformer serving the airport is hanging from the electrical aerial lines.	Coordinate the replacement of the pole and transformer with the electrical utility company.	Same as immediate action	No		No		FEMA	Q1 2020	TBD	TBD
	Electrical energy generator not operating.	The generator needs to be replaced.	Same as immediate action	No		No		FEMA	Q1 2020	TBD	TBD

Humacao Regional Airport (HUC)											
Space	Observations	Immediate Actions	Permanent Solutions	Completed		On-Going		Not Started			
				Yes/No	*Date*	*Yes/No*	*Completion Date*	*Responsible Party*	*Start Date*	*Project Duration*	*Project Cost*
MECHANICAL											
Main Terminal Building	Condensing unit was displaced/tipped.	Reposition unit to original position and confirm its functionality.	Provide new unit if required.	No		No		FEMA	Q1 2020	TBD	TBD
	Facility counts with potable water cistern and pumping station but lacks electric power (PREPA nor Emergency). However the building has running potable water.	No immediate action required	No final solution required	No		No		FEMA	Q1 2020	TBD	TBD
Runway	No mechanical damage to report	No immediate action required	No final solution required	No		No		FEMA	Q1 2020	TBD	TBD
Maintenance & Storage Container (Rental)	No mechanical damage to report	No immediate action required	No final solution required	No		No		FEMA	Q1 2020	TBD	TBD
Extreme Divers Container (Rental)	No mechanical damage to report	No immediate action required	No final solution required	No		No		FEMA	Q1 2020	TBD	TBD
Esparsa Hangar (Rental)	Roof gutters are broken	No immediate action required	Repair gutter	No		No		FEMA	Q1 2020	TBD	TBD
Domingo Emanuelli Hangar (Rental)	No mechanical damage to report	No immediate action required	No final solution required	No		No		FEMA	Q1 2020	TBD	TBD
Benjamin Torres Hangar (Rental)	No mechanical damage to report	No immediate action required	No final solution required	No		No		FEMA	Q1 2020	TBD	TBD
Charles Williams Hangar (Rental)	No mechanical damage to report	No immediate action required	No final solution required	No		No		FEMA	Q1 2020	TBD	TBD
Site	No mechanical damage to report	No immediate action required	No final solution required	No		No		FEMA	Q1 2020	TBD	TBD

APPENDIX C

FAA FORM 5010-1 MASTER RECORD

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 04/02/2021
AFD EFF 03/25/2021
FORM APPROVED OMB 2120-0015

> 1 ASSOC CITY: HUMACAO 4 STATE: PR
> 2 AIRPORT NAME: DR HERMENEGILDO ORTIZ QUINONES
3 CBD TO AIRPORT (NM): 1 SE 6 REGION/ADO: ASO /ATL
LOC ID: X63 FAA SITE NR: 53075.*A
5 COUNTY: --PUERTO RICO, PR
7 SECT AERO CHT: PUERTO RICO-VIRGIN ISLANDS

GENERAL

10 OWNERSHIP: PUBLIC
> 11 OWNER: PUERTO RICO PORTS AUTH
> 12 ADDRESS: PO BOX 362829
SAN JUAN, PR 00936-2829
> 13 PHONE NR: (787) 729-8715
> 14 MANAGER: SIGFREDO RIVERA
> 15 ADDRESS: P.O BOX 972
PUNTA SANTIAGO, PR 00741-0972
> 16 PHONE NR: 787-852-8188
> 17 ATTENDANCE SCHEDULE:

MONTHS	DAYS	HOURS
ALL	ALL	0730-1600

18 AIRPORT USE: PUBLIC
19 ARPT LAT: 18-8-16.86N ESTIMATED
20 ARPT LONG: 65-48-2.583W
21 ARPT ELEV: 33.0 SURVEYED
22 ACREAGE: 14
> 23 RIGHT TRAFFIC: NO
> 24 NON-COMM LANDING: YES
25 NPIAS/FED AGREEMENTS: NGY
> 26 FAR 139 INDEX: /

SERVICES

> 70 FUEL:
> 71 AIRFRAME RPRS: NONE
> 72 PWR PLANT RPRS: NONE
> 73 BOTTLE OXYGEN: NONE
> 74 BULK OXYGEN: NONE
75 TSNT STORAGE: TIE
76 OTHER SERVICES:

FACILITIES

> 80 ARPT BCN: CG
> 81 ARPT LGT SKED: SS-SR
BCN LGT SKED: SS-SR
> 82 UNICOM:
> 83 WIND INDICATOR: YES-L
84 SEGMENTED CIRCLE: NONE
85 CONTROL TWR: NO
86 FSS: SAN JUAN
87 FSS ON ARPT: NO
88 FSS PHONE NR:
89 TOLL FREE NR: 1-800-WX-BRIEF

BASED AIRCRAFT

90 SINGLE ENG:	8
91 MULTI ENG:	1
92 JET:	0
93 HELICOPTERS:	0
TOTAL:	9
94 GLIDERS:	0
95 MILITARY:	0
96 ULTRA-LIGHT:	0

OPERATIONS

100 AIR CARRIER:	0
102 AIR TAXI:	1,000
103 G A LOCAL:	1,222
104 G A ITNRNT:	59
105 MILITARY:	246
TOTAL:	2,527

OPERATIONS FOR 12 MONTHS ENDING 12/31/2016

RUNWAY DATA

> 30 RUNWAY IDENT:	**10/28**
> 31 LENGTH:	2,450
> 32 WIDTH:	60
> 33 SURF TYPE-COND:	ASPH-G
> 34 SURF TREATMENT:	
35 GROSS WT: S	20.0
36 (IN THSDS) D	
37 2D	
38 2D/2DS	
> 39 PCN:	////

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:	MED
> 42 RWY MARK TYPE-COND:	BSC- G / BSC- G
> 43 VGSI:	/
44 THR CROSSING HGT:	/
45 VISUAL GLIDE ANGLE:	/
> 46 CNTRLN-TDZ:	- / -
> 47 RVR-RVV:	- / -
> 48 REIL:	/
> 49 APCH LIGHTS:	/

OBSTRUCTION DATA

50 FAR 77 CATEGORY:	A(V) / A(V)
> 51 DISPLACED THR:	/
> 52 CTLG OBSTN:	TREE /
> 53 OBSTN MARKED/LGTD:	/
> 54 HGT ABOVE RWY END:	40 /
> 55 DIST FROM RWY END:	530 / 0
> 56 CNTRLN OFFSET:	125R /
57 OBSTN CLNC SLOPE:	8:1 / 50:1
58 CLOSE-IN OBSTN:	N / N

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA):	/
> 61 TAKE OFF DIST AVBL (TODA):	/
> 62 ACLT STOP DIST AVBL (ASDA):	/
> 63 LNDG DIST AVBL (LDA):	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:

A 016 PHONE AT ARPT 787-852-8188.
A 110-002 SKYDIVING, ULTRALIGHTS, BANNER TOWING & EXPERIMENTAL ACFT OPNS ON ARPT.
A 110-004 CATTLE 500 FT FROM THLD RY 28, OCNLY ON RWY.
A 110-005 TWO-WAY RADIO COMMUNICATION REQUIRED OF ALL ACFT & VEHICLES EXCP BY PRIOR REQUEST; CALL 787-852-8188.
A 110-006 BIRD ACTIVITY ON AND INVOF ARPT.
A 110-007 RISING TERRAIN INVOF ARPT.
A 110-008 FOR CD CTC SAN JUAN CERAP AT 787-253-8664/8665

111 INSPECTOR: (C) 112 LAST INSP: 04/18/2017 113 LAST INFO REQ:

APPENDIX D

AIRPORT PICTURES

Overview:

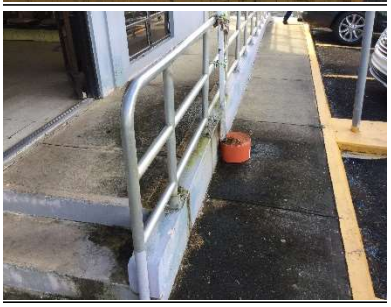
Runway:

Taxiway:

Terminal Apron:

Tenant Hangars / Apron:

Terminal Building:



Curbfront / Parking:

Miscellaneous:

APPENDIX E

EQUIPMENT LIST TRANSFER

Equipment and Tool Inventory Transfer for X63

Date :

	Item Description	Make	Model	Serial Number	Item Book Value	Condition	Under Warranty	Remaining Life (Years)	Comments
1	TRIMMER	STIHL							
2	TRIMMER	RED MAX	GZ-30N	39458					
3	BOOSTER		SOLAR ES 2,500	32382					CARGADOR DE BATERIA
4	MAQUINA LAVADO A PRESION	SUBARU 6.0		38059					
5	TALADRO	CRAFTSMAN		32380					
6	CAJA HERRAMIENTA	CRAFTSMAN		32380					
7	MAQUINA PULIR PISO			26749					DOS (2)
8	GATO HIDRAULICO			27327					
9	MAQUINA ESMERIL	DELTA	SHOP MASTER	31080					DELTA SHOP MASTER BENCH GRANDER
10	ESCALERA 6'			37594					
11	LOKERS 6			VER COMMENTS					N/P 16047, 16046, 16045, 16050, 16049, 16048
12	RADIO BASE FAA			37594					
13	ARCHIVOS DE SEIS GAVETAS	ARTOPEX		32813 / 24964					DOS (2)
14	ESCRITORIO								MADERA TIPOL
15	SILLA OFICINA								CUATRO (4)
16	CONSOLA A/C	TGM							A/C MINI SPLIT UNIT
17	FUENTE DE AGUA			37602					
18	CAJA FUERTE (BOBEDA)	MAJOR SAFE COMP		5094					CAJA FUERTE TIPO BOBEDA
19	ESCRITORIO			29899					PEQUEÑO DE METAL Y MADERA
20	ESCRITORIO								MADERA SECRETARIAL
21	SILLA SECRETARIAL	KNOLL,INC	EJECUTIVA	32847					
22	SILLAS DE OFICINA								DOS (2)
23	ARCHIVO DE 4'	CITY STATION		34786					CUATRO GAVETAS
24	ARCHIVO GRANDE 6'								CINCO GAVETAS
25	SET DE CUATRO SILLAS								SIETE (7) SETS
26									
27									
28									
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APPENDIX F

GENERAL AIRPORT CONTRACTED SERVICES

Contract Services at the Airport				
Client	**Start Date**	**End Date**	**Concept**	**Service Type**
Borinquen Lawn Services, LLC	13-Oct-2016	12-Oct-2021	Rental contract for the maintenance of green areas at the Airport	Rental
ST. James Security Services, Inc.	29-Mar-2019	30-Jun-2019	Surveillance services by security guards in different facilities of the Authority.	Professional

APPENDIX H

LIST OF ACRONYMS

List of Acronyms

AC	Asphalt Concrete
ACIP	Airport Capital Improvement Program
APBN	Airport Rotating Beacon
ARFF	Aircraft Rescue and Fire-Fighting
ALP	Airport Layout Plan
ASDA	Accelerated Stop Distance Available
AST	Atlantic Standard Time
ATCT	Airport Traffic Control Tower
AWOS	Automated Weather Observation System
BIL	Bipartisan Infrastructure Law
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
COVID-19	Coronavirus Disease 2019
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FEMA	Federal Emergency Management Agency
FY	Fiscal Year
GA	General Aviation
LDA	Landing Distance Available
MITL	Medium Intensity Taxiway Lights
NAVAIDS	Navigational Aid Systems
NPIAS	National Plan of Integrated Airport Systems
PAPIs	Precision Approach Path Indicators
PCI	Pavement Condition Index
PMMP	Pavement Maintenance and Management Plan
PMP	Pavement Management Program
PPPA	Public-Private Partnership Act
PR	Puerto Rico
PRASA	Puerto Rico Aqueduct and Sewer Authority
PRIDCO	Puerto Rico Industrial Development Company
PRPA	Puerto Rico Ports Authority
REIL	Runway End Identifier Lights
RAPMMP	Regional Airport Pavement Maintenance and Management Plan
RVR	Runway Visual Range
SF	Square Feet
TAF	Traffic Area Forecast
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
TSA	Transportation Security Administration
U.S.	United States
X63	Dr. Hermenegildo Ortiz Quiñonez Airport