

PUERTO RICO PORTS AUTHORITY

**X63 REGIONAL AIRPORT / HURRICANE MARIA DISASTER RELIEF (DR-4339-PR)
PROJECT #85447 / MPPA057 HUMACAO REGIONAL AIRPORT
DR. HERMENEGILDO ORTIZ QUIÑONEZ AIRPORT, HUMACAO, PR**

BID NO. 1-56

ADDENDUM NO. 1

TO ALL BIDDERS:

This addendum forms part of the Project Manual for Bid No. 1-56. Acknowledge receipt of this Addendum in the space provided on the bid proposal form. Failure to do so may subject Bidder to disqualification.

A. GENERAL

1. Enclosed, find a copy of the Attendance List of the Pre-Bid Meeting and Site Visit held on September 25, 2025 (10:00 AM), at Humacao Regional Airport, Dr. Hermenegildo Ortiz Quiñonez (X63), Humacao, PR. See Attachment 1.
2. Find a copy of the answers to Request for Further Information (RFI) submitted by one of the Bidders. See Attachment 2.
3. Find a copy of the Drawing, Sheet No. GR-003, Notes 16 and 17, which answer the RFI above. See Attachment 3.

END OF ADDENDUM NO. 1



Romel Pedraza, PE
Assistant Executive Director
Planning, Engineering, Construction
& Environmental Affairs

October 14, 2025
San Juan, PR

ADDENDUM NO. 1

Attachment 1



GOVERNMENT OF PUERTO RICO

HOJA DE ASISTENCIA

Fecha: Jueves, 25 de septiembre de 2025

Hora: 10:00 AM

Proyecto: REUNIÓN PRE-SUBASTA 1-56 (X63 / PUERTO RICO HURRICANE MARIA DISASTER RELIEF (DR-4339-PR) / PROJECT #85447/MPPA057 HUMACAO REGIONAL AIRPORT)

Lugar: Aeropuerto Regional Dr. Hermenegildo Ortiz Quiñonez, Humacao, PR

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GOVERNMENT OF PUERTO RICO

HOJA DE ASISTENCIA

Fecha: Jueves, 25 de septiembre de 2025 Hora: 10:00 AM
Proyecto: REUNIÓN PRE-SUBASTA 1-56 (X63 / PUERTO RICO HURRICANE MARIA DISASTER RELIEF (DR-4339-PR) / PROJECT #85447/MPPA057 HUMACAO REGIONAL AIRPORT)
Lugar: Aeropuerto Regional Dr. Hermenegildo Ortiz Quiñonez, Humacao, PR

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PORTS
AUTHORITY

GOVERNMENT OF PUERTO RICO

HOJA DE ASISTENCIA

Fecha: Jueves, 25 de septiembre de 2025

Hora: 10:00 AM

Proyecto: REUNIÓN PRE-SUBASTA 1-56 (X63 / PUERTO RICO HURRICANE MARIA DISASTER RELIEF (DR-4339-PR) / PROJECT #85447/MPPA057 HUMACAO REGIONAL AIRPORT)

Lugar: Aeropuerto Regional Dr. Hermenegildo Ortiz Quiñonez, Humacao, PR

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ADDENDUM NO. 1

Attachment 2

PUERTO RICO HURRICANE MARIA DISASTER RELIEF (DR-4339-PR)
PROJECT #85447/MPPA057 HUMACAO REGIONAL AIRPORT
DR. HERMENEGILDO ORTIZ QUIÑONEZ AIRPORT (X63)
HUMACAO, PUERTO RICO

BID NO. 1-56
REQUEST FOR INFORMATION (RFI)

Date of RFI: October 6, 2025

Response Date: October 7, 2025

<u>PROPOSER'S QUESTIONS</u>	DESIGNER'S RESPONSE
ENVIRO-TAB, INC.	
1. Había enviado este correo el miércoles y quería confirmar que lo recibió. En adición a esto, estábamos revisando las hojas de plano y en las hojas 1A-1.2 y 1E-1.2 los 'Lighting Fixtures Schedule' se contradicen. Favor aclarar cuál de las hojas debemos utilizar.	1. Refer to notes 16 and 17 in Sheet No. GR-003 .

** END OF RESPONSES **

ADDENDUM NO. 1

Attachment 3

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GENERAL NOTES:

1. THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CONTRACT PLANS AND SPECIFICATIONS AND ANY RULES, REGULATIONS, STANDARDS OF SPECIFICATIONS REFERENCED THEREIN. THE PROJECT IS SUBJECT TO INSPECTION BY REPRESENTATIVES OF THE PUERTO RICO PORTS AUTHORITY (PRPA), FEDERAL AVIATION ADMINISTRATION (FAA), FEDERAL EMERGENCY MANAGEMENT ADMINISTRATION (FEMA) AND OTHER GOVERNING AGENCIES.
2. HUMACAO REGIONAL AIRPORT (HUC) WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF WORK WITH THE AIRPORT AUTHORITIES IS MANDATORY, SO AS TO MINIMIZE IMPACTS TO AIRPORT OPERATIONS.
3. CONSTRUCTION AND MAINTENANCE OPERATIONS, BY OTHERS, MAY OCCUR CONCURRENTLY AND AT TIME IN THE VICINITY OF CONSTRUCTION ASSOCIATED WITH THIS PROJECT. THE CONTRACTOR SHALL COORDINATE HIS OPERATIONS AND COOPERATE WITH MAINTENANCE CREWS AND OTHER CONTRACTORS WORKING IN THE AIRPORT. COORDINATION WITH APPROPRIATED GOVERNMENT AND UTILITY AGENCIES IS ALSO REQUIRED.
4. ACCESS TO THE SITE - THE CONTRACTOR'S ACCESS POINTS TO THE SITE SHALL BE AS SHOWN ON THE CONSTRUCTION DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL VEHICLES AND PERSONNEL WHO ENTER THROUGH THESE GATES.
5. HAUL ROADS - THE CONTRACTOR SHALL UTILIZE ON-AIRPORT EXISTING HAUL ROADS WHERE AVAILABLE. ADDITIONAL HAUL ROADS WILL BE REVIEWED AND APPROVED ON A "AS NEEDED BASIS". ANY DEBRIS (WHETHER CAUSED BY THE CONTRACTOR OR NOT) SHALL BE REMOVED IMMEDIATELY. IT IS CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROADS (STATE AND MUNICIPAL ROADS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. WHEN APPROVED BY THE ENGINEER, ON-SITE ROADS USED AS HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AT HIS OWN EXPENSE. DAMAGE TO ON-SITE ROADS, USED AS HAUL ROADS, SHALL BE REPAIRED, AT CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION OR BETTER.
6. DISPOSAL AREAS - ALL EXCAVATED REUSABLE MATERIAL, NOT USED ON SITE, SHALL BE REMOVED OFF HUC SITE AT THE CONTRACTOR'S EXPENSE AND AS APPROVED BY THE ENGINEER. IF SUCH MATERIAL IS ACCEPTED AT HUC, IT SHALL BE PLACED AND ROUGH GRADED AT LOCATIONS DESIGNATED BY THE RESIDENT ENGINEER. ALL UNSUITABLE EXCAVATED MATERIAL SHALL BE DISPOSED OF OFF-SITE AT THE CONTRACTOR'S EXPENSE, AT LOCATIONS TO BE ARRANGED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.
7. SAFETY - THE CONTRACTOR SHALL CONDUCT HIS ACTIVITIES IN A SAFE MANNER AS SPECIFIED IN THE SECTION TITLED, "GENERAL SAFETY REQUIREMENTS" ON THIS SHEET IN ACCORDANCE WITH APPLICABLE FAA ADVISORY CIRCULARS, LATEST REVISIONS AND THE CONSTRUCTION SAFETY PHASING PLAN.
8. CONSTRUCTION LIMITS - ALL CONSTRUCTION VEHICLES AND TRAFFIC (UNLESS OTHERWISE AUTHORIZED) SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS AND/ OR HAUL ROUTES. FOR CONSTRUCTION, STORAGE AND STOCKPILING LIMITS. REFER TO CONSTRUCTION SAFETY AND PHASING PLAN.
9. PORTABLE FLOODLIGHTING - THE CONTRACTOR SHALL PROVIDE PORTABLE FLOODLIGHTING WHEN NECESSARY FOR NIGHT CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL PROVIDE SUFFICIENT UNITS SO THAT ALL WORK AREAS ARE ILLUMINATED TO A LEVEL OF 5 HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY. THE CONTRACTOR SHALL COORDINATE THE USE OF FLOODLIGHTING WITH THE AIRPORT OPERATIONS STAFF TO ENSURE LIGHTING DOES NOT COMPROMISE AIRPORT AND AIRCRAFT OPERATIONS.
10. THE CONTRACTOR SHALL OBTAIN APPLICABLE PERMITS AT HIS OWN EXPENSE PRIOR TO COMMENCEMENT OF WORK INCLUDING SINGLE INCIDENTAL OPERATIONAL PERMIT (PIU), INSPECTION OF SEDIMENT AND EROSION CONTROL PLAN SHALL BE INCLUDED AS A SUBSIDIARY OBLIGATION UNDER COST PROPOSAL ITEM TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION, AND SILTATION CONTROL.
11. EXISTING LAND SURVEY SURVEYS FOR THIS PROJECT AREA WERE PERFORMED BY JAVIER O. ESCOBALES, PLS ON APRIL 2024.
12. CONTRACTOR SHALL BE REQUIRED SWEEP THE SITE AT ALL TIMES DURING CONSTRUCTION. CONTRACTOR WILL BE REQUIRED TO REMOVE DEBRIS RESULTING FROM CONSTRUCTION ACTIVITIES IN ACTIVE AREAS OF THE AIRFIELD, ALONG ACTIVE ROADS AND APRON.
13. ALL PAVEMENT SHALL BE KEPT CLEAN AND FREE OF DEBRIS AT ALL TIMES DURING CONSTRUCTION.
14. WORK IN THIS PROJECT CAN BE PERFORMED DURING DAYTIME, FROM SUNRISE TO SUNSET. IN THE EVENT THAT WORK NEED TO BE PERFORMED AT NIGHTTIME, CONTRACTOR SHALL NOTIFY PRPA TEN (10) CALENDAR DAYS IN ADVANCE.
15. THE MATERIALS PROPOSED FOR THE NEW TERMINAL BUILDING IS A COMBINATION OF REINFORCED CONCRETE AND STRUCTURAL CONCRETE INSULATED PANELS (SCIP) AND OF PREENGINEERED/PREFABRICATED STEEL METAL FOR HANGAR H-2. THE DIMENSIONS OF THE PROPOSED DESIGN OF THESE SYSTEMS MAY VARY FROM THE DESIGN SHOWN IN THESE DRAWINGS. CONTRACTOR IS RESPONSIBLE TO SUBMIT THE DESIGN OF THE PROPOSED SYSTEMS OF THESE BUILDINGS DESIGNTO PRPA FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION IN ACCORDANCE TO INSTRUCTION TO BIDDERS.
16. THE PROPOSED DESIGN IN ELECTRICAL AND LIGHTING DRAWINGS PREVAIL OVER THE THE DESIGN SHOWN IN ARCHITECTURAL DRAWINGS.
17. DESIGN IN ELECTRICAL DRAWINGS PREVAIL OVER ARCHITECTURAL DRAWINGS INCLUDING PV/BATTERY SYSTEMS.

GENERAL SAFETY REQUIREMENTS:

FEDERAL AVIATION ADMINISTRATION (FAA) ADVISORY CIRCULARS (AC), ORDERS AND FEDERAL AVIATION REGULATIONS (FAR): THE FOLLOWING PUBLICATIONS CONTAIN DEFINITIONS/DESCRIPTIONS OF CRITICAL AIRPORT OPERATING AREAS. THE AREAS DEFINED BELOW PERTAIN TO AIRFIELD SAFETY REQUIREMENTS AND ARE REFERENCED THROUGHOUT THE CONTRACT DOCUMENTS.

1. AC 150/5370-2G, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION," OR CURRENT EDITION, SETS FORTH GUIDELINES TO ASSIST AIRPORT OPERATORS IN COMPLIANCE WITH FAR PART 139, "CERTIFICATION AND OPERATION: LAND AIRPORTS SERVING CERTAIN AIR CARRIERS".
2. FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE," CURRENT EDITION:

- A. ESTABLISHES STANDARDS FOR DETERMINING OBSTRUCTIONS TO NAVIGABLE AIRSPACE. CIVIL AIRPORT IMAGINARY SURFACES ARE DEFINED IN THE PUBLICATION.
- B. SETS FORTH REQUIREMENTS FOR NOTICE OF CERTAIN PROPOSED CONSTRUCTION OR ALTERATION. NOTICE OF CONSTRUCTION PROVIDES A BASIS FOR RECOMMENDATIONS FOR IDENTIFYING THE CONSTRUCTION OR ALTERATION IN ACCORDANCE WITH AC 707460-1M "OBSTRUCTION MARKING AND LIGHTING," CURRENT EDITION.
3. AC 150/5300-13B "AIRPORT DESIGN", OR CURRENT EDITION, ESTABLISHES DESIGN, OPERATIONAL AND MAINTENANCE STANDARDS FOR AIRPORTS. STANDARD TERMS USED IN THE CONTRACT PLANS AND SPECIFICATIONS ARE DEFINED BELOW:

A. OBSTACLE FREE ZONE (OFZ): A VOLUME OF SPACE WHICH IS FREE OF FIXED OBJECTS AND CLEAR OF VEHICLES IN THE PROXIMITY OF AN AIRPLANE CONDUCTING AN APPROACH, MISSED APPROACH, LANDING, TAKEOFF, OR DEPARTURE.

B. RUNWAY PROTECTION ZONE (RPZ): A TRAPEZOIDAL AREA CENTERED ON THE RUNWAY BEGINNING AT A POINT 200 FEET BEYOND THE END OF THE AREA USEABLE FOR TAKEOFF OR LANDING.

C. OBJECT FREE AREA (OFA): A TWO DIMENSIONAL GROUND AREA SURROUNDING RUNWAYS, TAXIWAYS AND TAXILANES WHICH IS CLEAR OF OBJECTS EXCEPT FOR OBJECTS WHOSE LOCATION IS FIXED BY FUNCTION.

D. SAFETY AREA: THE SURFACE ADJACENT TO RUNWAYS, TAXIWAYS AND TAXILANES OVER WHICH AIRCRAFT SHOULD, IN DRY WEATHER, BE ABLE TO CROSS AT NORMAL SPEEDS WITHOUT INCURRING SIGNIFICANT DAMAGE. A SAFETY AREA IS GRADED, DRAINED AND COMPACTED. IT IS FREE OF ANY HOLES, TRENCHES, BUMPS OR OTHER SIGNIFICANT SURFACE VARIATIONS OR OBJECTS OTHER THAN THOSE WHICH MUST BE THERE BECAUSE OF THEIR ESSENTIAL AERONAUTICAL FUNCTION. THE SAFETY AREA REQUIRES THE CAPABILITY OF SUPPORTING MAINTENANCE VEHICLES AND AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLES UNDER NORMAL (DRY) CONDITIONS.

SAFETY REQUIREMENTS DURING CONSTRUCTION:

1. THE CONTRACTOR SHALL ACQUAINT SUPERVISORS AND EMPLOYEES WITH THE AIRPORT ACTIVITY AND OPERATIONS THAT ARE INHERENT TO HUC AND SHALL CONDUCT HIS CONSTRUCTION ACTIVITIES TO CONFORM TO ALL GUIDELINES FOR SAFETY SPECIFIED HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL SAFETY DEVICES AS REQUIRED FOR THE PROTECTION OF HIS PERSONNEL.
2. SAFETY MEASURES SHALL BE INSTITUTED TO PROVIDE PROTECTION OF ALL PERSONS, PROPERTY AND AIRCRAFT THROUGHOUT THE PROGRESS OF THE WORK.
3. DURING EXECUTION OF THIS CONTRACT, THE AIRPORT RUNWAY, TAXIWAYS AND AIRCRAFT PARKING APRONS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. ALL AIRCRAFT TRAFFIC IN THESE AREAS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC. THE OWNER RESERVES THE RIGHT TO ORDER THE CONTRACTOR AT ANY TIME TO VACATE ANY AREA NECESSARY TO MAINTAIN SAFE AIRCRAFT OPERATIONS. USE OF AREAS NEAR THE CONTRACTOR'S WORK WILL BE CONTROLLED TO MINIMIZE DISTURBANCE TO THE CONTRACTOR'S OPERATION. THE CONTRACTOR SHALL NOT ALLOW EMPLOYEES, OTHER SUBCONTRACTORS, SUPPLIERS, OR ANY OTHER UNAUTHORIZED PERSONS TO ENTER OR REMAIN IN ANY AIRPORT AREA WHICH WOULD BE HAZARDOUS TO PERSONS OR TO AIRCRAFT OPERATIONS.
4. ALL WORK TO BE PERFORMED WHICH IS TOO CLOSE TO AN ACTIVE RUNWAY, TAXIWAY OR APRON, UNDER OPERATIONAL CONDITIONS, SHALL BE PERFORMED AT NIGHTTIME AS APPROVED BY THE RESIDENT ENGINEER. SUCH WORK SHALL NOT BE ACCOMPLISHED WITHOUT PRIOR PERMISSION FROM THE RESIDENT ENGINEER. REQUESTED CLOSING SHALL BE DIRECTED TO THE RESIDENT ENGINEER AT LEAST 48 HOURS IN ADVANCE.
5. AT THE START OF CONSTRUCTION EACH DAY, CONTRACTOR SHALL COORDINATE HIS WORK WITH THE RESIDENT ENGINEER AND AIRPORT OPERATIONS. INFORMATION TO BE CONVEYED FOR THAT DAY INCLUDES THE CONSTRUCTION ACTIVITIES PLANNED, WHERE THE CONSTRUCTION WILL TAKE PLACE, AND WHETHER ANY SPECIAL CLEARANCE PROCEDURES WILL BE NEEDED. AT THE CLOSE OF THE CONSTRUCTION DAY (AND PRIOR TO CONTRACTOR LEAVING THE PREMISES), AIRPORT OPERATIONS STAFF WILL INSPECT THE CONSTRUCTION SITE TO ENSURE THAT THE CONSTRUCTION AREA HAS BEEN RESTORED BY THE CONTRACTOR FOR THE SAFE OPERATION OF AIRCRAFT AND AIRPORT PERSONNEL IF DIRECTED TO DO SO, CONTRACTOR SHALL FURTHER RESTORE THE AREA TO THE SATISFACTION OF AIRPORT OPERATIONS STAFF (NO ADDITIONAL PAY). THE ENGINEER IS TO BE NOTIFIED THAT CONSTRUCTION HAS CEASED FOR THE DAY.
6. WHEN AIRPORT OPERATIONS HAS MADE A DECISION TO TEMPORARILY CLOSE A RUNWAY, THE APPLICABLE AIR TRAFFIC CONTROL SERVICE SHALL BE NOTIFIED IMMEDIATELY AND THE RUNWAY SHALL BE MARKED WITH A LIGHTED "X". THESE ACTIONS ARE TO BE TAKEN REGARDLESS OF THE DURATION OF THE CLOSURE. LIGHTED BARRICADES ARE TO BE PLACED AT POINTS ON THE CLOSED RUNWAY AS DIRECTED BY THE RESIDENT ENGINEER, ESPECIALLY WHERE AIRCRAFT TAXIING THROUGH AN INTERSECTION CAN GET CONFUSED AND MAKE AN INTERSECTION TAKEOFF ON THE CLOSED RUNWAY.
7. THE CONTRACTOR SHALL COORDINATE WITH AIRPORT OPERATIONS THE ISSUANCE OF NOTAMS FOR REQUIRED RUNWAY CLOSURES. COORDINATION SHALL TAKE PLACE AT LEAST 72 HOURS IN ADVANCE OF REQUIRED CLOSURES.
8. THE PLANS SHOWING EXISTING CONDITIONS ARE PROVIDED AS BASIC INFORMATION CONCERNING THE LOCATION OF EXISTING FACILITIES. THESE PLANS WERE DEVELOPED FROM EXISTING "RECORD DRAWING" INFORMATION AND SURVEYS, AND REPRESENTS THE DESIGN ENGINEER'S BEST KNOWLEDGE OF THE EXISTING CONDITIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THESE DRAWINGS WITH THE PRPA REPRESENTATIVE PRIOR TO WORKING IN ANY PARTICULAR AREA ON THE AIRPORT. SHOULD THE CONTRACTOR DISCOVER CONDITIONS NOT REFLECTED ON THESE PLANS, THE OWNER'S REPRESENTATIVE SHALL BE CONTACTED IMMEDIATELY.

CONSTRUCTION AND FACILITIES MAINTENANCE:

1. THE CONTRACTOR SHALL BE AWARE OF THE FOLLOWING TYPES OF SAFETY PROBLEMS AND /OR SAFETY AREAS:

A. TRENCHES, HOLES, OR EXCAVATION ON OR ADJACENT TO ANY ACTIVE RUNWAY OR WITHIN SAFETY AREAS.

B. UNMARKED/UNLIT HOLES OR EXCAVATION IN ANY APRON, ACTIVE TAXIWAY, ACTIVE TAXILANE, OR RELATED SAFETY AREA.

C. MOUNDS OR PILES OF EARTH, CONSTRUCTION MATERIALS, TEMPORARY STRUCTURE, OR

OTHER OBJECTS IN THE VICINITY OF THE ACTIVE RUNWAY, TAXIWAYS, TAXILANES, OR IN A RELATED SAFETY APPROACH OR DEPARTURE AREA.

- D. VEHICLES OR EQUIPMENT, WHETHER OPERATING OR IDLE, ON ANY ACTIVE RUNWAY, TAXIWAY, TAXILANE, OR IN ANY RELATED SAFETY APPROACH OR DEPARTURE AREA.
- E. VEHICLES, EQUIPMENT, EXCAVATION, STOCKPILES, OR OTHER MATERIALS WHICH COULD DEGRADE OR OTHERWISE INTERFERE WITH ELECTRONIC SIGNALS FROM RADIOS OR ELECTRONIC NAVIGATIONAL AIDS (NAVAIDS).
- F. UNMARKED UTILITY, NAVAID, WEATHER SERVICE, RUNWAY LIGHTING, OR OTHER POWER OR SIGNAL CABLES THAT COULD BE DAMAGED DURING CONSTRUCTION.
- G. OBJECTS, WHETHER OR NOT MARKED OR FLAGGED, OR ACTIVITIES ANYWHERE ON OR IN THE VICINITY OF AIRPORT WHICH COULD BE DISTRACTING, CONFUSING, OR ALARMING TO PILOTS DURING AIRCRAFT OPERATIONS.
- H. MISLEADING OR MALFUNCTIONING OBSTRUCTION LIGHTS OR UNLIGHTED/UNMARKED OBSTRUCTIONS IN THE APPROACH TO ANY ACTIVE RUNWAY.
- I. INADEQUATE APPROACH/DEPARTURE SURFACES (THESE SURFACES ARE NEEDED TO ASSURE ADEQUATE LANDING/ TAKEOFF CLEARANCE OVER OBSTRUCTIONS, OR WORK OR STORAGE AREAS).
- J. INADEQUATE, CONFUSING OR MISLEADING (TO USER PILOTS) MARKING/LIGHTING OF RUNWAYS, TAXIWAYS, OR TAXILANES (INCLUDING DISPLACED OR RELOCATED THRESHOLDS).
- K. WATER, DIRT, DEBRIS, OR OTHER TRANSIENT ACCUMULATION WHICH TEMPORARILY OBSCURES PAVEMENT MARKINGS OR PAVEMENT EDGES, OR DEROGATES VISIBILITY OF RUNWAY/TAXIWAY MARKINGS OR LIGHTING.
- L. INADEQUATE OR IMPROPER METHOD OF MARKING, BARRICADING, AND LIGHTING OF TEMPORARILY CLOSED PORTIONS OF THE AIRPORT OPERATIONS AREA AND EXISTING ROADWAYS.
- M. TRASH OR OTHER MATERIALS WITH FOREIGN OBJECT DAMAGE (FOD) POTENTIAL; WHETHER ON RUNWAYS, TAXIWAYS, OR APRONS; OR IN RELATED SAFETY AREAS.
- N. INADEQUATE BARRICADING OR OTHER MARKING WHICH IS PLACED TO SEPARATE CONSTRUCTION OR MAINTENANCE AREAS FROM ACTIVE AIRCRAFT OPERATING AREAS.
- O. FAILURE TO CONTROL UNAUTHORIZED VEHICLE AND HUMAN ACCESS FROM ACTIVE AIRCRAFT OPERATING AREAS.
- P. CONSTRUCTION/MAINTENANCE ACTIVITIES OR MATERIALS WHICH COULD HAMPER THE RESPONSE OF AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) EQUIPMENT FROM REACHING ALL AIRCRAFT OR ANY PART OF THE RUNWAY/ TAXIWAY SYSTEM, INCLUDING RUNWAY APPROACH, DEPARTURE AREAS, AND AIRCRAFT PARKING LOCATIONS.
- Q. WILDLIFE ATTRACTANTS ON AIRPORT SUCH AS: EDIBLES (FOOD SCRAPS, ETC.), MISCELLANEOUS TRASH, OR PONDED WATER.

MOTORIZED VEHICLES:

1. THIS PROJECT MAY INCLUDE WORK WITHIN THE ACTIVE AIR OPERATIONS AREA (AOA) (I.E., THE SECURE PORTION OF THE AIRPORT). ALL PERMITTED VEHICLES SHALL DISPLAY IN FULL VIEW ABOVE THE VEHICLE, A 3 FOOT X 3 FOOT OR LARGER, ORANGE AND WHITE CHECKERBOARD, PLASTIC FLAG. EACH CHECKERBOARD COLOR SHALL BE 1 FOOT SQUARE. ANY VEHICLE OPERATING IN THE AOA DURING THE HOURS OF DARKNESS SHOULD BE EQUIPPED WITH A FLASHING AMBER (YELLOW) DOME-TYPE LIGHT. MOUNTED ON TOP OF THE VEHICLE AND OF SUCH INTENSITY TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES. DARKNESS SHALL BE DEFINED AS ONE HOUR BEFORE OFFICIAL SUNSET UNTIL ONE HOUR AFTER SUNRISE. ALL VEHICLES OPERATING WITHIN THE AIRFIELD BOUNDARY SHALL BE IDENTIFIED WITH A SIGN, 2-INCH MINIMUM LETTER SIZE, ON EACH SIDE OF THE VEHICLE BEARING THE CONTRACTOR'S NAME (NAME OF COMPANY). REFER TO CONSTRUCTION SAFETY AND PHASING PLAN.

DEBRIS:

1. DEBRIS, WASTE, AND LOOSE MATERIAL (INCLUDING DUST AND DIRT) CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEAR OR PROPELLERS, OR BEING INGESTED BY JET ENGINES, SHALL NOT BE ALLOWED ON AIRCRAFT MOVEMENT AREAS OR ADJACENT GRASSED AREAS. MATERIALS OBSERVED TO BE WITHIN THESE AREAS SHALL BE REMOVED IMMEDIATELY AND CONTINUOUSLY BY THE SWEEPING MACHINE AND/OR OPERATOR ON SITE. WHERE TRAVEL ON OR ACROSS RUNWAYS, RAMP AREAS, TAXIWAYS, OR AIRCRAFT APRONS IS REQUIRED, THE CONTRACTOR SHALL PROVIDE A FLAGMAN AND ADEQUATE PERSONNEL AND EQUIPMENT TO KEEP SUCH SURFACES CLEAR OF DEBRIS.

FLAGMEN:

1. IN ACCORDANCE WITH THE SPECIFICATIONS, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, FURNISH FLAGMEN AS NECESSARY TO CONTROL HIS TRAFFIC (UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER).
2. ALL CONTRACTOR VEHICLES THAT ARE REQUIRED TO CROSS ACTIVE RUNWAYS, TAXIWAYS AND APRONS SHALL DO SO UNDER THE DIRECT CONTROL OF AN ESCORT VEHICLE ARRANGED BY AIRPORT OPERATIONS. ALL AIRCRAFT TRAFFIC ON RUNWAYS, TAXIWAYS, AND APRONS SHALL HAVE PRIORITY OVER VEHICLES. NO PERSONNEL SHALL BE ALLOWED TO ENTER OR CROSS ACTIVE RUNWAYS OR CLEAR ZONES WITHOUT PROPER AUTHORIZATION OBTAINED THROUGH GROUND CONTROL, AND HUC AIRPORT OPERATIONS.

UTILITIES:

1. UTILITIES NOTIFICATION: AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN AN AREA WHICH MAY INVOLVE UNDERGROUND UTILITY FACILITIES, THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER, AND THE OWNER OF EACH UNDERGROUND UTILITY FACILITY AFFECTED.

SECURITY:

1. ENTRANCE TO THE AIRFIELD IS SUBJECT TO STRICT SECURITY REGULATIONS. ALL PERSONNEL ENTERING THE AIRFIELD MUST OBTAIN AND DISPLAY SECURITY IDENTIFICATION BADGES AND ALL VEHICLES MUST HAVE AND DISPLAY SPECIAL PERMITS WHICH ARE AVAILABLE THROUGH THE AUTHORITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ASSURING THAT ALL HIS EMPLOYEES WHO HAVE ACCESS TO THE AIRFIELD HAVE HAD CRIMINAL HISTORY RECORDS

CHECK (CHRC) IN ACCORDANCE TO 49 CRF, PART 1542.209.

2. THE CONTRACTOR SHALL PROVIDE THE DIRECTOR OF SAFETY WITH A CURRENT LIST OF ALL EMPLOYEES WORKING ON THE AIRPORT. THE LIST SHALL BE MAINTAINED CURRENT BY THE CONTRACTOR.
3. THE CONTRACTOR SHALL FAMILIARIZE HIS PERSONNEL WITH CLEARANCES NEEDED TO PROVIDE FOR THE SAFE OPERATION OF RUNWAYS AND TAXIWAYS AS SHOWN IN THE PLANS.
4. EXCEPT FOR EMERGENCIES, ALL CONTACT WITH AIRPORT PERSONNEL SHALL BE MADE THROUGH THE RESIDENT ENGINEER. FOR EMERGENCIES INVOLVING SAFETY (INJURIES, FIRES, SECURITY BREACHES, ETC.) THE CONTRACTOR SHALL MAKE DIRECT CONTACT WITH AIRPORT OPERATIONS FOLLOWED BY NOTIFICATION TO THE RESIDENT ENGINEER AS SOON AS POSSIBLE.
5. THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE "ON-CALL" 24 HOUR A DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES. REFER TO CONSTRUCTION SAFETY AND PHASING PLAN.
6. IN ACCORDANCE WITH THE SPECIFICATIONS, FEDERAL WAGE RATES SHALL BE POSTED OUTSIDE THE SLTE OFFICE (S) IN A WEATHERPROOF ENCLOSURE.
7. THE ENGINEER OF RECORD SHALL, WITH THE RESIDENT ENGINEER AND CONTRACTOR, ATTEND A PRE-CONSTRUCTION MEETING TO BE HELD AT THE AIRPORT AUTHORITY OFFICE AT HUC.
8. PRIOR TO THE SCHEDULING OF ANY FINAL INSPECTION, ALL INSPECTION COMMENTS MUST BE ADDRESSED AND SATISFIED, AND THE RESIDENT ENGINEER SHALL SUBMIT A SIGNED AND SEALED STATEMENT CERTIFYING THAT ALL MATERIALS, EQUIPMENT AND INSTALLATION UNDER THIS ALTERATION APPLICATION COMPLY WITH THE DRAWINGS AND SPECIFICATIONS APPROVED BY THE AIRPORT, AND OTHER APPLICABLE CODES AND REGULATIONS.
9. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE HIMSELF /HERSELF WITH THE VARIOUS ASPECTS OF FEDERAL AVIATION REGULATION (FAR) PART 107. ANY SUBSEQUENT FINES IMPOSED DUE TO VIOLATION WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
10. THE CONTRACTOR IS REQUIRED TO HAVE AT LEAST ONE SUPERVISOR WITH AN AIRPORT IDENTIFICATION BADGE WITH ESCORT PRIVILEGES ON THE PROJECT SLTE AT ALL TIMES WHEN WORK IS PERFORMED WITHIN THE AOA. TO OBTAIN ID BADGES. THE APPLICANT MUST PARTICIPATE IN A TRAINING PROGRAM. BADGING HOURS AND ADDITIONAL INFORMATION MAY BE OBTAINED FROM THE HUC AIRPORT OPERATIONS OFFICE.

MISCELLANEOUS:

1. EQUIPMENT AND STOCKPILED MATERIAL SHALL BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT RESULTING FROM AIRCRAFT JET BLAST OR WIND CONDITIONS IN EXCESS OF 10 KNOTS.
2. OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL LOCATED IN THE AOA SHALL BE PROMINENTLY MARKED WITH ORANGE FLAGS AND UT BY APPROVED LIGHT UNITS DURING HOURS OF LIMITED VISIBILITY AND DARKNESS. CONSTRUCTION ACTIVITIES THAT MAY REQUIRE ROADWAY BARRIERS OR ANY OTHER VEHICULAR TRAFFIC INTERRUPTION SHALL BE PREVIOUSLY COORDINATED WITH, AND APPROVED BY, THE RESIDENT ENGINEER.
3. ALL MATERIALS AND EQUIPMENT, WHEN NOT IN USE, SHALL BE PLACED IN THE STAGING AREA OR OTHER APPROVED AREAS WHERE THEY WILL NOT CONSTITUTE A HAZARD TO AIRCRAFT OPERATIONS AND NOT PENETRATE CLEARANCE SURFACES DEFINED ON THE SAFETY PLAN.
4. MAXIMUM EQUIPMENT HEIGHT SHALL NOT EXCEED 20 FEET UNLESS PRIOR APPROVAL IS OBTAINED FROM THE RESIDENT ENGINEER. REFER TO CONSTRUCTION SAFETY AND PHASING PLAN.
5. UPON COMPLETION OF ANY STAGE OR PHASE OF WORK, THE RESIDENT ENGINEER WILL ARRANGE A PHYSICAL INSPECTION OF THE AREA WITH AIRPORT OPERATIONS PERSONNEL AND RESIDENT ENGINEER.

TEMPORARY TERMINAL FACILITY

1. PROVIDE A TEMPORARY TERMINAL FACILITY SIMILAR TO SHOWN IN THE PROJECT MANUAL. THE FACILITY SHALL HAVE A CLOSED OFFICE SPACE, BATHROOM, OPEN OFFICE, AIR CONDITIONING AND EXTERIOR LIGHTING FIXTURES. PROVIDE POWER, INTERNET SERVICE, WATER AND DOMESTIC SEWAGE CONNECTIONS. COORDINATE INTERNET SERVICE WITH PRPA IT DEPARTMENT. SUBMIT PRODUCT FOR PRPA REVIEW AND APPROVAL.
2. THE FACILITY SHALL BE PLACED ON AN ELEVATED PLATFORM, ABOVE GROUND. ANCHOR TO GROUND TO SUSTAIN HURRICANE WINDS IN ACCORDANCE TO PUERTO RICO BUILDING CODES. SUBMIT STRUCTURAL CALCULATIONS AND DETAILS FOR PRPA REVIEW AND APPROVAL.

ABBREVIATIONS

FAA	FEDERAL AVIATION ADMINISTRATION
AOA	AIRFIELD OPERATIONS AREA
RSA	RUNWAY SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
AC	ADVISORY CIRCULAR
PRPA	PUERTO RICO PORTS AUTHORITY
FOD	FOREIGN OBJECT DEBRIS
FAR	FEDERAL AVIATION REGULATION
ARFF	AIRPORT RESCUE AND FIRE FIGHTING
DR.	DRIVE
STA.	STATION
N	NORTH
E	EAST
H	HORIZONTAL
V	VERTICAL
GA.	GAUGE IN - INCHES, INCH
FT.	FEET, FOOT
TOS	TOE OF SLOPE
HMA	HOT MIX ASPHALT
HUC	HUMACAO REGIONAL AIRPORT
BRL	BUILDING RESTRICTION LIMIT
NIC	NOT INCLUDED IN CONTRACT

ENGINEER:				NO.	DATE	ISSUE DESCRIPTION	BY	DR-4339-PR HURRICANE MARIA DISASTER RECOVERY		PRPA PROJ NO:	XXXXXXX
				1	5-SEP-25	ISSUE FOR BID	L.O.	MPPA057 HUMACAO REGIONAL AIRPORT (HUC)		DRAWN BY:	J. LOPEZ
								HUMACAO, PUERTO RICO		DESIGNED BY:	L. ORTIZ
								GENERAL NOTES		CHECKED BY:	L. ORTIZ
										DATE:	September 2, 2025
										SCALE:	NTS H V
										SHEET NO.	
										GR-003	



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SBMT:	DATE
XXXXXXXXXX CHIEF OF STUDIES AND DESIGNS	
RCMD:	DATE
ROMEL PEDRAZA, PE ASST. EXEC. DIR. ENG., CONST. & PLAN	
APP'D:	DATE
NELSON J. NEGRÓN-DÍAZ, ESQ. EXECUTIVE DIRECTOR	