



U.S. Department
of Transportation
**Federal Aviation
Administration**

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March 22, 2022

Jose Riollano
Airports Director
Puerto Rico Ports Authority
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San Juan, PR 00936-2829

Mayor Hon. José G. Rodríguez
Municipality of Mayaguez
Corner of Peral St.
Mayaguez, Puerto Rico 00681

Luis A. Irizarry
L.A. Irizarry & Associates
P.O. Box 37217
Luis Munoz Marin International Airport
San Juan, PR 00937

**Eugenio Maria de Hostos Airport (MAZ)
Re: Proposed Corrective Action Plan**

Dear Mr. Riollano:

Thank you for your February 1, 2022, response to the Federal Aviation Administration's (FAA) findings from the Part 13 investigation at MAZ. We have reviewed the Puerto Rico Port Authority (PRPA) proposed Corrective Action Plan, and we offer the following comments.

Grant Assurance 29, Airport Layout Plan.

Finding. The current Airport Layout Plan (ALP) is from 1994 and is out of date; it needs to be updated, and Respondent is in violation of Grant Assurance 29 which requires airport sponsors to keep the ALP up to date at all times. The MAZ ALP is not an accurate representation of "the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities; the location of all existing and proposed non-aviation areas and of all existing improvements thereon."

MAZ Proposed Corrective Action. Update the MAZ ALP to current standards, with the corresponding narrative and forecast. Ensure appropriate detail is provided about facilities and future development. An amendment to the recently completed Runway Rehabilitation Project 9/27 and the Taxiway connectors at Eugenio María de Hostos, Mayaguez, Puerto Rico with Grant Number 3-72-0010-015-2019 is being coordinated with the contractor Kimley-Horn, Puerto Rico, to include the airport's ALP upgrade. The Scope of Work provided stated:

Scope of Services

Kimley-Horn will provide the services specifically set forth below. The following are the only drawing sheets that include the Runway 9 and taxiway C and D that will be updated.

- Sheet No. 1 - Existing Airport Facilities
- Sheet No. 2 - Airport Layout Plan
- Sheet No. 3 - Existing and Future Terminal Area
- Sheet No. 4 - Runway Plan and Profile

No updates will be made to the Title Sheet nor Sheet Nos. 5 through 10.

FAA Response. FAA does not accept the proposed corrective action because the proposal does not include all the ALP sheets. We request the entire ALP be updated in accordance with the Standard Operating Procedure (SOP) for FAA Review and Approval of Airport Layout Plans (ALPs). The airport sponsor also needs to update their MAZ Exhibit A in accordance with FAA standards as part of this ALP update. Additionally, current standards for the Exhibit A require the inclusion of any grant assurance releases, interim/concurrent use, and the date and type of land-use change (Please see Exhibit A SOP).

Grant Assurance 19, *Operation and Maintenance.*

Finding. There is a need for better maintenance practices at the airport. Among the identified areas that need greater attention included the Terminal, removal of vegetation, airport access road, and others. FAA asked for updates on the maintenance practices and plans at MAZ every six months for the next 12 calendar months. In addition, FAA asked for a plan for the disposition of abandoned structures and unairworthy aircraft.

Proposed Corrective Action. The sponsor provided a list of buildings and ground maintenance activities. This also included certain weekly maintenance activities.

For the abandoned structures PRPA stated:

The PRPA will be including the demolition of abandon structure on the next update of the Capital Improvement Program (CIP). In the meantime, if PRPA receive a proposal from private capital for the lease or rehabilitation of the structure, then will move forward with a leases agreement for that purpose.

Concerning the disposition of unairworthy aircraft, PRPA stated:

Under the Puerto Rico Ports Authority (PRPA) Organic Law Number 125 of May 7, 1942, the PRPA is entitled to maintain its properties in the best conditions.

FAA Response. Maintenance. FAA partially accepts this proposed corrective action. We commend PRPA for the information provided however, several findings included damages to airport infrastructure requiring repairs that require projects to comply with Grant Assurance 19. We request PRPA to work with the Atlanta ADO on a schedule concerning the repairs for the terminal and the airport access road.

Abandoned structures. FAA rejects the proposed corrective action. While we commend PRPA for the attempt to remove an abandoned structure and add such costs to the Capital Improvement Program (CIP), compliance with Grant Assurances is not subordinate to future AIP funding. As per 14 CFR Part 77, such obstructions are presumed to be a hazard to air navigation unless an aeronautical study determines otherwise. Thus, the proposed corrective action plan should (1) identify obstructions/structures not serving an aeronautical purpose and file an FAA Form 7460-1 for each of them (2) the tentative schedule of proposed actions to remove or mitigate obstructions, and (3) estimated costs. Please ensure that any other abandoned structures are properly addressed.

Abandoned and unairworthy aircraft. FAA accepted the proposed corrective action, and we consider this matter closed.

If you have further questions, please contact me at gabriel.mahns@faa.gov.

Sincerely,

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Date: 2022.03.22
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Gabriel Mahns
Airport Compliance Specialist