

Metropolitan Washington Airports Authority
PROCUREMENT AND CONTRACTS DEPT.
AMENDMENT OF SOLICITATION

Metropolitan Washington Airports Authority Procurement and Contracts Dept., MA-440 1 Aviation Circle, Suite 154 Washington, DC 20001-6000 Telephone: (703) 417-8660	1A. AMENDMENT OF SOLICITATION NO.	1B. DATED
	1-06-C094	July 5, 2006
	2A. AMENDMENT NO.	2B. EFFECTIVE DATE
	One (0001)	July 27, 2006

The solicitation identified in Block 1A is amended as set forth in Block 3. Hour and date specified for receipt of offers is extended, is not extended. Offerors must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) by completing Block 4 and returning copy of the amendment; (b) by acknowledging receipt of this amendment on the Solicitation Offer and Award Sheet, Block 13. **FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER.**

3. DESCRIPTION OF AMENDMENT

The Metropolitan Washington Airports Authority Solicitation 1-06-C094, entitled "Concourse G Demolition at Washington Dulles International Airport" is amended as follows:

1. Addendum No. 1, dated July 21, 2006, is provided and incorporated into the solicitation documents.
2. The deadline for submission of proposals is extended to 2:00 PM local time, August 11, 2006.

Except as provided herein, all terms and conditions of the document referenced in Block 1A, as heretofore changed, remain unchanged and in full force and effect.

4A. NAME AND TITLE OF OFFEROR	4B. SIGNATURE	4C. DATE

**Metropolitan Washington Airports Authority
Washington Dulles International Airport**

Concourse G Demolition
Task Order 9
Addendum No. 1
July 21, 2006

REVISIONS

Drawings: The following changes are made per comments:

1. P2.1 Reference Drawing 'Below Grade Plumbing Part Plan' was omitted from the final issue of construction documents. See additional reference sheet. P2.1.
2. FP.02 Reference Drawing was mislabeled in the final issue of construction documents. The correct drawing number is FP1.1 'Fire Protection Apron F Facility Building Plan'. This reference drawing is included in the construction documents.
3. AR2.0006 Salvage Item Schedule: All four (4) Roof Top Units (RTUs) are to be salvaged by the Contractor and staged near the site for later removal by MWAA.
4. CV02.0002: Keyed Note 25: Revise to read as follows: PLUG 10" PVC SANITARY SEWER AT EXISTING MANHOLES SMH-1 AND SMH-2. SEE REFERENCE DRAWING C6.01 FOR LOCATION OF SMH-2. INSTALL EXPANDING MECHANICAL PIPE PLUGS DESIGNED FOR USE IN 10" PIPE IN ALL PIPE OPENINGS. WORK AT SMH-2 MUST BE PERFORMED BETWEEN 2300 HOURS AND 0600 HOURS.

Attachment 5 Airport Bulletins: The following has been added to the Contract documents:

1. Orders and Instructions, IAD 6-2-2, Fuel System Work Coordination at Washington Dulles International Airport.

ORDERS & INSTRUCTIONS

SUBJECT: **FUEL SYSTEM WORK COORDINATION AT
WASHINGTON DULLES INTERNATIONAL AIRPORT**

1. PURPOSE

This Orders & Instructions (O&I) establishes the process for planning, coordinating, and executing physical work and/or outages affecting the Washington Dulles International Airport (IAD) Fuel System.

2. DISTRIBUTION

This O&I is distributed to Washington Dulles Airport Division Managers and above, Office of Engineering Department Managers and above, Parsons Management Consultants (PMC), all air carriers, Fixed Base Operators (FBOs), and hydrant fuel system operators at Washington Dulles International Airport.

3. BACKGROUND

The Airport Fuel System is very complex and far reaching. The adverse impact of inadvertently opening a valve or hydrant could be costly in terms of lost product, environmental impacts, disruptions to Airport and airline operations, and valuable manpower. The growth in aircraft and associated fueling operations, coupled with the growth in construction activity, has made it increasingly difficult to safely expand and maintain the Fuel System. Formalizing the Fuel System Work Coordination procedures will ensure thorough preplanning, clear communication among all users, and help prevent potentially costly errors.

4. DEFINITIONS

A. Fuel System – Collectively, all fuel receipt, storage, transmission, delivery, and emergency fuel shut-off systems and related facilities, fixtures, equipment and other real and personal property located upon the Airport premises or right-of-ways. This includes all activities and equipment inside the Airport tank farm, pipeline breakout storage tankage, the underground hydrant piping supplying jet fuel from the tank farm to the hydrant valves on the ramp, fuel hydrant pits and vaults, environmental controls, ground fuels facility, emergency fuel shut-off, and leak detection systems.

B. Permit to Work on Fuel System Request Form – The standard form which initiates the work coordination process. See enclosed Metropolitan Washington Airports Authority Form EM-43.

- C. Requestor – The person, typically a contractor or Resident Engineer, who is planning to work on the Fuel System.
- D. Air BP IAD Permit to Work Form – An industry standard form that is issued by Air BP granting permission to work on the Fuel System.
- E. Issuing Officer – An Air BP person who has been trained and authorized to issue permits.
- F. Recipient – The person receiving the Permit to Work and the individual doing the work or in charge of the people doing the work. The recipient must be briefed by the Air BP Issuing Officer on all operations being conducted in his/her area of control.
- G. Fuel System Handover Inspection Form – The standard form which documents pre- and post-work Fuel System conditions. See enclosed Metropolitan Washington Airports Authority Form EM-44.
- H. Fuel System Operator – The Company, currently Air BP, who operates the Fuel System at Washington Dulles International Airport on behalf of the Fuel System lessee, IAD Fuels, LLC.
- I. Into-Plane Agent – Companies who have permits from the Authority to perform into-plane fueling services at IAD. Currently, Air BP, Swissport, Landmark, and Signature are Into-Plane Agents at IAD.
- J. Resident Engineer – The person responsible for the supervision and coordination of individual construction contracts, referred to in the contract documents as the Contracting Officer's Technical Representative.
- K. Contractor – An individual, firm, partnership, or corporation undertaking a project through one or more contracts with the Authority, program, manager, or a tenant, performing work at a job site located on Washington Dulles International Airport.
- L. Construction Permit – A Code Permit issued by the Authority Building Codes and Environmental Department (MA-38) or an Airport Work Permit issued by the IAD Engineering Division (MA-224).

5. PROCEDURE

- A. Air BP is the current custodian of the IAD Fuel System and all work which could affect the system shall be coordinated through Air BP. As the Fuel System custodian, Air BP will conduct Fuel System Safety Training and issue IAD Fuel System Permit to Work Forms. The IAD Fuel System Permit to Work will be issued by Air BP only after a Construction Permit is issued by the Authority. A copy of the Construction Permit must be attached to the Permit to Work on Fuel System Request Form submitted to Air BP.

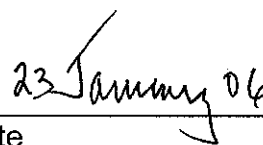
- B. SAFETY – All individuals working on the Fuel System must have received documented Air BP Fuel System Safety Training within 12 months of the start of work. Individuals that have received Air BP Fuel System Safety Training directly from Air BP, typically contractors' safety managers, can train other workers. Documentation of training must be forwarded to the Air BP Product Supply Manager within 5 days of the completion of training. All training must be in accordance with Air BP-provided curriculum.
- C. SAFETY – All individuals entering and exiting the Tank Farm must register at the Tank Farm Control Room. This will ensure communication between Air BP and the individual(s) as well as, in the unlikely event of an emergency, facilitate employee accounting and search and rescue efforts, if necessary.
- D. Contractors intending to modify, expand, or test any component of the system or work in the Tank Farm shall begin by confirming existing operational conditions via physical inventory and, with Air BP's assistance, verifying the functionality of critical components (valves, vents, drains, controls, alarm panels, etc.) prior to preparing shop drawings and developing a detailed work plan.
- E. Contractors shall submit construction drawings, shop drawings, and work plans to the Authority for review and issuance of a Construction Permit at least 15 business days in advance of any work on the Fuel System.
- F. At least four business days in advance of any work on the Fuel System, including work within the Tank Farm fence, the Requestor shall prepare and submit to the Air BP Product Supply Manager a completed Permit to Work on Fuel System Request Form. A Work Plan shall be attached to the Permit to Work on Fuel System Request Form. Any system components requiring Lockout/Tagout will be identified at this time.
1. Jobs of limited scope and duration and all jobs in the tank farm - To fulfill most jobs, the Air BP Issuing Officer will issue the Requestor a written Air BP IAD Permit to Work.
 - a. The Air BP IAD Permit to Work will be issued the day of the work and will include location of work, safety precautions, gas testing requirements, etc.
 - b. The Air BP IAD Permit to Work must be returned to Air BP at the end of each work period and a new one secured before every subsequent work period.
 - c. The Recipient shall ensure that the original copy of the Air BP IAD Permit to Work is readily visible at the work area during the course of the work.
 - d. All Air BP IAD Permits to Work are valid ONLY for the period stated. In any case, the maximum duration of an Air BP IAD Permit to Work shall be 12 hours.

- e. If conditions change from those identified in the physical inventory conducted by the Contractor or from those identified in the Work Plan, or should emergencies arise, the Air BP IAD Permit to Work becomes invalid and all work WILL stop.
2. Jobs of major scope and extended duration - Air BP will hand over to the Resident Engineer and Contractor that part of the Fuel System undergoing work in accordance with the following:
 - a. At least 48 hours in advance of the beginning of work, the Contractor in possession of a Permit to Work on Fuel System Request Form endorsed by Air BP, shall hold a Pre-Work meeting.
 - b. The Resident Engineer will arrange for all concerned parties to attend the Pre-Work meeting. Concerned parties would normally include the Contractor; Air BP Product Supply Manager; Into-Plane Agents; Airport Operations, MA-210; and Fire and Rescue (Fire Marshal), MA-322.
 - c. At the Pre-Work meeting, the Resident Engineer and concerned parties shall review the Permit to Work on Fuel System Request Form and attached Work Plan. If all is in order, Section II of the Fuel System Handover Inspection Form will be signed by the attendees to indicate concurrence with the proposed fuel system outage.
 - d. As a follow-on to the Pre-Work meeting, the Resident Engineer, Contractor, and Air BP will inspect the work site and complete the Pre-Work inspection column on the Fuel System Handover Inspection Form. The purpose of the Pre-Work inspection is to verify that the Fuel System and all its components are working satisfactorily and to document their condition before the start of the work.
 - e. After the Pre-Work meeting, the Resident Engineer and/or Contractor will provide copies of the Forms for each attendee's records and for distribution within their organization. Courtesy copies will also be distributed to the Building Codes/Environmental Department, MA-38, and the Utilities Services Division, MA-223.
 - f. Air BP will have final responsibility for ensuring that Air BP's field staff, tank farm staff, and Into-Plane Agents are fully aware of the approved Work Plan, especially the dates, times, and durations of scheduled outages.
 - g. At the completion of the job, the Resident Engineer, Contractor, and Air BP will inspect the fuel system section being returned to ensure it is in at least pre-work condition. At that time, the Post-Work column on the Fuel System Handover Inspection Form will be completed.

- G. LOCKOUT/TAGOUT – Air BP will perform the lockout and tagout of Fuel System components needing isolation. Contractors are also required to affix their lockout devices and tags in coordination with Air BP. Contractors are required to create their own lockout/tagout plan/procedures which will be submitted to Air BP and the Resident Engineer for approval prior to the start of work. The Contractor’s lockout/tagout plan shall include lock and tag installation, provisions for group lockout/tagout and shift/personnel changes, testing, and final removal of lockout/tagout devices. If work involves lockout/tagouts at multiple locations, a diagram of the project site with lockout/tagout locations identified on the diagram must be provided by Contractor with lockout/tagout plan/procedures.



Christopher U. Browne
Airport Manager

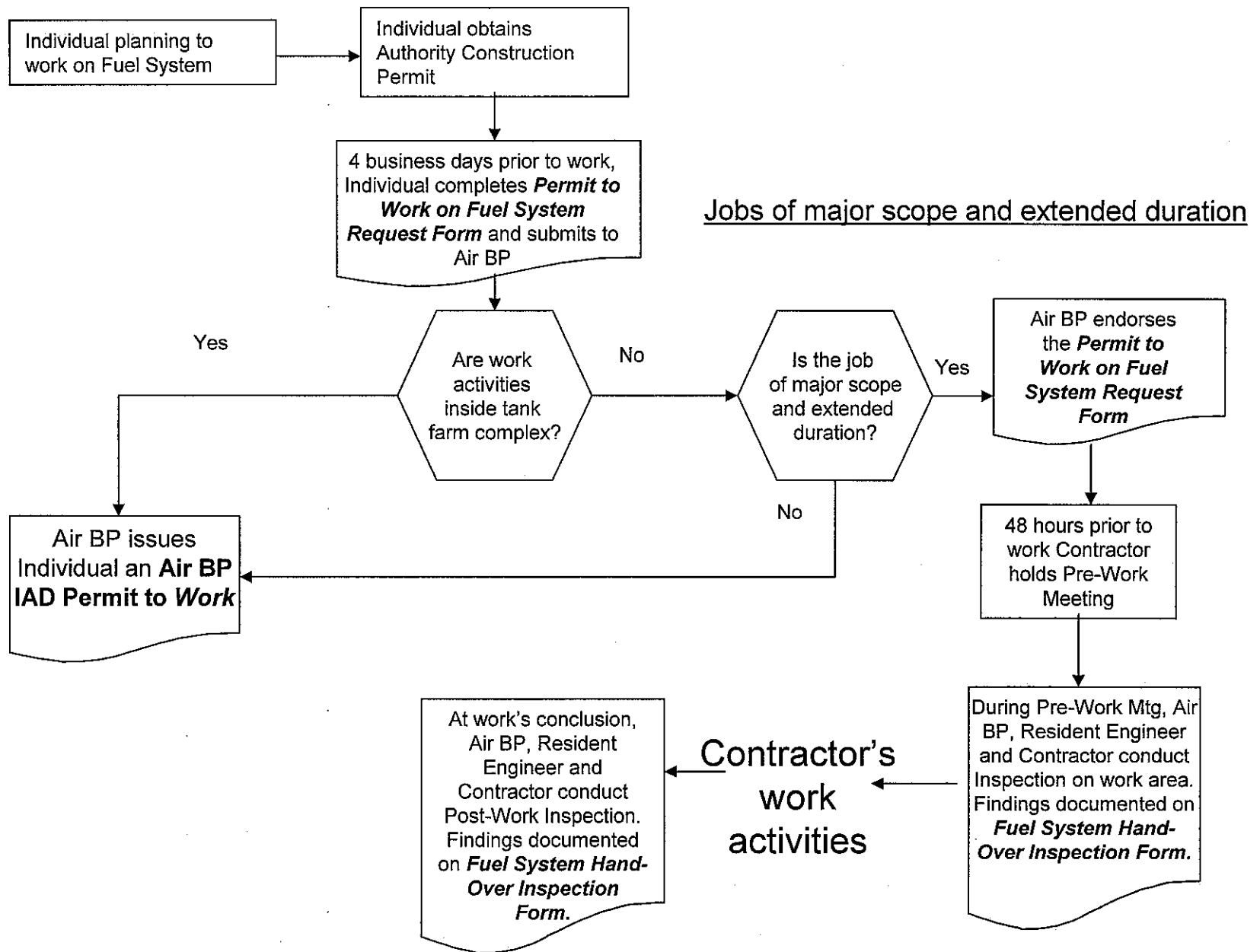


Date

Enclosures

- Washington Dulles Fuel System Work Coordination Flow Diagram
- Permit to Work on Fuel System Request Form, MWAA Form EM-43
- Fuel System Handover Inspection Form, MWAA Form EM-44

Washington-Dulles Fuel System Work Coordination Flow Diagram



Metropolitan Washington Airports Authority – IAD
Permit to Work on Fuel System Request Form

SECTION I: INITIATION OF PERMIT REQUEST – COMPLETED BY REQUESTOR

Requestor: _____ Project: _____ Date: _____

Company: _____ Phone #: _____

Date(s) and Time of Work:
 Work will be begin on ___/___/___ and end on ___/___/___ . Will work be done on weekends? Yes/ No
 Each day work will begin at _____ hours and end at _____ hours.

Check Applicable Boxes and Provide a Brief Description of Work:

1. Location of Work: Tank Farm Hydrant System Emergency Fuel Shutoff Other _____
 2. Permit Type: Cold Work Hot Work Confined Space Entry
 3. Work Involves: Lockout/ Tag out Lifting/ Cranes Working at Heights Confined Space
 4. Is a detailed Work Plan attached? Yes No

SECTION II: JOB HAZARD ANALYSIS/ METHOD STATEMENT – COMPLETED BY REQUESTOR

STEP #1 – SEQUENCE OF STEPS TO BE COMPLETED	STEP #2 – POTENTIAL HAZARDS	STEP #3 – CONTROLS TO ELIMINATE OR REDUCE HAZARDS

Have all employees working under permit received fuel system safety training within last 12 months? Yes/ No
 Does work involve stopping fuel flow, disabling an EFSO, or will work last an extended duration? Yes/ No

Describe how work activities will be controlled and abandoned in the event of an emergency.

SECTION III: DECISION – COMPLETED BY AIR BP

Work Permit to be Issued; Permit # _____ **OR** Fuel System Hand-Over Pre-work Meeting to be scheduled by Contractor

Air BP Signature _____ Title _____ Date _____

Metropolitan Washington Airports Authority – IAD
FUEL SYSTEM HANDOVER INSPECTION FORM

SECTION I: INITIATION OF REQUEST

Requestor: _____ Project: _____ Date: _____
 Contractor: _____ Phone #: _____ Physical Work Start: _____

SECTION II: NOTIFICATION OF FUEL SYSTEM OUTAGE – COMPLETE DURING PRE-WORK MEETING

(Resident Engineer) _____ Date _____	(Operations Manager – Swissport) _____ Date _____
(Product Supply Manager – Air BP) _____ Date _____	(Operations – MA-210) _____ Date _____
(Operations Manager – Air BP) _____ Date _____	(Fire & Rescue – MA-322) _____ Date _____

SECTION III: HYDRANT SYSTEM HANDOVER

PRE-WORK - Inspect to verify system and all components are working satisfactorily. Document condition as necessary. N/A where appropriate.	INSPECTION CRITERIA	POST-WORK – Inspect to verify system and all components are working in at least pre-work condition. Document condition as necessary.
<input type="checkbox"/>	Fuel Clear & Bright/ meets ASTM1655?	<input type="checkbox"/>
<input type="checkbox"/>	Valves working, handles turn?	<input type="checkbox"/>
<input type="checkbox"/>	Pit/ Valve Vault labeled?	<input type="checkbox"/>
<input type="checkbox"/>	Pit/ Vault general condition, lid working?	<input type="checkbox"/>
<input type="checkbox"/>	Lanyard Present?	<input type="checkbox"/>
<input type="checkbox"/>	Flange bolts tight?	<input type="checkbox"/>
<input type="checkbox"/>	Water intrusion, fuel leaks in pit or vault?	<input type="checkbox"/>
<input type="checkbox"/>	E.F.S.O. properly signed and lights working? Any Trouble alarms?	<input type="checkbox"/>
<input type="checkbox"/>	E.F.S.O. pull stations accessible?	<input type="checkbox"/>
<input type="checkbox"/>	Successful VADEQ leak detection test for 3 consecutive days?	<input type="checkbox"/>
<input type="checkbox"/>	Cathodic and lightning protection working?	<input type="checkbox"/>
	Other conditions. <small>(attach separate sheet if necessary)</small>	
HAND-OVER		
_____ (Air BP Product Supply Mgr.) _____ Date _____ TURNOVER OF FUEL SYSTEM SECTION		_____ (Air BP Product Supply Mgr.) _____ Date _____ RECEIPT OF FUEL SYSTEM SECTION.
_____ (Resident Engineer) _____ Date _____ RECEIPT OF REQUESTED FUEL SYSTEM SECTION FROM AIR BP.		_____ (Resident Engineer) _____ Date _____ TURNOVER OF REQUESTED FUEL SYSTEM SECTION FROM AIR BP.