The State of New Hampshire
Department of Transportation

David Rodrigue, P.E.
Commissioner

Susan M. Klasen, P.E.
Assistant Commissioner

Michelle L. Winters
Deputy Commissioner

Her Excellency, Governor Kelly A. Ayotte
and the Honorable Council
State House
Concord, NH 03301

Bureau of Aeronautics
September 30, 2026

Requested Action

Authorize the Department of Transportation (NHDOT) to provide funding to the Pease Development Authority (PDA) (Vendor Code 156846), for SBG 15-18-2026 to complete the final design and to construct/expand the airport terminal parking lot, at the Skyhaven Airport, Rochester, NH. Federal and State participation in the amount of $515,881 is effective upon Governor and Council approval through August 6, 2030. **97.4% Federal Funds, 2.6% State Funds.**

Funding is available as follows:

	FY 2027
04-96-96-960030-1335	
FAA Projects	
034-500161 New Construction	$515,881

Explanation

A total of $502,653 (95% of the total project cost) is proposed from federal funds to complete the final design and to construct/expand the airport terminal parking lot (approximately 10,100 SF), at the Skyhaven Airport, Rochester, NH. Federal funding for this project is being granted from the Infrastructure Investment and Jobs Act (IIJA).

The project includes final design to capture unanticipated work associated with the transfer of property rights from NHDOT to the PDA. The ownership and management of the Skyhaven Airport was transferred from NHDOT to the PDA on June 24, 2009. There were sections of property that still needed to be transferred from NHDOT to the PDA to reconstruct and expand the existing parking lot. This transfer was required by FAA rules and regulations before a grant could be issued. This work included an updated survey of this area and coordination by the consultant.

The reconstruction of the parking lot will result in improved access to the airport terminal building with reduced access width for a safer, properly marked, entrance. A paved sidewalk and properly marked parking spaces will also be included as part of the project.

This project is beneficial to the state by making the necessary safety improvements to the NH airport system.

This project was placed out to bid and the low bid was submitted by WP Davis Excavation, LLC.

The breakdown of the project is as follows:

Engineering Fees (Final Design) (Jacobs Engineering Group)	$ 83,529
Resident Engineering (Jacobs Engineering Group)	$ 98,715
Construction (WP Davis Excavation, LLC)	$ 348,865
Total Project	**$ 529,109**

The Department of Transportation accepts the Federal Funds in the amount of $502,653 (95%) for this project as a pass through to the PDA in accordance with RSA 422:15. State participation in the amount of $13,228 (2.5% for this project) is also requested. The PDA will participate in the amount of $13,228 (2.5% of this project). The total cost of this project (including federal, state and local matching shares) is $529,109.

A summary of the total project cost and requested action is provided below.

	Total Project Cost		**Requested Action**	
	Cost	%	Cost	%
FAA	$502,653	95%	$502,653	97.4%
State	$13,228	2.5%	$13,228	2.6%
PDA	$13,228	2.5%	$0	0.0%
Total	$529,109	100%	$515,881	100%

In the event that the Federal Funds are no longer available, additional General Funds will not be requested to support this program.

As a State agency, the PDA is not obligated to procure insurance. In addition, the indemnification requirement has been waived for this contract.

The contract has been approved by the Attorney General as to form and execution, and the Department has verified that the necessary funds are available. Copies of the fully executed contract are on file at the Secretary of State's Office and the Department of Administrative Service's Office, and subsequent to Governor and Council approval will be on file at the Department of Transportation.

In accordance with the FAA Grant Assurances C - Sponsor Certifications, Responsibility and Authority of the Sponsor, the grant funds must be immediately available for the project to execute; therefore, all funding for this project is encumbered in the first fiscal year.

Please note that the state funds are from the General Fund and have been previously approved in HB25, 2019, RSA 146:1, XVI-A Capital Budget.

Your approval is respectfully requested.

Sincerely,



David M. Rodrigue, PE
Commissioner

Attachments
DR/tlsl

Jacobs

Jacobs No: E2X90512
SBG No.: SBG 15-18-2026
Subject: Tabulation of Bid Values
Date/Time: 5/29/2026 @ 2:00 PM
Airport: Skyhaven Airport
Project: Reconstruct Terminal Automobile Parking Lot

Prepared by: J. Pelletier

				Engineer's Estimate		N.M. Curtis Earthworks, Inc.		WP Davis		Northeast Earth Mechanics	
ITEM NO.	**DESCRIPTION**	**BID QTY**	**UNIT**	**UNIT COST**	**TOTAL**	**UNIT COST**	**TOTAL**	**UNIT COST**	**TOTAL**	**UNIT COST**	**TOTAL**
Base Bid											
202.41	Removal of Existing Pipe 0-24" Diameter	50	LF	$28.00	$1,400.00	$42.00	$2,100.00	$50.00	$2,500.00	$30.00	$1,500.00
203.3	Unclassified Excavation	1,200	CY	$25.00	$30,000.00	$28.00	$33,600.00	$55.00	$66,000.00	$25.00	$30,000.00
203.6	Embankment-in-Place (F)	20	CY	$20.00	$400.00	$20.00	$400.00	$25.00	$500.00	$25.00	$500.00
304.3	Crushed Gravel (F)	260	CY	$55.00	$14,300.00	$34.50	$8,970.00	$100.00	$26,000.00	$75.00	$19,500.00
304.5	Crushed Stone (Coarse Gradation) (F)	8	CY	$52.00	$416.00	$43.00	$344.00	$75.00	$600.00	$100.00	$800.00
403.11042	Hot Bituminous Pavement - 1/2" Surface Mix, Machine Method, QC/QA Tier 2	280	TON	$125.00	$35,000.00	$206.00	$57,680.00	$175.00	$49,000.00	$200.00	$56,000.00
410.22	Asphalt Emulsion for Tack Coat	120.0	GAL	$7.00	$840.00	$8.50	$1,020.00	$9.50	$1,140.00	$15.00	$1,800.00
413.1	Hot-Poured Crack Sealant	15.0	LB	$5.00	$75.00	$6.00	$90.00	$25.00	$375.00	$200.00	$3,000.00
417	Cold Planing Bituminous Surfaces	1,500.0	SY	$4.00	$6,000.00	$5.00	$7,500.00	$12.00	$18,000.00	$7.50	$11,250.00
593.221	Geotextile; Separation Class 2, non-woven	40.0	SY	$4.00	$160.00	$5.00	$200.00	$10.00	$400.00	$10.00	$400.00
603.00412	12" R.C. Pipe, 3750D	180.0	LF	$150.00	$27,000.00	$195.00	$35,100.00	$150.00	$27,000.00	$135.00	$24,300.00
604.246	Drop Inlets D-Type F	3.0	EA	$4,000.00	$12,000.00	$5,600.00	$16,800.00	$750.00	$2,250.00	$6,500.00	$19,500.00
604.324	Drainage Manhole, 4-Foot Diameter	1.0	EA	$4,500.00	$4,500.00	$6,500.00	$6,500.00	$12,500.00	$12,500.00	$8,500.00	$8,500.00
604.51	Reconstructing/Adjusting Sewer Manholes	1.0	EA	$1,000.00	$1,000.00	$1,200.00	$1,200.00	$250.00	$250.00	$1,500.00	$1,500.00
604.59	Reconstructing/Adjusting Utility Valve	4.0	EA	$500.00	$2,000.00	$750.00	$3,000.00	$125.00	$500.00	$300.00	$1,200.00
608.24	4" Concrete Sidewalk (F)	90.0	SY	$67.00	$6,030.00	$185.00	$16,650.00	$275.00	$24,750.00	$100.00	$9,000.00
608.54	Detectable Warning Devices, Cast Iron	1.0	SY	$500.00	$500.00	$650.00	$650.00	$750.00	$750.00	$500.00	$500.00
609.01	Straight Granite Curb	90.0	LF	$41.00	$3,690.00	$76.50	$6,885.00	$100.00	$9,000.00	$100.00	$9,000.00
615.01	Traffic Sign Type A	9.0	SF	$75.00	$675.00	$63.00	$567.00	$100.00	$900.00	$50.00	$450.00
615.03	Traffic Sign Type C	10.0	SF	$75.00	$750.00	$90.00	$900.00	$100.00	$1,000.00	$50.00	$500.00
615.033	Removing Traffic Sign, Type C	1.0	EA	$82.00	$82.00	$150.00	$150.00	$150.00	$150.00	$100.00	$100.00
628.1	Sawed Concrete Pavement	20.0	LF	$12.00	$240.00	$6.00	$120.00	$50.00	$1,000.00	$10.00	$200.00
628.2	Sawed Bituminous Pavement	320.0	LF	$6.00	$1,920.00	$2.00	$640.00	$5.00	$1,600.00	$3.00	$960.00
632.0104	Retroreflective Paint Pavement Marking, Single Solid Line, 4" Line	510.0	LF	$4.00	$2,040.00	$7.00	$3,570.00	$2.50	$1,275.00	$2.00	$1,020.00
632.02	Retroreflective Paint Pavement Marking, Symbol or Word	80.0	SF	$11.00	$880.00	$12.00	$960.00	$2.50	$200.00	$15.00	$1,200.00
632.3118	Retroreflective Thermoplastic Pavement Marking, Single Solid Line, 18" Line	45.0	LF	$10.00	$450.00	$24.00	$1,080.00	$25.00	$1,125.00	$50.00	$2,250.00
645.41	Temporary Slope Stabilization Type A	560.0	SY	$5.00	$2,800.00	$5.00	$2,800.00	$5.00	$2,800.00	$5.00	$2,800.00
645.512	Compost Sock for Perimeter Berm	280.0	LF	$5.00	$1,400.00	$8.00	$2,240.00	$5.00	$1,400.00	$10.00	$2,800.00
646.51	Turf Establishment with Mulch, Tackifiers, and Loam	1,700.0	SY	$15.00	$25,500.00	$14.00	$23,800.00	$1.50	$2,550.00	$10.00	$17,000.00
692	Mobilization	1.0	LS	$49,779.60	$49,779.60	$85,000.00	$85,000.00	$34,500.00	$34,500.00	$110,000.00	$110,000.00
G-001-1	Traffic Control Plan	1.0	LS	$1,000.00	$1,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00

Jacobs

Jacobs No: E2X90512
SBG No.: SBG 15-18-2026
Subject: Tabulation of Bid Values
Date/Time: 5/29/2026 @ 2:00 PM
Airport: Skyhaven Airport
Project: Reconstruct Terminal Automobile Parking Lot

Prepared by: J. Pelletier

				Engineer's Estimate		N.M. Curtis Earthworks, Inc.		WP Davis		Northeast Earth Mechanics	
ITEM NO.	**DESCRIPTION**	**BID QTY**	**UNIT**	**UNIT COST**	**TOTAL**	**UNIT COST**	**TOTAL**	**UNIT COST**	**TOTAL**	**UNIT COST**	**TOTAL**
Base Bid											
G-001-2	Traffic Control Measures	1.0	LS	$5,000.00	$5,000.00	$12,000.00	$12,000.00	$10,000.00	$10,000.00	$20,000.00	$20,000.00
G-002-1	Record Documents	1.0	LS	$10,000.00	$10,000.00	$7,600.00	$7,600.00	$2,500.00	$2,500.00	$15,000.00	$15,000.00
M-001-1	Underground Utility Location	1.0	AL	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00
M-002-1	Drain Inlet Protection	4.0	EA	$150.00	$600.00	$375.00	$1,500.00	$175.00	$700.00	$200.00	$800.00
M-003-1	Concrete ADA Ramp	1.0	EA	$3,000.00	$3,000.00	$4,500.00	$4,500.00	$2,500.00	$2,500.00	$2,000.00	$2,000.00
M-004-1	Pipe Insulation	800.0	SF	$25.00	$20,000.00	$5.00	$4,000.00	$3.00	$2,400.00	$15.00	$12,000.00
M-005-1	Replace Waterline	90.0	LF	$25.00	$2,250.00	$142.22	$12,799.80	$125.00	$11,250.00	$100.00	$9,000.00
265619-1	Electrical Systems	1.0	LS	$15,000.00	$15,000.00	$34,060.00	$34,060.00	$12,500.00	$12,500.00	$30,000.00	$30,000.00
			Base Bid:		$298,677.60	Base Bid:	$411,975.80	Base Bid:	$346,865.00	Base Bid:	$441,330.00
				Total Bid:	**$298,677.60**	**Total Bid:**	**$411,975.80**	**Total Bid:**	**$346,865.00**	**Total Bid:**	**$441,330.00**

U.S. Department
of Transportation
Federal Aviation
Administration

NEW HAMPSHIRE AIRPORT BLOCK GRANT PROGRAM

FY 2026
Airport Improvement Grant (AIG)
GRANT AGREEMENT

Part I - Offer

Date of Offer	August 14, 2026
Airport/Planning Area	Skyhaven Airport
State Block Grant Number	SBG 15-18-2026
Unique Entity Identification (UEI) Number	CU4KHENK4JP5

TO: Pease Development Authority
(herein called the "Sponsor")

FROM: **The State of New Hampshire** (acting through the New Hampshire Department of Transportation, herein called the "State")

WHEREAS, the Sponsor has submitted to the State a Project Application June 18, 2026, for a grant of Federal and State funds for a project at or associated with the Skyhaven Airport, which is included as part of this Grant Agreement; and

WHEREAS, the FAA and State have approved a project for the Skyhaven Airport (herein called the "Project") consisting of the following:

Construct/Expand Terminal Parking Lot - Reconstruct approx. 13,000± SF - Phase II (Final Design & Construction) - IIJA-AIG

which is more fully described in the Project Application.

NOW THEREFORE, Pursuant to and for the purpose of carrying out Title 49, United States Code (USC), Chapters 471 and 475; 49 USC §§ 40101 et seq. and 48103; Consolidated Appropriations Act, 2024 (Public Law Number (P.L.) 118-42); Consolidated Appropriations Act, 2025 (P.L. 119-4); Consolidated Appropriations Act, 2026 (P.L. 119-75); FAA Reauthorization Act of 2024 (P.L. 118-63); Infrastructure Investment and Jobs Act of 2021 (IIJA) (P.L. 117-58) (as applicable); and the representations contained in the Project Application; and in consideration of: (a) the sponsor's adoption and ratification of the most recently published Grant Assurances; (b) the sponsor's acceptance of this offer; and (c) the benefits to accrue to the United States and the public from the accomplishment of the project, and compliance with the Grant Assurance and conditions as herein provided;

THE FEDERAL AVIATION ADMINISTRATION AND STATE, FOR AND ON BEHALF OF THE UNITED STATES AND STATE, HEREBY OFFERS AND AGREES to pay ninety-seven and one half (97.5) **% of the allowable costs incurred accomplishing the Project as the United States' and State's share of the Project.**

Assistance Listings Number(s): 20.117

This Offer is made on and SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

CONDITIONS

1. **Maximum Obligation.** The maximum obligation of the United States and State payable under this Offer is $515,881.00.

   The following amounts represent a breakdown of the maximum obligation for the purpose of establishing allowable amounts for any future grant amendment, which may increase the foregoing maximum obligation of the United States under the provisions of 49 U.S.C. § 47108(b):

   $0.00 for planning
   $515,881.00 for airport development or noise program implementation; and,
   $0.00 for land acquisition.

2. **Grant Performance.** This Grant Agreement is subject to the following Federal award requirements:

   a. Period of Performance:

      I. Shall start on the date the Sponsor formally accepts this Agreement and is the date signed by the last Sponsor signatory to the Agreement. The end date of the project Period of Performance is 4 years (1,460 calendar days) from the date of formal Block Grant acceptance by the State for federal funds that make up a portion of this project's funding. For this project, the period of performance end date is **August 6, 2030**.

      II. End Date: Four (4) years to the calendar day from the date of State acceptance of federal funds. **August 6, 2030**

      III. Extension of the Period of Performance (PoP): The recipient may request a one-time extension of up to one year after the PoP end date by submitting a request to the State. The request must include, at a minimum, supporting justification for the request and the amount of additional time requested. The request must be submitted at least 10 calendar days before the PoP end date. This one-time extension may not be exercised for the sole purpose of using unobligated balances.

      The PoP end date, or any extension as approved by FAA, shall not affect, relieve, or reduce recipient obligations and assurances that extend beyond the closeout of this agreement.

   b. Budget Period:

      I. For a single year grant offer, the budget period follows the same start and end date as the PoP provided in paragraph 2(a), and any extension of the PoP end date.

      II. For a multi-year grant offer, per the authority provided in 49 USC § 47108 and § 47114, the budget period is from the initial PoP start date through the end of the final fiscal year identified on a multi-year grant offer (See Multi-Year Grant Special Condition, if applicable).

   c. Appropriation Period of Availability and Expenditure:

      I. The FAA and State must obligate appropriated funds within the period of availability identified in the appropriation.

      II. In accordance with 31 USC § 1552, by September 30th of the fifth fiscal year after the period of availability, FAA and State must liquidate and close expired appropriations, and any

remaining balance (whether obligated or unobligated) must be canceled and thereafter shall not be available for obligation or expenditure for any purpose.

III. IIJA and Supplemental AIP funding are subject to this condition.

d. Close Out:

Recipients shall begin the closeout process upon physical completion of the project(s) identified in this agreement. Closeout shall proceed expeditiously and without delay, even if the PoP end date has not been reached. In accordance with 2 Code of Federal Regulations (CFR) 200, unless the FAA and State authorizes a written extension, the recipient must submit all grant closeout documentation and liquidate (pay-off) all obligations incurred under this award no later than 90 calendar days after the PoP end date. If the recipient does not submit all required closeout documentation within this period, the FAA and State will proceed to close out the grant within one year of the PoP end date with the information available at the end of 120 days.

e. Termination:

The FAA and State may terminate this agreement and all of its obligations under this agreement if any of the following occur:

I. The recipient fails to comply with the terms and conditions of this agreement;

II. The recipient fails to obtain or provide any recipient grant contribution as required by the agreement;

III. There is a material failure to comply with the Project Schedule even if it is beyond the reasonable control of the recipient;

IV. Any project changes that the FAA and State determines are inconsistent with the FAA's basis for selecting the project to receive a grant;

V. Continued grant payment inactivity, generally defined as no drawdowns over a 12-month period;

VI. The recipient requests that the State terminate the agreement under this section; or

VII. The FAA determines that termination of this agreement is in the public interest.

In terminating this agreement under this section, the FAA may elect to consider only the interests of the FAA.

3. **Ineligible or Unallowable Costs.** In accordance with 49 USC § 47110, the sponsor is prohibited from including any costs in the grant funded portions of the project that the FAA has determined to be ineligible or unallowable, including costs incurred to carry out airport development implementing policies and initiatives repealed by Executive Order 14148, provided such costs are not otherwise permitted by statute.

4. **Indirect Costs - Sponsor.** The Sponsor may charge indirect costs under this award by applying the indirect cost rate identified in the project application as accepted by the FAA or State, to allowable costs for Sponsor direct salaries and wages.

5. **Determining the Final Federal Share of Costs.** The United States' and State's share of allowable project costs will be made in accordance with 49 U.S.C. § 47109, the regulations, policies, and procedures of the Secretary of Transportation ("Secretary") and State, and any superseding legislation. Final determination of the United States' and State's shares will be based upon the final audit of the total amount of allowable project costs and settlement will be made for any upward or downward adjustments to the Federal and State shares of costs.

6. **Completing the Project Without Delay and in Conformance with Requirements.** The sponsor must carry out and complete the project without undue delay, and in accordance with this agreement, 49 USC Chapters 471 and 475, IIJA (P.L. 117-58) (as appropriate), and the regulations, policies, and procedures of the Secretary. Per 2 CFR § 200.308, the sponsor agrees to report and request prior FAA approval for any disengagement from performing the project that exceeds three months, or a 25 percent reduction in time devoted to the project. The report must include a reason for the project stoppage. The sponsor also agrees to comply with the grant assurances, which are part of this agreement.

7. **Amendments or Withdrawals before Grant Acceptance.** The State reserves the right to amend or withdraw this offer at any time prior to its acceptance by the Sponsor.

8. **Offer Expiration Date.** This offer will expire and the United States and the State will not be obligated to pay any part of the costs of the project unless this offer has been accepted by the Sponsor on or before September 16, 2026, or such subsequent date as may be prescribed in writing by the State.

9. **Improper Use of Federal Funds and Mandatory Disclosure.**

   a. The Sponsor must take all steps, including litigation, if necessary, to recover Federal and State funds spent fraudulently, wastefully, or in violation of Federal and State antitrust statutes, or misused in any other manner for any project upon which Federal and State funds have been expended. For the purposes of this Grant Agreement, the term "Federal funds" and "State funds" mean funds however used or dispersed by the Sponsor, that were originally paid pursuant to this or any other Federal or State grant agreement. The Sponsor must obtain the approval of the State as to any determination of the amount of the Federal and State share of such funds. The Sponsor must return the recovered Federal and State shares, including funds recovered by settlement, order, or judgment, to the State. The Sponsor must furnish to the State, upon request, all documents and records pertaining to the determination of the amount of the Federal and State shares or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the Sponsor, in court or otherwise, involving the recovery of such Federal and State shares require advance approval by the State.

   b. The Sponsor, a recipient, and a subrecipient under this Federal and State grant must promptly comply with the mandatory disclosure requirements as established under 2 CFR § 200.113, including reporting requirements related to recipient integrity and performance in accordance with Appendix XII to 2 CFR Part 200.

10. **United States and State Not Liable for Damage or Injury.** The United States and the State are not responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this Grant Agreement. Notwithstanding the foregoing, nothing herein contained shall be deemed to constitute a waiver of the sovereign immunity of the State, such immunity is hereby reserved to the State. This covenant shall survive the termination of this Agreement.

11. **System for Award Management (SAM) Registration and Unique Entity Identifier (UEI).**

   a. Requirement for System for Award Management (SAM): Unless the Sponsor is exempted from this requirement under 2 CFR § 25.110, the Sponsor must maintain the currency of its information in the SAM until the Sponsor submits the final financial report required under this Grant, or receives the final payment, whichever is later. This requires that the Sponsor review and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term. Additional information about registration procedures may be found at the SAM website (currently at http://www.sam.gov).

b. Unique entity identifier (UEI) means a 12-character alpha-numeric value used to identify a specific commercial, nonprofit or governmental entity. A UEI may be obtained from SAM.gov at https://sam.gov/content/entity-registration.

12. **Electronic Grant Payment(s).** Unless otherwise directed by the State, the State will make each federal payment request under this agreement electronically via the Delphi eInvoicing System for Department of Transportation (DOT) Financial Assistance Awardees utilizing data provided by the Sponsor on forms acceptable to the State.

13. **Informal Letter Amendment of Projects.** If, during the life of the project, the State determines that the maximum grant obligation of the United States and State exceeds the expected needs of the Sponsor by $25,000 or five percent (5%), whichever is greater, the State can issue a letter amendment to the Sponsor unilaterally reducing the maximum obligation.

    The State can also issue a letter to the Sponsor increasing the maximum obligation if there is an overrun in the total actual eligible and allowable project costs to cover the amount of the overrun provided it will not exceed the statutory limitations for grant amendments. The State's authority to increase the maximum obligation does not apply to the "planning" component of Condition No. 1, Maximum Obligation.

    The State can also issue an informal letter amendment that modifies the grant description to correct administrative errors or to delete work items if the State finds it advantageous and in the best interests of the United States and the State.

    An informal letter amendment has the same force and effect as a formal grant amendment.

14. **Environmental Standards.** The Sponsor is required to comply with all applicable environmental standards, as further defined in the Grant Assurances, for all projects in this grant. If the Sponsor fails to comply with this requirement, the State may suspend, cancel, or terminate this Grant Agreement.

15. **Financial Reporting and Payment Requirements.** The Sponsor will comply with all Federal and State financial reporting requirements and payment requirements, including submittal of timely and accurate reports.

16. **Buy American.** Unless otherwise approved in advance by the FAA and State, in accordance with 49 U.S.C. § 50101, the Sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured goods produced outside the United States to be used for any project for which funds are provided under this Grant. The Sponsor will include a provision implementing Buy American in every contract and subcontract awarded under this Grant.

17. **Build America, Buy America.** The Sponsor must comply with the requirements under the Build America, Buy America Act (P.L. 117-58).

18. **Maximum Obligation Increase.** In accordance with 49 U.S.C. § 47108(b)(2), as amended, the maximum obligation of the United States and State, as stated in Condition No. 1, Maximum Obligation, of this Grant:

    a. May not be increased for a planning project;

    b. May be increased by not more than 15 percent for development projects, if funds are available;

    c. May be increased by not more than the greater of the following for a land project, if funds are available:

        I. 15 percent; or

        II. 25 percent of the total increase in allowable project costs attributable to acquiring an interest in the land.

If the sponsor requests an increase, any eligible increase in funding will be subject to the United States Government share as provided in 49 USC § 47109, or IIJA (P.L. 17-58), or other superseding legislation if applicable, for the fiscal year appropriation with which the increase is funded. The FAA is not responsible for the same federal share provided herein for any amount increased over the initial grant amount. The FAA and State may adjust the Federal and State shares as applicable through an informal letter of amendment.

19. **Audits for Sponsors.**

PUBLIC SPONSORS. The sponsor must provide for a Single Audit or program-specific audit in accordance with 2 CFR Part 200. The sponsor must submit the audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at http://harvester.census.gov/facweb/. Upon request of the State, the sponsor shall provide one copy of the completed audit to the State. Sponsors that expend less than $1,000,000 in federal awards and are exempt from federal audit requirements must make records available for review or audit by the appropriate federal agency officials, state, and Government Accountability Office. The FAA, other appropriate federal agencies, and State may request additional information to meet all federal audit requirements.

20. **Suspension or Debarment.** When entering into a "covered transaction" as defined by 2 CFR § 180.200, the Sponsor must:

a. Verify the non-Federal entity is eligible to participate in this Federal program by:

I. Checking the System for Award Management (SAM.gov) exclusions to determine if the non-Federal entity is excluded or disqualified; or

II. Collecting a certification statement from the non-Federal entity attesting they are not excluded or disqualified from participating; or

III. Adding a clause or condition to covered transactions attesting the individual or firm are not excluded or disqualified from participating.

b. Require prime contractors to comply with 2 CFR § 180.330 when entering into lower-tier transactions with their contractors and sub-contractors.

c. Immediately disclose in writing to the State whenever (1) the Sponsor learns it has entered into a covered transaction with an ineligible entity or (2) the Public Sponsor suspends or debars a contractor, person, or entity.

21. **Ban on Texting While Driving.**

a. In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, the Sponsor is encouraged to:

I. Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal government, including work relating to a grant or subgrant.

II. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:

a) Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

b) Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

b. The Sponsor must insert the substance of this clause on banning texting while driving in all subgrants, contracts, and subcontracts funded with this Grant.

22. **Trafficking in Persons.**

a. *Posting of contact information.*

i. The Sponsor must post the contact information of the national human trafficking hotline (including options to reach out to the hotline such as through phone, text, or TTY) in all public airport restrooms.

2. *Provisions applicable to a recipient that is a private entity.*

i. Under this Grant, the recipient, its employees, subrecipients under this Grant, and subrecipient's employees must not engage in:

a) Severe forms of trafficking in persons during the period of time that the grant or cooperative agreement is in effect;
b) The procurement of a commercial sex act during the period of time that the grant or cooperative agreement is in effect;
c) The use of forced labor in the performance of this grant; or any subaward; or
d) Acts that directly support or advance trafficking in persons, including the following acts:
1. Destroying, concealing, removing, confiscating, or otherwise denying an employee access to that employee's identity or immigration documents;
2. Failing to provide return transportation or pay for return transportation costs to an employee from a country outside the United States to the country from which the employee was recruited upon the end of employment if requested by the employee, unless:
a. Exempted from the requirement to provide or pay for such return transportation by the federal or state department or agency providing or entering into the grant; or
b. The employee is a victim of human trafficking seeking victim services or legal redress in the country of employment or witness in a human trafficking enforcement action;
3. Soliciting a person for the purpose of employment, or offering employment, by means of materially false or fraudulent pretenses, representations, or promises regarding that employment;
4. Charging recruited employees a placement or recruitment fee; or
5. Providing or arranging housing that fails to meet the host country's housing and safety standards.

ii. The FAA or State may unilaterally terminate this grant or take any remedial actions authorized by 22 USC § 7104b(c), without penalty, if any private entity under this grant:

a) is determined to have violated a prohibition in paragraph 2.a. (PoP) of this grant; or

b) has an employee that is determined to have violated a prohibition in paragraph 2.a. (PoP) of this grant through conduct that is either:
1. Associated with the performance under this grant; or
2. Imputed to the recipient or the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, "OMB Guidelines to Agencies on Government-

wide Debarment and Suspension (Nonprocurement)," as implemented by the FAA at 2 CFR Part 1200.

c. *Provisions applicable to a recipient other than a private entity.*

i. The FAA or State may unilaterally terminate this award or take any remedial actions authorized by 22 U.S.C. § 7104b(c), without penalty, if subrecipient is a private entity under this award:

a. is determined to have violated a prohibition in paragraph 2.a. (PoP) of this grant or

b. has an employee that is determined to have violated a prohibition in paragraph 2.a. (PoP) of this grant through conduct that is either:

1. Associated with the performance under this grant; or

2. Imputed to the sponsor or subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, "OMB Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement)," as implemented by the FAA at 2 CFR Part 1200.

d. *Provisions applicable to any recipient.*

i. The sponsor or subrecipient must inform the FAA, the USDDOT Inspector General, and State immediately of any information you receive from any source alleging a violation of a prohibition in paragraph 2.a. (PoP) of this grant.

ii. The FAA's and State's right to unilaterally terminate this grant as described in paragraphs 2.b. (Budget Period) or 3.a. (Close Out and Termination) of this grant, implements the requirements of 22 USC Chapter 78, and is in addition to all other remedies for noncompliance that are available to the FAA and State under this grant.

i. The sponsor must include the requirements of paragraph 2.a. (PoP) of this grant award term in any subaward it makes to a private entity.

ii. If applicable, the sponsor must also comply with the compliance plan and certification requirements in 2 CFR § 175.105(b).

e. *Definitions. For purposes of this Grant award, term:*

i. "Employee" means either:

a) An individual employed by the sponsor or a subrecipient who is engaged in the performance of the project or program under this grant; or

b) Another person engaged in the performance of the project or program under this grant and not compensated by the sponsor or a subrecipient including, but not limited to, a volunteer or individual whose services are contributed by a third party as an in-kind contribution toward cost sharing requirements.

ii. "Private Entity" means:

a) Any entity, including for-profit organizations, nonprofit organizations, institutions of higher education, and hospitals. The term does not include foreign public entities, Indian Tribes, local governments, or states as defined in 2 CFR § 200.1.

b) The terms "severe forms of trafficking in persons," "commercial sex act," "sex trafficking," "abuse or threatened abuse of law or legal process," "coercion," "debt bondage," and "involuntary servitude" have the meanings given at section 103 of the Victims of Trafficking and Violence Protection Act of 2000, as amended (22 USC § 7102).

23. **Exhibit "A" Property Map.** The Exhibit "A" Property Map dated **April 8, 2016**, is incorporated herein by reference or is submitted with the project application and made part of this Grant Agreement.

24. **Employee Protection from Reprisal.** In accordance with 2 CFR § 200.217 and 41 U.S.C. § 4701, an employee of a grantee, subgrantee contractor, recipient or subrecipient must not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body described in paragraph (a)(2) of 41 U.S.C. 4712 information that the employee reasonably believes is evidence of gross mismanagement of a Federal contract or grant, a gross waste of Federal funds, an abuse of authority relating to a Federal contract or grant, a substantial and specific danger to public health or safety, or a violation of law, rule, or regulation related to a Federal contract (including the competition for or negotiation of a contract) or grant. The grantee, subgrantee, contractor, recipient, or subrecipient must inform their employees in writing of employee whistleblower rights and protections under 41 U.S.C. § 4712. See statutory requirements for whistleblower protections at 10 U.S.C. § 4701, 41 U.S.C. § 4712, 41 U.S.C. § 4304, and 10 U.S.C. § 4310.

25. **Prohibited Telecommunications and Video Surveillance Services and Equipment.** The Sponsor agrees to comply with mandatory standards and policies relating to use and procurement of certain telecommunications and video surveillance services or equipment in compliance with the National Defense Authorization Act [P.L. 115-232 § 889] and 2 CFR § 200.216.

26. **Critical Infrastructure Security and Resilience.** The Sponsor acknowledges that it has considered and addressed physical and cybersecurity and resilience in its project planning, design, and oversight, as determined by the USDOT and the US Department of Homeland Security (DHS). For airports that do not have specific US DOT or US DHS cybersecurity requirements, the FAA and State encourage the voluntary adoption of the cybersecurity requirements from the Transportation Security Administration and Federal Security Director identified for security risk Category X airports.

27. **Title VI of the Civil Rights Act.** As a condition of a grant award, the sponsor shall demonstrate that it complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 USC §§ 2000d et seq.) and implementing regulations (49 CFR Part 21), the Airport and Airway Improvement Act of 1982 (49 USC § 47123), the Age Discrimination Act of 1975 (42 USC § 6101 et seq.), Section 504 of the Rehabilitation Act of 1973 (29 USC § 794 et seq.), the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.), U.S. Department of Transportation (Department) and Federal Aviation Administration (FAA) Assurances, and other relevant civil rights statutes, regulations, or authorities, including any amendments or updates thereto. This may include, as applicable, providing a current Title VI Program Plan to the FAA for approval, in the format and according to the timeline required by the FAA, and other information about the communities that will be benefited and impacted by the project. The sponsor shall affirmatively ensure that when carrying out any project supported by this grant that it complies with all federal nondiscrimination and civil rights laws based on race, color, national origin, sex, creed, age, disability, and genetic information, in consideration for federal financial assistance. The Department's and FAA's Office of Civil Rights may provide resources and technical assistance to recipients to ensure full and sustainable compliance with federal civil rights requirements. Failure to comply with civil rights requirements will be considered a violation of the agreement or contract and be subject to any enforcement action as authorized by law.

28. **Applicable Federal Anti-Discrimination** The sponsor agrees:

    a. That its compliance in all respects with all applicable federal anti-discrimination laws is material to the government's payment decisions for purposes of 31 USC § 3729(b)(4) and

    b. To certify that it does not operate any programs promoting Diversity, Equity, and Inclusion (DEI) that violate any applicable federal anti-discrimination laws.

29. **National Airspace System Requirements**

a. The Sponsor shall cooperate with FAA and State activities installing, maintaining, replacing, improving, or operating equipment and facilities in or supporting the National Airspace System, including waiving permitting requirements and other restrictions affecting those activities to the maximum extent possible, and assisting the FAA and State in securing waivers of permitting or other restrictions from other authorities. The Sponsor shall not take actions that frustrate or prevent the FAA or State from installing, maintaining, replacing, improving, or operating equipment and facilities in or supporting the National Airspace System.

b. If FAA or State determines that the Sponsor has violated subsection (a), the FAA or State may impose a remedy, including:

(1) additional conditions on the award;
(2) consistent with 49 U.S.C chapter 471, any remedy permitted under 2 C.F.R. 200.339–200.340, including withholding of payments; disallowance of previously reimbursed costs, requiring refunds from the Recipient to the DOT or State; suspension or termination of the award; or suspension and debarment under 2 C.F.R. part 180; or
(3) any other remedy legally available.

c. In imposing a remedy under this condition, the FAA or State may elect to consider the interests of only the FAA or State.

d. The Sponsor acknowledges that amounts that the FAA or State requires the Sponsor to refund to the FAA or State due to a remedy under this condition constitute a debt to the Federal or State Government that the FAA or State may collect under 2 C.F.R. 200.346 and the Federal Claims Collection Standards (31 C.F.R. parts 900–904).

30. **Signage Costs for Construction Projects.** The Sponsor agrees that it will require the prime contractor of a Federally- or State-assisted airport improvement project to post signs consistent with a DOT/FAA-prescribed format, as may be requested by the DOT/FAA or State, and further agrees to remove any signs posted in response to requests received prior to February 1, 2025.

31. **Availability of Funds**. Notwithstanding anything in this agreement to the contrary, all obligations of the State hereunder, including, without limitation, the continuance of payments hereunder, are contingent upon the availability and continued appropriation of funds, and in no event shall the State be liable for any payments hereunder in excess of such available appropriated funds. In the event of a reduction or termination of those funds, the State shall have the right to withhold payment until such funds become available, if ever, and shall have the right to terminate this agreement immediately upon giving the Sponsor notice of such termination. In any event neither the State nor United States shall be required to transfer funds from any other grant, program or account in the event funds under this grant are reduced or become unavailable.

32. **Effective Date**. If the date for commencement precedes the Effective Date, all services performed by the Sponsor between the commencement date and the Effective Date shall be performed at the sole risk of the Sponsor and in the event that this Agreement does not become effective, the State shall be under no obligation to pay the Sponsor for any costs incurred or services performed; however that if this Agreement becomes effective all costs incurred prior to the effective date shall be paid under the terms of this Agreement.

33. **Assignment of Interest**. The Sponsor shall not assign, or otherwise transfer any interest in this Agreement without the prior written consent of the State. None of the Services shall be delegated or subcontracted by the Sponsor without the prior written consent of the State.

34. **Entire Agreement**. This agreement, which may be executed in a number of counterparts, each of which shall be deemed an original, constitutes the entire agreement and understanding between the parties, and supersedes all prior agreements and understanding both written and verbal relating hereto.

35. Public Meeting. By signing this form, the Sponsor certifies that the Sponsor has complied with any public meeting requirement for acceptance of this grant, including, if applicable, NH RSA 31:95-b.

SPECIAL CONDITIONS

36. **Airport Layout Plan (ALP).** The sponsor understands and agrees to update the ALP to reflect the construction to standards satisfactory to the FAA and State, and submit it in final form to the FAA and State as prescribed by 49 USC § 47107(a)(16). It is further mutually agreed that the reasonable cost of developing said ALP is an allowable cost within the scope of this project, if applicable. Airport Sponsors Grant Assurance 29 further addresses the sponsor's statutory obligations to maintain an ALP in accordance with 49 USC § 47107(a)(16).

37. **Title Evidence.** The sponsor understands and agrees that the FAA and State will not make nor be obligated to make any payments involving this project until title evidence of the parcel(s) affecting the discontinuance of portions of the right of way along Route 108 in the vicinity of Skyhaven Airport has been submitted to, and found to be satisfactory by the State, subject to no liens, encumbrances, reservations, or exceptions which, in the opinion of the State, might create an undue risk or interference with the use and operation of the airport.

38. **Plans and Specifications Approval Based Upon Certification.** The FAA, State, and the sponsor agree that the FAA's and/or State's approval of the sponsor's Plans and Specification is based primarily upon the sponsor's certification to carry out the project in accordance with policies, standards, and specifications approved by the FAA and State. The sponsor understands that:

    a. The sponsor's certification does not relieve the sponsor of the requirement to obtain prior FAA and State approval for modifications to published FAA airport development grant standards or to notify the FAA and State of any limitations to competition within the project;

    b. The FAA's and State's acceptance of a sponsor's certification does not limit the FAA and State from reviewing appropriate project documentation for the purpose of validating the certification statements; and

    c. If the FAA or State determines that the sponsor has not complied with their certification statements, the FAA and State will review the associated project costs to determine whether such costs are allowable under this grant and associated grants.

39. **Buy American Executive Orders.** The sponsor agrees to abide by applicable Executive Orders in effect at the time this Grant Agreement is executed, including Executive Order 14005, Ensuring the Future Is Made in All of America by All of America's Workers.

The Sponsor's acceptance of this Offer and ratification and adoption of the Project Application incorporated herein shall be evidenced by execution of this instrument by the Sponsor, as hereinafter provided, and this Offer and Acceptance shall comprise a Grant Agreement, constituting the contractual obligations and rights of the United States and the Sponsor with respect to the accomplishment of the Project and compliance with the Grant Assurances, terms, and conditions as provided herein. Such Grant Agreement shall become effective upon the Sponsor's acceptance of this Offer.

I declare under penalty of perjury that the foregoing is true and correct.[1]

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

DAVID RODRIGUE, P.E.
COMMISSIONER

(Signature)

DAVID RODRIGUE, P.E.
COMMISSIONER
(Typed Name)

(Title of NHDOT Official)

Attorney General: This is to certify that the above Agreement has been reviewed by this office, and is approved as to form and execution.

Dated: 9/23/2026

By:
Assistant Attorney General

Secretary of State: This is to certify that the Governor and Council on _____ approved this Agreement.

Dated:

By:
Secretary of State

Attest:

(Title)

[1] Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

Part II - Acceptance

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer, and does hereby accept this Offer and by such acceptance agrees to comply with all of the Grant Assurances, terms, and conditions in this Offer and in the Project Application.

I declare under penalty of perjury that the foregoing is true and correct.[2]

Executed this 18th day of August, 2026

Pease Development Authority
(Name of Sponsor)

(Signature of Sponsor's Authorized Official)

By: Paul E. Brean
(Typed Name of Sponsor's Authorized Official)

Title: Executive Director
(Title of Sponsor's Authorized Official)

[2] Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

CERTIFICATE OF SPONSOR'S ATTORNEY

I, Anthony I. Blenkinsop, acting as Attorney for the Sponsor do hereby certify:
(Typed Name of Sponsor's Attorney)

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of New Hampshire. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative, who has been duly authorized to execute this Grant Agreement, which is in all respects due and proper and in accordance with the laws of the said State; and Title 49, United States Code (U.S.C.), Chapters 471 and 475; 49 U.S.C. §§ 40101 et seq., and 48103; FAA Reauthorization Act of 2018 (P.L. 115-254); the Department of Transportation Appropriations Act, 2021 (P.L. 116-260, Division L); the Consolidated Appropriations Act, 2022 (P.L. 117-103); Consolidated Appropriations Act, 2023 (P.L. 117-328); Consolidated Appropriations Act, 2024 (P.L. 118-42); FAA Reauthorization Act of 2024 (P.L. 118-63); and the representations contained in the Project Application. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

I declare under penalty of perjury that the foregoing is true and correct.[3]

Dated at Portsmouth, NH (location) this 18th day of August, 2026.

By: A T B
(Signature of Sponsor's Attorney)

[3] Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

PEASE
INTERNATIONAL
DEVELOPMENT
AUTHORITY

55 International Drive, Portsmouth NH 03801

CERTIFIED MOTION

I, Paul E. Brean, Executive Director of the Pease Development Authority, do hereby certify that the following is the motion the Pease Development Authority Board of Directors resolved to adopt at its June 16, 2026, Board meeting:

The Pease Development Authority ("PDA") Board of Directors approves of and authorizes the Executive Director to:

1. **Accept a federal State Block Grant offer of up to $502,654.00 and up to $13,228.00 in matching funds from NHDOT, for the Skyhaven Automobile Parking Lot project;**
2. **Spend up to $13,228.00 of PDA funds for the project;**
3. **Amend the on-call contract with Jacobs Engineering to include construction phase services in an amount of $148,471.00;**
4. **Award a contract to Williiam P. Davis Excavation, LLC in the amount of $346,865.00 for the Skyhaven Automobile Parking Lot project;**
5. **Execute any and all documents necessary to receive funds and complete the Skyhaven Automobile Parking Lot project.**

all in accordance with a memorandum of Michael R. Mates, P.E., Director of Engineering, dated June 10, 2026; attached hereto.

I further certify that such authority has not been repealed, rescinded or amended.

In witness hereof, I hereto set my hand at Portsmouth, New Hampshire, this 18th day of August, 2026.

Paul E. Brean
Executive Director

STATE OF NEW HAMPSHIRE

: ss.

COUNTY OF ROCKINGHAM

On this 18th day of **August**, 2026, before me, Raeline A. O'Neil, the undersigned officer in and for said County and State, personally appeared **Paul E. Brean**, personally known to me (or proved to me on the basis of satisfactory evidence) to be the **Executive Director** of the **Pease Development Authority** and on oath stated that he was authorized to execute this instrument and acknowledged it to be his free and voluntary act for the uses and purposes set forth herein.

Raeline A. O'Neil

Notary Public / Justice of the Peace
Printed Name:
My commission expires:

Raeline A. O'Neil
Justice of the Peace / Notary Public
State of New Hampshire
My Commission Expires 9/21/2027

PSM DAW

PEASE AIRPORT MANAGEMENT

PEASE DEVELOPMENT AUTHORITY
SKYHAVEN AIRPORT

Reconstruct Terminal Automobile Parking Lot (Approx. 10,100 SF)
Phase II (Final Design & Construction)

SBG 15-18-2026

GRANT APPLICATION

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OMB Number: 2120-0569
Expiration Date: 12/31/2026

Application for Federal Assistance SF-424

*1. Type of Submission:
- ☐ Preapplication
- ☒ Application
- ☐ Changed/Corrected Application

*2. Type of Application
- ☒ New
- ☐ Continuation
- ☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify)

*3. Date Received:

4. Applicant Identifier:

5a. Federal Entity Identifier:

*5b. Federal Award Identifier:

State Use Only:

6. Date Received by **State:**

7. **State** Application Identifier:

8. APPLICANT INFORMATION:

*a. Legal Name: Pease Development Authority

*b. Employer/Taxpayer Identification Number (EIN/TIN): 02-0440365

*c. UEI: CU4KHENK4JP5

d. Address:

*Street 1: 55 International Drive

Street 2:

*City: Portsmouth

County/Parish: Rockingham

*State: Province: NH

*Country: USA: United States

*Zip / Postal Code 03801-2882

e. Organizational Unit:

Department Name: Airport

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr. *First Name: Michael

Middle Name:

*Last Name: Mates

Suffix:

Title: Director of Engineering

Organizational Affiliation: Pease Development Authority

*Telephone Number: 603.766.9292 Fax Number:

*Email: m.mates@peasedev.org

Application for Federal Assistance SF-424

***9. Type of Applicant 1: Select Applicant Type:**

A. State Government

Type of Applicant 2: Select Applicant Type:

Pick an applicant type

Type of Applicant 3: Select Applicant Type:

Pick an applicant type

*Other (Specify)

***10. Name of Federal Agency:**

Federal Aviation Administration

***11. Catalog of Federal Domestic Assistance Number:**

CFDA No: CFDA Title:

20.117 Airport Infrastructure Grants (AIG)

***12. Funding Opportunity Number:**

N/A

*Title:

N/A

13. Competition Identification Number:

N/A

Title:

N/A

14. Areas Affected by Project (Cities, Counties, States, etc.):

***15. Descriptive Title of Applicant's Project:**

Reconstruct Terminal Automobile Parking Lot (Approx. 10,100 SF) – Phase II (Final Design & Construction)

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

16. Congressional Districts Of:

*a. Applicant: 1st NH *b. Program/Project: 1st NH

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

*a. Start Date: 04/01/2027 *b. End Date: 12/31/2027

18. Estimated Funding ($):

*a. Federal	$ 502,653
*b. Applicant	$ 13,228
*c. State	$ 13,228
*d. Local	$ 0
*e. Other	$ 0
*f. Program Income	$ 0
*g. TOTAL	**$ 529,109**

***19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on _____.

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☒ c. Program is not covered by E.O. 12372.

***20. Is the Applicant Delinquent On Any Federal Debt?**

☐ Yes ☒ No

If "Yes", explain:

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U. S. Code, Title 218, Section 1001)

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: Mr. *First Name: Paul

Middle Name:

*Last Name: Brean

Suffix:

*Title: Executive Director

*Telephone Number: 603.433.6088 Fax Number:

* Email: p.brean@peasedev.gov

*Signature of Authorized Representative: Paul G. B *Date Signed: 6/18/2026

Application for Federal Assistance (Development and Equipment Projects)

PART II – PROJECT APPROVAL INFORMATION

Part II - SECTION A

The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.

Item 1.
Does Sponsor maintain an active registration in the System for Award Management (www.SAM.gov)?
☒ Yes ☐ No

Item 2.
Can Sponsor commence the work identified in the application in the fiscal year the grant is made or within six months after the grant is made, whichever is later?
☒ Yes ☐ No ☐ N/A

Item 3.
Are there any foreseeable events that would delay completion of the project? If yes, provide attachment to this form that lists the events.
☐ Yes ☒ No ☐ N/A

Item 4.
Will the project(s) covered by this request have impacts or effects on the environment that require mitigating measures? If yes, attach a summary listing of mitigating measures to this application and identify the name and date of the environmental document(s).
☐ Yes ☒ No ☐ N/A

Item 5.
Is the project covered by this request included in an approved Passenger Facility Charge (PFC) application or other Federal assistance program? If yes, please identify other funding sources by checking all applicable boxes.
☐ Yes ☒ No ☐ N/A

☐ The project is included in an *approved* PFC application.
If included in an approved PFC application,
does the application *only* address AIP matching share? ☐ Yes ☐ No

☐ The project is included in another Federal Assistance program. Its CFDA number is below.

Item 6.
Will the requested Federal assistance include Sponsor indirect costs as described in 2 CFR Appendix VII to Part 200, States and Local Government and Indian Tribe Indirect Cost Proposals?
☐ Yes ☒ No ☐ N/A

If the request for Federal assistance includes a claim for allowable indirect costs, select the applicable indirect cost rate the Sponsor proposes to apply:

☐ De Minimis rate of 10% as permitted by 2 CFR § 200.414.

☐ Negotiated Rate equal to % as approved by (the Cognizant Agency) on (Date) (2 CFR part 200, appendix VII).

Note: Refer to the instructions for limitations of application associated with claiming Sponsor indirect costs.

PART II - SECTION B

Certification Regarding Lobbying

The declarations made on this page are under the signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached. The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.

The Authorized Representative certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Sponsor, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the Authorized Representative shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The Authorized Representative shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

PART II – SECTION C

The Sponsor hereby represents and certifies as follows:

1. Compatible Land Use – The Sponsor has taken the following actions to assure compatible usage of land adjacent to or in the vicinity of the airport:

The proposed project will not have an impact on compatible land use adjacent to or in the vicinity of the airport.

2. Defaults – The Sponsor is not in default on any obligation to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport, except as stated herewith:

The Sponsor is not in default on any applicable obligations to the US or any agency of the US government related to an airport.

3. Possible Disabilities – There are no facts or circumstances (including the existence of effective or proposed leases, use agreements or other legal instruments affecting use of the Airport or the existence of pending litigation or other legal proceedings) which in reasonable probability might make it impossible for the Sponsor to carry out and complete the Project or carry out the provisions of the Grant Assurances, either by limiting its legal or financial ability or otherwise, except as follows:

There are no known circumstances that will prevent the successful completion of the project.

4. Consistency with Local Plans – The project is reasonably consistent with plans existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

The project is consistent with State and local development plans.

5. Consideration of Local Interest – It has given fair consideration to the interest of communities in or near where the project may be located.

The Sponsor has given fair consideration to the interest to communities near the Airport.

6. Consultation with Users – In making a decision to undertake an airport development project under Title 49, United States Code, it has consulted with airport users that will potentially be affected by the project (§ 47105(a)(2)).

The project has been briefed at the Airport Advisory meetings.

7. Public Hearings – In projects involving the location of an airport, an airport runway or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

This project does not meet the above criteria for a public hearing and therfore is not required.

8. Air and Water Quality Standards – In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable and air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.

This project does not meet the above criteria for Governor notification and therefore is not required.

PART II – SECTION C (Continued)

9. **Exclusive Rights** – There is no grant of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor except as follows:

There is no grant of an exclusive right for the conduct of any aeronautical activity owned or controlled by the Sponsor.

10. **Land** – (a) The sponsor holds the following property interest in the following areas of land, which are to be developed or used as part of or in connection with the Airport subject to the following exceptions, encumbrances, and adverse interests, all of which areas are identified on the aforementioned property map designated as Exhibit "A". [1]

The sponsor owns, without adverse interest, all land shown on the Exhibit "A" Property Map dated April 8, 2016, and attached to the Grant Application for SBG 15-07-2016, reflects the current information as of this date.

The Sponsor further certifies that the above is based on a title examination by a qualified attorney or title company and that such attorney or title company has determined that the Sponsor holds the above property interests.

(b) The Sponsor will acquire within a reasonable time, but in any event prior to the start of any construction work under the Project, the following property interest in the following areas of land on which such construction work is to be performed, all of which areas are identified on the aforementioned property map designated as Exhibit "A". [1]

Prior to the start of construction work, the Sponsor will complete the right of way transfer as shown on the attached Right of Way Discontinuance Plan, dated February 2026. The Exhibit 'A' property map will be updated to reflect the transfer.

(c) The Sponsor will acquire within a reasonable time, and if feasible prior to the completion of all construction work under the Project, the following property interest in the following areas of land which are to be developed or used as part of or in connection with the Airport as it will be upon completion of the Project, all of which areas are identified on the aforementioned property map designated as Exhibit "A". [1]

Prior to the start of construction work, the Sponsor will complete the right of way transfer as shown on the attached Right of Way Discontinuance Plan, dated February 2026. The Exhibit 'A' property map will be updated to reflect the transfer.

[1] State the character of property interest in each area and list and identify for each all exceptions, encumbrances, and adverse interests of every kind and nature, including liens, easements, leases, etc. The separate areas of land need only be identified here by the area numbers shown on the property map.

PART III – BUDGET INFORMATION – CONSTRUCTION

SECTION A – GENERAL	
1. Assistance Listing Number:	20.117
2. Functional or Other Breakout:	Airport Infrastructure Grants (AIG)

SECTION B – CALCULATION OF FEDERAL GRANT			
Cost Classification	**Latest Approved Amount (Use only for revisions)**	**Adjustment + or (-) Amount (Use only for revisions)**	**Total Amount Required**
1. Administration expense			
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			39,616
5. Other Architectural engineering fees			43,913
6. Project inspection fees			98,715
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			346,865
12. Equipment			
13. Miscellaneous			
14. **Subtotal** (Lines 1 through 13)			$ 529,109
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			
17. **Less**: Ineligible Exclusions (Section C, line 23 g.)			
18. **Subtotal** (Lines 16 through 17)			$ 529,109
19. Federal Share requested of Line 18			502,653
20. Grantee share			13,228
21. Other shares			13,228
22. **TOTAL PROJECT** (Lines 19, 20 & 21)			$ 529,109

SECTION C – EXCLUSIONS	
23. Classification (Description of non-participating work)	**Amount Ineligible for Participation**
a.	
b.	
c.	
d.	
e.	
f.	
g. **Total**	

SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE	
24. Grantee Share – Fund Categories	**Amount**
a. Securities	
b. Mortgages	
c. Appropriations (by Applicant)	13,228
d. Bonds	
e. Tax Levies	
f. Non-Cash	
g. Other (Explain):	
h. **TOTAL** - Grantee share	$ 13,228
25. Other Shares	**Amount**
a. State	13,228
b. Other	
c. **TOTAL** - Other Shares	$ 13,228
26. TOTAL NON-FEDERAL FINANCING	$ 26,456

SECTION E – REMARKS
(Attach sheets if additional space is required)

Airport Infrastructure Grant (AIG) funds will result in a 95% Federal Share, 2.5% State share, and 2.5% Sponsor share.

PART IV – PROGRAM NARRATIVE

(Suggested Format)

PROJECT: Reconstruct Terminal Automobile Parking Lot (Approx. 10,100 SF) – Phase II (Final Design & Construction)

AIRPORT:

1. Objective:

The Pease Development Authority desires to undertake a Project to reconstruct the terminal automobile parking lot. The final paved parking area is anticipated to be approximately 10,100 square feet in area.

2. Benefits Anticipated:

The reconstruction will result in improved access to the terminal building via reduced width, and safer, entry into the parking lot. The project will provide an increase in delineated parking spaces, paved sidewalk, and improve vehicle circulation.

3. Approach: (See approved Scope of Work in Final Application)

The Engineer has completed additional final design phase work related to obtaining the Driveway Permit from NHDOT as well as executing the process of transferring a portion of the right of way from NHDOT to the Pease Development Authority. The right of way transfer necessitates revisions to the Exhibit 'A'.This phase will also consist of construction phase services on behalf of the sponsor and actual construction of the parking lot.

4. Geographic Location:

Rochester NH - Strafford County

5. If Applicable, Provide Additional Information:

See Supplemental Program Narrative.

6. Sponsor's Representative: (include address & telephone number)

Airport: Mr. Michael Mates, P.E., Pease Development Authority, 55 International Drive, Portsmouth, NH 03801
(603) 766-9292; M.Mates@peasedev.org

Part IV – SUPPLEMENTAL PROGRAM NARRATIVE STATEMENT
Application for Federal Assistance

Skyhaven Airport
Reconstruct Terminal Automobile Parking Lot (Approx. 10,100 SF) – Phase II (Final Design & Construction)

SBG 15-18-2026

GENERAL PROJECT DESCRIPTION
The project seeks to reconstruct the terminal automobile parking lot. This reconstruction will result in improved access to the terminal building via reduced width, and safer, entry into the parking lot. The project will provide an increase in delineated parking spaces, paved sidewalk, and improve vehicle circulation. The final paved parking area is anticipated to be approximately 10,100 square feet in area.

DESCRIPTION OF BUDGET INFORMATION WORKSHEET ITEMS
ARCHITECTURAL ENGINEERING FEES:
The grant includes fees for Final Design (NHDOT Driveway Permit, additional labor for NHDOT Right of Way transfer, and Exhibit 'A' update), Project and Construction Administrative services and Resident Engineering services. See Appendix 1A.

CONSTRUCTION FEES:
The grant includes fees for construction. See Appendix 1B.

Statement on Disadvantaged Business Enterprise (DBE) Status:
This project does not include a DBE goal. DBE goals will not be included in projects until recertification, according to new federal guidelines, is completed by the State.

Statement on User Coordination:
The project has been briefed at Airport Advisory meetings.

Intergovernmental Review:
For airport improvement projects wholly contained within the airport's property boundaries, E.O. 12372 Intergovernmental Review Process is not required. This project will be constructed wholly on the airport. Therefore, E.O. 12372 review is not applicable to the project.

Section 106 of The National Historic Preservation Act:
This type of project is on the approved NHDOT list of projects not requiring Section 106 review.

USF&W Coordination:
No threatened and endangered species are anticipated to be impacted by the project.

Environmental Status:

The project is considered a categorical exclusion per FAA Order 1050.1G Section B, Paragraph 2.4.h. In addition, there are no extraordinary circumstances as listed in FAA Order 1050.1G Appendix B related to this project.

Exhibit "A" Statement:

The Exhibit "A" Property Map dated April 8, 2016, and attached to the Grant Application for SBG 15-07-2016, reflects the current information as of this date.

The Exhibit "A" Property Map will be updated and submitted for approval upon completion of the right of way transfer as shown in Appendix 6.

The above mentioned Exhibit "A" Property Map is, therefore, incorporated into this Grant Application by reference and made a part thereof.

Project Sketch: See Appendix 5

Project Organization Chart: See Appendix 2

Appendix 1A – Engineering Scope and Fee

FEBRUARY 2025

AMENDMENT NO. 1
SCOPE OF WORK
for
RECONSTRUCT TERMINAL AUTOMOBILE PARKING LOT APPROXIMATELY 10,000 SQUARE FEET - PHASE 1 (DESIGN, PERMITTING & BIDDING)
NHDOT SBG # 15-15-2023
at
SKYHAVEN AIRPORT

GENERAL

The Pease Development Authority, hereinafter referred to as the "Owner", desires to undertake a Project to reconstruct the terminal parking lot. The parking lot's pavement is observed to be in poor condition. More importantly, the parking lot drains toward and into the terminal building basement. This project seeks to correct both issues.

Amendment No. 1 to the contract will be the discontinuance of portions of the right of way along Route 108 and an update of the Airport's Exhibit 'A' Airport Property Inventory Map.



Figure 1 - Skyhaven Airport – Terminal Parking Lot – Amendment #1 (Approx. Project Limits in red)

For this Project, Jacobs Engineering Group Inc., hereinafter referred to as the "Engineer", agrees to perform the following scope of services associated with the above referenced Project:

ARTICLE A - DATA COLLECTION

1. REVIEW EXISTING DATA. The Engineer will review the existing right of way plans and investigate the previous right of way discontinuances.

2. HIRE SURVEYOR. The Engineer will issue Request for Proposal to the subconsultant for the additional survey work and work related to filing the proposed Right of Way discontinuance. The survey subconsultant will provide geo-referenced property line data along the Route 108 Right-of-Way (ROW) and establish the Route 108 centerline in CAD for the Engineer's use; mark the property line along the ROW; and set control points. The Engineer will prepare a contract amendment to the survey subconsultant's contract.

3. REVIEW SUBCONSULTANT DELIVERABLES. The Engineer will review the subconsultants data collection deliverables.

ARTICLE B5 – RIGHT OF WAY & EXHIBIT 'A' DOCUMENTS

The Engineer will prepare the proposed right of way plans for NHDOT Bureau of Right of Way (BoROW) review and approval as well as an update to the Airport's Exhibit 'A' Airport Property Inventory Map.

1. RIGHT OF WAY PLANS & RECORD. The Engineer's consultant will prepare plans to include the limits of the existing right of way, tied and stationed to the alignment from which it was acquired, showing features relevant to the subject Right of Way (bounds, monuments, fences, traveled way, and all the typical elements of a boundary adjustment plan, etc.), and limits of the Right of Way to be discontinued tied to the same alignment. This work includes rescaling of the previously gathered property boundary data from international feet to US survey feet.

The Engineer's consultant has assumed three (3) meetings with NHDOT BoROW prior to the final determination to ensure that all records are considered to obtain concurrence with the Right of Way mapping. The Engineer will attend these meetings as needed.

The Engineer's consultant will prepare a legal description of the discontinued area along with the approved plan for recording.

For this task, the Engineer will coordinate with the subconsultant throughout the entire process. This includes via email, phone, and MS Teams meetings. A total of two (2) scheduled meetings is anticipated along with check-ins.

2. EXHIBIT 'A' UPDATE. The Engineer will perform all research and mapping to develop the Exhibit 'A' Airport Property Inventory Map(s) for Skyhaven Airport in compliance with the FAA Standard Operating Procedure (SOP).

a. The Engineer will perform the required land records research utilizing the City of Rochester's GIS database. It is assumed that one (1) trip to the City of Rochester Clerk's office may be required to verify information obtained from the database.
b. The Engineer will coordinate the final deliverable format with NHDOT to ensure an acceptable and useable format is provided.
c. The Engineer will prepare a draft Exhibit 'A' drawing for review by the Owner. The drawing will be prepared on a standard 24" x 36" sized sheet as well as AutoCAD drawings.
d. The Engineer will prepare a final Exhibit 'A' drawing in accordance with FAA ARP SOP 3.00 dated October 1, 2013. The drawings will be prepared on 24" x 36" sheets. Three copies of the Exhibit 'A' drawing will be provided.

3. QUALITY ASSURANCE. The Engineer will conduct an independent review of all technical material prior to submittal.

ARTICLE D – PROJECT ADMINISTRATION

1. PRELIMINARY COORDINATION. The Engineer coordinated with NHDOT Bureau of Aeronautics to ascertain the preferred solution to the right of way in relation to the Reconstruct Automobile Parking Lot project. After several discussions it was decided that a full review of the Right of Way along Route 108 was the preferred option.

2. SCOPING MEETING. The Engineer attended a scoping meeting with NHDOT BoROW and the Owner. This meeting was held on January 9, 2025.

3. DEVELOP SCOPE OF WORK. The Engineer will develop a detailed scope of work and associated fee estimate for the amendment.

4. PROJECT MANAGEMENT & REPORTING. This task includes project team coordination, internal staff coordination, and progress reports. This subtask includes:

e. Regular contact with the Airport, the Owner and NHDOT to discuss project details, status, schedule, future work activities, and any project management issues.
f. Regular assessments of internal staff assignments and progress.
g. Team coordination meetings
h. Processing of subconsultant invoices.

ASSUMPTIONS

- All work included herein is assumed to be eligible for AIP/SBG reimbursement. This work will be paid by the PDA and included for reimbursement in the construction grant.
- Any application or recording fees are to be paid by the PDA and included for reimbursement in the construction grant.

FEE ESTIMATE

for

AMENDMENT NO. 1

RECONSTRUCT TERMINAL AUTOMOBILE PARKING LOT
(APPROXIMATELY 10,000 SQUARE FEET)
PHASE 1 (DESIGN, PERMITTING & BIDDING)

NHDOT SBG # 15-15-2023

at

SKYHAVEN AIRPORT

SUMMARY		
ARTICLE A	Data Collection	$22,008
ARTICLE B5	Right of Way & Exhibit 'A' Documents	$7,217
ARTICLE D	Project Administration	$4,549
	TOTAL	**$33,774**

ARTICLE A - DATA COLLECTION

Tasks:	Principal Engineer	Project Manager	Project Engineer	Administrative Support	TOTAL
A.1 REVIEW EXISTING DATA		3			3
A.2 HIRE SURVEYOR		6			6
A.3 REVIEW SUBCONSULTANT DELIVERABLES	1	2			3
TOTAL HOURS	1	11	0	0	12
RATES	$99.18	$72.85	$50.62	$36.00	
PAYROLL	$99.18	$801.35	$0.00	$0.00	$900.53

Mileage by Task

	Mileage
Total Miles:	0

Expenses

Total Expenses:	$0

Subconsultants

Norway Plains (Survey)	$20,000
Total Subconsultants:	$20,000

PAYROLL	$901
OVERHEAD (102.74%)	$925
TOTAL PAYROLL FEE	$1,826
PAYROLL PROFIT (10%)	$183
EXPENSES	$0
SUBCONSULTANTS	$20,000
TOTAL FEE:	**$22,008**

ARTICLE B5 - RIGHT OF WAY & EXHIBIT 'A' DOCUMENTS

Tasks:	Principal Engineer	Project Manager	Civil Engineer	Administrative Support	TOTAL
B5.1 RIGHT OF WAY PLANS & RECORD		12			12
B5.2 EXHIBIT 'A' UPDATE					0
B5.2a LAND RECORDS SEARCH			12		12
B5.2b DELIVERABLE COORDINATION		4			4
B5.2c DRAFT EXHIBIT 'A'			14		14
B5.2d FINAL EXHIBIT 'A'			10		10
B5.3 QUALITY ASSURANCE	1	1			2
	1	17	36	0	54
	$99.18	$72.85	$50.62	$36.00	
	$99.18	$1,238.45	$1,822.32	$0.00	$3,159.95

Mileage by Task		Mileage
B2.5a - (Round Trip Bedford to Rochester NH)		100
	Total Miles:	100
Expenses		
Mileage @ $0.70/mile		$70
Meals/Lodging:		$0
Printing, Postage, etc.:		$100
	Total Expenses:	$170
Subconsultants		
	Total Subconsultants:	$0

PAYROLL	$3,160
OVERHEAD (102.74%)	$3,247
TOTAL PAYROLL FEE	$6,406
PAYROLL PROFIT (10%)	$641
EXPENSES	$170
SUBCONSULTANTS	$0
TOTAL FEE:	**$7,217**

ARTICLE D - PROJECT ADMINISTRATION

Tasks:	Principal Engineer	Project Manager	Project Engineer	Administrative Support	TOTAL
D.1 PRELIMINARY COORDINATION		8			8
D.2 SCOPING MEETING		2			2
D.3 DEVELOP SCOPE OF WORK		6			6
D.4 PROJECT MANAGEMENT & REPORTING		12			12
TOTAL HOURS	0	28	0	0	28
RATES	$99.18	$72.85	$50.62	$36.00	
PAYROLL	$0.00	$2,039.80	$0.00	$0.00	$2,039.80

Mileage by Task

	Mileage
Total Miles:	0

Expenses

Total Expenses:	$0

Subconsultants

Total Subconsultants:	$0

PAYROLL	$2,040
OVERHEAD (102.74%)	$2,096
TOTAL PAYROLL FEE	$4,135
PAYROLL PROFIT (10%)	$414
EXPENSES	$0
SUBCONSULTANTS	$0
TOTAL FEE:	**$4,549**

UNANTICIPATED EASEMENT & DRIVEWAY IMPACTS

Jacobs

2 Executive Park Drive
Bedford, New Hampshire 03110 U.S.A
1.603.666.7181 Fax 1.603-666-7185

June 9, 2026

Pease International Development Authority
55 International Drive
Portsmouth, NH 03801
SBG 15-15-2023

RE: **Pease Development Authority**
Reconstruct Terminal Automobile Parking Lot (approx. 10,000 square feet)
Phase 1 (Design, Permitting & Bidding)
Skyhaven Airport
JEG Project No. E2X90512
Invoice No. E2X90512-14

Dear Mr. Mates:

Submitted herewith is a request for payment in the amount of **$4,243.48** in accordance with the terms of the above cited Task Order for the Period thru 05/22/2026

Article		Amount	Previous	Current	To Date	% Complete	
A. Data Collection		$ 23,008.00	$ 17,955.02	$ -	$ 17,955.02	78%	
B. Design Documents		$ 54,862.00	$ 68,705.33	$ -	$ 68,705.33	125%	
B. Driveway Permit		$ -	$ -	$ 3,542.83	$ 3,542.83	-	$ 3542.83
C. Bidding Support		$ 4,881.00	$ -	$ -	$ -	0%	
D. Project Administration		$ 9,233.00	$ 5,323.65	$ -	$ 5,323.65	58%	
	Subtotal	$ 91,984.00	$ 91,984.00	$ 3,542.83	$ 95,526.83	104%	
Amendment #1 details							
A Data Collection		$ 22,008.00	$ 16,139.56	$ 700.65	$ 16,840.21	77%	($2500.00)*
B. Right of Way		$ 1,949.59	$ 6,749.23	$ -	$ 6,749.23	346%	$4799.64
B. Exhibit 'A' Documents		$ 5,267.41	$ -	$ -	$ -	0%	
D. Project Adminstration		$ 4,549.00	$ 5,141.91	$ -	$ 5,141.91	113%	
	Subtotal	$ 33,774.00	$ 28,030.70	$ 700.65	$ 28,731.35	85%	
							$5842.47
	Total	$ 125,758.00	$ 120,014.70	$ 4,243.48	$ 124,258.18	99%	

Should you have any questions, or require any clarification, please don't hesitate to contact this office.

Sincerely,

*Anticipated Underrun

John Pelletier, PE
Project Manager

Enclosures

June 2026

SCOPE OF WORK – ATTACHMENT 2
for
RECONSTRUCT TERMINAL AUTOMOBILE PARKING LOT
(CONSTRUCTION PHASE SERVICES)
at
SKYHAVEN AIRPORT (DAW)

I. GENERAL

The scope of the project is as follows:

- Provide project and construction administration service for the Reconstruct Terminal Automobile Parking Lot project.
- Provide resident engineering services for the Reconstruct Terminal Automobile Parking Lot project.

For this proposed project, Pease Development Authority is referred to as the Owner. Jacobs Engineering Group Inc., hereinafter referred to as the "Engineer", agrees to perform the following scope of services associated with the above referenced Project:

II. ARTICLE A – DATA COLLECTION – Not included.

III. ARTICLE B – EXHIBIT 'A' UPDATE – Not included.

IV. ARTICLE C – BIDDING – Not included.

V. ARTICLE D – PROJECT ADMINISTRATION – Refer to Article E.

VI. ARTICLE E – PROJECT AND CONSTRUCTION ADMINISTRATION

A. The Engineer will undertake and complete tasks associated with overseeing the overall project and execution of the overall financing and payment reimbursement for the Owner for the various components of the project. Project administration effort is related to the tasks included in this scope of work. It is assumed that the majority of the work will be performed by the Project Manager with support staff assisting with submittals, general documentation, and CAD support.

The specific items of work shall include:

1) The Engineer shall attend up to two (2) SAAC meetings as requested by the Owner during the construction of the project. Meeting attendance will include preparation of project plans and graphics for the meeting as necessary.
2) The Engineer shall prepare a Notice-To-Proceed letter for the Owner's review and issue to the contractor.
3) The Engineer shall schedule a pre-construction meeting at the airport. As a part of conducting this meeting, the Engineer shall prepare/present the following (at a minimum) on behalf of the Owner to the contractor:

- A meeting agenda describing the elements of the project and its requirements in accordance with the FAA - New England Region's established criteria and any contract or Owner specific requirements.
- A project location plan depicting the area of the proposed work.
- A project safety and phasing plan depicting requirements for the proposed work.
- Discuss AC 150/5370-2G – Operational Safety on Airports during Construction, as required
- A Sign-in sheet recording the attending parties.

4) The Engineer shall review and analyze all detailed construction, shop, and erection drawings, as well as all laboratory, shop, and mill test reports and certificates for materials and equipment submitted by the contractors for compliance with design drawings and specifications.

5) The Engineer shall create and maintain the project submittal register.

6) The Engineer shall observe the work in progress and prepare and submit the required FAA Form 5370-1 – Construction Progress and Inspection Report, on a monthly basis or as dictated by the NHDOT. A total of three (3) Form 5370-1's are assumed.

7) The Engineer shall prepare federal/state reimbursement request forms on a monthly basis as required for the duration of this project and coordinate the execution and submission by the Owner to the applicable funding agencies. This task includes coordination and communication with NHDOT in relation to funding allocations and reimbursement request breakdowns. It is anticipated that Design Amendment #1 costs associated with the right-of-way transfer will be included in the reimbursement requests.

8) The Engineer shall collect and review all project charges for the Owners use in the billing process with the NHDOT.

9) The Engineer shall review and approve of periodic estimates submitted by the contractor for partial and final payments. This effort will include review of the project quantities, collection of payrolls and collection of lien waivers, if required, from the contractor. Review and approval of up to four (4) periodic estimates is assumed.

10) The Engineer shall review and analyze the certified payrolls submitted by the contractor during construction for conformance with the federal wage rates and federal labor law requirements. Payrolls are assumed to be submitted with each or the contractor's applications for payment and include all subcontractors.

11) The Engineer shall provide general administrative support to the Resident Engineer during the construction phase of the project. Generally, this task shall consist of, but is not limited to the following:

    - Consultation and advice to the Owner.
    - Prepare supplementary sketches, as required to resolve actual field conditions.
    - Review of the initial operation of the projects and/or of performance testing, as required.

12) The Engineer shall field and respond to all inquiries regarding general and/or specific issues pertaining to the interpretation of the construction plans or technical specifications. Generally, these requests are a result of varying field conditions, weather, or the Contractor's means/methods/schedule. The Engineer has included five (5) RFI's in this scope of work.

13) The Engineer shall attend construction coordination meetings for the project. On a weekly basis for the project manager and a weekly basis for the resident engineer.

14) The Engineer shall prepare the necessary forms, provide the required documentation, and negotiate any change orders on the Owners behalf, if required during the construction of the project. A total of one (1) change order is included.

15) The Engineer shall prepare the necessary forms and provide the required documentation for supplemental agreements, as required during the construction of the project. A total of one (1) supplemental agreement is included.

16) The Engineer shall prepare and distribute any stop or start work orders during the construction phase, as required. A total of one (1) start work order and one (1) stop work order is included.

17) The Engineer shall attend pre-final inspection and final inspection meetings. Pre-final inspection meeting will develop the "punch list". Final inspection meeting shall be after all punch list items are completed.

18) The Engineer shall prepare and distribute a project "punch list" for any deficiencies, corrective actions required, etc. as determined at the final inspection conference.

19) The Engineer shall prepare an "as-built" set of drawings based upon the construction information provided by the resident engineer and the construction contractors. The Engineer shall compile and deliver all project submittals to the Owner.

20) The Engineer shall prepare a letter of substantial completion for the project after receiving a schedule from the contractor for the completion of the project's "punch list" items.

21) The Engineer shall prepare and distribute the required project close-out documentation, as required by the NHDOT, the Owner, and other applicable funding agencies.

22) The Engineer shall maintain all project related materials and documents on-site and readily available for a period of seven (7) years.

23) The Engineer shall prepare the project scope and fee.

24) The Engineer shall prepare for and attend a project scoping meeting with NHDOT and the Owner. This meeting will be in-person.

25) The Engineer shall update the Airport Layout Plans for the construction. The 2010 Master Plan update included 16 ALP drawings. The project affects 3 of these drawings including the following:

- Title sheet
- Existing Airport Layout Plan
- Proposed Airport Layout Plan

26) The Engineer shall perform quality review of all documents included in this article prior to distribution.

VII. ARTICLE F – RESIDENT ENGINEERING SERVICES

a. The Engineer shall provide full-time resident engineering services for the project, as requested by the Owner. The resident engineer for the project shall have field experience in the type of work to be performed, be fully qualified to make interpretations, decisions, field computations, and have

knowledge of testing requirements and procedures. The resident engineer provided by the Engineer shall be approved by the Owner. It is anticipated that construction will take place in the Spring and Summer of 2027. The total project duration will be 45 Calendar Days (approx. 7 weeks).

The specific items of work to be performed by the Resident Project Representative shall include:

1) Checking of construction activities to ensure compliance with the plans and specifications. Inform the contractor of any work which is in non-compliance.

2) Ensuring that all testing required by the specifications is performed. All commercially produced products, such as gravel, concrete, asphalt pavement, pavement markings, granite curb, lighting, and storm drainage items, which are used on the project, should be accompanied by numerical test results or a certification from the manufacturer that the material meets the applicable standards.

3) Review test reports and certifications for conformance with the specifications. Each test report for material in-place should, as a minimum, contain the following:

    a. Test performed, and date.
    b. Applicable standard or project specification.
    c. Test location.
    d. Test result.
    e. Action taken on failing tests.
    f. Lot size and location and adjusted contract price when statistical acceptance procedures are specified.

4) Maintaining a file of test reports and certifications.

5) Conduct and provide reports for up to two (2) Davis-Bacon wage rate interviews.

6) Inform the contractor of deficiencies in order that corrections can be made.

7) Document quantities of materials used on the project by actual measurements and computations in a field notebook or computer printouts retained in a folder. For materials paid for on a weight basis, a summary of the material placed each day should be kept in the field notebook. The notebook and/or computer printouts, supported by the original set of weight tickets, are the basis for payment.

8) Maintaining a set of working drawings on the job site which can be used to compare to the contractor's "as-built" drawings.

9) Maintaining a diary which should contain daily entries made and signed by the resident engineer. Each entry should include the following, plus any additional pertinent data:

    a. Date and weather conditions.
    b. Names of important visitors.
    c. Construction work in progress and location.
    d. Size of contractor's work force and equipment in use.
    e. Number of hours worked per day for contractor and subcontractors.

f. The substance of important conversations with the contractor concerning conduct, progress, changes, test results, interpretations of specifications or other details.

ASSUMPTIONS & WORK NOT INCLUDED IN THIS PROPOSAL

a. Our assumptions are as follows:

1) The construction project will be 45 calendar days in length.
2) Construction will take place in the Spring and Summer of 2027.

b. The following items are not included in the scope of services, as provided by the Engineer:

1) Construction Management Plan preparation
2) Construction Safety & Phasing Plan
3) Hazardous material testing and reporting
4) Subsurface investigation and utility location services
5) Survey layout
6) Survey verification for the calculation of quantities
7) Alterations to design, plans, etc. as a result of available funding
8) Special Inspections (Erosion Control, structural, etc…)
9) FAA Safety Management System effort is not included.
10) Record (as-built) survey (by Owner's contractor)
11) Environmental monitoring
12) Coordination with tenants
13) Testing of electrical components and equipment
14) Permit fees

EXHIBIT B - ESTIMATE OF STAFF EFFORT - ATTACHMENT 2

Reconstruct Terminal Automobile Parking lot

Construction Phase Services

for

Skyhaven Airport

SUMMARY

ARTICLE E	Project and Construction Administration Services	$43,913
ARTICLE F	Resident Engineering Services	$98,715
	TOTAL	**$142,628**

Skyhaven Airport

ARTICLE E

Reconstruct Terminal Automobile Parking lot

Project and Construction Administration Services

Task	Description	Principal-in-Charge	Project Manager	Project Engineer	Admin. Support	TOTAL
IV.A.1.	Attend SAAC meetings (2 estimated)		8			8
IV.A.2.	Prepare Notice to Proceed for the contractor		1			1
IV.A.3.	Conduct Pre-Construction Meeting - Attend meeting, prepare meeting agenda, and project sketches		8			8
IV.A.4.	Review contractor's submittals/shop drawings (10 estimated)		4	15		19
IV.A.5.	Create and maintain project submittal register		4			4
IV.A.6.	Prepare and submit FAA Form 5370-1, monthly construction progress reports (3 estimated)		1	3		4
IV.A.7.	Prepare and submit federal grant reimbursements (4 estimated)		12		4	16
IV.A.8.	Compile backup data for State of NH billing (4 estimated)		8		2	10
IV.A.9.	Review contractor's pay requisitions (4 estimated)		8			8
IV.A.10.	Review contractor's certified payrolls			6		6
IV.A.11.	Field communications and support during construction (6wks x 4 hr/wk)		24	12		36
IV.A.12.	Respond to contractor's RFI during construction		2	8		10
IV.A.13.	Attend weekly project meetings (7 onsite @ 4hr)		28			28
IV.A.14.	Prepare and issue change orders during construction, One (1) change order included		4	8		12
IV.A.15.	Prepare and issue supplemental agreements (1) supplemental agreement is included		4			4
IV.A.16.	Prepare and issue start/stop work orders (1) start work & (1) stop work order included		2			2
IV.A.17.	Attend Prefinal/Final Inspection meetings		10			10
IV.A.18.	Prepare and distribute project punch list		1			1
IV.A.19.	Prepare As-built drawings and compile submittals		2	8	2	12
IV.A.20.	Prepare and distribute (1) substantial completion letter		1			1
IV.A.21.	Prepare closeout documentation		12	8	4	24
IV.A.22.	Retention of Records				4	4
IV.A.23.	Prepare Project Scope and Fee	2	12			14
IV.A.24.	Prepare for and attend NHDOT project scoping meeting (in-person)		4			4

Skyhaven Airport

ARTICLE E

Reconstruct Terminal Automobile Parking lot

Project and Construction Administration Services

Task	Description	Principal-in-Charge	Project Manager	Project Engineer	Admin. Support	TOTAL
IV.A.25.	Prepare updates to the ALP (3 drawings)		4	12		16
IV.A.26.	QA/QC	4				4
	TOTAL HOURS	6	164	80	16	266
	RATES	$112.00	$80.00	$60.00	$34.00	
	PAYROLL	$672.00	$13,120.00	$4,800.00	$544.00	$19,136.00

	PAYROLL	$19,136
OVERHEAD	104.14%	$19,928
TOTAL PAYROLL FEE		$39,064
FIXED FEE	10%	$3,906
	EXPENSES	$943
	TOTAL FEE:	**$43,913**

Expenses

Mileage @ $0.725/mile	$943

Trips (~100 mile round trip Beford-Rochester)

SAAC Meetings	2
NHDOT Scoping Meeting	1
Pre-construction conference	1
Site meetings	7
Pre-Final and Final Inspection Meetings	2
Total Trips:	13

Skyhaven Airport
ARTICLE F
Reconstruct Terminal Automobile Parking lot
Resident Engineering Services

2027 Construction Season	Cal. Days:	45	Day Construction Period				
Resident Engineer							HOURS
6.5	wks x	6	days per wk x	12	hrs per day	=	468
Pre-field Preparation						=	8
Post-field Close-Out						=	8
						Subtotal	484
Resident Engineer - Straight Time	276	hrs @	$61.00	/hr		=	$16,836.00
Resident Engineer - Overtime	208	hrs @	$91.50	/hr		=	$19,032.00

Expenses		TOTAL PAYROLL		$35,868.00
Travel (16 trips * 140 mi * $0.725/mi)	$ 1,624.00			
Per Diem (FY2026 Strafford County Rate @ $74/day)	$ 2,590.00	OVERHEAD	97.48%	$34,964.13
Hotel (FY2026 Strafford County Jul-Sep Rate @ $152/day)	$ 3,800.00			
Misc. Supplies	$ 286.00	TOTAL PAYROLL FEE		$70,832.13
Total Expenses	$ 8,300.00			
		FIXED FEE	10%	$7,083.21
Subconsultants		EXPENSES		$8,300.00
Material Testing Subconsultant (Estimated)	$ 12,500.00			
Total Subconsultants	$ 12,500.00	MATERIAL TESTING		$12,500.00
		TOTAL		**$98,715**

Appendix 1B – Construction Bid Tabulation

Jacobs

Jacobs No: E2X90512
SBG No.: SBG 15-18-2026
Subject: Tabulation of Bid Values
Date/Time: 5/29/2026 @ 2:00 PM
Airport: Skyhaven Airport
Project: Reconstruct Terminal Automobile Parking Lot

Prepared by: J. Pelletier

				Engineer's Estimate		N.M. Curtis Earthworks, Inc.		WP Davis		Northeast Earth Mechanics	
ITEM NO.	DESCRIPTION	BID QTY	UNIT	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL
	Base Bid										
202.41	Removal of Existing Pipe 0-24" Diameter	50	LF	$28.00	$1,400.00	$42.00	$2,100.00	$50.00	$2,500.00	$30.00	$1,500.00
203.3	Unclassified Excavation	1,200	CY	$25.00	$30,000.00	$28.00	$33,600.00	$55.00	$66,000.00	$25.00	$30,000.00
203.6	Embankment-in-Place (F)	20	CY	$20.00	$400.00	$20.00	$400.00	$25.00	$500.00	$25.00	$500.00
304.3	Crushed Gravel (F)	260	CY	$55.00	$14,300.00	$34.50	$8,970.00	$100.00	$26,000.00	$75.00	$19,500.00
304.5	Crushed Stone (Coarse Gradation) (F)	8	CY	$52.00	$416.00	$43.00	$344.00	$75.00	$600.00	$100.00	$800.00
403.11042	Hot Bituminous Pavement - 1/2" Surface Mix, Machine Method, QC/QA Tier 2	280	TON	$125.00	$35,000.00	$206.00	$57,680.00	$175.00	$49,000.00	$200.00	$56,000.00
410.22	Asphalt Emulsion for Tack Coat	120.0	GAL	$7.00	$840.00	$8.50	$1,020.00	$9.50	$1,140.00	$15.00	$1,800.00
413.1	Hot-Poured Crack Sealant	15.0	LB	$5.00	$75.00	$6.00	$90.00	$25.00	$375.00	$200.00	$3,000.00
417	Cold Planing Bituminous Surfaces	1,500.0	SY	$4.00	$6,000.00	$5.00	$7,500.00	$12.00	$18,000.00	$7.50	$11,250.00
593.221	Geotextile; Separation Class 2, non-woven	40.0	SY	$4.00	$160.00	$5.00	$200.00	$10.00	$400.00	$10.00	$400.00
603.00412	12" R.C. Pipe, 3750D	180.0	LF	$150.00	$27,000.00	$195.00	$35,100.00	$150.00	$27,000.00	$135.00	$24,300.00
604.246	Drop Inlets D-Type F	3.0	EA	$4,000.00	$12,000.00	$5,600.00	$16,800.00	$750.00	$2,250.00	$6,500.00	$19,500.00
604.324	Drainage Manhole, 4-Foot Diameter	1.0	EA	$4,500.00	$4,500.00	$6,500.00	$6,500.00	$12,500.00	$12,500.00	$8,500.00	$8,500.00
604.51	Reconstructing/Adjusting Sewer Manholes	1.0	EA	$1,000.00	$1,000.00	$1,200.00	$1,200.00	$250.00	$250.00	$1,500.00	$1,500.00
604.59	Reconstructing/Adjusting Utility Valve	4.0	EA	$500.00	$2,000.00	$750.00	$3,000.00	$125.00	$500.00	$300.00	$1,200.00
608.24	4" Concrete Sidewalk (F)	90.0	SY	$67.00	$6,030.00	$185.00	$16,650.00	$275.00	$24,750.00	$100.00	$9,000.00
608.54	Detectable Warning Devices, Cast Iron	1.0	SY	$500.00	$500.00	$650.00	$650.00	$750.00	$750.00	$500.00	$500.00
609.01	Straight Granite Curb	90.0	LF	$41.00	$3,690.00	$76.50	$6,885.00	$100.00	$9,000.00	$100.00	$9,000.00
615.01	Traffic Sign Type A	9.0	SF	$75.00	$675.00	$63.00	$567.00	$100.00	$900.00	$50.00	$450.00
615.03	Traffic Sign Type C	10.0	SF	$75.00	$750.00	$90.00	$900.00	$100.00	$1,000.00	$50.00	$500.00
615.033	Removing Traffic Sign, Type C	1.0	EA	$82.00	$82.00	$150.00	$150.00	$150.00	$150.00	$100.00	$100.00
628.1	Sawed Concrete Pavement	20.0	LF	$12.00	$240.00	$6.00	$120.00	$50.00	$1,000.00	$10.00	$200.00
628.2	Sawed Bituminous Pavement	320.0	LF	$6.00	$1,920.00	$2.00	$640.00	$5.00	$1,600.00	$3.00	$960.00
632.0104	Retroreflective Paint Pavement Marking, Single Solid Line, 4" Line	510.0	LF	$4.00	$2,040.00	$7.00	$3,570.00	$2.50	$1,275.00	$2.00	$1,020.00
632.02	Retroreflective Paint Pavement Marking, Symbol or Word	80.0	SF	$11.00	$880.00	$12.00	$960.00	$2.50	$200.00	$15.00	$1,200.00
632.3118	Retroreflective Thermoplastic Pavement Marking, Single Solid Line, 18" Line	45.0	LF	$10.00	$450.00	$24.00	$1,080.00	$25.00	$1,125.00	$50.00	$2,250.00
645.41	Temporary Slope Stabilization Type A	560.0	SY	$5.00	$2,800.00	$5.00	$2,800.00	$5.00	$2,800.00	$5.00	$2,800.00
645.512	Compost Sock for Perimeter Berm	280.0	LF	$5.00	$1,400.00	$8.00	$2,240.00	$5.00	$1,400.00	$10.00	$2,800.00
646.51	Turf Establishment with Mulch, Tackifiers, and Loam	1,700.0	SY	$15.00	$25,500.00	$14.00	$23,800.00	$1.50	$2,550.00	$10.00	$17,000.00
692	Mobilization	1.0	LS	$49,779.60	$49,779.60	$85,000.00	$85,000.00	$34,500.00	$34,500.00	$110,000.00	$110,000.00
G-001-1	Traffic Control Plan	1.0	LS	$1,000.00	$1,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00

Jacobs

Jacobs No: E2X90512
SBG No.: SBG 15-18-2026
Subject: Tabulation of Bid Values
Date/Time: 5/29/2026 @ 2:00 PM
Airport: Skyhaven Airport
Project: Reconstruct Terminal Automobile Parking Lot

Prepared by: J. Pelletier

				Engineer's Estimate		N.M. Curtis Earthworks, Inc.		WP Davis		Northeast Earth Mechanics	
ITEM NO.	DESCRIPTION	BID QTY	UNIT	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL
	Base Bid										
G-001-2	Traffic Control Measures	1.0	LS	$5,000.00	$5,000.00	$12,000.00	$12,000.00	$10,000.00	$10,000.00	$20,000.00	$20,000.00
G-002-1	Record Documents	1.0	LS	$10,000.00	$10,000.00	$7,600.00	$7,600.00	$2,500.00	$2,500.00	$15,000.00	$15,000.00
M-001-1	Underground Utility Location	1.0	AL	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00
M-002-1	Drain Inlet Protection	4.0	EA	$150.00	$600.00	$375.00	$1,500.00	$175.00	$700.00	$200.00	$800.00
M-003-1	Concrete ADA Ramp	1.0	EA	$3,000.00	$3,000.00	$4,500.00	$4,500.00	$2,500.00	$2,500.00	$2,000.00	$2,000.00
M-004-1	Pipe Insulation	800.0	SF	$25.00	$20,000.00	$5.00	$4,000.00	$3.00	$2,400.00	$15.00	$12,000.00
M-005-1	Replace Waterline	90.0	LF	$25.00	$2,250.00	$142.22	$12,799.80	$125.00	$11,250.00	$100.00	$9,000.00
265619-1	Electrical Systems	1.0	LS	$15,000.00	$15,000.00	$34,060.00	$34,060.00	$12,500.00	$12,500.00	$30,000.00	$30,000.00
			Base Bid:		$298,677.60	Base Bid:	$411,975.80	Base Bid:	$346,865.00	Base Bid:	$441,330.00
				Total Bid:	$298,677.60	Total Bid:	$411,975.80	Total Bid:	$346,865.00	Total Bid:	$441,330.00

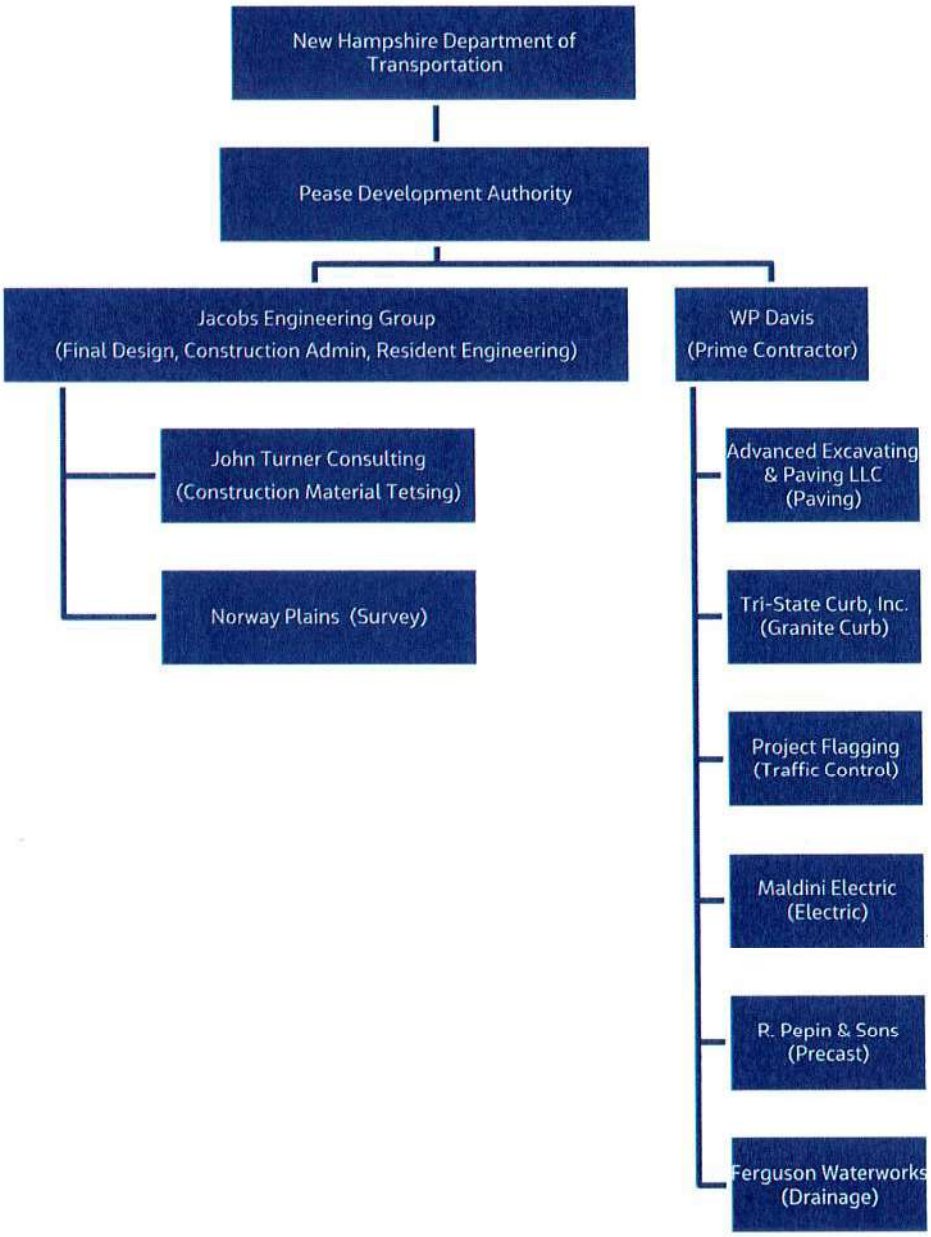
Appendix 2 – Project Organizational Chart

Skyhaven Airport

Reconstruct Terminal Automobile Parking Lot (Approx. 10,100 SF) – Phase II (Final Design & Construction)

SBG 15-18-2026

Organizational Chart



Appendix 3 – Grant Assurances & AC Checklist

ASSURANCES

AIRPORT SPONSORS

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this Grant Agreement.

B. Duration and Applicability.

1. **Airport Development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.**

   The terms, conditions, and assurances of this Grant Agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

2. **Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.**

   The preceding paragraph (1) also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.

3. **Airport Planning Undertaken by a Sponsor.**

   Unless otherwise specified in this Grant Agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 23, 25, 30, 32, 33, 34, 37, and 40 in Section C apply to planning projects. The terms, conditions, and assurances of this Grant Agreement shall remain in full force and effect during the life of the project; there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport.

C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

1. General Federal Requirements

The Sponsor will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds for this Grant. Performance under this agreement shall be governed by and in compliance with the following requirements, as applicable, to the type of organization of the Sponsor and any applicable sub-recipients. The applicable provisions to this agreement include, but are not limited to, the following:

FEDERAL LEGISLATION

a. 49 U.S.C. subtitle VII, as amended.

b. Davis-Bacon Act, as amended — 40 U.S.C. §§ 3141-3144, 3146, and 3147, et seq.[1]

c. Federal Fair Labor Standards Act – 29 U.S.C. § 201, et seq.

d. Hatch Act – 5 U.S.C. § 1501, et seq.[2]

e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. 4601, et seq.[1, 2]

f. National Historic Preservation Act of 1966 – Section 106 – 54 U.S.C. § 306108.[1]

g. Archeological and Historic Preservation Act of 1974 – 54 U.S.C. § 312501, et seq.[1]

h. Native Americans Grave Repatriation Act – 25 U.S.C. § 3001, et seq.

i. Clean Air Act, P.L. 90-148, as amended – 42 U.S.C. § 7401, et seq.

j. Coastal Zone Management Act, P.L. 92-583, as amended – 16 U.S.C. § 1451, et seq.

k. Flood Disaster Protection Act of 1973 – Section 102(a) - 42 U.S.C. § 4012a.[1]

l. 49 U.S.C. § 303, (formerly known as Section 4(f)).

m. Rehabilitation Act of 1973 – 29 U.S.C. § 794.

n. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq.) (prohibits discrimination on the basis of race, color, national origin).

o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.) (prohibits discrimination on the basis of disability).

p. Age Discrimination Act of 1975 – 42 U.S.C. § 6101, et seq.

q. American Indian Religious Freedom Act, P.L. 95-341, as amended.

r. Architectural Barriers Act of 1968, as amended – 42 U.S.C. § 4151, et seq.[1]

s. Powerplant and Industrial Fuel Use Act of 1978 – Section 403 – 42 U.S.C. § 8373.[1]

t. Contract Work Hours and Safety Standards Act – 40 U.S.C. § 3701, et seq.[1]

u. Copeland Anti-kickback Act – 18 U.S.C. § 874.[1]

v. National Environmental Policy Act of 1969 – 42 U.S.C. § 4321, et seq.[1]

w. Wild and Scenic Rivers Act, P.L. 90-542, as amended – 16 U.S.C. § 1271, et seq.

x. Single Audit Act of 1984 – 31 U.S.C. § 7501, et seq.[2]

y. Drug-Free Workplace Act of 1988 – 41 U.S.C. §§ 8101 through 8105.

z. The Federal Funding Accountability and Transparency Act of 2006, as amended (P.L. 109-282, as amended by section 6202 of P.L. 110-252).

aa. Civil Rights Restoration Act of 1987, P.L. 100-259.

bb. Infrastructure Investment and Jobs Act, P.L. 117-58, Title VIII.

cc. Build America, Buy America Act, P.L. 117-58, Title IX.

dd. Endangered Species Act – 16 U.S.C. 1531, et seq.

ee. Title IX of the Education Amendments of 1972, as amended – 20 U.S.C. 1681–1683 and 1685–1687.

ff. Drug Abuse Office and Treatment Act of 1972, as amended – 21 U.S.C. 1101, et seq.

gg. Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, P.L. 91-616, as amended – 42 U.S.C. § 4541, et seq.

hh. Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, P.L. 91-616, as amended – 42 U.S.C. § 4541, et seq.

ii. Appropriated Funds to Influence Certain Federal Contracting and Financial Transactions – 31 U.S.C. § 1352.

EXECUTIVE ORDERS

a. Executive Order 11990 – Protection of Wetlands

b. Executive Order 11988 – Floodplain Management

c. Executive Order 12372 – Intergovernmental Review of Federal Programs

d. Executive Order 12699 – Seismic Safety of Federal and Federally Assisted New Building Construction[1]

e. Executive Order 14005 – Ensuring the Future is Made in all of America by All of America's Workers

f. Executive Order 14149 – Restoring Freedom of Speech and Ending Federal Censorship

g. Executive Order 14151 – Ending Radical and Wasteful Government DEI Programs and Preferencing

h. Executive Order 14154 – Unleashing American Energy

i. Executive Order 14168 – Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government

j. Executive Order 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity

FEDERAL REGULATIONS

a. 2 CFR Part 180 – OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).

b. 2 CFR Part 200 and 1201 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. [3, 4, 5]

c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment.

d. 14 CFR Part 13 – Investigative and Enforcement Procedures.

e. 14 CFR Part 16 – Rules of Practice for Federally-Assisted Airport Enforcement Proceedings.

f. 14 CFR Part 150 – Airport Noise Compatibility Planning.

g. 28 CFR Part 35 – Nondiscrimination on the Basis of Disability in State and Local Government Services.

h. 28 CFR § 50.3 – U.S. Department of Justice Guidelines for the Enforcement of Title VI of the Civil Rights Act of 1964.

i. 29 CFR Part 1 – Procedures for Predetermination of Wage Rates.[1]

j. 29 CFR Part 3 – Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States.[1]

k. 29 CFR Part 5 – Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction (Also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act).[1]

l. 41 CFR Part 60 – Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and Federally-assisted contracting requirements).[1]

m. 49 CFR Part 20 – New Restrictions on Lobbying.

n. 49 CFR Part 21 – Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964.

o. 49 CFR Part 23 – Participation by Disadvantage Business Enterprise in Airport Concessions.

p. 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.[1, 2]

q. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.

r. 49 CFR Part 27 – Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance.[1]

s. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation.

t. 49 CFR Part 30 – Denial of Public Works Contracts to Suppliers of Goods and Services of Countries That Deny Procurement Market Access to U.S. Contractors.

u. 49 CFR Part 32 – Governmentwide Requirements for Drug-Free Workplace (Financial Assistance).

v. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).

w. 49 CFR Part 38 – Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles.

x. 49 CFR Part 41 – Seismic Safety.

FOOTNOTES TO ASSURANCE (C)(1)

[1] These laws do not apply to airport planning sponsors.

[2] These laws do not apply to private sponsors.

[3] 2 CFR Part 200 contains requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation shall apply where applicable to private sponsors receiving Federal assistance under Title 49, United States Code.

[4] Cost principles established in 2 CFR Part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.

[5] Audit requirements established in 2 CFR Part 200 subpart F are the guidelines for audits.

SPECIFIC ASSURANCES

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this Grant Agreement.

2. Responsibility and Authority of the Sponsor.

a. Public Agency Sponsor:

It has legal authority to apply for this Grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

b. Private Sponsor:

It has legal authority to apply for this Grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this Grant Agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Sponsor Fund Availability.

It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this Grant Agreement which it will own or control.

4. Good Title.

a. It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.

b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. **Preserving Rights and Powers.**

a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this Grant Agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

b. Subject to 49 U.S.C. 47107(a)(16) and (x), it will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this Grant Agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this Grant Agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this Grant Agreement.

c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.

d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.

e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.

f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to ensure that the airport will be operated and maintained in accordance with Title 49, United States Code, the regulations and the terms, conditions and assurances in this Grant Agreement and shall ensure that such arrangement also requires compliance therewith.

g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for

residential use, to taxi an aircraft between that property and any location on airport. Sponsors of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

6. **Consistency with Local Plans.**

   The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

7. **Consideration of Local Interest.**

   It has given fair consideration to the interest of communities in or near where the project may be located.

8. **Consultation with Users.**

   In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

9. **Public Hearings.**

   In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

10. **Metropolitan Planning Organization.**

    In projects involving the location of an airport, an airport runway, or a major runway extension at a medium or large hub airport, the sponsor has made available to and has provided upon request to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport master plan in which the project is described or depicted.

11. **Pavement Preventive Maintenance-Management.**

    With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program, and it assures that it will use such program for the useful life of any pavement constructed, reconstructed, or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

12. **Terminal Development Prerequisites.**

    For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for

certification of such airport under 49 U.S.C. 44706, and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

13. Accounting System, Audit, and Record Keeping Requirements.

a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this Grant, the total cost of the project in connection with which this Grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.

b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this Grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this Grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

14. Minimum Wage Rates.

It shall include, in all contracts in excess of $2,000 for work on any projects funded under this Grant Agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor under 40 U.S.C. 3141-3144, 3146, and 3147, Public Building, Property, and Works), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

15. Veteran's Preference.

It shall include in all contracts for work on any project funded under this Grant Agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in 49 U.S.C. 47112. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

16. Conformity to Plans and Specifications.

It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this Grant Agreement, and, upon approval of the Secretary, shall be incorporated into this Grant Agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary and incorporated into this Grant Agreement.

17. Construction Inspection and Approval.

It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

18. Planning Projects.

In carrying out planning projects:

a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.

b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.

c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.

d. It will make such material available for examination by the public and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.

e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.

f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.

g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.

h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

19. Operation and Maintenance.

a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state, and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for:

1. Operating the airport's aeronautical facilities whenever required;
2. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
3. Promptly notifying pilots of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood, or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.

b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

20. Hazard Removal and Mitigation.

It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use.

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

22. Economic Nondiscrimination.

a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.

b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to:

1. Furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and
2. Charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.

d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.

e. Each air carrier using such airport (whether as a tenant, non-tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or non-tenants and signatory carriers and non-signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.

f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees (including, but not limited to maintenance, repair, and fueling) that it may choose to perform.

g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.

h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.

i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. Exclusive Rights.

It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and

b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not

conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. Fee and Rental Structure.

It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for which a Grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues.

a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:

   1. If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.

   2. If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.

   3. Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at 49 U.S.C. 47102), if the FAA determines the airport sponsor meets the requirements set forth in Section 813 of Public Law 112-95.

b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or

transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.

c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of 49 U.S.C. 47107.

26. Reports and Inspections.

It will:

a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;

b. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;

c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this Grant Agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and

d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:

   1. all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and

   2. all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. Use by Government Aircraft.

It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that:

a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or

b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. Land for Federal Facilities.

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. Airport Layout Plan.

a. The airport owner or operator will maintain a current airport layout plan of the airport showing:

1. boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;

2. 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;

3. the location of all existing and proposed non-aviation areas and of all existing improvements thereon; and

4. all proposed and existing access points used to taxi aircraft across the airport's property boundary.

b. Subject to subsection 49 U.S.C. 47107(x), the Secretary will review and approve or disapprove the plan and any revision or modification of the plan before the plan, revision, or modification takes effect.

c. The owner or operator will not make or allow any alteration in the airport or any of its facilities unless the alteration—

1. is outside the scope of the Secretary's review and approval authority as set forth in subsection (x); or

2. complies with the portions of the plan approved by the Secretary.

d. When the airport owner or operator makes a change or alteration in the airport or the facilities which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary:

1. eliminate such adverse effect in a manner approved by the Secretary; or

2. bear all costs of relocating such property or its replacement to a site acceptable to the Secretary and of restoring the property or its replacement to the level of safety, utility, efficiency, and cost of operation that existed before the alteration was made, except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

30. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, color, and national origin (including limited English proficiency) in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d to 2000d-4); creed and sex per 49 U.S.C. 47123 and related requirements; age per the Age Discrimination Act of 1975 and related requirements; or disability per the Americans with Disabilities Act of 1990 and related requirements, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any program and activity conducted with, or benefiting from, funds received from this Grant.

a. Using the definitions of activity, facility, and program as found and defined in 49 CFR 21.23(b) and 21.23(e), the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by or pursuant to these assurances.

b. Applicability

   1. Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.

   2. Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter, or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.

   3. Real Property. Where the sponsor receives a grant or other Federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

c. Duration.

   The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

   1. So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or

   2. So long as the sponsor retains ownership or possession of the property.

d. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this Grant Agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

   "The Pease Development Authority , in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, all businesses will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of

race, color, national origin (including limited English proficiency), creed, sex , age, or disability in consideration for an award."

e. Required Contract Provisions.

1. It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the Department of Transportation (DOT), and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT acts and regulations.

2. It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.

3. It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.

4. It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin (including limited English proficiency), creed, sex, age, or disability as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:

   a. For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and

   b. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

f. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.

g. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

31. Disposal of Land.

a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:

1. Reinvestment in an approved noise compatibility project;

2. Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. 47117(e);

3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. 47114, 47115, or 47117;

4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or

5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.

If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.

b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, upon application to the Secretary, be reinvested or transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:

1. Reinvestment in an approved noise compatibility project;

2. Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. 47117(e);

3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. 47114, 47115, or 47117;

4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or

5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.

c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.

d. Disposition of such land under (a), (b), or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

32. Engineering and Design Services.

If any phase of such project has received Federal funds under Chapter 471 subchapter 1 of Title 49 U.S.C., it will award each contract, or sub-contract for program management, construction

management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services in the same manner as a contract for architectural and engineering services is negotiated under Chapter 11 of Title 40 U S.C., or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

33. Foreign Market Restrictions.

It will not allow funds provided under this Grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

34. Policies, Standards, and Specifications.

It will carry out any project funded under an Airport Improvement Program Grant in accordance with policies, standards, and specifications approved by the Secretary including, but not limited to, current FAA Advisory Circulars for AIP projects as of June 18, 2026.

35. Relocation and Real Property Acquisition.

a. It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B.

b. It will provide a relocation assistance program offering the services described in Subpart C of 49 CFR Part 24 and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24.

c. It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

36. Access By Intercity Buses.

The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

37. Disadvantaged Business Enterprises.

The sponsor shall not discriminate on the basis of race, color, national origin, or sex, in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its Disadvantaged Business Enterprise (DBE) and Airport Concessions Disadvantaged Business Enterprise (ACDBE) programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Parts 26 and 23 and may, in appropriate cases, refer the matter for

enforcement under 18 U.S.C. § 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. §§ 3801-3809, 3812).

38. Hangar Construction.

If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

39. Competitive Access.

a. If the airport owner or operator of a medium or large hub airport (as defined in 49 U.S.C. § 47102) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that:

   1. Describes the requests;
   2. Provides an explanation as to why the requests could not be accommodated; and
   3. Provides a time frame within which, if any, the airport will be able to accommodate the requests.

b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six-month period prior to the applicable due date.

40. **Access to Leaded Aviation Gasoline**

a. If 100-octane low lead aviation gasoline (100LL) was made available at an airport, at any time during calendar year 2022, an airport owner or operator may not restrict or prohibit the sale of, or self-fueling with 100-octane low lead aviation gasoline.

b. This requirement remains until the earlier of December 31, 2030, or the date on which the airport or any retail fuel seller at the airport makes available an unleaded aviation gasoline that has been authorized for use by the FAA as a replacement for 100-octane low lead aviation gasoline for use in nearly all piston-engine aircraft and engine models; and meets either an industry consensus standard or other standard that facilitates the safe use, production, and distribution of such unleaded aviation gasoline, as determined appropriate by the FAA.

c. An airport owner or operator understands and agrees, that any violation of this grant assurance is subject to civil penalties as provided for in 49 U.S.C. § 46301(a)(8).

FAA
Airports

Current FAA Advisory Circulars Required for Use in AIP Funded, IIJA Funded, and PFC Approved Projects

Updated: 03/05/2025

View current and previous versions of these ACs and any associated changes at:
http://www.faa.gov/airports/resources/advisory_circulars and
http://www.faa.gov/regulations_policies/advisory_circulars/. [1]

NUMBER	TITLE
70/7460-1M	Obstruction Marking and Lighting
150/5000-9B	Guidelines for the Sound Insulation of Residences Exposed to Aircraft Operations
150/5000-17	Critical Aircraft and Regular Use Determination
150/5020-1	Noise Control and Compatibility Planning for Airports
150/5070-6B, Changes 1 - 2	Airport Master Plans
150/5070-7 Change 1	The Airport System Planning Process
150/5100-13C	Development of State Aviation Standards for Airport Pavement Construction
150/5200-28G	Notices to Airmen (NOTAMs) for Airport Operators
150/5200-30D, Changes 1 - 2	Airport Field Condition Assessments and Winter Operations Safety
150/5200-31C, Changes 1 - 2	Airport Emergency Plan
150/5200-33C	Hazardous Wildlife Attractants on or near Airports

[1] All grant recipients are responsible for reviewing errata sheets and addendums pertaining to these Advisory Circulars.

NUMBER	TITLE
150/5200-34A	Construction or Establishment of Landfills Near Public Airports
150/5200-38	Protocol for the Conduct and Review of Wildlife Hazard Site Visits, Wildlife Hazard Assessments, and Wildlife Hazard Management Plans
150/5210-5D	Painting, Marking, and Lighting of Vehicles Used on an Airport
150/5210-7E	Aircraft Rescue and Fire Fighting Communications
150/5210-13C	Airport Water Rescue Plans and Equipment
150/5210-14C	Aircraft Rescue Fire Fighting Equipment, Tools and Clothing
150/5210-15A	Aircraft Rescue and Firefighting Station Building Design
150/5210-18A	Systems for Interactive Training of Airport Personnel
150/5210-19B	Driver's Enhanced Vision System (DEVs)
150/5220-10E	Guide Specification for Aircraft Rescue and Fire Fighting (ARFF) Vehicles
150/5220-16E, Change 1	Automated Weather Observing Systems (AWOS) for Non-Federal Applications
150/5220-17B	Aircraft Rescue and Fire Fighting (ARFF) Training Facilities
150/5220-18A	Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials
150/5220-20A	Airport Snow and Ice Control Equipment
150/5220-21C	Aircraft Boarding Equipment
150/5220-22B	Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns
150/5220-23A	Frangible Connections
150/5220-24	Airport Foreign Object Debris (FOD) Detection Equipment
150/5220-25	Airport Avian Radar Systems
150/5220-26, Changes 1 - 2	Airport Ground Vehicle Automatic Dependent Surveillance - Broadcast (ADS-B) Out Squitter Equipment
150/5230-4C	Aircraft Fuel Storage, Handling, Training, and Dispensing on Airports
150/5300-13B, Change 1	Airport Design
150/5300-14D	Design of Aircraft Deicing Facilities
150/5300-15A	Use of Value Engineering for Engineering and Design of Airport Grant Projects

NUMBER	TITLE
150/5300-16B	General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey
150/5300-17C, Change 1	Standards for Using Remote Sensing Technologies in Airport Surveys
150/5300-18B, Change 1	General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards
150/5300-19	Airport Data and Information Program
150/5300-20	Submission of On-Airport Proposals for Aeronautical Study
150/5320-5D	Airport Drainage Design
150/5320-6G	Airport Pavement Design and Evaluation
150/5320-12C, Changes 1 - 8	Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces
150/5320-15A	Management of Airport Industrial Waste
150/5320-17A	Airfield Pavement Surface Evaluation and Rating Manuals
150/5325-4B	Runway Length Requirements for Airport Design
150/5335-5D	Standardized Method of Reporting Airport Pavement Strength - PCR
150/5340-1M, Change 1	Standards for Airport Markings
150/5340-5D	Segmented Circle Airport Marker System
150/5340-18H	Standards for Airport Sign Systems
150/5340-26C	Maintenance of Airport Visual Aid Facilities
150/5340-30J	Design and Installation Details for Airport Visual Aids
150/5345-3G	Specification for L-821, Panels for the Control of Airport Lighting
150/5345-5B	Specifications for Airport Lighting Circuit Selector Switch
150/5345-7F	Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits
150/5345-10H	Specification for Constant Current Regulators and Regulator Monitors

NUMBER	TITLE
150/5345-12F	Specification for Airport and Heliport Beacons
150/5345-13B	Specification for L-841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits
150/5345-26E	FAA Specification For L-823 Plug and Receptacle, Cable Connectors
150/5345-27F	FAA Specification for Wind Cone Assemblies
150/5345-28H	Precision Approach Path Indicator (PAPI) Systems
150/5345-39E	Specification for L-853, Runway and Taxiway Retroreflective Markers
150/5345-42K	Specification for Airport Light Bases, Transformer Housings, Junction Boxes, and Accessories
150/5345-43J	Specification for Obstruction Lighting Equipment
150/5345-44L	Specification for Runway and Taxiway Signs
150/5345-45C	Low-Impact Resistant (LIR) Structures
150/5345-46F	Specification for Runway, Taxiway, Heliport, and Vertiport Light Fixtures
150/5345-47C	Specification for Series to Series Isolation Transformers for Airport Lighting Systems
150/5345-49D	Specification L-854, Radio Control Equipment
150/5345-50B	Specification for Portable Runway and Taxiway Lights
150/5345-51B	Specification for Discharge-Type Flashing Light Equipment
150/5345-52A	Generic Visual Glideslope Indicators (GVGI)
150/5345-53D	Airport Lighting Equipment Certification Program
150/5345-54B	Specification for L-884, Power and Control Unit for Land and Hold Short Lighting Systems
150/5345-55A	Specification for L-893, Lighted Visual Aid to Indicate Temporary Runway Closure
150/5345-56B	Specification for L-890 Airport Lighting Control and Monitoring System (ALCMS)
150/5360-12F	Airport Signing and Graphics
150/5360-13A	Airport Terminal Planning
150/5360-14A	Access to Airports By Individuals With Disabilities

NUMBER	TITLE
150/5370-2G	Operational Safety on Airports During Construction
150/5370-10H	Standard Specifications for Construction of Airports
150/5370-11B	Use of Nondestructive Testing in the Evaluation of Airport Pavements
150/5370-13A	Off-Peak Construction of Airport Pavements Using Hot-Mix Asphalt
150/5370-15B	Airside Applications for Artificial Turf
150/5370-16	Rapid Construction of Rigid (Portland Cement Concrete) Airfield Pavements
150/5370-17	Airside Use of Heated Pavement Systems
150/5380-6C	Guidelines and Procedures for Maintenance of Airport Pavements
150/5380-7B	Airport Pavement Management Program
150/5380-9	Guidelines and Procedures for Measuring Airfield Pavement Roughness
150/5390-2D	Heliport Design
150/5395-1B	Seaplane Bases

THE FOLLOWING ADDITIONAL ADVISORY CIRCULARS APPLY TO AIP AND IIJA PROJECTS ONLY

NUMBER	TITLE
150/5100-14E, Change 1	Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects
150/5100-17, Changes 1 - 7	Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects
150/5100-21	State Block Grant Program
150/5370-12B	Quality Management for Federally Funded Airport Construction Projects

Appendix 4 – Sponsor Certifications

Drug-Free Workplace
Airport Improvement Program Sponsor Certification

Sponsor: Pease Development Authority

Airport: Skyhaven Airport

Project Number: SBG 15-18-2026

Description of Work: Reconstruct Terminal Automobile Parking Lot (Approx. 10,100 SF) – Phase II (Final Design & Construction)

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on the drug-free workplace within federal grant programs are described in 2 CFR part 182. Sponsors are required to certify they will be, or will continue to provide, a drug-free workplace in accordance with the regulation. The AIP project grant agreement contains specific assurances on the Drug-Free Workplace Act of 1988.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. A statement has been or will be published prior to commencement of project notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the sponsor's workplace, and specifying the actions to be taken against employees for violation of such prohibition (2 CFR § 182.205).

   ☒ Yes ☐ No ☐ N/A

2. An ongoing drug-free awareness program (2 CFR § 182.215) has been or will be established prior to commencement of project to inform employees about:

   a. The dangers of drug abuse in the workplace;

   b. The sponsor's policy of maintaining a drug-free workplace;

   c. Any available drug counseling, rehabilitation, and employee assistance programs; and

   d. The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace.

   ☒ Yes ☐ No ☐ N/A

3. Each employee to be engaged in the performance of the work has been or will be given a copy of the statement required within item 1 above prior to commencement of project (2 CFR § 182.210).

   ☒ Yes ☐ No ☐ N/A

4. Employees have been or will be notified in the statement required by item 1 above that, as a condition employment under the grant (2 CFR § 182.205(c)), the employee will:

   a. Abide by the terms of the statement; and

   b. Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction.

   ☒ Yes ☐ No ☐ N/A

5. The Federal Aviation Administration (FAA) will be notified in writing within 10 calendar days after receiving notice under item 4b above from an employee or otherwise receiving actual notice of such conviction (2 CFR § 182.225). Employers of convicted employees must provide notice, including position title of the employee, to the FAA (2 CFR § 182.300).

   ☒ Yes ☐ No ☐ N/A

6. One of the following actions (2 CFR § 182.225(b)) will be taken within 30 calendar days of receiving a notice under item 4b above with respect to any employee who is so convicted:

   a. Take appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; and

   b. Require such employee to participate satisfactorily in drug abuse assistance or rehabilitation programs approved for such purposes by a federal, state, or local health, law enforcement, or other appropriate agency.

   ☒ Yes ☐ No ☐ N/A

7. A good faith effort will be made, on a continuous basis, to maintain a drug-free workplace through implementation of items 1 through 6 above (2 CFR § 182.200).

   ☒ Yes ☐ No ☐ N/A

Site(s) of performance of work (2 CFR § 182.230):

Location 1
Name of Location: Pease Development Authority
Address: 55 International Drive, Portsmouth, NH 03801

Location 2 (if applicable)
Name of Location: Skyhaven Airport
Address: 238 Rochester Hill Rd, Rochester, NH 03867

Location 3 (if applicable)
Name of Location: Jacobs Engineering Group Inc
Address: 2 Executive Park Drive, Suite 205, Bedford, NH 03110

Attach documentation clarifying any above item marked with a "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this 18th day of June , 2026 .

Name of Sponsor:

Name of Sponsor's Authorized Official: Paul E. Brean

Title of Sponsor's Authorized Official: Executive Director

Signature of Sponsor's Authorized Official: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Equipment and Construction Contracts
Airport Improvement Sponsor Certification

Sponsor: Pease Development Authority

Airport: Skyhaven Airport

Project Number: SBG 15-18-2026

Description of Work: Reconstruct Terminal Automobile Parking Lot (Approx. 10,100 SF) – Phase II (Final Design & Construction)

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General procurement standards for equipment and construction contracts within Federal grant programs are described in 2 CFR §§ 200.317-200.326. Labor and Civil Rights Standards applicable to the AIP are established by the Department of Labor (www.dol.gov) AIP Grant Assurance C.1—General Federal Requirements identifies all applicable Federal Laws, regulations, executive orders, policies, guidelines and requirements for assistance under the AIP. Sponsors may use state and local procedures provided the procurement conforms to these federal standards.

This certification applies to all equipment and construction projects. Equipment projects may or may not employ laborers and mechanics that qualify the project as a "covered contract" under requirements established by the Department of Labor requirements. Sponsor shall provide appropriate responses to the certification statements that reflect the character of the project regardless of whether the contract is for a construction project or an equipment project.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. A written code or standard of conduct is or will be in effect prior to commencement of the project that governs the performance of the sponsor's officers, employees, or agents in soliciting, awarding and administering procurement contracts (2 CFR § 200.318).

   ☒ Yes ☐ No ☐ N/A

2. For all contracts, qualified and competent personnel are or will be engaged to perform contract administration, engineering supervision, construction inspection, and testing (Grant Assurance C.17).

   ☒ Yes ☐ No ☐ N/A

3. Sponsors that are required to have a Disadvantage Business Enterprise (DBE) program on file with the FAA have included or will include clauses required by Title VI of the Civil Rights Act and 49 CFR Part 26 for Disadvantaged Business Enterprises in all contracts and subcontracts.

   ☒ Yes ☐ No ☐ N/A

4. Sponsors required to have a DBE program on file with the FAA have implemented or will implement monitoring and enforcement measures that:

   a. Ensure work committed to Disadvantaged Business Enterprises at contract award is actually performed by the named DBEs (49 CFR § 26.37(b));

   b. Include written certification that the sponsor has reviewed contract records and has monitored work sites for performance by DBE firms (49 CFR § 26.37(b)); and

   c. Provides for a running tally of payments made to DBE firms and a means for comparing actual attainments (i.e. payments) to original commitments (49 CFR § 26.37(c)).

   ☒ Yes ☐ No ☐ N/A

5. Sponsor procurement actions using the competitive sealed bid method (2 CFR § 200.320(c)). was or will be:

   a. Publicly advertised, allowing a sufficient response time to solicit an adequate number of interested contractors or vendors;

   b. Prepared to include a complete, adequate and realistic specification that defines the items or services in sufficient detail to allow prospective bidders to respond;

   c. Publicly opened at a time and place prescribed in the invitation for bids; and

   d. Prepared in a manner that result in a firm fixed price contract award to the lowest responsive and responsible bidder.

   ☒ Yes ☐ No ☐ N/A

6. For projects the Sponsor proposes to use the competitive proposal procurement method (2 CFR § 200.320(d)), Sponsor has requested or will request FAA approval prior to proceeding with a competitive proposal procurement by submitting to the FAA the following:

   a. Written justification that supports use of competitive proposal method in lieu of the preferred sealed bid procurement method;

   b. Plan for publicizing and soliciting an adequate number of qualified sources; and

   c. Listing of evaluation factors along with relative importance of the factors.

   ☐ Yes ☐ No ☒ N/A

7. For construction and equipment installation projects, the bid solicitation includes or will include the current federal wage rate schedule(s) for the appropriate type of work classifications (2 CFR Part 200, Appendix II).

   ☒ Yes ☐ No ☐ N/A

8. Concurrence was or will be obtained from the Federal Aviation Administration (FAA) prior to contract award under any of the following circumstances (Order 5100.38D):

    a. Only one qualified person/firm submits a responsive bid;

    b. Award is to be made to other than the lowest responsible bidder; and

    c. Life cycle costing is a factor in selecting the lowest responsive bidder.

    ☐ Yes ☐ No ☒ N/A

9. All construction and equipment installation contracts contain or will contain provisions for:

    a. Access to Records (§ 200.336)

    b. Buy American Preferences (Title 49 U.S.C. § 50101)

    c. Civil Rights - General Provisions and Title VI Assurances(41 CFR part 60)

    d. Federal Fair Labor Standards (29 U.S.C. § 201, et seq)

    e. Occupational Safety and Health Act requirements (20 CFR part 1920)

    f. Seismic Safety – building construction (49 CFR part 41)

    g. State Energy Conservation Requirements - as applicable(2 CFR part 200, Appendix II)

    h. U.S. Trade Restriction (49 CFR part 30)

    i. Veterans Preference (49 USC § 47112(c))

    ☒ Yes ☐ No ☐ N/A

10. All construction and equipment installation contracts exceeding $2,000 contain or will contain the provisions established by:

    a. Davis-Bacon and Related Acts (29 CFR part 5)

    b. Copeland "Anti-Kickback" Act (29 CFR parts 3 and 5)

    ☒ Yes ☐ No ☐ N/A

11. All construction and equipment installation contracts exceeding $3,000 contain or will contain a contract provision that discourages distracted driving (E.O. 13513).

    ☒ Yes ☐ No ☐ N/A

12. All contracts exceeding $10,000 contain or will contain the following provisions as applicable:

    a. Construction and equipment installation projects - Applicable clauses from 41 CFR Part 60 for compliance with Executive Orders 11246 and 11375 on Equal Employment Opportunity;

    b. Construction and equipment installation - Contract Clause prohibiting segregated facilities in accordance with 41 CFR part 60-1.8;

    c. Requirement to maximize use of products containing recovered materials in accordance with 2 CFR § 200.322 and 40 CFR part 247; and

    d. Provisions that address termination for cause and termination for convenience (2 CFR Part 200, Appendix II).

    ☒ Yes ☐ No ☐ N/A

13. All contracts and subcontracts exceeding $25,000: Measures are in place or will be in place (e.g. checking the System for Award Management) that ensure contracts and subcontracts are not awarded to individuals or firms suspended, debarred, or excluded from participating in federally assisted projects (2 CFR parts 180 and 1200).

☒ Yes ☐ No ☐ N/A

14. Contracts exceeding the simplified acquisition threshold (currently $250,000) include or will include provisions, as applicable, that address the following:

    a. Construction and equipment installation contracts - a bid guarantee of 5%, a performance bond of 100%, and a payment bond of 100% (2 CFR § 200.325);

    b. Construction and equipment installation contracts - requirements of the Contract Work Hours and Safety Standards Act (40 USC 3701-3708, Sections 103 and 107);

    c. Restrictions on Lobbying and Influencing (2 CFR part 200, Appendix II);

    d. Conditions specifying administrative, contractual and legal remedies for instances where contractor of vendor violate or breach the terms and conditions of the contract (2 CFR §200, Appendix II); and

    e. All Contracts - Applicable standards and requirements issued under Section 306 of the Clean Air Act (42 USC 7401-7671q), Section 508 of the Clean Water Act (33 USC 1251-1387, and Executive Order 11738.

☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this 18th day of June , 2026 .

Name of Sponsor: Pease Development Authority

Name of Sponsor's Authorized Official: Paul E. Brean

Title of Sponsor's Authorized Official: Executive Director

Signature of Sponsor's Authorized Official: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Project Plans and Specifications
Airport Improvement Program Sponsor Certification

Sponsor: Pease Development Authority

Airport: Skyhaven Airport

Project Number: SBG 15-18-2026

Description of Work: Reconstruct Terminal Automobile Parking Lot (Approx. 10,100 SF) – Phase II (Final Design & Construction)

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). Labor and civil rights standards applicable to AIP are established by the Department of Labor (www.dol.gov/). AIP Grant Assurance C.1—General Federal Requirements identifies applicable federal laws, regulations, executive orders, policies, guidelines and requirements for assistance under AIP. A list of current advisory circulars with specific standards for procurement, design or construction of airports, and installation of equipment and facilities is referenced in standard airport sponsor Grant Assurance 34 contained in the grant agreement.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. The plans and specifications were or will be prepared in accordance with applicable federal standards and requirements, so that no deviation or modification to standards set forth in the advisory circulars, or FAA-accepted state standard, is necessary other than those explicitly approved by the Federal Aviation Administration (FAA) (14 USC § 47105).

   ☒ Yes ☐ No ☐ N/A

2. Specifications incorporate or will incorporate a clear and accurate description of the technical requirement for the material or product that does not contain limiting or proprietary features that unduly restrict competition (2 CFR §200.319).

   ☒ Yes ☐ No ☐ N/A

3. The development that is included or will be included in the plans is depicted on the current airport layout plan as approved by the FAA (14 USC § 47107).

   ☒ Yes ☐ No ☐ N/A

4. Development and features that are ineligible or unallowable for AIP funding have been or will be omitted from the plans and specifications (FAA Order 5100.38, par. 3-43).

   ☒ Yes ☐ No ☐ N/A

5. The specification does not use or will not use "brand name" or equal to convey requirements unless sponsor requests and receives approval from the FAA to use brand name (FAA Order 5100.38, Table U-5).

   ☒ Yes ☐ No ☐ N/A

6. The specification does not impose or will not impose geographical preference in their procurement requirements (2 CFR §200.319(b) and FAA Order 5100.38, Table U-5).

   ☒ Yes ☐ No ☐ N/A

7. The use of prequalified lists of individuals, firms or products include or will include sufficient qualified sources that ensure open and free competition and that does not preclude potential entities from qualifying during the solicitation period (2 CFR §319(d)).

   ☒ Yes ☐ No ☐ N/A

8. Solicitations with bid alternates include or will include explicit information that establish a basis for award of contract that is free of arbitrary decisions by the sponsor (2 CFR § 200.319(a)(7)).

   ☒ Yes ☐ No ☐ N/A

9. Concurrence was or will be obtained from the FAA if Sponsor incorporates a value engineering clause into the contract (FAA Order 5100.38, par. 3-57).

   ☒ Yes ☐ No ☐ N/A

10. The plans and specifications incorporate or will incorporate applicable requirements and recommendations set forth in the federally approved environmental finding (49 USC §47106(c)).

    ☐ Yes ☐ No ☒ N/A

11. The design of all buildings comply or will comply with the seismic design requirements of 49 CFR § 41.120. (FAA Order 5100.38d, par. 3-92)

    ☒ Yes ☐ No ☐ N/A

12. The project specification include or will include process control and acceptance tests required for the project by as per the applicable standard:

    a. Construction and installation as contained in Advisory Circular (AC) 150/5370-10.

       ☒ Yes ☐ No ☐ N/A

b. Snow Removal Equipment as contained in AC 150/5220-20.

☐ Yes ☐ No ☒ N/A

c. Aircraft Rescue and Fire Fighting (ARFF) vehicles as contained in AC 150/5220-10.

☐ Yes ☐ No ☒ N/A

13. For construction activities within or near aircraft operational areas(AOA):

a. The Sponsor has or will prepare a construction safety and phasing plan (CSPP) conforming to Advisory Circular 150/5370-2.

b. Compliance with CSPP safety provisions has been or will be incorporated into the plans and specifications as a contractor requirement.

c. Sponsor will not initiate work until receiving FAA's concurrence with the CSPP (FAA Order 5100.38, Par. 5-29).

☒ Yes ☐ No ☐ N/A

14. The project was or will be physically completed without federal participation in costs due to errors and omissions in the plans and specifications that were foreseeable at the time of project design (49 USC §47110(b)(1) and FAA Order 5100.38d, par. 3-100).

☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this 18th day of June , 2026 .

Name of Sponsor: Pease Development Authority

Name of Sponsor's Authorized Official: Paul E. Brean

Title of Sponsor's Authorized Official: Executive Director

Signature of Sponsor's Authorized Official: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Selection of Consultants
Airport Improvement Program Sponsor Certification

Sponsor: Pease Development Authority

Airport: Skyhaven Airport

Project Number: SBG 15-18-2026

Description of Work: Reconstruct Terminal Automobile Parking Lot (Approx. 10,100 SF) – Phase II (Final Design & Construction)

Application
49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements for selection of consultant services within federal grant programs are described in 2 CFR §§ 200.317-200.326. Sponsors may use other qualifications-based procedures provided they are equivalent to standards of Title 40 chapter 11 and FAA Advisory Circular 150/5100-14, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects.

Certification Statements
Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. Sponsor acknowledges their responsibility for the settlement of all contractual and administrative issues arising out of their procurement actions (2 CFR § 200.318(k)).

   ☒ Yes ☐ No ☐ N/A

2. Sponsor procurement actions ensure or will ensure full and open competition that does not unduly limit competition (2 CFR § 200.319).

   ☒ Yes ☐ No ☐ N/A

3. Sponsor has excluded or will exclude any entity that develops or drafts specifications, requirements, or statements of work associated with the development of a request-for-qualifications (RFQ) from competing for the advertised services (2 CFR § 200.319).

   ☒ Yes ☐ No ☐ N/A

4. The advertisement describes or will describe specific project statements-of-work that provide clear detail of required services without unduly restricting competition (2 CFR § 200.319).

☒ Yes ☐ No ☐ N/A

5. Sponsor has publicized or will publicize a RFQ that:

   a. Solicits an adequate number of qualified sources (2 CFR § 200.320(d)); and

   b. Identifies all evaluation criteria and relative importance (2 CFR § 200.320(d)).

☒ Yes ☐ No ☐ N/A

6. Sponsor has based or will base selection on qualifications, experience, and disadvantaged business enterprise participation with price not being a selection factor (2 CFR § 200.320(d)).

☒ Yes ☐ No ☐ N/A

7. Sponsor has verified or will verify that agreements exceeding $25,000 are not awarded to individuals or firms suspended, debarred or otherwise excluded from participating in federally assisted projects (2 CFR §180.300).

☒ Yes ☐ No ☐ N/A

8. A/E services covering multiple projects: Sponsor has agreed to or will agree to:

   a. Refrain from initiating work covered by this procurement beyond five years from the date of selection (AC 150/5100-14); and

   b. Retain the right to conduct new procurement actions for projects identified or not identified in the RFQ (AC 150/5100-14).

☒ Yes ☐ No ☐ N/A

9. Sponsor has negotiated or will negotiate a fair and reasonable fee with the firm they select as most qualified for the services identified in the RFQ (2 CFR § 200.323).

☒ Yes ☐ No ☐ N/A

10. The Sponsor's contract identifies or will identify costs associated with ineligible work separately from costs associated with eligible work (2 CFR § 200.302).

☒ Yes ☐ No ☐ N/A

11. Sponsor has prepared or will prepare a record of negotiations detailing the history of the procurement action, rationale for contract type and basis for contract fees (2 CFR §200.318(i)).

☒ Yes ☐ No ☐ N/A

12. Sponsor has incorporated or will incorporate mandatory contact provisions in the consultant contract for AIP-assisted work (49 U.S.C. Chapter 471 and 2 CFR part 200 Appendix II)

☒ Yes ☐ No ☐ N/A

13. For contracts that apply a time-and-material payment provision (also known as hourly rates, specific rates of compensation, and labor rates), the Sponsor has established or will establish:

    a. Justification that there is no other suitable contract method for the services (2 CFR §200.318(j));

    b. A ceiling price that the consultant exceeds at their risk (2 CFR §200.318(j)); and

    c. A high degree of oversight that assures consultant is performing work in an efficient manner with effective cost controls in place 2 CFR §200.318(j)).

    ☒ Yes ☐ No ☐ N/A

14. Sponsor is not using or will not use the prohibited cost-plus-percentage-of-cost (CPPC) contract method. (2 CFR § 200.323(d)).

    ☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "no" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Executed on this 18th day of June , 2026 .

Name of Sponsor: Pease Development Authority

Name of Sponsor's Authorized Official: Paul E. Brean

Title of Sponsor's Authorized Official: Executive Director

Signature of Sponsor's Authorized Official: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Certification and Disclosure Regarding Potential Conflicts of Interest
Airport Improvement Program Sponsor Certification

Sponsor: Pease Development Authority

Airport: Skyhaven Airport

Project Number: SBG 15-18-2026

Description of Work: Reconstruct Terminal Automobile Parking Lot (Approx. 10,100 SF) – Phase II (Final Design & Construction)

Application

Title 2 CFR § 200.112 and § 1201.112 address Federal Aviation Administration (FAA) requirements for conflict of interest. As a condition of eligibility under the Airport Improvement Program (AIP), sponsors must comply with FAA policy on conflict of interest. Such a conflict would arise when any of the following have a financial or other interest in the firm selected for award:

a) The employee, officer or agent,

b) Any member of his immediate family,

c) His or her partner, or

d) An organization which employs, or is about to employ, any of the above.

Selecting "Yes" represents sponsor or sub-recipient acknowledgement and confirmation of the certification statement. Selecting "No" represents sponsor or sub-recipient disclosure that it cannot fully comply with the certification statement. If "No" is selected, provide support information explaining the negative response as an attachment to this form. This includes whether the sponsor has established standards for financial interest that are not substantial or unsolicited gifts are of nominal value (2 CFR § 200.318(c)). The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance.

Certification Statements

1. The sponsor or sub-recipient maintains a written standards of conduct governing conflict of interest and the performance of their employees engaged in the award and administration of contracts (2 CFR § 200.318(c)). To the extent permitted by state or local law or regulations, such standards of conduct provide for penalties, sanctions, or other disciplinary actions for violations of such standards by the sponsor's and sub-recipient's officers, employees, or agents, or by contractors or their agents.

   ☒ Yes ☐ No

2. The sponsor's or sub-recipient's officers, employees or agents have not and will not solicit or accept gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to sub-agreements (2 CFR § 200.318(c)).

   ☒ Yes ☐ No

3. The sponsor or sub-recipient certifies that is has disclosed and will disclose to the FAA any known potential conflict of interest (2 CFR § 1200.112).

   ☒ Yes ☐ No

Attach documentation clarifying any above item marked with "no" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have the explanation for any item marked "no" is correct and complete.

Executed on this 11th day of March , 2026 .

Name of Sponsor: Pease Development Authority

Name of Sponsor's Authorized Official: Paul E. Brean

Title of Sponsor's Authorized Official: Executive Director

Signature of Sponsor's Authorized Official: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

OMB Number: 4040-0013
Expiration Date: 06/30/2028

CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

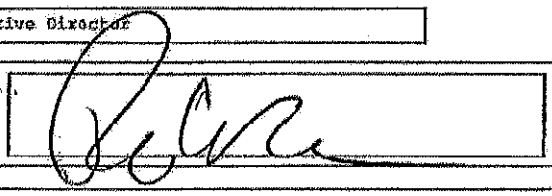
(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

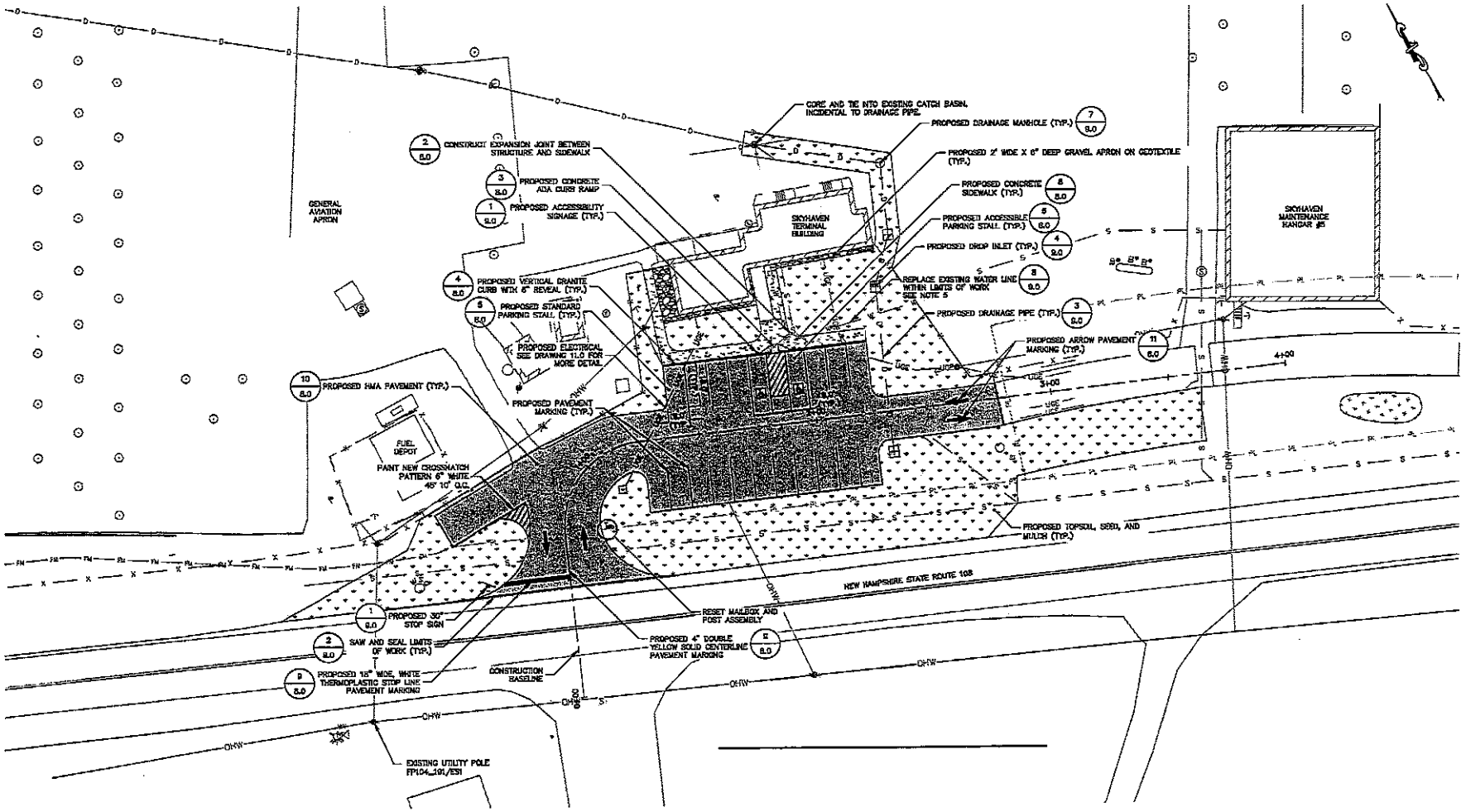
Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions. Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

* APPLICANT'S ORGANIZATION	Pease Development Authority
* PRINTED NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	
Prefix:	Mr.
* First Name:	Paul
Middle Name:	E.
* Last Name:	Brean
Suffix:	
* Title:	Executive Director
* SIGNATURE:	
* DATE:	06/18/2026

Appendix 5 – Project Sketch



SITE PLAN
SCALE: 1"=20'

HORIZONTAL SCALE
1"=20'
20 0 10 20 40

LEGEND

- PROPOSED BITUMINOUS CONCRETE PAVEMENT
- PROPOSED CONCRETE SIDEWALK
- PROPOSED GRAVEL APRON
- PROPOSED TOPSOIL, SEED, AND MULCH
- PROPOSED VERTICAL GRANITE CURB WITH 6" REVEAL
- UGE — PROPOSED UNDERGROUND ELECTRICAL CONDUIT
- PROPOSED PAVEMENT MARKINGS
- PROPOSED SIGNAGE
- PROPOSED CONCRETE ADA CURB RAMP
- MB MAILBOX AND POST ASSEMBLY
- D — PROPOSED DRAINAGE PIPE
- PROPOSED DRAINAGE MANHOLE
- PROPOSED DROP INLET

NOTES:

1. ALL LAYOUT DIMENSION AND COORDINATES ARE PROVIDED IN INTERNATIONAL FEET.
2. SEE DRAWING 6.0 – LAYOUT PLAN FOR ADDITIONAL INFORMATION.
3. SEE DRAWING 7.0 – GRADING & DRAINAGE PLAN FOR ADDITIONAL INFORMATION.
4. CONTRACTOR SHALL LOCATE THE SEWER LINES WITHIN THE PROJECT SITE AND INSTALL INSULATION PER THE DETAIL ON DRAWING 8.0 FOR ALL LOCATIONS THE SEWER LINE HAS LESS THAN 3' OF COVER.
5. THE CONTRACTOR SHALL BE LICENSED BY THE CITY OF ROCHESTER AND IS RESPONSIBLE FOR OBTAINING A SEWER AND WATER CONNECTION PERMIT PRIOR TO WORKING ON THE SEWER OR WATER LINE.

PEASE AIRPORT MANAGEMENT

Jacobs
2 Executive Park Drive
Bedford, NH 03110
Phone: (603) 668-7191

PROJECT NUMBER

SCALE: 1"=20'
DATE: MAY 2026
DESIGNED BY: JJH
DRAWN BY: JJH
CHECKED BY: APP
APPROVED: APP

SKYHAVEN AIRPORT
ROCHESTER, NH
RECONSTRUCT TERMINAL AUTOMOBILE PARKING LOT

SITE PLAN

REVISIONS
NO. | DATE | DESCRIPTION | BY

PROJ. NO.: E2390512
JC FILE: P:/2323/E2390512
SBG NO.: SBG 10-15-2023

DRAWING NO.
5.0
SHEET 5 OF 12
REV

ISSUED FOR BIDDING - NOT FOR CONSTRUCTION

Jacobs - P:\2023\E2390512 - DAW Terminal Parking Lot\700 CAD\Plans\5.0 - Site Plan.dwg [5.0] April 29, 2026 - 1:15pm [Rahal]

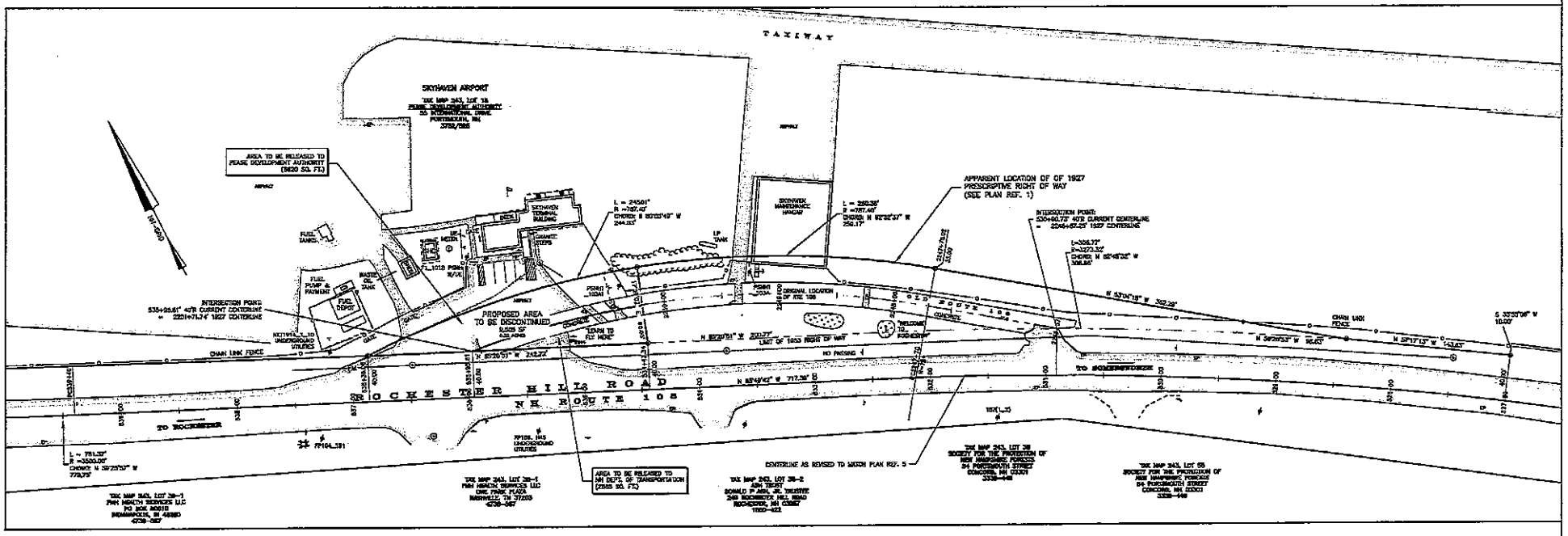
Appendix 6 – Right of Way Discontinuance - dated February 2026

LAND SURVEYORS

CIVIL ENGINEERS

LEGEND

●	PROPOSED MONUMENT		FIRE HYDRANT
□	BOUND		WATER GATE VALVE
	UTILITY POLE		SIGN
	MAILBOX		OVERHEAD WIRES
	ELECTRIC MANHOLE		FENCE
	SEWER MANHOLE	EP	EDGE OF PAVEMENT
			EDGE OF GRAVEL

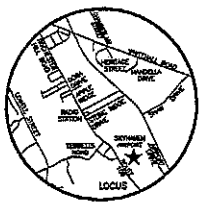


NOTES:

1. THE PURPOSE OF THIS PLAN IS TO DEPICT AN AREA OF DISCONTINUANCE FOR ROUTE 108 (ROCHESTER HILL ROAD) IMMEDIATELY ADJOINING SKYHAVEN AIRPORT, ROCHESTER, NH.
2. TOTAL PARCEL AREA: MAP 243, LOT 1B: 1946 ACRES
   AREA TO BE DISCONTINUED: 9,505 SQ. FT. (0.22 ACRES)
3. THE SURVEYED PARCEL IS ZONED AIRPORT SPECIAL ZONE.
4. MINIMUM LOT REQUIREMENTS: LOT SIZE = NONE, FRONTAGE = NONE.
5. BUILDING SETBACKS: FRONT YARD = 35 FT, ALL OTHER = 50 FT.
6. TAX MAP 243, LOT 1B IS SERVICED BY MUNICIPAL WATER AND SEWER SYSTEMS.
7. THE SURVEYED PARCEL IS NOT LOCATED WITHIN THE 100 YEAR FLOOD ZONE AS SHOWN ON THE FLOOD INSURANCE RATE MAP DATED 5/17/2005 (COMMUNITY PANEL # 330173D0216D).
8. HORIZONTAL DATUM: NH STATE PLANE, NAD83(2011) INT...ECEF
9. ABUTTING PROPERTY INFORMATION WAS TAKEN FROM ROCHESTER TAX RECORDS. ABUTTING PROPERTY LINES WERE TAKEN FROM ROCHESTER TAX MAPS AND ARE FOR INFORMATIONAL PURPOSES ONLY.
10. ROCHESTER HILL ROAD (ROUTE 108, FORMER ROUTE 10) IS A VARIABLE WIDTH CLASS I HIGHWAY, PER NH DOT. SEE PLAN REFERENCES FOR MORE DETAILS.
11. THIS AREA WAS CONVEYED TO THE STATE OF NEW HAMPSHIRE BY HOLEN CHAMPLIN IN SCRD BOOK 821, PAGE 370. SEE REF. PLAN 7 (LAYOUT SHEET) FOR MORE INFORMATION.

REFERENCE PLANS:

1. "PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. 233-C, EAST SIDE ROAD, ROCHESTER, NH" DATED 1927 BY THE NH STATE HIGHWAY DEPT. ON FILE WITH NHDOT.
2. "PLAN OF PROPOSED FEDERAL AID PRIMARY – URBAN PROJECT F11-2(15)(6), NH NO. F2325, WHITE MOUNTAIN HIGHWAY" DATED FEBRUARY 1953 BY THE NH DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS, ON FILE WITH THE NHDOT.
3. "PART OF HAVEN HILL FARM, ROCHESTER, NH" DATED JULY 1953 BY G.L. DAVIS & ASSOC (SHEETS 1 & 2 OF 2), UNRECORDED, ON FILE WITH NPA.
4. "PROPOSED RIGHT-OF-WAY RELOCATION, ROCHESTER HILL RD./ROUTE 108, ROCHESTER, NH PREPARED FOR GRANITE STATE BUSINESS PARK, INC.", DATED: MAY JUNE 1994 BY NORWAY PLAINS ASSOCIATES, INC. RECORDED: SCRD 27-39
5. "NH RTE. 108 RIGHT OF WAY PLAN, STATE OF NH, NH ROUTE 108 (FORMERLY NH RTE. 10), ROCHESTER, NH", DATED: 08-15-09 BY NELSON ENG. & SURV., RECORDED: SCRD 37-27 & 37-28
6. "RIGHT-OF-WAY AND TRACK MAP, BOSTON AND MAINE R.R., OPERATED BY THE BOSTON AND MAINE R.R., STA 455+10 TO STATION 502+40" DATED: JUNE 30, 1914 BY THE OFFICE OF VALUATION ENGINEER, VAL. SECTION V.A- MA/4
7. "SUBDIVISION OF LAND, ROCHESTER, NH, FOR ROCHESTER INDUSTRIAL PARK, INC." DATED: JUNE 22, 1967 BY NORWAY PLAINS SURVEY ASSOCIATES, INC., RECORDED: SCRD 339-29



LOCATION MAP
N.T.S.

I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUBDIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN.

I FURTHER CERTIFY THAT I HAVE FILED A COPY OF THIS PLAN WITH THE PLANNING BOARD OF THE CITY OF ROCHESTER, NH IN ACCORDANCE WITH RSA 676:18.

GLENN GRISWOLD, LLS #3129 DATE

OWNER OF RECORD:
TAX MAP 243, LOT 1B
PEASE DEVELOPMENT AUTHORITY
55 INTERNATIONAL DRIVE
PORTSMOUTH, NH
3703/023

OWNER OF RECORD:
ROCHESTER HILL ROAD
NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION
7 HAZEN DRIVE
CONCORD, NH 03305

RIGHT OF WAY DISCONTINUANCE PLAN
SKYHAVEN AIRPORT
NH ROUTE 108
238 ROCHESTER HILL RD
ROCHESTER, NH

PREPARED FOR:
JACOBS ENGINEERING

FEBRUARY 2026

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 INCH = 40 FT.

REV: APRIL 2026 – CHANGED DISCONTINUANCE AREA, ADDED 1927 SEATBONING, REV. BEARINGS, DISTANCES, AREAS

R-1

FILE NO. 104
PLAN NO. C-3643
DWG. NO. 24115/ROW

31 MOONEY STREET, ALTON, NH 603-875-3948

NORWAY PLAINS ASSOCIATES, INC.

2 CONTINENTAL BLVD., ROCHESTER, NH 603-335-3948

RECEIVED by
AUG 21 2026
NH AERONAUTICS