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, New Hampshire 03301

Bureau of Aeronautics
October 16, 2026

Requested Action

1. Authorize the Department of Transportation to **retroactively** provide funding to the City of Claremont (Vendor 177373), for SBG 02-31-2026, an Infrastructure and Investment Jobs Act (IIJA) grant, to install Automated Weather Observing System (AWOS) III weather reporting equipment at the Claremont Municipal Airport in Claremont, NH. Federal and State participation in the amount of $429,000, retroactive to July 16, 2025, is effective upon Governor and Council approval through August 25, 2028. **97.4% Federal Funds, 2.6% State Funds.**

Funding is available as follows:	**FY 2027**
04-96-96-960030-6673	
FAA Projects	$429,000
034-500161 New Construction	

2. Authorize the Department of Transportation to **retroactively** provide funding to the City of Claremont (Vendor 177373), for SBG 02-32-2026, an Airport Improvement Program (AIP) grant to install Automated Weather Observing System (AWOS) III weather reporting equipment at the Claremont Municipal Airport in Claremont, NH. Federal and State participation in the amount of $141,955, is retroactive to July 16, 2025, is effective upon Governor and Council approval through August 25, 2028. **94.7% Federal Funds, 5.3% State Funds.**

Funding is available as follows:	**FY 2027**
04-96-96-960030-6673	
FAA Projects	$141,955
034-500161 New Construction	

Explanation

This project is **retroactive** due to the Federal Aviation Administration (FAA) requirement that grants be issued only after a project has been fully designed, competitively bid, and a final construction cost established. The FAA will not issue federal grant funds until the design and bid process is complete and verified construction costs are available for consideration. FAA policy prohibits awarding funds beyond what is needed for the project, and contingencies are not permitted for AIP/IIJA projects.

If necessary, the FAA may provide additional funding through a grant amendment once change orders have been approved. Such amendments are only considered after the project is complete and actual costs have been finalized. While the FAA does, on rare occasions, issue grants prior to design and without a sealed competitive bid process, this approach is strongly discouraged. In those circumstances, the FAA does not guarantee additional funding should construction bids exceed early cost estimates. If that occurs, the airport sponsor must complete the project with reduced federal support. For most smaller general aviation airports, this creates a financial burden they cannot reasonably sustain, placing the sponsor at significant risk and potentially jeopardizing FAA funding availability for airports in New Hampshire.

The retroactive date of July 16, 2025, reflects when the project was initially scoped by the FAA, the State, the airport sponsor, and the airport consultant. Design and the competitive bidding process followed that date and FAA-reimbursable expenses were incurred; however, installation of the AWOS III system has not yet begun.

Grant SBG 02-31-2026

A total of $418,000 (95% of the total of this portion of the IIJA project cost) is proposed from federal funds, to install an AWOS III, weather reporting equipment, at the Claremont Municipal Airport in Claremont, NH. This is the first of two FAA grants, called "companion" grants, that is being issued to fully complete this development project. This portion of funding is from the FAA's IIJA program. The second "companion" grant (SBG 02-32-2026) will be funded from the FAA's, AIP program.

Grant SBG 02-32-2026

A total of $134,484 (90% of the total of this portion of the AIP project cost) is proposed from federal funds to install an AWOS III, weather reporting equipment, at the Claremont Municipal Airport in Claremont, NH. This is the second of two FAA grants, called "companion" grants, that is being issued to fully complete this development project. This portion of funding is from the FAA AIP program. The first "companion" grant (SBG 02-31-2026) will be funded from the FAA IIJA program.

Project Description

This project will benefit both the airport and the state by installing an AWOS III system, which will enhance the accuracy of weather information available to pilots during flights and significantly improve safety for the flying public. In addition, the project includes the removal of trees and other obstructions to ensure reliable and accurate wind information.

This project was placed out to bid, and the qualified, low-bid was submitted by Pine Hill Construction, LLC.

The project breakdown is as follows:

Sponsor Administration/Preliminary Expense	$	5,950
Engineering Fees (Stantec)	$	168,096
Resident Engineering (Stantec)	$	13,251
Construction (Pine Hill Construction, LLC)	$	402,130
Total	**$**	**589,427**

The Department of Transportation accepts the Federal Funds in the amount of $552,484 (95% for IIJA and 90% for AIP) for this project (combined grants) as a pass through to the City of Claremont in accordance with RSA 422:15. State participation in the amount of $18,471 (2.5% IIJA and 5% AIP for this project) is also requested. The City of Claremont will participate in the amount of $18,472 (2.5% IIJA and 5% AIP for this project). The total cost of this project (including federal, state and local matching shares) is $589,427.

The summary of funds, including federal, state and local matching shares, for the two "companion" grants and overall project, are summarized below:

SBG 02-31-2026 (IIJA funds)	PROJECT Total Cost	%	REQUESTED ACTION Cost	%
FAA	$ 418,000	95%	$ 418,000	97.4%
State	$ 11,000	2.5%	$ 11,000	2.6%
City of Claremont	$ 11,000	2.5%	$ 0	0.0%
Total	$ 440,000	100%	$ 429,000	100%

SBG 02-32-2026 (AIP funds)	PROJECT Total Cost	%	REQUESTED ACTION Cost	%
FAA	$ 134,484	90%	$ 134,484	94.7%
State	$ 7,471	5%	$ 7,471	5.3%
City of Claremont	$ 7,472	5%	$ 0	0.0%
Total	$ 149,427	100%	$ 141,955	100%

Combined Grants (IIJA + AIP funds)	PROJECT Total Cost	%	REQUESTED ACTIONS Cost	%
FAA	$ 552,484	93.8%	$ 552,484	96.8%
State	$ 18,471	3.1%	$ 18,471	3.2%
City of Claremont	$ 18,472	3.1%	$ 0	0.0%
Total	$ 589,427	100%	$ 570,955	100%

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 the grant offer; 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-A, 2023, 113:1, XV,1, Capital Budget.

It is respectfully requested that authority be given to award this grant.

Sincerely,



David M. Rodrigue, P.E.
Commissioner

Attachments
DMR/tlsl

Stantec Consulting Services, Inc.
2211 Congress Street, Suite 380
Portland, ME 04102

Stantec

Construct Automated Weather Observsation System (AWOS)-III P

Claremont Municipal Airport

Bid Tab

Item No.	Description	Qty.	UOM	Engineer's OOC		Pine Hill Construction, LLC		Northern Tree Service, LLC	
				Unit Cost	Ext.	*Unit Cost*	Ext.*	*Unit Cost*	Ext.*
C-102-5.1	Silt Fence	200	LF	$ 4.00	$ 800.00	$3.00	$600.00	$6.00	$1,200.00
C-102-5.2	Fiber Rolls	1,700	LF	$ 5.00	$ 8,500.00	$3.00	$5,100.00	$9.50	$16,150.00
C-105-6.1	Mobilization	1	LS	$ 20,000.00	$ 20,000.00	$20,000.00	$20,000.00	$86,600.00	$86,600.00
P-151-4.1	Type I Clearing, Steep Slopes	4.4	AC	$ 20,000.00	$ 88,000.00	$15,000.00	$66,000.00	$75,228.00	$331,003.20
P-151-4.2	Type II Clearing, Non-Steep Slopes	3.2	AC	$ 5,000.00	$ 16,000.00	$2,500.00	$8,000.00	$32,906.25	$105,300.00
P-151-4.3	Selective/Individual Tree Removal	10	EA	$ 1,000.00	$ 10,000.00	$100.00	$1,000.00	$250.00	$2,500.00
P-152-4.2	Unsuitable Excavation	50	CY	$ 100.00	$ 5,000.00	$2.00	$100.00	$45.00	$2,250.00
P-152-4.3	Common Fill	2,200	CY	$ 15.00	$ 33,000.00	$10.00	$22,000.00	$50.00	$110,000.00
P-154-4.1	Subbase Course	100	CY	$ 20.00	$ 2,000.00	$25.00	$2,500.00	$50.00	$5,000.00
L-108-5.1	No. 2 AWG Cu THWN-2 Wire Installed in Conduit	1,250	LF	$ 5.75	$ 7,187.50	$5.00	$6,250.00	$6.00	$7,500.00
L-108-5.2	No. 6 Bare Counterpoise Wire Installed in Trench	415	LF	$ 2.25	$ 933.75	$2.00	$830.00	$2.75	$1,141.25
L-110-5.1	Direct Buried Electrical Conduit in Trench, 1-Way by 2"	425	LF	$ 26.50	$ 11,262.50	$10.00	$4,250.00	$28.75	$12,218.75
L-126-5.1	Prepare AWOS Site	1	LS	$ 25,000.00	$ 25,000.00	$60,000.00	$60,000.00	$28,750.00	$28,750.00
L-126-5.2	Install AWOS System	1	LS	$ 145,000.00	$ 145,000.00	$155,000.00	$155,000.00	$224,250.00	$224,250.00
L-126-5.3	AWOS System Service Equipment Rack	1	LS	$ 11,000.00	$ 11,000.00	$10,000.00	$10,000.00	$35,000.00	$35,000.00
L-126-5.4	Terminal Building Modifications for Central Processing Station	1	LS	$ 10,000.00	$ 10,000.00	$15,000.00	$15,000.00	$17,250.00	$17,250.00
L-126-5.5	Electrical Utility Allowance	1	Allowance	$ 2,500.00	$ 2,500.00	$2,500.00	$2,500.00	$2,500.00	$2,500.00
T-901-5.1	Topsoil	250	CY	$ 5.00	$ 1,250.00	$20.00	$5,000.00	$86.25	$21,562.50
T-901-5.1	Seeding	3,000	SY	$ 2.00	$ 6,000.00	$1.00	$3,000.00	$4.25	$12,750.00
200-4.1	Traffic Control, Safety and Security Measures	1	LS	$ 10,000.00	$ 10,000.00	$15,000.00	$15,000.00	$7,500.00	$7,500.00
			BASE BID TOTAL		**$413,433.7**		**$402,130.00**		**$1,030,425.70**

Bids Opened on:January 30th, 2026
Bids Opened by: Fire Chief James Chamberlain, City of Claremont Airport Manager

U.S. Department
of Transportation
Federal Aviation
Administration

FY 2026
Airport Improvement Grant (AIG)
GRANT AGREEMENT

Part I - Offer

Date of Offer	August 12, 2026
Airport/Planning Area	Claremont Municipal Airport
State Block Grant Number	SBG 02-31-2026
Unique Entity Identification (UEI) Number	NYNHWG7TN2F1

TO: City of Claremont, New Hampshire
(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 May 11, 2026, for a grant of Federal and State funds for a project at or associated with the Claremont Municipal Airport, which is included as part of this Grant Agreement; and

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

Install Automated Weather Observing System (AWOS) III Weather Reporting Equipment at CNH - IIJA-AIG Companion Grant (74.6488%)

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 $429,000.00.

   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
   $429,000.00 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 25, 2028**.

      II. End Date: Four (4) years to the calendar day from the date of acceptance. **August 25, 2028**

      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 determine 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 10, 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 28, 2022**, 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. **Insurances**. The sponsor shall, at its sole expense, and shall require any subcontractor or assignee, to obtain and maintain in force, an insurance policy or policies designating the State as an additional insured, with the following insurance:

    A. Comprehensive general liability insurance against all claims of bodily injury, death or property damage, in amounts of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate; and

    B. The policies described in this section shall be the standard form employed in the State of New Hampshire, issued by underwriters acceptable to the State, and authorized to do business in the State of New Hampshire; and

    C. Each policy shall contain a clause prohibiting cancellation or modifications of the policy earlier than 10 days after written notice thereof has been received by the State.

36. 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

37. **Non-Transferrable Automated Weather Observing Systems (AWOS).** The sponsor acknowledges the equipment purchased with this grant is not eligible for transfer at any time under 49 USC § 44502(e)(1) as it does not meet the required performance specifications and acceptance criteria in accordance with 49 USC § 44502(e)(2), or was not purchased between October 5, 2018, and December 31, 2021, or after January 1, 2022, by a sponsor located in a non-contiguous state.

38. **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).

39. **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/or 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 acceptance of a sponsor's certification does not limit the FAA or 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.

40. **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.

41. **Usable Unit of Development**. The FAA, State, and the sponsor agree this grant only funds a portion of the overall project. The FAA and State make no commitment of funding beyond what is provided herein. In accepting this award, the sponsor understands and agrees that the work described in this Grant Agreement must be incorporated into a safe, useful, and usable unit of development completed within a reasonable timeframe [49 USC § 47106(a)(4)]. This safe, useful, usable unit of development must be completed regardless of whether the sponsor receives any additional federal funding.

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

Michelle L. Winters
(Signature)

Michelle L. Winters
(Typed Name)

Deputy Commissioner
(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: 10/8/24

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 19TH day of AUGUST, 2026.

CITY OF CLAREMONT, NH
(Name of Sponsor)

RICHARD BERGERON
(Signature of Sponsor's Authorized Official)

By: RICHARD BERGERON
(Typed Name of Sponsor's Authorized Official)

Title: INTERIM CITY MANAGER
(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, Shawn Tamsyn, 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 Claremont, NH (location) this 25th day of August, 2026.

By: _____
(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.

CERTIFICATE OF VOTE
City of Claremont
58 Opera House Square
Claremont, NH 03743

I, Julia A. Bizzarro, do hereby certify that I am the Assistant City Clerk of the City of Claremont, a municipality in the state of New Hampshire, county of Sullivan, in the United States of America.

I do further certify that Richard Bergeron is the Interim City Manager of the municipality and is duly authorized by the by-laws and laws of the State of New Hampshire to execute and deliver for on behalf of the municipality any contracts with the State of New Hampshire. This authority was given during an official meeting of the City Council of the City of Claremont on the following date: Tuesday July 14, 2026.

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

IN WITNESS WHEREOF, I have hereunto set my hand and attached the seal of the City of

Claremont on this 18th day of August, 2026.

Julia A. Bizzarro
Signature

Assistant City Clerk
Title of Signatory

SEAL

NOTARY STATEMENT

As Notary Public and/or Justice of the Peace, registered in the state of New Hampshire, county of Sullivan upon this date August 18, 2026, appeared before me Cathy Parks, the above signed officer personally appeared, Julia A. Bizzarro who acknowledged herself to be the Assistant City Clerk of the City of Claremont, New Hampshire, and that being authorized to do so, she executed the foregoing instrument for the purposes therein contained, by signing by herself in the name of the City of Claremont, New Hampshire. In witness whereof, I hereunto set my hand and official seal.

Signature of Notary or Justice of the Peace

SEAL

Cathy H Parks
Name of Notary or Justice of the Peace

Date of Expiration of Commission

Catherine H. Parks
NOTARY PUBLIC
State of New Hampshire
My Commission Expires 3/8/2028

Client#: 494603 CITYOFCL

ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 10/14/2026

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: Peggy Foote	
USI Insurance Services LLC 12 Gill Stret, #5500 Woburn, MA 01801 855 874-0123	PHONE (A/C, No, Ext): 845.285.3619	FAX (A/C, No): 610.537.2231
	E-MAIL ADDRESS: peggy.foote@usi.com	

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Old Republic Insurance Company	24147
INSURER B :	
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED

City of Claremont & CNH Aviatio, Inc.
c/o Chief Jim Chamberlain
448 Sullivan Street
Claremont, NH 03743

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY	X		AAPN1115511A001	06/15/2026	06/15/2029	EACH OCCURRENCE	$2,000,000
	CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$50,000
							MED EXP (Any one person)	$5,000
							PERSONAL & ADV INJURY	$2,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$2,000,000
	X POLICY PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$2,000,000
	OTHER:							$
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$
	ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	HIRED AUTOS ONLY / NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
	UMBRELLA LIAB OCCUR						EACH OCCURRENCE	$
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$
	DED RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N						PER STATUTE / OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED?	N / A					E.L. EACH ACCIDENT	$
	(Mandatory in NH)						E.L. DISEASE - EA EMPLOYEE	$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - POLICY LIMIT	$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

The State of NH, Department of Transportation is included as additional insured on General Liability policy per the attached endorsement. 30 days written notice of cancellation is provided to the additional insured per the attached endorsement.

CERTIFICATE HOLDER

The State of NH, Department of
Transportation - Bureau of Aeronautics
John O. Morton Bldg.
7 Hazen Drive, P.O. Box 483
Concord, NH 03302-0483

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



© 1988-2015 ACORD CORPORATION. All rights reserved.

This Endorsement effective June 15, 2026
forms part of Policy Number AAP N1115511A 001
Issued to City Of Claremont, Municipal Airport
By ACE Property and Casualty Insurance Company

LIMITED ADDITIONAL INSURED DESIGNATED PERSON OR ORGANIZATION ENDORSEMENT

This endorsement modifies insurance provided under AIRPORT OWNERS AND OPERATORS GENERAL LIABILITY POLICY.

It is agreed that:

SCHEDULE

Name of Person or Organization:
The State of NH,
Department of Transportation-Bureau of Aeronautics
John O. Morton Bldg
7 Hazen Drive
P. O. Box 483
Concord, NH 03302-0483

1. SECTION III - WHO IS AN INSURED, subsection 2. is amended by adding as an insured the person or organization shown in the Schedule above but only with respect to liability to which this insurance applies that is caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf in the performance of your "airport operations".

2. The insurance provided by section 1 of this endorsement shall not operate to prejudice our right of recourse against the person or organization shown in the Schedule above as manufacturers, repairers, suppliers or servicing agents where such rights of recourse would have existed had this endorsement not been effected under this policy.

3. The insurance provided by section 1 of this endorsement is subject to the Limits of insurance and Deductibles shown on the Declarations, and is included within, and not in addition to, such limits and deductibles.

All other terms and provisions remain unchanged.

_____
Authorized Representative

Endorsement No. 005

This Endorsement effective June 15, 2026
forms part of Policy Number AAP N1115511A 001
Issued to City Of Claremont, Municipal Airport
By ACE Property and Casualty Insurance Company

NEW HAMPSHIRE CHANGES - CANCELLATION AND NONRENEWAL

This endorsement modifies insurance provided under AIRPORT OWNERS AND OPERATORS GENERAL LIABILITY POLICY.

A. CANCELLATION

1. The first Named Insured shown in the Declarations may cancel this policy by mailing or delivering to us advance written notice of cancellation.
2. a. We may cancel this policy by mailing or delivering to you written notice of cancellation, stating the reasons for cancellation, at least:
   1) 10 days before the effective date of cancellation if we cancel for:
      (a) Nonpayment of premium; or
      (b) Substantial increase in hazard;
   2) 60 days before the effective date of cancellation if we cancel for any other reason.

   b. If this policy has been in effect for 60 days or more, or if this is a renewal of a policy we issued, we may cancel only for one or more of the following reasons:
   1) Nonpayment of premium;
   2) Fraud or material misrepresentation affecting the policy or in the presentation of a claim thereunder, or violation of any of the terms or conditions of the policy; or
   3) Substantial increase in hazard; provided that cancellation for this reason shall be effective only after prior approval of the Commissioner.
3. We will mail or deliver our notice to your last mailing address known to us. If notice is mailed, it will be by:
   a. Certified mail or certificate of mailing if cancellation is for nonpayment of premium.
   b. Certified mail if cancellation is for any other reason.
4. Notice of cancellation will state the effective date of cancellation. The policy period will end on that date.
5. If this policy is cancelled, we will send the first Named Insured any premium refund due. If we cancel, the refund will be pro rata. If the first named insured cancels, the refund may be less than pro rata. The cancellation will be effective even if we have not made or offered a refund.
6. If notice is mailed, proof of mailing will be sufficient proof of notice.

B. NONRENEWAL

1. If we elect not to renew this policy, we will mail or deliver written notice of nonrenewal, stating the reasons for nonrenewal, to your last mailing address known to us at least 60 days prior to expiration of the policy or its anniversary date if it is a policy written for a term of more than one year.
2. However, we need not mail or deliver this notice if:
   a. We have indicated a willingness to renew;
   b. We refuse to renew due to nonpayment of premium;
   c. You do not pay any advance premium required by us for renewal; or
   d. Any property covered in this policy is insured under any other insurance policy.
3. If notice is mailed, proof of mailing will be sufficient proof of notice.

Includes copyrighted material of Insurance Services Office, Inc. with its permission
AAP NH (11-99)
Copyright, Insurance Services Office, Inc. 1998

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

Application for Federal Assistance SF-424

*1. Type of Submission:	*2. Type of Application	* If Revision, select appropriate letter(s):
☐ Preapplication	☒ New	
☒ Application	☐ Continuation	* Other (Specify)
☐ Changed/Corrected Application	☐ Revision	

*3. Date Received:	4. Applicant Identifier:

5a. Federal Entity Identifier:	*5b. Federal Award Identifier:
SBG-02-31/32-2026	

State Use Only:

6. Date Received by **State**:	7. **State** Application Identifier:

8. APPLICANT INFORMATION:

*a. Legal Name: City of Claremont

*b. Employer/Taxpayer Identification Number (EIN/TIN):	*c. UEI:
02-6000154	NYNHWG7TN2F1

d. Address:

*Street 1: Claremont Fire Department
Street 2: 100 Broad Street
*City: Claremont
County/Parish: Sullivan
*State: Province: NH
*Country: USA: United States
*Zip / Postal Code 03743-0000

e. Organizational Unit:

Department Name:	Division Name:
Claremont Municipal Airport (CNH)	

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

Prefix: Mrs. *First Name: Amie
Middle Name:
*Last Name: Gray
Suffix:

Title: Project Manager

Organizational Affiliation:
Stantec Consulting Services, Inc.

*Telephone Number: 207-740-2520 Fax Number:

*Email: amie.gray@stantec.com

Application for Federal Assistance SF-424

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

C: City or Township 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:

20.116 Airport Improvement Program (AIP)

***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:**

Construct Automated Weather Observing System (AWOS) - III P

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

16. Congressional Districts Of:

*a. Applicant: 2nd *b. Program/Project: 2nd

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

17. Proposed Project:

*a. Start Date: 06/01/2025 *b. End Date: 10/01/2027

18. Estimated Funding ($):

		(25.3512%) AIP	+	(74.6488%) IIJA-AIG
*a. Federal	$ 552,484	$134,484	FAA	$418,000
*b. Applicant	$ 18,472	$ 7,471	NHDOT	$ 11,000
*c. State	$ 18,471	$ 7,472	LOCAL	$ 11,000
*d. Local	$ 0	$149,427	TOTAL	$440,000
*e. Other	$ 0			
*f. Program Income	$ 0			
*g. TOTAL	$ 589,427			

***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: James

Middle Name:

*Last Name: Chamberlain

Suffix:

*Title: Fire Chief / Airport Manager

*Telephone Number: 603-542-7012 Fax Number:

* Email: firechief@claremontnh.com

*Signature of Authorized Representative: James Chamberlain *Date Signed: 2026 05 11

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:

Land use zoning in the vicinity of the Claremont Municipal Airport has been established and enforced by the City of Claremont. As part of the 2021 Airport Master Plan Update project an Airport Layout Plan was developed, displaying the vicinity of the airport that found no unreasonable or incompatible land use.

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 obligations to the United States.

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:

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.

There are no circumstances that may preclude successful project completion or complying with all grant assurances.

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 airport sponsor is the municipality which is acting in the best interest of the community.

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)).

Airport users have been consulted.

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.

A public hearing is not required. This project has been discussed at City Council meetings which are open to the public.

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.

N/A. The project does not involve an airport location, major runway extension, or runway location.

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:

No exclusive operating rights have been granted.

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]

Sponsor maintains property interest as depicted within the property table on the Exhibit 'A' Property Map dated 4/28/2022 originally filed with SBG-02-24-2022.

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]

N/A

(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]

N/A

[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:	SBG-02-31/32-2026
2. Functional or Other Breakout:	

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			$ 1,000
2. Preliminary expense			4,950
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			168,096
5. Other Architectural engineering fees			
6. Project inspection fees			13,251
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			402,130
12. Equipment			
13. Miscellaneous			
14. **Subtotal** (Lines 1 through 13)			$ 589,427
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			589,427
17. **Less**: Ineligible Exclusions (Section C, line 23 g.)			
18. **Subtotal** (Lines 16 through 17)			$ 589,427
19. Federal Share requested of Line 18			552,484
20. Grantee share			18,472
21. Other shares			18,471
22. **TOTAL PROJECT** (Lines 19, 20 & 21)			$ 589,427

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)	18,472
d. Bonds	
e. Tax Levies	
f. Non-Cash	
g. Other (Explain):	
h. **TOTAL** - Grantee share	$ 18,472
25. Other Shares	**Amount**
a. State	18,471
b. Other	
c. **TOTAL** - Other Shares	$ 18,471
26. TOTAL NON-FEDERAL FINANCING	$ 36,943

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

I hereby certify that the Exhibit A Property Map dated 4/28/2022, and attached to the Grant Application for SBG-02-24-2022 reflects, the current information as of this date. The above mentioned Exhibit A Property Map is, therefore, incorporated into the Grant Application by reference and made a part thereof.

PART IV – PROGRAM NARRATIVE

(Suggested Format)

PROJECT: Construct Automated Weather Observing System (AWOS) - III P

AIRPORT: Claremont Municipal Airport (CNH)

1. Objective:

See attached Program Narrative.

2. Benefits Anticipated:

See attached Program Narrative.

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

See attached Program Narrative.

4. Geographic Location:

See attached Program Narrative.

5. If Applicable, Provide Additional Information:

See attached Program Narrative.

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

See attached Program Narrative.

APPLICATION FOR FEDERAL ASSISTANCE
CLAREMONT MUNICIPAL AIRPORT
CLAREMONT, NEW HAMPSHIRE
Construct Automated Weather Observing System (AWOS) - III P
PART IV - PROGRAM NARRATIVE

February 2026

PROJECT OBJECTIVES/BENEFITS

The objective of the airport sponsor is to construct an Automated Weather Observing System (AWOS) - III P. The intent of the project is to improve safety by providing real time weather data accessible to pilots while in flight. The project also includes tree/obstruction removal in order to provide accurate wind data. Engineering fees for the project include Data Collection, Design, Bidding, General Administration, Construction Administration and Technical Observation of Construction. The intended funding source for this project is Bipartisan Infrastructure Law (BIL), and State Apportionment / Non-Primary Entitlement. A breakdown of the cost per funding source is shown below under "Cost Breakdown".

PROJECT APPROACH

This application is for the engineering related tasks, observation of construction, and construction of the AWOS-III P project at the Claremont Municipal Airport.

Attached is a copy of the Scope of Work, and Recommendation of Award Letter, including the bid tab, to more fully explain the work task of this project. The Recommendation of Award provides justification for the selection of the successful bidder.

GEOGRAPHIC LOCATION

The project will take place entirely within the Claremont Municipal Airport property in Claremont, NH. A project area sketch is attached.

SPONSOR'S REPRESENTATIVE

James Chamberlain, Fire Chief and Airport Manager
100 Broad Street
Claremont, NH 03743
firechief@claremontnh.com
603-542-7012

NEPA STATEMENT

This project is Categorically Excluded from further NEPA review per FAA Order 1050.1G, Appendix B, Paragraph B-2.3(c), Categorical Exclusions for Equipment and Instrumentation, and there are no extraordinary circumstances per Paragraph B-1, Extraordinary Circumstances.

(c) Federal financial assistance for, or Airport Layout Plan (ALP) approval of, or FAA installation or upgrade of facilities and equipment, other than radars, on designated airport or FAA property or commercial space launch sites. Facilities and equipment mean FAA communications, navigation, surveillance, and weather systems. Weather systems include hygrothermometers, Automated Weather Observing System (AWOS), Automatic Surface Observation System (ASOS), Stand Alone Weather Sensors (SAWS), Runway Visual Range (RVR), and other essentially similar facilities and equipment that provide for modernization or enhancement of the service provided by these facilities. Navigational aids include Very High Frequency Omnidirectional Range (VOR), VOR Test facility (VOT), co located VORs and Tactical Aircraft Control and Navigation (TACAN) (VORTAC), Low Power TACAN, Instrument Landing System (ILS) equipment or components of ILS equipment (establishment or relocation of an ILS is not included; an EA is normally required; see § 1.5 (c)(8)), Wide Area Augmentation System (WAAS), Local Area Augmentation System (LAAS), other essentially similar facilities and equipment, and equipment that provides for modernization or enhancement of the service provided by that facility, such

as conversion of VOR to VORTAC, conversion to Doppler VOR (DVOR), or conversion of ILS to category II or III standards. FAA Order 6820.10, VOR, VOR/DME and VORTAC Siting Criteria governs the installation of VOR/VOT/VORTAC-type equipment. These facilities are typically located within 150 feet by 150 feet parcel, with a total structure height reaching approximately 50 feet in height. (ATO, ARP, AST)

ENVIRONMENTAL ISSUES

This project area is located on previously disturbed area, therefore, the New Hampshire Division of Historical Resources (for compliance with Section 106 of the National Historic Preservation Act) is not applicable.

DBE STATEMENT

The City of Claremont has an approved DBE program on file with the FAA/Civil Rights Office which was prepared in accordance with 49 CFR Part 26 and approved by the FAA on 9/27/2024. There is no goal for this project at this time based on the USDOT's DBE Program Implementation Modifications Interim Final Rule.

EXHIBIT A STATEMENT

Sponsor maintains property interest as depicted within the property table on the Exhibit 'A' Property Map dated 4/28/2022 originally filed with SBG-02-24-2022.

COST BREAKDOWN

The following summarizes the total proposed project costs:

Construction	$	402,130
Engineering Basic Fees	$	168,096
Project Inspection Fees	$	13,251
Preliminary Expenses (Independent Fee Estimate)	$	4,950
Administrative Expenses	$	1,000
TOTAL	$	**589,427**
FAA Share	$	552,484*
NHDOT Share	$	18,471
Sponsor Share	$	18,472

*Note that this is partially funded at 90% (NPE/SA) and partially funded at 95% (IIJA-AIG). See below for a more detailed breakdown:

	Total	FAA	State	Local
FAA NPE/SA @ 90%	$149,427	$134,484	$7,471	$7,472
FAA IIJA @ 95%	$440,000	$418,000	$11,000	$11,000
Total	$589,427	$552,484	$18,471	$18,472
AIP NPE/SA @ 90%		**FAA**	**State**	**Local**
AIP-NPE-42-2022		$41,551		
AIP-NPE-50-2024		$33,500		
AIP-SA-50-2024		$59,433		
Total	$149,427	$134,484	$7,471	$7,472
IIJA AIG @ 95%		FAA	State	Local
IIJA-AIG-2024		$144,000		
IIJA-AIG-2025		$137,000		
IIJA-AIG-2026		$137,000		
Total IIJA-AIG	$440,000	$418,000	$11,000	$11,000

The engineering scope and fee are attached.

PROJECT SCHEDULE

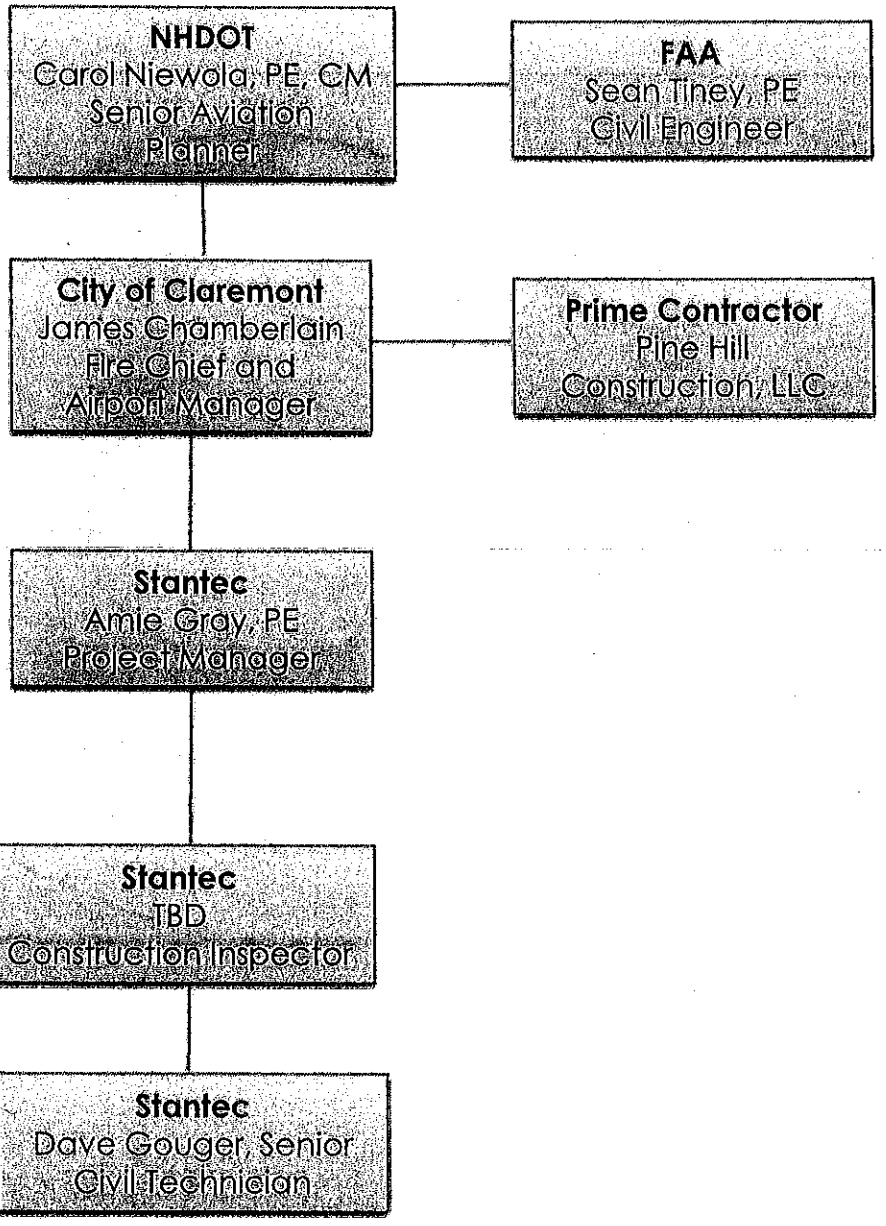
The following is the anticipated project schedule:

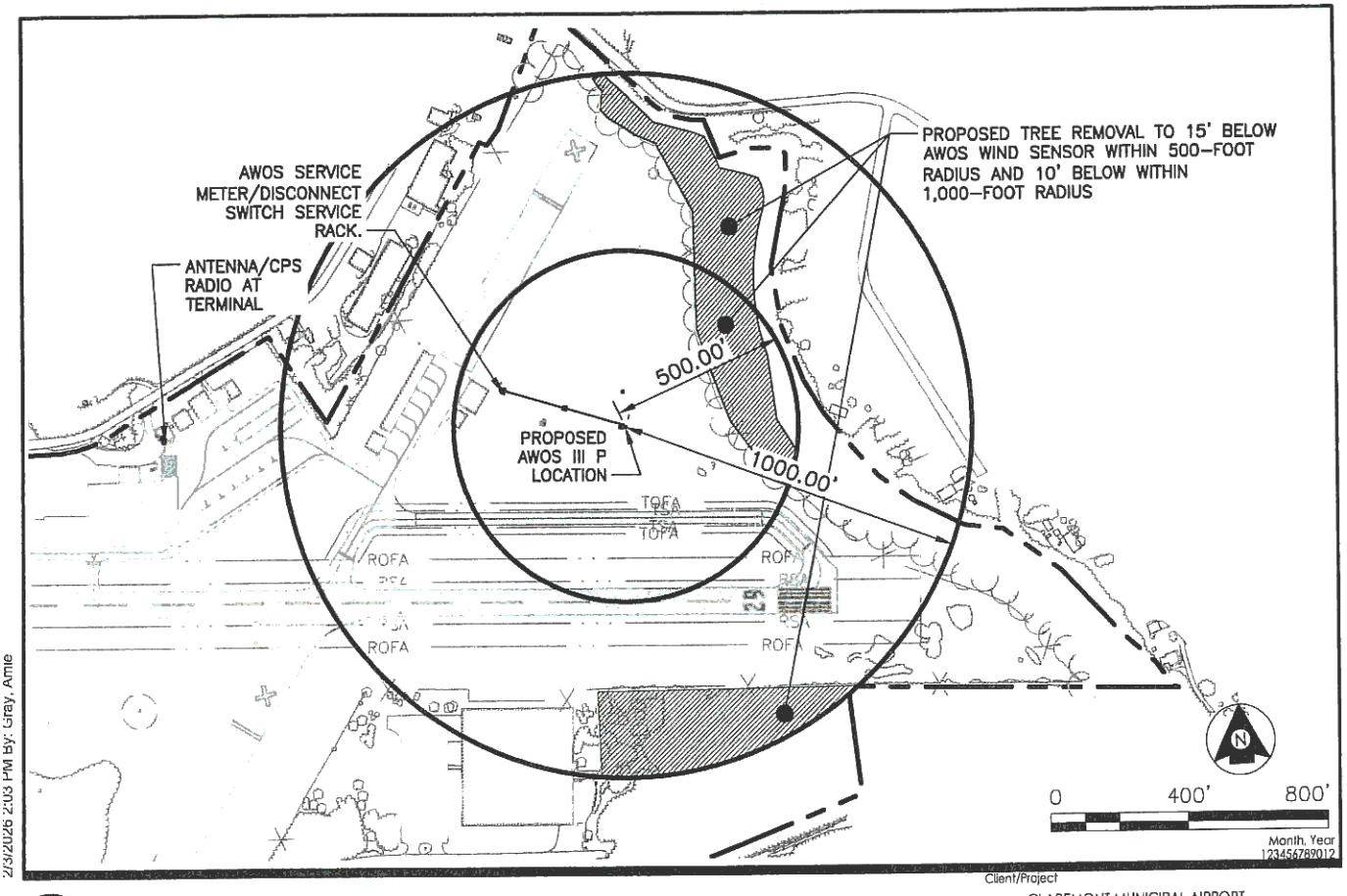
Scoping	July 2025
Preliminary Design	November 2025
Final Design	January 2026
Bidding	January 2026
Grant Application	February 2026
Construction	November 2026
Closeout	May 2027

E.O. 12372 STATEMENT

As the AWOS project is entirely on airport property, it is exempt from Intergovernmental Review by the State of New Hampshire.

Part 6. Organization Chart
Construct Automated Weather Observing System (AWOS) - III P
SBG-02-31/32-2026





2/3/2026 2:03 PM By: Gray, Amie

Stantec

Stantec Consulting Services Inc.
2211 Congress Street, Suite 380
Portland, ME. 04102 U.S.A.
Tel. 207.883.3355
Fax. 207.883.3376

Client/Project
CLAREMONT MUNICIPAL AIRPORT
CONSTRUCT AWOS III P

Figure No.
1.0

Title
GRANT FIGURE

Stantec Consulting Services Inc.
2211 Congress Street, Suite 380, Portland, Maine 04102

February 3, 2026
File: 179450958

Attention: Chief James Chamberlain
Claremont Fire Department
City of Claremont
100 Broad Street
Claremont NH 03743

Dear Chief Chamberlain,

Reference: Recommendation for Construction Award for Construction Contract
Construct Automated Weather Observing System (AWOS) III P - SBG-02-31-2026
Claremont Municipal Airport – Claremont, New Hampshire

On Friday, January 30, 2026 at 10:00 a.m., bids for the above referenced project were opened by the City of Claremont. The results are as follows and a tabulation summary is attached to this letter:

Contractor	Base Bid Total
Pine Hill Construction, LLC	**$402,130.00**
Northern Tree Service LLC	**$1,030,425.70**
Engineer's Opinion	***$449,433.75***

Stantec Consulting Services Inc. (Stantec) performed a thorough review of the proposal documents. Pine Hill Construction LLC (Pine Hill) was the low bidder. The only other bidder for the project was Northern Tree Service, LLC (Northern). Below is a summary of the review findings with any irregularities, errors, or omissions noted:

1. All proposals included a Bid Security (bid bond).

2. All proposals acknowledged Addendum #1.

3. The "Schedule of Prices" was analyzed for completeness, and to verify the math calculations. There was an obvious "clerical" error noted in the Pine Hill bid. For Item L-110-5.1 Direct Buried Electrical Conduit in Trench, 1-Way by 2", the written words are "four thousand two hundred fifty dollars", the written unit price is "$10.00", and the total amount written is "$4,250". If the written words were used in the calculated total, the total amount for that item would be $1,806,250. Per Section 20 of the General Provisions, Paragraph 20-07 Preparation of Proposal, In case between conflict between words and numerals, the words, unless obviously incorrect, shall govern. It is our opinion the written words are obviously incorrect and the intent is clearly $10.00 per linear foot and therefore a total amount of $4,250.00.

4. All proposals acknowledged the Buy American Preference. Pine Hill certified that a waiver would not be requested (all approved AWOS manufacturers are on the FAA Nationwide Buy American Waivers Issued listing). Northern checked the box that they would comply with Buy American and that they would need a waiver (the instructions say that both boxes shall not be checked). This was not looked

Reference: Recommendation for Construction Award for Construction Contract
Construct Automated Weather Observing System (AWOS) III P - SBG-02-31-2026
Claremont Municipal Airport – Claremont, New Hampshire

into further due to the fact that Northern was not the low bidder. It is assumed that a waiver would not have been required as all approved AWOS manufacturers already have nationwide waivers.

5. All proposals signed the Equal Employment Opportunity (EEO) Certification and indicated that they have participated in previous contracts subject to the equal opportunity clause/have submitted all compliance reports in connection with EEO under applicable filing requirements.

6. All proposals completed the Certification for Tax delinquency and Felony Convictions, and certified that they do not have any unpaid Federal tax liability and is not a corporation convicted of a criminal violation within the preceding 24-months.

Based on our analysis of the bids, Pine Hill was the lowest apparent bidder and also was found to be responsive. Pine Hill construction has recently successfully completed three larger scale projects at the Claremont Municipal Airport, and also completed a clearing and obstruction removal project within the same area as the project in 2010. Through these recently completed projects, and other successful City projects, Pine Hill has demonstrated that they have the technical capability of completing the subject project.

Stantec is of the opinion that Pine Hill Construction, LLC be awarded the project contingent upon the City of Claremont's agreement with these findings, and receipt of grant funds from FAA/NHDOT.

We trust this information will assist you in awarding the contract. Please feel free to contact us if you have any questions of if we can be of further assistance. A bid summary has been included for your reference.

Regards,

STANTEC CONSULTING SERVICES INC.

Amie Gray, P.E.
Project Manager
Phone: (207) 887-3434
Amie.gray@stantec.com

Attachment: Bid Tabulation

c.: Ms. Carol Niewola, PE – NHDOT
Mr. Sean Tiney, PE - FAA

u:\179450958\aviation\1_bidding\12_bid_summary\2026_02_02_cnh_recommendation_of_award_awos.docx

Stantec Consulting Services, Inc.
2211 Congress Street, Suite 380
Portland, ME 04102

Stantec

Construct Automated Weather Observsation System (AWOS)-III P

Claremont Municipal Airport

Bid Tab

Item No.	Description	Qty.	UOM	Engineer's OOC		Pine Hill Construction, LLC		Northern Tree Service, LLC	
				Unit Cost	Ext.	Unit Cost	Ext.*	Unit Cost	Ext.*
C-101-5.1	Silt Fence	200	LF	$ 4.00	$ 800.00	$3.00	$600.00	$6.00	$1,200.00
C-102-5.2	Fiber Rolls	1,700	LF	$ 5.00	$ 8,500.00	$3.00	$5,100.00	$9.50	$16,150.00
C-105-5.1	Mobilization	1	LS	$ 20,000.00	$ 20,000.00	$20,000.00	$20,000.00	$88,800.00	$88,800.00
P-151-5.1	Type I Clearing, Steep Slopes	4.4	AC	$ 20,000.00	$ 88,000.00	$15,000.00	$66,000.00	$75,228.00	$331,003.20
P-151-5.2	Type II Clearing, Non-Steep Slopes	3.2	AC	$ 5,000.00	$ 16,000.00	$2,500.00	$8,000.00	$32,908.25	$105,306.00
P-151-5.3	Selective/Individual Tree Removal	10	EA	$ 1,000.00	$ 10,000.00	$100.00	$1,000.00	$250.00	$2,500.00
P-152-5.2	Unsuitable Excavation	50	CY	$ 100.00	$ 5,000.00	$2.00	$100.00	$43.00	$2,150.00
P-152-5.3	Common Fill	2,200	CY	$ 15.00	$ 33,000.00	$10.00	$22,000.00	$50.00	$110,000.00
P-154-5.1	Subbase Course	100	CY	$ 20.00	$ 2,000.00	$25.00	$2,500.00	$50.00	$5,000.00
L-108-5.1	No. 2 AWG Cu THWN-2 Wire Installed in Conduit	1,250	LF	$ 5.75	$ 17,187.50	$5.00	$6,250.00	$6.00	$7,500.00
L-108-5.2	No. 6 Bare Counterpoise Wire Installed in Trench	415	LF	$ 2.25	$ 933.75	$2.00	$830.00	$2.75	$1,141.25
L-110-5.1	Direct Buried Electrical Conduit in Trench, 1-Way by 2"	425	LF	$ 26.50	$ 11,262.50	$10.00	$4,250.00	$28.75	$12,218.75
L-125-5.1	Prepare AWOS Site	1	LS	$ 25,000.00	$ 25,000.00	$60,000.00	$60,000.00	$26,750.00	$26,750.00
L-125-5.2	Install AWOS System	1	LS	$ 145,000.00	$ 145,000.00	$155,000.00	$155,000.00	$224,250.00	$224,250.00
L-125-5.3	AWOS System Service Equipment Rack	1	LS	$ 11,000.00	$ 11,000.00	$10,000.00	$10,000.00	$35,000.00	$35,000.00
L-125-5.4	Terminal Building Modifications for Central Processing Station	1	LS	$ 10,000.00	$ 10,000.00	$15,000.00	$15,000.00	$17,250.00	$17,250.00
L-125-5.5	Electrical Utility Allowance	1	Allowance	$ 2,500.00	$ 2,500.00	$2,500.00	$2,500.00	$2,500.00	$2,500.00
T-901-5.1	Topsoil	250	CY	$ 5.00	$ 1,250.00	$20.00	$5,000.00	$86.26	$21,562.50
T-901-5.1	Seeding	3,000	SY	$ 2.00	$ 6,000.00	$1.00	$3,000.00	$4.26	$12,750.00
2200-4.1	Traffic Control, Safety and Security Measures	1	LS	$ 10,000.00	$ 10,000.00	$15,000.00	$15,000.00	$7,500.00	$7,500.00
			BASE BID TOTAL		$ 415,433.75		$442,130.00		$1,034,410.75

Bids Opened on:January 30th, 2026
Bids Opened by: Fire Chief James Chamberlain, City of Claremont Airport Manager

SCOPE OF SERVICES

CLAREMONT MUNICIPAL AIRPORT

CONSTRUCT AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS) - III

The scope of work for this project includes data collection, design, environmental services, bidding services, general administration, construction administration, and technical observation of construction services for the Construct Automated Weather Observation System (AWOS) - III project at the Claremont Municipal Airport. This project is to be funded by Airport Improvement Program (AIP) funding and Infrastructure Investment and Jobs Act (IIJA) at 95% FAA share, 2.5% state share and 2.5% sponsor share. This scope assumes the following:

- *Eligibility of tree clearing for wind sensor siting:*
  - *Within areas previously cleared under SBG-02-04-2011:Tree clearing shall be eligible where AWOS surfaces is more restrictive than previously cleared surfaces.*
  - *Any trees within 10-feet of the AWOS wind sensor surfaces shall be eligible for tree clearing, if eligible per the bullet above.*
- .
- *Topographic / geometric survey is not required as existing conditions information is available for this area from previous projects/USGS contours.*
- *Obstruction/tree removal will be based on data obtained from recent NHDOT Obstruction Analysis/data obtained as part of Master Plan Update (SBG-02-12-2019).*
- *All obstruction removal will be on-airport.*
- *Geotechnical data collection efforts will not be required for design of AWOS foundation as there is adequate existing geotechnical information within the vicinity of the proposed project area.*
- *Based upon preliminary review, the power for the AWOS shall come from the airfield electrical vault OR the transformer in the vicinity of the hangars to the west. It is assumed that either source has adequate power to support the proposed AWOS power needs. This scope does not include design for accommodation of additional power resources. Some utility coordination will be required if power is to be routed from the transformer.*
- *An FAA flight check is not required.*
- *Per "Updated Reauthorization Program Guidance Letter (R-PGL) 19-02: Planning and Project Eligibility" a benefit cost analysis is not required.*
- *Environmental permitting (EPA or NHDES) shall not be applicable.*
  - *Maintenance of the AWOS: The AWOS shall be a non-federal AWOS and will not be maintained by the FAA after installation.*
  - *The sponsor is willing and able to obtain a third-party contract, for the life of the equipment, to report the minimum METAR data to the Weather Message Switching Center for the dissemination of weather data. The first 60 days of a subscription cost are allowable costs of the AIP grant, however all costs after the first 60 days are the responsibility of the sponsor.*
  - *The sponsor will be responsible for operation and periodic maintenance of the AWOS (including paying the costs of third-party reporting contracts and participating in the yearly FAA inspections). Operation and Maintenance will be the responsibility of the AIRPORT to coordinate with the third-party contractors.*

A fee detail for the project is included in Attachment A.

Stantec Consulting Services Inc. (hereinafter referred to as the CONSULTANT) agrees to perform certain engineering services for the City of Claremont/Claremont Municipal Airport (hereinafter referred to as the AIRPORT). The services are described as follows:

ARTICLE A - COLLECTION OF DATA

The CONSULTANT shall provide the following services:

1.0 **Initial Project Coordination** – Coordinate with the AIRPORT, FAA, and NHDOT to evaluate the feasibility of the project with regards to the eligibility and project scope.

2.0 **Existing Conditions Base File / Record Drawing Review** – Review existing record drawings from previous construction projects in the vicinity of the project area to determine location of underground utilities and cables and other subsurface conditions in the project area. Generate a base file based on prior projects within the project area.

3.0 **Site Reconnaissance** - Site Walk by project manager and electrical engineer within the project area to review proposed location and physical features, including an electrical vault inspection.

4.0 **Review Obstruction Analysis Data** – Review obstruction analysis data obtained in 2024 as part of NHDOT's Obstacle Action Plan project in conjunction with the 2019 Airport Master Plan Update Obstruction Analysis.

ARTICLE B - DESIGN, CONSTRUCTION DRAWINGS, SPECIFICATIONS AND DOCUMENTS

The proposed project will include the design for the construction of the proposed AWOS-III. The project is also anticipated to include obstruction (tree) removal as required by siting criteria for wind data (Order JO 6560.20C).

The applicable FAA Advisory Circulars (AC), as listed in the AC checklist dated March 5, 2025, will be utilized for all design requirements. The CONSULTANT shall provide the following services for the design and preparation of construction contract documents for the proposed project as described above.

There shall be two design submissions, one preliminary submission at approximately 75%, and one final submission at bidding. The following tasks include efforts for both submissions.

1.0 **Engineering Design Report** – Document the design decisions in an engineering design report for submission to the FAA. This will include the proposed location rationale, foundation design, and electrical design information. The report shall also include the rationale for the eligibility of the tree clearing/surface evaluation, the rationale between direct buried vs. conduit encased wiring, and include information regarding how it was determined that the AWOS would be non-federal vs. FAA maintained.

2.0 **Title Sheet / Index of Drawings** - Prepare the project drawings title sheet and index of drawings.

3.0 **General Site Plan and General Notes**– Prepare the general site plan, and general site plan notes. The general site plan will depict major work items and areas on the airport site where work is proposed. The general site plan shall also depict contractor's haul routes, equipment staging areas, and temporary material stockpile areas. Site plan notes shall include, but will not be limited to the following:

a. Location, maintenance, and restoration of haul routes
b. Stockpile/staging area requirements
c. Debris and dust control
d. Special drainage and erosion control requirements
e. Responsibility for location and maintenance of underground utilities
f. Responsibility and requirements for issuing NOTAMS
g. Dimensions of the designated Runway and Taxiway safety areas and object free areas and requirements for work within
h. Airfield access requirements

4.0 **Safety, Security and Phasing Plans and Narrative**– Prepare construction safety, security and phasing plans and associated notes for the airside work. It is assumed that access shall be from the gate near the Snow Removal Equipment (SRE) building and will require some closure of the apron. Include applicable information from AC 150/5370-2G. This shall also include a detail and notes sheet for applicable safety details and safety notes and associated Contractor work limits, haul routes, site access and staging areas. A Construction Safety and Phasing Plan (CSPP) will be prepared in accordance with FAA standards. The CSPP will be filed with the FAA through the OE/AAA website and included in the contract documents.

5.0 **Layout/Electrical Utility Plan** – Prepare a layout / electrical utility plan showing the proposed electrical routing to provide power to the AWOS (estimate 1 drawing).

6.0 **Grading Plan** - Prepare grading and drainage plans for the proposed apron pavement area. Plans will include existing and proposed grades, and a design for a proposed underdrain system. Existing and proposed contours will be shown at 0.2-foot contour intervals. Include an inset for published survey control points (PACS and SACS). All proposed work will be labeled, and grading limits/limits of work will be shown (estimate 1 drawing).

7.0 **Obstruction (Tree) Removal Plan** - Prepare obstruction removal plan for tree removal as required for siting AWOS (estimate 1 drawing).

8.0 **AWOS/Electrical Details** – Prepare electrical and AWOS details (estimate 2 drawings).

9.0 **Electrical Design** – The CONSULTANT shall design the AWOS in accordance with FAA AC 150/5220-16 AWOS for Non-Federal Applications. The CONSULTANT shall calculate the size AWOS feeder conductors to comply with voltage drop limitations. Once conductors are sized, the CONSULTANT will determine the minimum electrical raceway size from the power source to the AWOS disconnect switch. All calculations will adhere to the latest NEC/NFPA 70 requirements.

10.0 **Structural Design** – The CONSULTANT shall complete structural calculations in order to design the foundation based on existing geotechnical data, AWOS pole/equipment height, and weight.

11.0 **Form 7460-1 Submissions** - The CONSULTANT will submit the AWOS location into OEAAA for location/height approval based on the preliminary siting to determine location feasibility. The CONSULTANT will also submit the temporary construction height points for the height of construction equipment within the work area, including a crane if necessary.

12.0 **AWOS-III Siting** – Based on preliminary review, the proposed location for the AWOS will require a variance per the guidance in FAA Order JO 6560.20C Siting Criteria for Automated Weather Observing Systems. The CONSULTANT shall coordinate with the FAA's Meteorologist, Weather System Processor & Sensors, and Non-Federal AWOS group on the proposed location for approval.

13.0 **Frequency Coordination** – Setup an account on the FAA frequency site and apply for the AWOS site to obtain a Non-Government Tracking number, and then apply for the new license with the FCC.

14.0 **PIM Coordination** – Coordinate with the Non-Federal Program Implementation Manager (PIM) for concurrence on the implementation of the AWOS-III at CNH.

15.0 **Coordination of Maintenance Contract / Data Reporting** – The CONSULTANT shall support the AIRPORT with the initial coordination of contracts for the maintenance and data reporting of METAR data to the Weather Message Switching Center for the dissemination of weather data.

16.0 **Quantities and Cost Opinions** – Prepare detailed material quantity takeoff and cost opinions of the proposed improvements at 2 stages of design; one cost opinion will be prepared at the preliminary design stage (approximately 75% of final design) and one will be prepared at completion of the final design. Material quantities will be used for bidding documents. The cost opinions will serve as a basis for judging the merit of bids to be received. Since the CONSULTANT has no control over the cost of labor and materials, or over competitive bidding and market conditions, the opinions of probable costs provided for herein are to be made on the basis of his/her experience and qualifications, but the CONSULTANT does not guarantee the accuracy of such opinions as compared to the contractors' bids or the final project cost.

17.0 **Specifications** - Prepare contract specifications including bidding documents, contract documents, general provisions, special provisions, and technical specifications for work included in the proposed project in accordance with the current edition of FAA Advisory Circular 150/5370-10, "Standards for Specifying Construction of Airports".

18.0 **Meetings with Airport and Stakeholders** – Attend three virtual meetings with the Airport Manager to review the progress of the project design documents, discuss design alternatives/AWOS features/upgrades, and discuss cost/funding.

19.0 **Quality Control Reviews** – Perform in-house quality control and design reviews which provide selected experienced representatives of the CONSULTANT with the opportunity to perform independent analysis of the plans and specifications at the preliminary and final design stages to ensure accuracy, completeness, and constructability. Subsequent to these reviews, an in-house project review meeting will be conducted to discuss the findings of the design review individuals. The recommendations of the internal design review will be incorporated into the final plans and specifications.

20.0 **ALP Update** – Update the Airport Layout Plan (ALP) to reflect the AWOS as-built location.

ARTICLE C - ENVIRONMENTAL SERVICES

The CONSULTANT shall provide the following services:

1.0 **NEPA Coordination** - The CONSULTANT shall coordinate with the FAA environmental representative to obtain concurrence with a simple written grant statement excluding the project from NEPA review.

Complete USFWS IPaC species list and complete a determination key for endangered or threatened species. Recently the Northern Long Eared Bat has been included on this list within the vicinity of the airport.

2.0 **US EPA NPDES MSGP Permit.** The U.S. EPA National Pollutant Discharge Elimination System Multi-Sector General Permit (NPDES MSGP) is due to expire in February of 2026. This permit authorizes the discharge of stormwater to waters out of the United States from industrial facilities. The 2026 permit will replace the 2021 permit, and contains changes to the SWPPP development and implementation established in the previous permit requirements. The airport's SWPPP will be updated in accordance with the general requirements applicable to all facilities regulated by NPDES, as well as the industry sector-specific (airports) requirements established in the permit. In order to meet

this requirement, the CONSULTANT will update the existing SWPPP as part of the scope herein.

Update the site plan / overall drainage plan to meet the 2026 MSGP requirements and illustrate any recent changes in infrastructure at the AIRPORT.

Following the steps in the 2026 MSGP, Stantec will determine which endangered species eligibility criterion Claremont Municipal Airport meets. Stantec will coordinate with USFWS to acquire a list of threatened and endangered species, and a list of critical habitat, that may be within the airport action area.

The SWPPP shall identify all actions requiring a modification to the document and the procedures to be followed when completing necessary modifications. Changes in the facility constructed since the SWPPP was last updated (2022) will be addresses in this update as necessary.

The CONSULTANT shall complete the Central Data Exchange (CDX) portal updates required for the MSGP update including the notice of intent (NOI) for stormwater discharges associated with Industrial Activities under the NPDES MSGP.

ARTICLE D - BIDDING AND ARRANGEMENT FOR CONSTRUCTION

The CONSULTANT shall provide the following services:

1.0 **Bidding Services -** The CONSULTANT will prepare electronic (pdf) copies of the bid documents for distribution to potential bidders, plan rooms and material suppliers. The CONSULTANT will create a temporary, read-only FTP Project Site on which files of all bid and proposal documents will be posted in PDF format. The CONSULTANT will create a special email address in order to receive requests for bid documents from bidders. Once pertinent bidder information is provided to the CONSULTANT through the email process, the CONSULTANT will provide bidders a return email with username and password and link to the FTP Project Site. Bid documents, including drawings, specifications, and proposal form will be available for download by bidders at no charge. No paper plans/bid documents will be issued to bidders. Bidder's list will be maintained by the CONSULTANT and the list along with all addenda to the bid documents will be posted/hosted on the FTP Project Site for bidder download. All bidder questions will be required to be submitted by email to the CONSULTANT's email address so that they may be addressed through the addenda process. In addition, the CONSULTANT will prepare 6 hard-copy sets of as-advertised bid documents for distribution to the AIRPORT, for the CONSULTANT's internal use, and for display/viewing at the AIRPORT during the bidding period.

2.0 **Advertisements** - Prepare and submit invitation to bid to the newspaper of the AIRPORT's choice and plan rooms. The AIRPORT will be responsible for the payment of all advertising fees as an AIP eligible administrative expense under the grant.

3.0 **Prepare Addenda** - Respond to questions from bidders during the bid period and issue addenda as required.

4.0 **Pre-Bid Meeting** - Arrange and conduct an in-person pre-bid meeting for prospective bidders after the contract is advertised. Conduct a site walk of the project areas to allow the contractors and subcontractors to observe the existing conditions first-hand and to ask questions regarding their observations.

5.0 **Bid Opening -** Arrange and the bid opening. It is assumed that the CONSULTANT will not attend the bid opening.

6.0 **Bid Analysis** - Conduct a detailed analysis of the contractors' bids for completeness and accuracy and note omissions and discrepancies including compliance with Federal Provisions (Disadvantaged Business Enterprise (DBE), Buy American and other). Compile a bid summary comprised of the results of the bids for distribution to the bid document recipients. Prepare a letter to the AIRPORT recommending the award of the construction contract to the apparent low responsive bidder based on the bid analyses. With the concurrence of the AIRPORT and FAA Airports Division, the CONSULTANT will issue a written notification to the successful bidder advising the bidder of the bid results. The CONSULTANT will disseminate the bid results to other bidders as well.

7.0 **Construction Contracts** - Prepare construction contracts for execution by the Contractor and the AIRPORT. File construction contracts electronically with the FAA.

ARTICLE E - GENERAL ADMINISTRATION:

The CONSULTANT shall provide the following services:

1.0 **Scoping Meeting -** Arrange and attend a virtual scoping meeting with the AIRPORT, FAA, and the Independent Fee Estimator to review project design requirements, project schedule, available funding, proposed work phasing, and to formulate the strategy for project construction.

2.0 **Prepare Project Scope -** Prepare a detailed project scope to reflect the effort required as outlined herein for submission to the Independent Estimator for his use in preparing the independent estimate. Prepare and provide the Estimator with blank spreadsheets having the same format as those used in preparing the CONSULTANT's proposed cost to facilitate ease in comparing estimated costs. Discuss the project with the Independent Estimator and provide additional information as necessary to ensure a full mutual understanding of the proposed requirements. Negotiate a final scope and fee with the AIRPORT in accordance with FAA Advisory Circular 150/5100-14, "Architectural Engineering and Planning Consultant Services for Airport Grant Projects".

3.0 **Coordinate with City on Approvals –** Coordinate with the AIRPORT on internal City budgetary approval processes (City Council approval) for the design and then construction.

4.0 **Prepare Grant Application** – Prepare and submit FAA grant applications on behalf of the AIRPORT once the construction bids have been received. Grant applications shall include the following:

- Project narrative to include project objective; airport description; construction, engineering, and administrative costs; project schedule; environmental issues; user coordination, DBE program requirements; and a written statement categorically excluding the project from NEPA review.
- FAA Forms SF-424 and 5100-100
- Airport Sponsor Grant Assurances
- Sponsor grant certifications including Drug Free Workplace; Equipment-Construction Contracts; Project Plans & Specifications; Selection of Consultants; and Contracts, Grants, Loans & Agreements.

5.0 **Process Reimbursement Requests.** Collect and approve cost data, and prepare FAA (five (5) estimated) reimbursement requests. Assist the AIRPORT in the coordination and

the tracking of payments between the FAA, and the AIRPORT's fiscal officer and applicant's payment system and report results to the AIRPORT in writing when requested to do so.

6.0 DBE Accomplishments - Prepare the FAA required DBE accomplishments for both engineering and construction contracts and submit to the FAA Civil Rights office.

7.0 DBE 3-Year Update – Prepare the 3-year DBE update for FY 2024-2025-2026 based on the anticipated projects outlined in the CIP.

8.0 Subconsultant Administration – Arrange and coordinate sub-consultant contract with construction materials testing sub-consultant.

9.0 Project Administration - The CONSULTANT shall perform the administrative work required because of state and federal participation in the project, specifically, the CONSULTANT shall consult and correspond, as necessary, with the AIRPORT's financial office on the following:

9.1 Grant Eligible Costs

- Obtaining data on funds expended and determining, in conjunction with the appropriate AIRPORT, NHDOT and FAA officials, which funds are eligible for participation in federal and state grant payments.
- Obtaining data on the AIRPORT's administration costs and determining, in conjunction with the appropriate AIRPORT, NHDOT and FAA officials, the eligibility of such costs to satisfy federal and state participation.

9.2 Audit Preparation

- The CONSULTANT shall consult as necessary with the Federal Auditor or State Auditor in connection with the preparation of a final audit.
- Retain records for seven (7) years in a file system ready for final auditing if necessary.

9.3 Quarterly Reporting. The CONSULTANT shall prepare project performance reports as required by the FAA on a quarterly basis. The Quarterly Performance Report form shall be utilized and include actual accomplishment and baseline goal schedules, any explanations of goal slippage and a summary of cost overruns as applicable.

9.4 Sponsor & Funding Agency Coordination. The CONSULTANT shall coordinate AIP project related tasks, questions, requests, etc. as required during the course of the project.

9.5 Funding Narrative. Prepare and submit a funding narrative for programming of funds. This task also includes preparing a project sketch of the project area and proposed developments.

10.0 Project Completion Report - Prepare, analyze, and submit final Project Completion Report and associated documentation for approval and acceptance by NHDOT and FAA. The report shall include the preparation of the following:

- FAA Project Closure Summary which includes all the pertinent financial information for the project as well as a checklist for the report.

- Summary of Change Orders and Summary of Tests Performed
- FAA Standard Forms 271 and 425
- Sponsor Certification for Project Final Acceptance

ARTICLE F - CONSTRUCTION ADMINISTRATION

The CONSULTANT shall provide the following services:

1.0 Pre-Construction Conference - Arrange and conduct an in-person Pre-Construction Conference and prepare and distribute minutes of the meeting.

2.0 Project Manager Oversight - Provide general supervision to the Resident Project Representative regarding construction related activities, estimated at 12 hours per week for 2 weeks during construction.

3.0 Site Visit - Conduct one supervisory visit to the project site by the project manager during construction.

4.0 Weekly Meetings - Conduct and prepare for weekly meetings during construction, and 1 week before and after construction (estimated 4 meetings). It is assumed that these meetings will be virtual.

5.0 Construction Administration - Prepare, review, approve, and distribute project documentation and project correspondence before, during, and after construction as required to meet FAA procedures/documentation. Construction documentation and correspondence shall include the following:

5.1 Contractor and Sponsor Coordination

- Assist Resident Project Representative with correspondence necessary to ensure the AIRPORT and the Contractor are both notified of local events, airport activities, user requirements, construction schedule, any forecasted construction delays, and any other activities that may affect airport operations, the construction schedule, or both.
- Review and approve quarterly compliance reports to certify that the project is in compliance with contract documents.

5.2 Monthly Reporting

- The CONSULTANT shall prepare project progress reports as required by the FAA. FAA Form 5370-1, Construction Progress and Inspection Report, shall be utilized. This shall be submitted monthly during active construction, and quarterly from grant award to project closeout (estimated 10 reports).

5.3 Certified Payroll

- Review and ensure contractor certified payroll is in compliance with Davis Bacon Wage rate schedules.
- Correspond with the contractor on deficiencies and follow up as required.

- Provide assistance to the contractor as needed regarding wage classification determinations.

5.4 Periodic Cost Estimates

- Review construction quantities documentation for accuracy and completeness and correspond with Resident Project Representative, as necessary, to verify correct pay quantities.
- Enter bid schedule and unit pricing to prepare FAA Form 5100-8, Periodic Cost Estimate, and enter construction quantities for each pay estimate.
- Review, approve, and distribute each cost estimate for the appropriate authorization and submission.

6.0 Submittals - Review shop drawing submittals, requests for information (RFIs), and product catalogue data furnished by the contractor for compliance with the contract documents. Distribute copies to the FAA and AIRPORT, at the conclusion of the project upon request.

7.0 Change Orders / Performance - Assist the AIRPORT in processing construction change orders (assume 1 change order). Advise the AIRPORT as to the Contractor's performance period and the application of liquidated damages, if necessary.

8.0 PIM Inspection – Coordinate PIM physical inspection prior to the commissioning of the AWOS. It is assumed that the resident project representative will attend the PIM inspection as part of their part-time inspection schedule.

9.0 Final Inspection - Coordinate and attend the final inspection and prepare a report of the results (punchlist) for distribution to FAA, AIRPORT and Contractor.

10.0 Record Drawings - Prepare and submit Record Drawings. The CONSULTANT shall conduct an as-built survey along with the contractor provided information. The AIRPORT shall receive one set of Record Drawings for the AIRPORT's use and files. The FAA shall receive one set of the Record Drawings in electronic format.

ARTICLE G - TECHNICAL OBSERVATION OF CONSTRUCTION

The CONSULTANT shall provide the following services:

1.0 Technical Field Observation of Construction - The CONSULTANT shall provide part-time qualified Resident Project Representative approved by FAA for necessary technical observation to assure that construction is carried out in reasonable conformity with the contract drawings and specifications to the extent that is the customary practice of professional engineering. It is assumed that the construction performance period will be 14-calendar days and that the part time inspection will be limited to 20 hours per week, not including punch list follow up.

1.1 Estimates and Report of Progress - The Resident Project Representative shall determine, through estimates and calculations, and record all construction quantities for subsequent use in preparing payment requests. The Resident Project Representative shall submit daily inspection reports of progress to the AIRPORT, FAA, and NHDOT if requested.

1.2 Quality Assurance.

1.2.1 **Arrange and Conduct Materials Testing.** The Resident Project Representative shall provide or arrange for the necessary services and equipment for the taking of required tests for construction quality assurance (concrete foundation testing).

1.2.2 **Contractor Layout Verification.** The CONSULTANT shall provide a licensed Professional Land Surveyor to check subgrade elevations and project alignment.

1.3 **Wage Rates** - The Resident Project Representative shall conduct periodic wage rate surveys to confirm compliance with the current established minimums provided for within the contract documents. This task may require follow up correspondence with the interviewees to verify items such as benefits and cash fringes.

1.4 **Punch List Follow Up** - The CONSULTANT shall perform field inspections of punch list work and corrective action work after the Contractor has reached substantial completion. A total of 10 hours is assumed for punch list and/or corrective action inspection.

2.0 **Concrete Testing –** Construction materials testing sub-consultant shall complete applicable concrete cylinder testing of AWOS foundation concrete. It is assumed that there will be 1 concrete placement and 5 cylinders will be completed for the following:

2.1 (1) 7 day break
2.2 (1) 14 day break
2.3 (3) 28 day break

Schedule

Scoping	June/July 2025
Preliminary Plans and Specs	November 2025
Final Plans and Specs	December 2025
Open Bids	January 2026*
Grant Application	April, 2026
Construction	Spring 2027
Project Closeout	Fall 2027

*Based on a timeline so that bids do not expire before Spring 2027.

A fee detail for the project is included in Attachment A.

'Attachment A'

Summary of Fees for Engineering Services

Claremont Municipal Airport
Claremont, NH
Construct Automated Weather Observation System (AWOS) - III

Article A: Collection of Data	**$9,201**
Article B: Design, Drawings, Specs and Docs	**$75,493**
Article C: Environmental Services	**$21,478**
Article D: Bidding	**$9,439**
Article E: General Administration	**$24,518**
Article F: Construction Administration	**$27,967**
Article G: Technical Observations	**$13,251**

Total Engineering Services Fee: **$181,347**

rev.: 9/30/2025

FEE SCHEDULE

Claremont Municipal Airport
Construct Automated Weather Observation System (AWOS) - III

SBG-02-XX-2026
Stantec Project No. 179450958

Article A: Collection of Data

TASK	DISCIPLINE	Quality Assurance / Vice President	Project Manager	Civil Engineer	Administrative	CADD/Senior Technician	Resident Inspector	Electrical Engineer
1.0	Initial Project Coordination		6					
2.0	Existing Conditions Base File / Record Drawing Review		4					8
3.0	Site Reconnaissance		8	4				8
4.0	Review Obstruction Analysis Data		4			20		
	TOTAL HOURS	0	22	4	0	20	0	16
	Hourly Rate	$101.00	$55.72	$50.29	$39.09	$45.01	$50.29	$44.20
	Direct Labor Cost	$0.00	$1,225.84	$201.16	$0.00	$900.20	$0.00	$707.20

Expenses:
Task 5.0

Trips	Miles	$ per mile	Total
1	308	$ 0.700	$ 215.60
Days	People	full day meals	
	1	$ 68.00	$ -
Days	People	travel day meals	
1	2	$ 51.00	$ 102.00
Nights	People	lodging	
	1	$ 110.00	$ -
			$ -

	$ 317.60

Outside Services:

TOTAL OUTSIDE SERVICES	$ -

TOTAL DIRECT LABOR COST	$ 3,034.40
OVERHEAD @ 154.571%	$ 4,690.30
TOTAL LABOR COST	$ 7,724.70
FIXED FEE @ 15%	$ 1,158.71
SUBTOTAL	$ 8,883.41
TOTAL EXPENSES	$ 317.60
SUBTOTAL	$ 9,201.01
TOTAL OUTSIDE SERVICES	$ -
TOTAL THIS ARTICLE	$ 9,201.01
USE:	$ 9,201

FEE SCHEDULE

Claremont Municipal Airport
Construct Automated Weather Observation System (AWOS) - III

SBG-02-XX-2026
Stantec Project No. 179450958

Article B: Design, Drawings, Specs and Docs

TASK	DISCIPLINE	Quality Assurance / Vice President	Project Manager	Civil Designer	Electrical Engineer	Structural Engineer	CADD/Senior Technician	Senior Electrical Engineer	Administrative
1.0	Engineering Design Report		4	16	4	4			
2.0	Title Sheet / Index of Drawings		2	8			8		
3.0	General Site Plan and General Notes		2	8			8		
4.0	Safety, Security and Phasing Plans and Narrative		8	24			8		
5.0	Layout/Electrical Utility Plan		8	8	24		8	4	
6.0	Grading Plan		8	8			8		
7.0	Obstruction (Tree) Removal Plan		8	8			8		
8.0	AWOS/Electrical Details		8	8	24		8	4	
9.0	Electrical Design		2	8	24			8	
10.0	Structural Design		2	8		24			
11.0	Form 7460-1 Submissions		12	8					
12.0	AWOS-III Siting		16						
13.0	FAA Strategic Event Submission Form		4						
14.0	Frequency Coordination		4						
15.0	PIM Coordination		4						
16.0	Coordination of Maintenance Contract / Data Reporting		4						
17.0	Quantities and Cost Opinions		8	8				4	8
18.0	Specifications		20	24	24	8			
19.0	Meetings with Airport and Stakeholders		4						
20.0	Quality Control Reviews	4	1						8
	TOTAL HOURS	4	129	144	100	36	56	20	8
	Hourly Rate	$101.00	$55.72	$50.29	$44.20	$59.47	$45.01	$77.96	$39.09
	Direct Labor Cost	$404.00	$7,187.88	$7,241.76	$4,420.00	$2,140.92	$2,520.56	$1,559.20	$312.72

Expenses:

	$ -

Outside Services:

TOTAL OUTSIDE SERVICES	$ -

TOTAL DIRECT LABOR COST	$ 25,787.04
OVERHEAD @ 154.571%	$ 39,859.29
TOTAL LABOR COST	$ 65,646.33
FIXED FEE @ 15%	$ 9,846.95
SUBTOTAL	$ 75,493.27
TOTAL EXPENSES	$ -
SUBTOTAL	$ 75,493.27
TOTAL OUTSIDE SERVICES	$ -
TOTAL THIS ARTICLE	$ 75,493.27
USE:	$ 75,493

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: Claremont Municipal Airport
Address: Sullivan Street, Claremont, NH 03743

Location 2 (if applicable)
Name of Location: Claremont Fire Department
Address: 100 Broadway, Claremont, NH 03743

Location 3 (if applicable)
Name of Location:
Address:

Drug-Free Workplace
Airport Improvement Program Sponsor Certification

Sponsor: City of Claremont

Airport: Claremont Municipal Airport (CNH)

Project Number: SBG-02-31/32-2026

Description of Work: Construct Automated Weather Observing System (AWOS) - III P

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

NOTICE TO AIRPORT USERS

THE CITY OF CLAREMONT HAS APPLIED FOR A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) TO FUND A PROJECT AT THE CLAREMONT MUNICIPAL AIRPORT

THIS PROJECT IS CONSIDERED IMPORTANT FOR IMPROVED SAFETY AND ENHANCED SERVICEABILITY AT THE AIRPORT

The project under consideration is:

Construct Automated Weather Observing System (AWOS) - III P

SBG Project Number: SBG-02-31/32-2026



Questions or concerns should be addressed to:

James Chamberlain
Claremont Municipal Airport
100 Broad Street
Claremont, NH 03743
Telephone: (603)-542-7012

FIGURE 1

FEE SCHEDULE

Claremont Municipal Airport
Construct Automated Weather Observation System (AWOS) - III

SBG-02-XX-2026
Stantec Project No. 179450958

Article G: Technical Observations

TASK	DISCIPLINE	Quality Assurance / Vice President	Project Manager	Civil Engineer	Administrative	CADD/Senior Technician	Resident Inspector	Electrical Engineer
1.0	Technical Field Observations						50	16
	TOTAL HOURS	0	0	0	0	0	50	16
	Hourly Rate	$101.00	$55.72	$50.29	$39.09	$45.01	$50.29	$44.20
	Direct Labor Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$2,514.50	$707.20

Expenses:
Tasks 1.0

Trips	Miles	$ per mile		Total
6	308	$ 0.700	$	1,293.60
Days	**People**	**full day meals**		
0	1	$ 68.00	$	-
Days	**People**	**travel day meals**		
6	1	$ 51.00	$	306.00
Nights	**People**	**lodging**		
2	1	$ 110.00	$	220.00
			$	-
			$	-
			$	1,819.60

Outside Services:

Concrete Testing	$ 2,000.00
TOTAL OUTSIDE SERVICES	$ 2,000.00

TOTAL DIRECT LABOR COST	$ 3,221.70
OVERHEAD @ 154.571%	$ 4,979.81
TOTAL LABOR COST	$ 8,201.51
FIXED FEE @ 15%	$ 1,230.23
SUBTOTAL	$ 9,431.74
TOTAL EXPENSES	$ 1,819.60
SUBTOTAL	$ 11,251.34
TOTAL OUTSIDE SERVICES	$ 2,000.00
TOTAL THIS ARTICLE	$ 13,251.34
USE:	$ 13,251

FEE SCHEDULE

Claremont Municipal Airport
Construct Automated Weather Observation System (AWOS) - III

SBG-02-XX-2026
Stantec Project No. 179450958

Article F: Construction Administration

TASK	DISCIPLINE	Quality Assurance / Vice President	Project Manager	Civil Engineer	Administrative	Structural Engineer	Resident Inspector	Electrical Engineer
1.0	Pre-Construction Conference		8				8	
2.0	Project Manager Oversight		24					
3.0	Site Visits		8					
4.0	Weekly Meetings		8					
5.0	Construction Administration		20				16	
6.0	Submittals		8			4	8	8
7.0	Change Orders / Performance		8					
8.0	Coordination of PIM Inspeciton		4					
9.0	Final inspection		8				8	
10.0	Record Drawings		8				8	8
	TOTAL HOURS	0	104	0	0	4	48	16
	Hourly Rate	$101.00	$55.72	$50.29	$39.09	$59.47	$50.29	$44.20
	Direct Labor Cost	$0.00	$5,794.88	$0.00	$0.00	$237.88	$2,413.92	$707.20

Expenses:

Tasks 3.0, 5.0, and 8.0

Trips	Miles	$ per mile	Total
4	308	$ 0.700	$ 862.40
Days	People	full day meals	
	1	$ 68.00	$ -
Days	People	travel day meals	
6	1	$ 51.00	$ 306.00
Nights	People	lodging	
	1	$ 110.00	$ -

$ 1,168.40

Outside Services:

TOTAL OUTSIDE SERVICES $ -

TOTAL DIRECT LABOR COST	$	9,153.88
OVERHEAD @ 154.571%	$	14,149.24
TOTAL LABOR COST	$	**23,303.12**
FIXED FEE @ 15%	$	3,495.47
SUBTOTAL	$	26,798.59
TOTAL EXPENSES	$	**1,168.40**
SUBTOTAL	$	27,966.99
TOTAL OUTSIDE SERVICES	$	-
TOTAL THIS ARTICLE	$	27,966.99
USE:	$	27,967

FEE SCHEDULE

Claremont Municipal Airport
Construct Automated Weather Observation System (AWOS) - III

SBG-02-XX-2025
Stantec Project No. 179450958

Article E: General Administration

TASK	DISCIPLINE	Quality Assurance / Vice President	Project Manager	Civil Engineer	Administrative	CADD/Senior Technician	Resident Inspector	
1.0	Scoping Meeting		4					
2.0	Prepare Project Scope		12					
3.0	Coordinate with City on Approvals		4					
4.0	Prepare Grant Application		12		8			
5.0	Process Reimbursement Requests		4		6			
6.0	DBE Accomplishments		4					
7.0	DBE 3 Year Update		4		40			
8.0	Subconsultant Administration		4					
9.0	Project Administration		32		4			
10.0	Project Completion Report		24		8			
	TOTAL HOURS	0	104	0	66	0	0	
	Hourly Rate	$101.00	$55.72	$50.29	$39.09	$45.01	$50.29	
	Direct Labor Cost	$0.00	$5,794.88	$0.00	$2,579.94	$0.00	$0.00	

Expenses:			
		TOTAL DIRECT LABOR COST	$ 8,374.82
		OVERHEAD @ 154.571%	$ 12,945.04
		TOTAL LABOR COST	$ 21,319.86
		FIXED FEE @ 15%	$ 3,197.98
		SUBTOTAL	$ 24,517.84
		TOTAL EXPENSES	$ -
	$ -	SUBTOTAL	$ 24,517.84
Outside Services:			
TOTAL OUTSIDE SERVICES	$ -	TOTAL OUTSIDE SERVICES	$ -
		TOTAL THIS ARTICLE	$ 24,517.84
		USE:	$ 24,518

FEE SCHEDULE

Claremont Municipal Airport
Construct Automated Weather Observation System (AWOS) - III

SBG-02-XX-2026
Stantec Project No. 179450958

Article D: Bidding

TASK	DISCIPLINE	Quality Assurance / Vice President	Project Manager	Civil Engineer	Administrative	CADD/Senior Technician	Resident Inspector	Electrical Engineer
1.0	Bidding Services		4		8			
2.0	Advertisements		2		2			
3.0	Prepare Addenda		8		4			8
4.0	Pre-Bid Meeting		8					8
5.0	Bid Opening		2					
6.0	Bid Analysis		4					
7.0	Construction Contracts		4		2			
	TOTAL HOURS	0	32	0	16	0	0	16
	Hourly Rate	$101.00	$55.72	$50.29	$39.09	$45.01	$50.29	$44.20
	Direct Labor Cost	$0.00	$1,783.04	$0.00	$625.44	$0.00	$0.00	$707.20

Expenses:

Task 4.0

Trips	Miles	$ per mile	Total
1	308	$ 0.700	$ 215.60

Days	People	full day meals	
1		$ 68.00	$ -

Days	People	travel day meals	
1	2	$ 51.00	$ 102.00

Nights	People	lodging	
1		$ 110.00	$ -

$ 317.60

Outside Services:

TOTAL OUTSIDE SERVICES $ -

TOTAL DIRECT LABOR COST	$ 3,115.68
OVERHEAD @ 154.571%	$ 4,815.94
TOTAL LABOR COST	$ 7,931.62
FIXED FEE @ 15%	$ 1,189.74
SUBTOTAL	$ 9,121.36
TOTAL EXPENSES	$ 317.60
SUBTOTAL	$ 9,438.96
TOTAL OUTSIDE SERVICES	$ -
TOTAL THIS ARTICLE	$ 9,438.96
USE:	$ 9,439

FEE SCHEDULE

Claremont Municipal Airport
Construct Automated Weather Observation System (AWOS) - III

SBG-02-XX-2026
Stantec Project No. 179450958

Article C: Environmental Services

TASK	DISCIPLINE	Quality Assurance / Vice President	Project Manager	Civil Engineer	Administrative	CADD/Senior Technician	Resident Inspector	Senior Environmental Analyst
1.0	NEPA Coordination							20
2.0	EPA MSGP Update		20					80
	TOTAL HOURS	0	20	0	0	0	0	100
	Hourly Rate	$101.00	$55.72	$50.29	$39.09	$45.01	$50.29	$62.22
	Direct Labor Cost	$0.00	$1,114.40	$0.00	$0.00	$0.00	$0.00	$6,222.00

Expenses:			
		TOTAL DIRECT LABOR COST	$ 7,336.40
		OVERHEAD @ 154.571%	$ 11,339.95
		TOTAL LABOR COST	$ 18,676.35
		FIXED FEE @ 15%	$ 2,801.45
		SUBTOTAL	$ 21,477.80
		TOTAL EXPENSES	$ -
	$ -	SUBTOTAL	$ 21,477.80
Outside Services:			
TOTAL OUTSIDE SERVICES	$ -	TOTAL OUTSIDE SERVICES	$ -
		TOTAL THIS ARTICLE	$ 21,477.80
		USE:	$ 21,478

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 6 day of February 2026

Name of Sponsor: City of Claremont

Name of Sponsor's Authorized Official: James Chamberlain

Title of Sponsor's Authorized Official: Fire Chief and Airport Manager

Signature of Sponsor's Authorized Official: James Chamberlain

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: City of Claremont

Airport: Claremont Municipal Airport

Project Number: SBG-02-31/32-2026

Description of Work: Construct Automated Weather Observing System (AWOS) - III P

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 6 day of February 2026

Name of Sponsor: City of Claremont

Name of Sponsor's Authorized Official: James Chamberlain

Title of Sponsor's Authorized Official: Fire Chief and Airport Manager

Signature of Sponsor's Authorized Official: James Chamberlain

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: City of Claremont

Airport: Claremont Municipal Airport

Project Number: SBG-02-31/32-2026

Description of Work: Construct Automated Weather Observing System (AWOS) - III P

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 6 day of February 2026,

Name of Sponsor: City of Claremont

Name of Sponsor's Authorized Official: James Chamberlain

Title of Sponsor's Authorized Official: Fire Chief and Airport Manager

Signature of Sponsor's Authorized Official: James Chamberlain

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: City of Claremont

Airport: Claremont Municipal Airport

Project Number: SBG-02-31/32-2026

Description of Work: Construct Automated Weather Observing System (AWOS) - III P

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 6 day of February 2026 .

Name of Sponsor: City of Claremont

Name of Sponsor's Authorized Official: James Chamberlain

Title of Sponsor's Authorized Official: Fire Chief and Airport Manager

Signature of Sponsor's Authorized Official: *James Chamberlain*

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: City of Claremont

Airport: Claremont Municipal Airport

Project Number: SBG-02-31/32-2026

Description of Work: Construct Automated Weather Observing System (AWOS) - III P

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 6 day of February 2026 .

Name of Sponsor: City of Claremont

Name of Sponsor's Authorized Official: James Chamberlain

Title of Sponsor's Authorized Official: Fire Chief and Airport Manager

Signature of Sponsor's Authorized Official: James Chamberlain

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.

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 (**City of Claremont**), 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 February 6, 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

Construction Project Final Acceptance
Airport Improvement Program Sponsor Certification

Sponsor: City of Claremont

Airport: Claremont Municipal Airport

Project Number: SBG-02-31/32-2026

Description of Work: Construct Automated Weather Observing System (AWOS) - III P

Application
49 USC § 47105(d), authorizes the Secretary to require me certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program. General standards for final acceptance and close out of federally funded construction projects are in 2 CFR § 200.343 – Closeout and supplemented by FAA Order 5100.38. The sponsor must determine that project costs are accurate and proper in accordance with specific requirements of the grant agreement and contract documents.

Certification Statements
Except for certification statements below marked not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgment 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 personnel engaged in project administration, engineering supervision, project inspection, and acceptance testing were or will be determined to be qualified and competent to perform the work (Grant Assurance).
   ☒ Yes ☐ No ☐ N/A
2. Construction records, including daily logs, were or will be kept by the resident engineer/construction inspector that fully document contractor's performance in complying with:
   a. Technical standards (Advisory Circular (AC) 150/5370-12);
   b. Contract requirements (2 CFR part 200 and FAA Order 5100.38); and
   c. Construction safety and phasing plan measures (AC 150/5370-2).
   ☒ Yes ☐ No ☐ N/A
3. All acceptance tests specified in the project specifications were or will be performed and documented. (AC 150/5370-12).
   ☒ Yes ☐ No ☐ N/A

4. Sponsor has taken or will take appropriate corrective action for any test result outside of allowable tolerances (AC 150/5370-12).

   ☒ Yes ☐ No ☐ N/A

5. Pay reduction factors required by the specifications were applied or will be applied in computing final payments with a summary made available to the FAA (AC 150/5370-10).

   ☒ Yes ☐ No ☐ N/A

6. Sponsor has notified, or will promptly notify the Federal Aviation Administration (FAA) of the following occurrences:

   a. Violations of any federal requirements set forth or included by reference in the contract documents (2 CFR part 200);

   b. Disputes or complaints concerning federal labor standards (29 CFR part 5); and

   c. Violations of or complaints addressing conformance with Equal Employment Opportunity or Disadvantaged Business Enterprise requirements (41 CFR Chapter 60 and 49 CFR part 26).

   ☒ Yes ☐ No ☐ N/A

7. Weekly payroll records and statements of compliance were or will be submitted by the prime contractor and reviewed by the sponsor for conformance with federal labor and civil rights requirements as required by FAA and U.S. Department of Labor (29 CFR Part 5).

   ☒ Yes ☐ No ☐ N/A

8. Payments to the contractor were or will be made in conformance with federal requirements and contract provisions using sponsor internal controls that include:

   a. Retaining source documentation of payments and verifying contractor billing statements against actual performance (2 CFR § 200.302 and FAA Order 5100.38);

   b. Prompt payment of subcontractors for satisfactory performance of work (49 CFR § 26.29);

   c. Release of applicable retainage upon satisfactory performance of work (49 CFR § 26.29); and

   d. Verification that payments to DBEs represent work the DBE performed by carrying out a commercially useful function (49 CFR §26.55).

   ☒ Yes ☐ No ☐ N/A

9. A final project inspection was or will be conducted with representatives of the sponsor and the contractor present that ensure:

   a. Physical completion of project work in conformance with approved plans and specifications (Order 5100.38);

   b. Necessary actions to correct punch list items identified during final inspection are complete (Order 5100.38); and

   c. Preparation of a record of final inspection and distribution to parties to the contract (Order 5100.38);

   ☒ Yes ☐ No ☐ N/A

10. The project was or will be accomplished without material deviations, changes, or modifications from approved plans and specifications, except as approved by the FAA (Order 5100.38).

    ☒ Yes ☐ No ☐ N/A

11. The construction of all buildings have complied or will comply with the seismic construction requirements of 49 CFR § 41.120.

☐ Yes ☐ No ☒ N/A

12. For development projects, sponsor has taken or will take the following close-out actions:

    a. Submit to the FAA a final test and quality assurance report summarizing acceptance test results, as applicable (Grant Condition);

    b. Complete all environmental requirements as established within the project environmental determination (Oder 5100.38); and

    c. Prepare and retain as-built plans (Order 5100.38).

☒ Yes ☐ No ☐ N/A

13. Sponsor has revised or will revise their airport layout plan (ALP) that reflects improvements made and has submitted or will submit an updated ALP to the FAA no later than 90 days from the period of performance end date. (49 USC § 47107 and Order 5100.38).

☒ 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 6 day of February 2026 .

Name of Sponsor: City of Claremont

Name of Sponsor's Authorized Official: James Chamberlain

Title of Sponsor's Authorized Official: Fire Chief and Airport Manager

Signature of Sponsor's Authorized Official: James Chamberlain

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.

Stantec Consulting Services, Inc.
2211 Congress Street, Suite 380
Portland, ME 04102

Stantec

Construct Automated Weather Observsation System (AWOS)-III P

Claremont Municipal Airport

Bid Tab

Item No.	Description	Qty.	UOM	Engineer's OOC		Pine Hill Construction, LLC		Northern Tree Service, LLC	
				Unit Cost	Ext.	*Unit Cost*	Ext.*	*Unit Cost*	Ext.*
C-102-5.1	Silt Fence	200	LF	$ 4.00	$ 800.00	$3.00	$600.00	$6.00	$1,200.00
C-102-5.2	Fiber Rolls	1,700	LF	$ 5.00	$ 8,500.00	$3.00	$5,100.00	$9.50	$16,150.00
C-105-6.1	Mobilization	1	LS	$ 20,000.00	$ 20,000.00	$20,000.00	$20,000.00	$86,600.00	$86,600.00
P-151-4.1	Type I Clearing, Steep Slopes	4.4	AC	$ 20,000.00	$ 88,000.00	$15,000.00	$66,000.00	$75,228.00	$331,003.20
P-151-4.2	Type II Clearing, Non-Steep Slopes	3.2	AC	$ 5,000.00	$ 16,000.00	$2,500.00	$8,000.00	$32,906.25	$105,300.00
P-151-4.3	Selective/Individual Tree Removal	10	EA	$ 1,000.00	$ 10,000.00	$100.00	$1,000.00	$250.00	$2,500.00
P-152-4.2	Unsuitable Excavation	50	CY	$ 100.00	$ 5,000.00	$2.00	$100.00	$45.00	$2,250.00
P-152-4.3	Common Fill	2,200	CY	$ 15.00	$ 33,000.00	$10.00	$22,000.00	$50.00	$110,000.00
P-154-4.1	Subbase Course	100	CY	$ 20.00	$ 2,000.00	$25.00	$2,500.00	$50.00	$5,000.00
L-108-5.1	No. 2 AWG Cu THWN-2 Wire Installed in Conduit	1,250	LF	$ 5.75	$ 7,187.50	$5.00	$6,250.00	$6.00	$7,500.00
L-108-5.2	No. 6 Bare Counterpoise Wire Installed in Trench	415	LF	$ 2.25	$ 933.75	$2.00	$830.00	$2.75	$1,141.25
L-110-5.1	Direct Buried Electrical Conduit in Trench, 1-Way by 2"	425	LF	$ 26.50	$ 11,262.50	$10.00	$4,250.00	$28.75	$12,218.75
L-126-5.1	Prepare AWOS Site	1	LS	$ 25,000.00	$ 25,000.00	$60,000.00	$60,000.00	$28,750.00	$28,750.00
L-126-5.2	Install AWOS System	1	LS	$ 145,000.00	$ 145,000.00	$155,000.00	$155,000.00	$224,250.00	$224,250.00
L-126-5.3	AWOS System Service Equipment Rack	1	LS	$ 11,000.00	$ 11,000.00	$10,000.00	$10,000.00	$35,000.00	$35,000.00
L-126-5.4	Terminal Building Modifications for Central Processing Station	1	LS	$ 10,000.00	$ 10,000.00	$15,000.00	$15,000.00	$17,250.00	$17,250.00
L-126-5.5	Electrical Utility Allowance	1	Allowance	$ 2,500.00	$ 2,500.00	$2,500.00	$2,500.00	$2,500.00	$2,500.00
T-901-5.1	Topsoil	250	CY	$ 5.00	$ 1,250.00	$20.00	$5,000.00	$86.25	$21,562.50
T-901-5.1	Seeding	3,000	SY	$ 2.00	$ 6,000.00	$1.00	$3,000.00	$4.25	$12,750.00
200-4.1	Traffic Control, Safety and Security Measures	1	LS	$ 10,000.00	$ 10,000.00	$15,000.00	$15,000.00	$7,500.00	$7,500.00
			BASE BID TOTAL		**$413,433.75**		**$402,130.00**		**$1,030,425.70**

Bids Opened on:January 30th, 2026
Bids Opened by: Fire Chief James Chamberlain, City of Claremont Airport Manager

U.S. Department
of Transportation
Federal Aviation
Administration

FY 2026
Airport Improvement Program (AIP)
GRANT AGREEMENT

Part I - Offer

Date of Offer	August 12, 2026
Airport/Planning Area	Claremont Municipal Airport
State Block Grant Number	SBG 02-32-2026
Unique Entity Identification (UEI) Number	NYNHWG7TN2F1

TO: City of Claremont, New Hampshire
(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 May 11, 2026, for a grant of Federal and State funds for a project at or associated with the Claremont Municipal Airport, which is included as part of this Grant Agreement; and

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

Install Automated Weather Observing System (AWOS) III Weather Reporting Equipment at CNH - AIP Companion Grant (25.3512%)

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-five (95) % of the allowable costs incurred accomplishing the Project as the United States' and State's share of the Project.

Assistance Listings Number(s): 20.116

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 $141,955.00.

   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
   $141,955.00 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 25, 2028**.

      II. End Date: Four (4) years to the calendar day from the date of acceptance. **August 25, 2028**

      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 determine 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 10, 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 28, 2022**, 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. **Insurances**. The sponsor shall, at its sole expense, and shall require any subcontractor or assignee, to obtain and maintain in force, an insurance policy or policies designating the State as an additional insured, with the following insurance:

    A. Comprehensive general liability insurance against all claims of bodily injury, death or property damage, in amounts of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate; and

    B. The policies described in this section shall be the standard form employed in the State of New Hampshire, issued by underwriters acceptable to the State, and authorized to do business in the State of New Hampshire; and

    C. Each policy shall contain a clause prohibiting cancellation or modifications of the policy earlier than 10 days after written notice thereof has been received by the State.

36. 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

37. **Non-Transferrable Automated Weather Observing Systems (AWOS).** The sponsor acknowledges the equipment purchased with this grant is not eligible for transfer at any time under 49 USC § 44502(e)(1) as it does not meet the required performance specifications and acceptance criteria in accordance with 49 USC § 44502(e)(2), or was not purchased between October 5, 2018, and December 31, 2021, or after January 1, 2022, by a sponsor located in a non-contiguous state.

38. **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).

39. **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/or 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 acceptance of a sponsor's certification does not limit the FAA or 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.

40. **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.

41. **Usable Unit of Development**. The FAA, State, and the sponsor agree this grant only funds a portion of the overall project. The FAA and State make no commitment of funding beyond what is provided herein. In accepting this award, the sponsor understands and agrees that the work described in this Grant Agreement must be incorporated into a safe, useful, and usable unit of development completed within a reasonable timeframe [49 USC § 47106(a)(4)]. This safe, useful, usable unit of development must be completed regardless of whether the sponsor receives any additional federal funding.

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

Michelle L. Winters
(Signature)

Michelle L. Winters
(Typed Name)

Deputy Commissioner
(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: 10/8/26

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 19th day of AUGUST, 2026

CITY OF CLAREMONT, NH
(Name of Sponsor)

RICHARD BERGERON
(Signature of Sponsor's Authorized Official)

By: RICHARD BERGERON
(Typed Name of Sponsor's Authorized Official)

Title: INTERIM CITY MANAGER
(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, Shawn Tamposi, 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 Claremont, NH (location) this 25th day of August, 2026.

By: _____
(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.

CERTIFICATE OF VOTE
City of Claremont
58 Opera House Square
Claremont, NH 03743

I, Julia A. Bizzarro, do hereby certify that I am the Assistant City Clerk of the City of Claremont, a municipality in the state of New Hampshire, county of Sullivan, in the United States of America.

I do further certify that Richard Bergeron is the Interim City Manager of the municipality and is duly authorized by the by-laws and laws of the State of New Hampshire to execute and deliver for on behalf of the municipality any contracts with the State of New Hampshire. This authority was given during an official meeting of the City Council of the City of Claremont on the following date: Tuesday July 14, 2026.

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

IN WITNESS WHEREOF, I have hereunto set my hand and attached the seal of the City of

Claremont on this 18th day of August, 2026.

Julia A. Bizzarro
Signature

SEAL

Assistant City Clerk
Title of Signatory

NOTARY STATEMENT

As Notary Public and/or Justice of the Peace, registered in the state of New Hampshire, county of Sullivan upon this date August 18, 2026, appeared before me CATHY PARKS, the above signed officer personally appeared, Julia A. Bizzarro who acknowledged herself to be the Assistant City Clerk of the City of Claremont, New Hampshire, and that being authorized to do so, she executed the foregoing instrument for the purposes therein contained, by signing by herself in the name of the City of Claremont, New Hampshire. In witness whereof, I hereunto set my hand and official seal.

Signature of Notary or Justice of the Peace

SEAL

Cathy H Parks
Name of Notary or Justice of the Peace

Date of Expiration of Commission

Catherine H. Parks
NOTARY PUBLIC
State of New Hampshire
My Commission Expires 3/8/2028

Client#: 494603 CITYOFCL

ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 10/14/2026

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: Peggy Foote	
USI Insurance Services LLC 12 Gill Stret, #5500 Woburn, MA 01801 855 874-0123	PHONE (A/C, No, Ext): 845.285.3619	FAX (A/C, No): 610.537.2231
	E-MAIL ADDRESS: peggy.foote@usi.com	

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Old Republic Insurance Company	24147
INSURER B :	
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED

City of Claremont & CNH Aviatio, Inc.
c/o Chief Jim Chamberlain
448 Sullivan Street
Claremont, NH 03743

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY	X		AAPN1115511A001	06/15/2026	06/15/2029	EACH OCCURRENCE	$2,000,000
	CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$50,000
							MED EXP (Any one person)	$5,000
							PERSONAL & ADV INJURY	$2,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$2,000,000
	X POLICY PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$2,000,000
	OTHER:							$
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$
	ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	HIRED AUTOS ONLY / NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
	UMBRELLA LIAB OCCUR						EACH OCCURRENCE	$
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$
	DED RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N						PER STATUTE / OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED?	N / A					E.L. EACH ACCIDENT	$
	(Mandatory in NH)						E.L. DISEASE - EA EMPLOYEE	$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - POLICY LIMIT	$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

The State of NH, Department of Transportation is included as additional insured on General Liability policy per the attached endorsement. 30 days written notice of cancellation is provided to the additional insured per the attached endorsement.

CERTIFICATE HOLDER

The State of NH, Department of
Transportation - Bureau of Aeronautics
John O. Morton Bldg.
7 Hazen Drive, P.O. Box 483
Concord, NH 03302-0483

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



© 1988-2015 ACORD CORPORATION. All rights reserved.

This Endorsement effective June 15, 2026
forms part of Policy Number AAP N1115511A 001
Issued to City Of Claremont, Municipal Airport
By ACE Property and Casualty Insurance Company

LIMITED ADDITIONAL INSURED DESIGNATED PERSON OR ORGANIZATION ENDORSEMENT

This endorsement modifies insurance provided under AIRPORT OWNERS AND OPERATORS GENERAL LIABILITY POLICY.

It is agreed that:

SCHEDULE

Name of Person or Organization:
The State of NH,
Department of Transportation-Bureau of Aeronautics
John O. Morton Bldg
7 Hazen Drive
P. O. Box 483
Concord, NH 03302-0483

1. SECTION III - WHO IS AN INSURED, subsection 2. is amended by adding as an insured the person or organization shown in the Schedule above but only with respect to liability to which this insurance applies that is caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf in the performance of your "airport operations".

2. The insurance provided by section 1 of this endorsement shall not operate to prejudice our right of recourse against the person or organization shown in the Schedule above as manufacturers, repairers, suppliers or servicing agents where such rights of recourse would have existed had this endorsement not been effected under this policy.

3. The insurance provided by section 1 of this endorsement is subject to the Limits of insurance and Deductibles shown on the Declarations, and is included within, and not in addition to, such limits and deductibles.

All other terms and provisions remain unchanged.

_____
Authorized Representative

Endorsement No. 005

This Endorsement effective June 15, 2026
forms part of Policy Number AAP N1115511A 001
Issued to City Of Claremont, Municipal Airport
By ACE Property and Casualty Insurance Company

NEW HAMPSHIRE CHANGES - CANCELLATION AND NONRENEWAL

This endorsement modifies insurance provided under AIRPORT OWNERS AND OPERATORS GENERAL LIABILITY POLICY.

A. CANCELLATION

1. The first Named Insured shown in the Declarations may cancel this policy by mailing or delivering to us advance written notice of cancellation.
2. a. We may cancel this policy by mailing or delivering to you written notice of cancellation, stating the reasons for cancellation, at least:
   1) 10 days before the effective date of cancellation if we cancel for:
      (a) Nonpayment of premium; or
      (b) Substantial increase in hazard;
   2) 60 days before the effective date of cancellation if we cancel for any other reason.

   b. If this policy has been in effect for 60 days or more, or if this is a renewal of a policy we issued, we may cancel only for one or more of the following reasons:
   1) Nonpayment of premium;
   2) Fraud or material misrepresentation affecting the policy or in the presentation of a claim thereunder, or violation of any of the terms or conditions of the policy; or
   3) Substantial increase in hazard; provided that cancellation for this reason shall be effective only after prior approval of the Commissioner.
3. We will mail or deliver our notice to your last mailing address known to us. If notice is mailed, it will be by:
   a. Certified mail or certificate of mailing if cancellation is for nonpayment of premium.
   b. Certified mail if cancellation is for any other reason.
4. Notice of cancellation will state the effective date of cancellation. The policy period will end on that date.
5. If this policy is cancelled, we will send the first Named Insured any premium refund due. If we cancel, the refund will be pro rata. If the first named insured cancels, the refund may be less than pro rata. The cancellation will be effective even if we have not made or offered a refund.
6. If notice is mailed, proof of mailing will be sufficient proof of notice.

B. NONRENEWAL

1. If we elect not to renew this policy, we will mail or deliver written notice of nonrenewal, stating the reasons for nonrenewal, to your last mailing address known to us at least 60 days prior to expiration of the policy or its anniversary date if it is a policy written for a term of more than one year.
2. However, we need not mail or deliver this notice if:
   a. We have indicated a willingness to renew;
   b. We refuse to renew due to nonpayment of premium;
   c. You do not pay any advance premium required by us for renewal; or
   d. Any property covered in this policy is insured under any other insurance policy.
3. If notice is mailed, proof of mailing will be sufficient proof of notice.

Includes copyrighted material of Insurance Services Office, Inc. with its permission
AAP NH (11-99)
Copyright, Insurance Services Office, Inc. 1998

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

Application for Federal Assistance SF-424

*1. Type of Submission:	*2. Type of Application	* If Revision, select appropriate letter(s):
☐ Preapplication	☒ New	
☒ Application	☐ Continuation	* Other (Specify)
☐ Changed/Corrected Application	☐ Revision	

*3. Date Received:

4. Applicant Identifier:

5a. Federal Entity Identifier: SBG-02-31/32-2026

*5b. Federal Award Identifier:

State Use Only:

6. Date Received by **State**:

7. **State** Application Identifier:

8. APPLICANT INFORMATION:

*a. Legal Name: City of Claremont

*b. Employer/Taxpayer Identification Number (EIN/TIN): 02-6000154

*c. UEI: NYNHWG7TN2F1

d. Address:

*Street 1: Claremont Fire Department
Street 2: 100 Broad Street
*City: Claremont
County/Parish: Sullivan
*State: Province: NH
*Country: USA: United States
*Zip / Postal Code 03743-0000

e. Organizational Unit:

Department Name: Claremont Municipal Airport (CNH)

Division Name:

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

Prefix: Mrs. *First Name: Amie
Middle Name:
*Last Name: Gray
Suffix:

Title: Project Manager

Organizational Affiliation: Stantec Consulting Services, Inc.

*Telephone Number: 207-740-2520 Fax Number:

*Email: amie.gray@stantec.com

Application for Federal Assistance SF-424

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

C: City or Township 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:

20.116 Airport Improvement Program (AIP)

***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:**

Construct Automated Weather Observing System (AWOS) - III P

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

16. Congressional Districts Of:

*a. Applicant: 2nd *b. Program/Project: 2nd

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

17. Proposed Project:

*a. Start Date: 06/01/2025 *b. End Date: 10/01/2027

18. Estimated Funding ($):

		(25.3512%) AIP		(74.6488%) IIJA AIG
*a. Federal	$ 552,484	$134,484	FAA	$418,000
*b. Applicant	$ 18,472	$ 7,471	NHDOT	$ 11,000
*c. State	$ 18,471	$ 7,472	LOCAL	$ 11,000
*d. Local	$ 0	$149,427	TOTAL	$440,000
*e. Other	$ 0			
*f. Program Income	$ 0			
*g. TOTAL	$ 589,427			

***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: James

Middle Name:

*Last Name: Chamberlain

Suffix:

*Title: Fire Chief / Airport Manager

*Telephone Number: 603-542-7012 Fax Number:

* Email: firechief@claremontnh.com

*Signature of Authorized Representative: James Chamberlain *Date Signed: 2026 05 11

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:

Land use zoning in the vicinity of the Claremont Municipal Airport has been established and enforced by the City of Claremont. As part of the 2021 Airport Master Plan Update project an Airport Layout Plan was developed, displaying the vicinity of the airport that found no unreasonable or incompatible land use.

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 obligations to the United States.

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:

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.

There are no circumstances that may preclude successful project completion or complying with all grant assurances.

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 airport sponsor is the municipality which is acting in the best interest of the community.

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)).

Airport users have been consulted.

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.

A public hearing is not required. This project has been discussed at City Council meetings which are open to the public.

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.

N/A. The project does not involve an airport location, major runway extension, or runway location.

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:

No exclusive operating rights have been granted.

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]

Sponsor maintains property interest as depicted within the property table on the Exhibit 'A' Property Map dated 4/28/2022 originally filed with SBG-02-24-2022.

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]

N/A

(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]

N/A

[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:	SBG-02-31/32-2026
2. Functional or Other Breakout:	

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			$ 1,000
2. Preliminary expense			4,950
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			168,096
5. Other Architectural engineering fees			
6. Project inspection fees			13,251
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			402,130
12. Equipment			
13. Miscellaneous			
14. **Subtotal** (Lines 1 through 13)			$ 589,427
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			589,427
17. **Less:** Ineligible Exclusions (Section C, line 23 g.)			
18. **Subtotal** (Lines 16 through 17)			$ 589,427
19. Federal Share requested of Line 18			552,484
20. Grantee share			18,472
21. Other shares			18,471
22. **TOTAL PROJECT** (Lines 19, 20 & 21)			$ 589,427

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)	18,472
d. Bonds	
e. Tax Levies	
f. Non-Cash	
g. Other (Explain):	
h. **TOTAL** - Grantee share	$ 18,472
25. Other Shares	**Amount**
a. State	18,471
b. Other	
c. **TOTAL** - Other Shares	$ 18,471
26. TOTAL NON-FEDERAL FINANCING	$ 36,943

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

I hereby certify that the Exhibit A Property Map dated 4/28/2022, and attached to the Grant Application for SBG-02-24-2022 reflects, the current information as of this date. The above mentioned Exhibit A Property Map is, therefore, incorporated into the Grant Application by reference and made a part thereof.

PART IV – PROGRAM NARRATIVE

(Suggested Format)

PROJECT: Construct Automated Weather Observing System (AWOS) - III P

AIRPORT: Claremont Municipal Airport (CNH)

1. Objective:

See attached Program Narrative.

2. Benefits Anticipated:

See attached Program Narrative.

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

See attached Program Narrative.

4. Geographic Location:

See attached Program Narrative.

5. If Applicable, Provide Additional Information:

See attached Program Narrative.

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

See attached Program Narrative.

APPLICATION FOR FEDERAL ASSISTANCE
CLAREMONT MUNICIPAL AIRPORT
CLAREMONT, NEW HAMPSHIRE
Construct Automated Weather Observing System (AWOS) - III P
PART IV - PROGRAM NARRATIVE

February 2026

PROJECT OBJECTIVES/BENEFITS

The objective of the airport sponsor is to construct an Automated Weather Observing System (AWOS) - III P. The intent of the project is to improve safety by providing real time weather data accessible to pilots while in flight. The project also includes tree/obstruction removal in order to provide accurate wind data. Engineering fees for the project include Data Collection, Design, Bidding, General Administration, Construction Administration and Technical Observation of Construction. The intended funding source for this project is Bipartisan Infrastructure Law (BIL), and State Apportionment / Non-Primary Entitlement. A breakdown of the cost per funding source is shown below under "Cost Breakdown".

PROJECT APPROACH

This application is for the engineering related tasks, observation of construction, and construction of the AWOS-III P project at the Claremont Municipal Airport.

Attached is a copy of the Scope of Work, and Recommendation of Award Letter, including the bid tab, to more fully explain the work task of this project. The Recommendation of Award provides justification for the selection of the successful bidder.

GEOGRAPHIC LOCATION

The project will take place entirely within the Claremont Municipal Airport property in Claremont, NH. A project area sketch is attached.

SPONSOR'S REPRESENTATIVE

James Chamberlain, Fire Chief and Airport Manager
100 Broad Street
Claremont, NH 03743
firechief@claremontnh.com
603-542-7012

NEPA STATEMENT

This project is Categorically Excluded from further NEPA review per FAA Order 1050.1G, Appendix B, Paragraph B-2.3(c), Categorical Exclusions for Equipment and Instrumentation, and there are no extraordinary circumstances per Paragraph B-1, Extraordinary Circumstances.

(c) Federal financial assistance for, or Airport Layout Plan (ALP) approval of, or FAA installation or upgrade of facilities and equipment, other than radars, on designated airport or FAA property or commercial space launch sites. Facilities and equipment mean FAA communications, navigation, surveillance, and weather systems. Weather systems include hygrothermometers, Automated Weather Observing System (AWOS), Automatic Surface Observation System (ASOS), Stand Alone Weather Sensors (SAWS), Runway Visual Range (RVR), and other essentially similar facilities and equipment that provide for modernization or enhancement of the service provided by these facilities. Navigational aids include Very High Frequency Omnidirectional Range (VOR), VOR Test facility (VOT), co located VORs and Tactical Aircraft Control and Navigation (TACAN) (VORTAC), Low Power TACAN, Instrument Landing System (ILS) equipment or components of ILS equipment (establishment or relocation of an ILS is not included; an EA is normally required; see § 1.5 (c)(8)), Wide Area Augmentation System (WAAS), Local Area Augmentation System (LAAS), other essentially similar facilities and equipment, and equipment that provides for modernization or enhancement of the service provided by that facility, such

as conversion of VOR to VORTAC, conversion to Doppler VOR (DVOR), or conversion of ILS to category II or III standards. FAA Order 6820.10, VOR, VOR/DME and VORTAC Siting Criteria governs the installation of VOR/VOT/VORTAC-type equipment. These facilities are typically located within 150 feet by 150 feet parcel, with a total structure height reaching approximately 50 feet in height. (ATO, ARP, AST)

ENVIRONMENTAL ISSUES

This project area is located on previously disturbed area, therefore, the New Hampshire Division of Historical Resources (for compliance with Section 106 of the National Historic Preservation Act) is not applicable.

DBE STATEMENT

The City of Claremont has an approved DBE program on file with the FAA/Civil Rights Office which was prepared in accordance with 49 CFR Part 26 and approved by the FAA on 9/27/2024. There is no goal for this project at this time based on the USDOT's DBE Program Implementation Modifications Interim Final Rule.

EXHIBIT A STATEMENT

Sponsor maintains property interest as depicted within the property table on the Exhibit 'A' Property Map dated 4/28/2022 originally filed with SBG-02-24-2022.

COST BREAKDOWN

The following summarizes the total proposed project costs:

Construction	$	402,130
Engineering Basic Fees	$	168,096
Project Inspection Fees	$	13,251
Preliminary Expenses (Independent Fee Estimate)	$	4,950
Administrative Expenses	$	1,000
TOTAL	$	**589,427**
FAA Share	$	552,484*
NHDOT Share	$	18,471
Sponsor Share	$	18,472

*Note that this is partially funded at 90% (NPE/SA) and partially funded at 95% (IIJA-AIG). See below for a more detailed breakdown:

	Total	FAA	State	Local
FAA NPE/SA @ 90%	$149,427	$134,484	$7,471	$7,472
FAA IIJA @ 95%	$440,000	$418,000	$11,000	$11,000
Total	$589,427	$552,484	$18,471	$18,472
AIP NPE/SA @ 90%		**FAA**	**State**	**Local**
AIP-NPE-42-2022		$41,551		
AIP-NPE-50-2024		$33,500		
AIP-SA-50-2024		$59,433		
Total	$149,427	$134,484	$7,471	$7,472
IIJA AIG @ 95%		FAA	State	Local
IIJA-AIG-2024		$144,000		
IIJA-AIG-2025		$137,000		
IIJA-AIG-2026		$137,000		
Total IIJA-AIG	$440,000	$418,000	$11,000	$11,000

The engineering scope and fee are attached.

PROJECT SCHEDULE

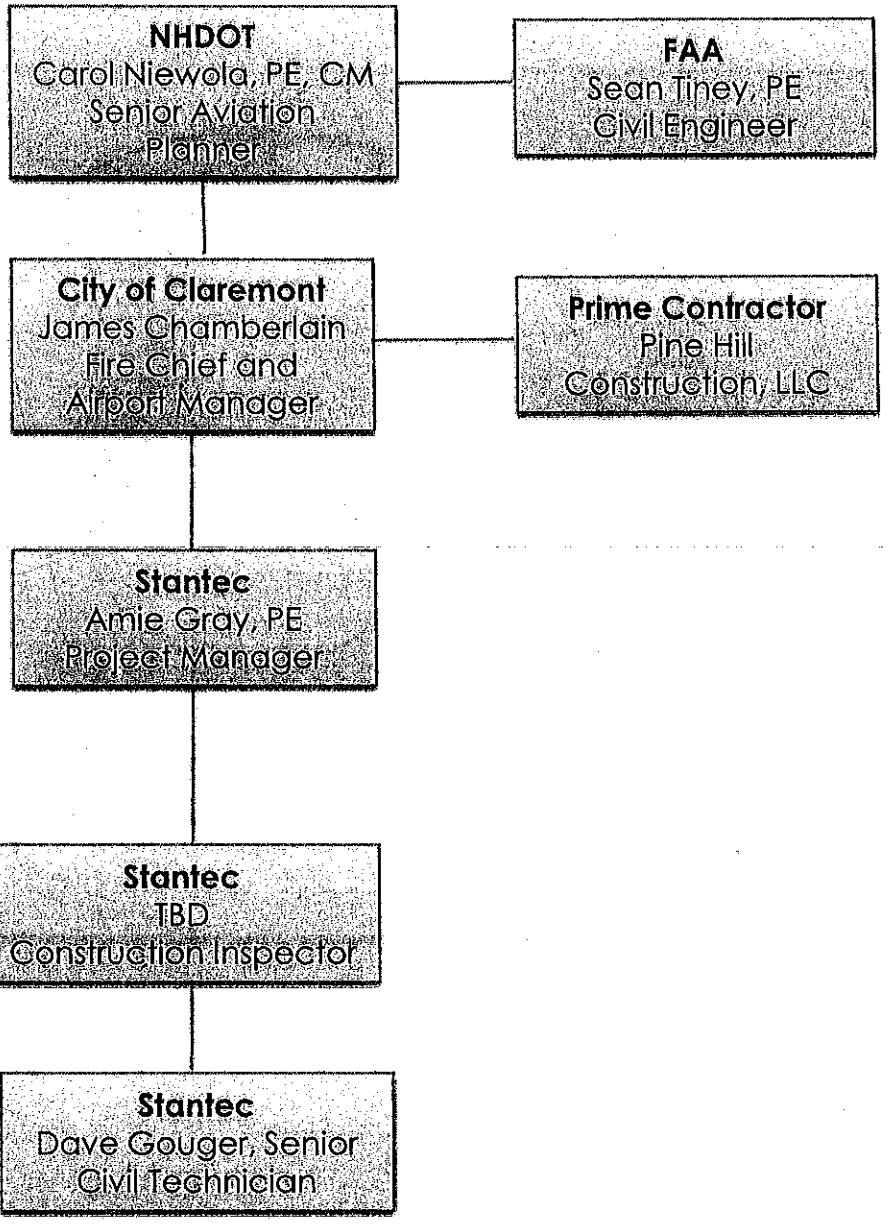
The following is the anticipated project schedule:

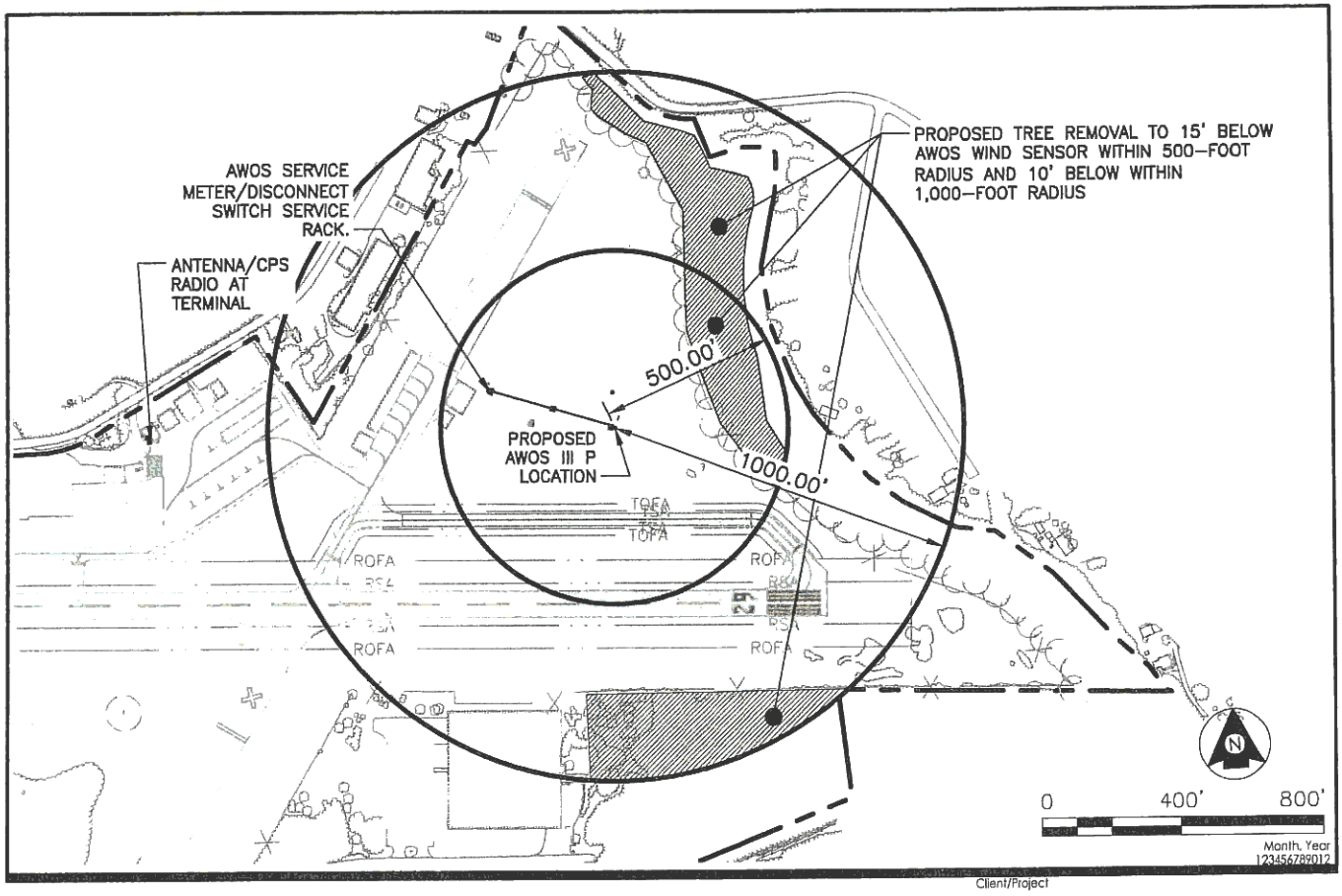
Scoping	July 2025
Preliminary Design	November 2025
Final Design	January 2026
Bidding	January 2026
Grant Application	February 2026
Construction	November 2026
Closeout	May 2027

E.O. 12372 STATEMENT

As the AWOS project is entirely on airport property, it is exempt from Intergovernmental Review by the State of New Hampshire.

Part 6. Organization Chart
Construct Automated Weather Observing System (AWOS) - III P
SBG-02-31/32-2026





2/3/2026 2:03 PM By: Gray, Amie

Stantec

Stantec Consulting Services Inc.
2211 Congress Street, Suite 380
Portland, ME. 04102 U.S.A.
Tel. 207.883.3355
Fax. 207.883.3376

Client/Project
CLAREMONT MUNICIPAL AIRPORT
CONSTRUCT AWOS III P

Figure No.
1.0

Title
GRANT FIGURE

Stantec Consulting Services Inc.
2211 Congress Street, Suite 380, Portland, Maine 04102

February 3, 2026
File: 179450958

Attention: Chief James Chamberlain
Claremont Fire Department
City of Claremont
100 Broad Street
Claremont NH 03743

Dear Chief Chamberlain,

Reference: Recommendation for Construction Award for Construction Contract
Construct Automated Weather Observing System (AWOS) III P - SBG-02-31-2026
Claremont Municipal Airport – Claremont, New Hampshire

On Friday, January 30, 2026 at 10:00 a.m., bids for the above referenced project were opened by the City of Claremont. The results are as follows and a tabulation summary is attached to this letter:

Contractor	Base Bid Total
Pine Hill Construction, LLC	**$402,130.00**
Northern Tree Service LLC	**$1,030,425.70**
Engineer's Opinion	***$449,433.75***

Stantec Consulting Services Inc. (Stantec) performed a thorough review of the proposal documents. Pine Hill Construction LLC (Pine Hill) was the low bidder. The only other bidder for the project was Northern Tree Service, LLC (Northern). Below is a summary of the review findings with any irregularities, errors, or omissions noted:

1. All proposals included a Bid Security (bid bond).

2. All proposals acknowledged Addendum #1.

3. The "Schedule of Prices" was analyzed for completeness, and to verify the math calculations. There was an obvious "clerical" error noted in the Pine Hill bid. For Item L-110-5.1 Direct Buried Electrical Conduit in Trench, 1-Way by 2", the written words are "four thousand two hundred fifty dollars", the written unit price is "$10.00", and the total amount written is "$4,250". If the written words were used in the calculated total, the total amount for that item would be $1,806,250. Per Section 20 of the General Provisions, Paragraph 20-07 Preparation of Proposal, In case between conflict between words and numerals, the words, unless obviously incorrect, shall govern. It is our opinion the written words are obviously incorrect and the intent is clearly $10.00 per linear foot and therefore a total amount of $4,250.00.

4. All proposals acknowledged the Buy American Preference. Pine Hill certified that a waiver would not be requested (all approved AWOS manufacturers are on the FAA Nationwide Buy American Waivers Issued listing). Northern checked the box that they would comply with Buy American and that they would need a waiver (the instructions say that both boxes shall not be checked). This was not looked

Reference: Recommendation for Construction Award for Construction Contract
Construct Automated Weather Observing System (AWOS) III P - SBG-02-31-2026
Claremont Municipal Airport – Claremont, New Hampshire

into further due to the fact that Northern was not the low bidder. It is assumed that a waiver would not have been required as all approved AWOS manufacturers already have nationwide waivers.

5. All proposals signed the Equal Employment Opportunity (EEO) Certification and indicated that they have participated in previous contracts subject to the equal opportunity clause/have submitted all compliance reports in connection with EEO under applicable filing requirements.

6. All proposals completed the Certification for Tax delinquency and Felony Convictions, and certified that they do not have any unpaid Federal tax liability and is not a corporation convicted of a criminal violation within the preceding 24-months.

Based on our analysis of the bids, Pine Hill was the lowest apparent bidder and also was found to be responsive. Pine Hill construction has recently successfully completed three larger scale projects at the Claremont Municipal Airport, and also completed a clearing and obstruction removal project within the same area as the project in 2010. Through these recently completed projects, and other successful City projects, Pine Hill has demonstrated that they have the technical capability of completing the subject project.

Stantec is of the opinion that Pine Hill Construction, LLC be awarded the project contingent upon the City of Claremont's agreement with these findings, and receipt of grant funds from FAA/NHDOT.

We trust this information will assist you in awarding the contract. Please feel free to contact us if you have any questions of if we can be of further assistance. A bid summary has been included for your reference.

Regards,

STANTEC CONSULTING SERVICES INC.

Amie Gray, P.E.
Project Manager
Phone: (207) 887-3434
Amie.gray@stantec.com

Attachment: Bid Tabulation

c.: Ms. Carol Niewola, PE – NHDOT
Mr. Sean Tiney, PE - FAA

u:\179450958\aviation\1_bidding\12_bid_summary\2026_02_02_cnh_recommendation_of_award_awos.docx

Stantec Consulting Services, Inc.
2211 Congress Street, Suite 380
Portland, ME 04102

Stantec

Construct Automated Weather Observsation System (AWOS)-III P

Claremont Municipal Airport

Bid Tab

Item No.	Description	Qty.	UOM	Engineer's OOC		Pine Hill Construction, LLC		Northern Tree Service, LLC	
				Unit Cost	Ext.	Unit Cost	Ext.*	Unit Cost	Ext.*
C-102-5.1	Silt Fence	400	LF	$ 4.00	$ 1,600.00	$3.00	$1,200.00	$3.00	$1,200.00
C-102-5.2	Fiber Rolls	1700	LF	$ 5.00	$ 8,500.00	$3.00	$5,100.00	$9.65	$16,105.00
C-105-5.1	Mobilization	1	LS	$ 20,000.00	$ 20,000.00	$20,000.00	$20,000.00	$88,600.00	$88,600.00
P-151-4.1	Type I Clearing, Steep Slopes	4.4	AC	$ 20,000.00	$ 88,000.00	$15,000.00	$66,000.00	$76,228.00	$335,403.20
P-151-4.2	Type II Clearing, Non-Steep Slopes	5.2	AC	$ 5,000.00	$ 26,000.00	$2,500.00	$13,000.00	$32,908.25	$105,300.00
P-151-4.3	Selective/Individual Tree Removal	10	EA	$ 1,000.00	$ 10,000.00	$100.00	$1,000.00	$260.00	$2,600.00
P-152-4.2	Unsuitable Excavation	50	CY	$ 100.00	$ 5,000.00	$2.00	$100.00	$45.00	$2,250.00
P-152-4.3	Common Fill	2,200	CY	$ 15.00	$ 33,000.00	$10.00	$22,000.00	$50.00	$110,000.00
P-154-4.1	Subbase Course	100	CY	$ 20.00	$ 2,000.00	$25.00	$2,500.00	$50.00	$5,000.00
L-108-5.1	No. 2 AWG Cu THWN-2 Wire Installed in Conduit	1,250	LF	$ 5.76	$ 7,197.50	$5.00	$6,250.00	$6.00	$7,500.00
L-108-5.2	No. 6 Bare Counterpoise Wire Installed in Trench	415	LF	$ 2.26	$ 933.75	$2.00	$830.00	$2.75	$1,141.25
L-110-5.1	Direct Buried Electrical Conduit in Trench, 1-Way by 2"	425	LF	$ 26.58	$ 11,292.50	$10.00	$4,250.00	$28.75	$12,218.75
L-125-5.1	Prepare AWOS Site	1	LS	$ 25,000.00	$ 25,000.00	$80,000.00	$80,000.00	$28,750.00	$28,750.00
L-125-5.2	Install AWOS System	1	LS	$ 145,000.00	$ 145,000.00	$165,000.00	$165,000.00	$224,250.00	$224,250.00
L-125-5.3	AWOS System Service Equipment Rack	1	LS	$ 11,000.00	$ 11,000.00	$10,000.00	$10,000.00	$35,000.00	$35,000.00
L-125-5.4	Terminal Building Modifications for Central Processing Station	1	LS	$ 10,000.00	$ 10,000.00	$15,000.00	$15,000.00	$17,250.00	$17,250.00
L-125-5.5	Electrical Utility Allowance	1	Allowance	$ 2,500.00	$ 2,500.00	$2,500.00	$2,500.00	$2,500.00	$2,500.00
T-901-5.1	Topsoil	250	CY	$ 5.00	$ 1,250.00	$20.00	$5,000.00	$38.25	$21,562.50
T-901-5.3	Seeding	3,000	SY	$ 2.00	$ 6,000.00	$1.00	$3,000.00	$4.25	$12,750.00
Z-20-4.1	Traffic Control, Safety and Security Measures	1	LS	$ 10,000.00	$ 10,000.00	$15,000.00	$15,000.00	$7,500.00	$7,500.00
			BASE BID TOTAL		$ 413,473.75		$ 462,130.00		$ 1,059,438.70

Bids Opened on:January 30th, 2025
Bids Opened by: Fire Chief James Chamberlain, City of Claremont Airport Manager

SCOPE OF SERVICES

CLAREMONT MUNICIPAL AIRPORT

CONSTRUCT AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS) - III

The scope of work for this project includes data collection, design, environmental services, bidding services, general administration, construction administration, and technical observation of construction services for the Construct Automated Weather Observation System (AWOS) - III project at the Claremont Municipal Airport. This project is to be funded by Airport Improvement Program (AIP) funding and Infrastructure Investment and Jobs Act (IIJA) at 95% FAA share, 2.5% state share and 2.5% sponsor share. This scope assumes the following:

- *Eligibility of tree clearing for wind sensor siting:*
  - *Within areas previously cleared under SBG-02-04-2011:Tree clearing shall be eligible where AWOS surfaces is more restrictive than previously cleared surfaces.*
  - *Any trees within 10-feet of the AWOS wind sensor surfaces shall be eligible for tree clearing, if eligible per the bullet above.*
- .
- *Topographic / geometric survey is not required as existing conditions information is available for this area from previous projects/USGS contours.*
- *Obstruction/tree removal will be based on data obtained from recent NHDOT Obstruction Analysis/data obtained as part of Master Plan Update (SBG-02-12-2019).*
- *All obstruction removal will be on-airport.*
- *Geotechnical data collection efforts will not be required for design of AWOS foundation as there is adequate existing geotechnical information within the vicinity of the proposed project area.*
- *Based upon preliminary review, the power for the AWOS shall come from the airfield electrical vault OR the transformer in the vicinity of the hangars to the west. It is assumed that either source has adequate power to support the proposed AWOS power needs. This scope does not include design for accommodation of additional power resources. Some utility coordination will be required if power is to be routed from the transformer.*
- *An FAA flight check is not required.*
- *Per "Updated Reauthorization Program Guidance Letter (R-PGL) 19-02: Planning and Project Eligibility" a benefit cost analysis is not required.*
- *Environmental permitting (EPA or NHDES) shall not be applicable.*
  - *Maintenance of the AWOS: The AWOS shall be a non-federal AWOS and will not be maintained by the FAA after installation.*
  - *The sponsor is willing and able to obtain a third-party contract, for the life of the equipment, to report the minimum METAR data to the Weather Message Switching Center for the dissemination of weather data. The first 60 days of a subscription cost are allowable costs of the AIP grant, however all costs after the first 60 days are the responsibility of the sponsor.*
  - *The sponsor will be responsible for operation and periodic maintenance of the AWOS (including paying the costs of third-party reporting contracts and participating in the yearly FAA inspections). Operation and Maintenance will be the responsibility of the AIRPORT to coordinate with the third-party contractors.*

A fee detail for the project is included in Attachment A.

Stantec Consulting Services Inc. (hereinafter referred to as the CONSULTANT) agrees to perform certain engineering services for the City of Claremont/Claremont Municipal Airport (hereinafter referred to as the AIRPORT). The services are described as follows:

ARTICLE A - COLLECTION OF DATA

The CONSULTANT shall provide the following services:

1.0 **Initial Project Coordination** – Coordinate with the AIRPORT, FAA, and NHDOT to evaluate the feasibility of the project with regards to the eligibility and project scope.

2.0 **Existing Conditions Base File / Record Drawing Review** – Review existing record drawings from previous construction projects in the vicinity of the project area to determine location of underground utilities and cables and other subsurface conditions in the project area. Generate a base file based on prior projects within the project area.

3.0 **Site Reconnaissance** - Site Walk by project manager and electrical engineer within the project area to review proposed location and physical features, including an electrical vault inspection.

4.0 **Review Obstruction Analysis Data** – Review obstruction analysis data obtained in 2024 as part of NHDOT's Obstacle Action Plan project in conjunction with the 2019 Airport Master Plan Update Obstruction Analysis.

ARTICLE B - DESIGN, CONSTRUCTION DRAWINGS, SPECIFICATIONS AND DOCUMENTS

The proposed project will include the design for the construction of the proposed AWOS-III. The project is also anticipated to include obstruction (tree) removal as required by siting criteria for wind data (Order JO 6560.20C).

The applicable FAA Advisory Circulars (AC), as listed in the AC checklist dated March 5, 2025, will be utilized for all design requirements. The CONSULTANT shall provide the following services for the design and preparation of construction contract documents for the proposed project as described above.

There shall be two design submissions, one preliminary submission at approximately 75%, and one final submission at bidding. The following tasks include efforts for both submissions.

1.0 **Engineering Design Report** – Document the design decisions in an engineering design report for submission to the FAA. This will include the proposed location rationale, foundation design, and electrical design information. The report shall also include the rationale for the eligibility of the tree clearing/surface evaluation, the rationale between direct buried vs. conduit encased wiring, and include information regarding how it was determined that the AWOS would be non-federal vs. FAA maintained.

2.0 **Title Sheet / Index of Drawings** - Prepare the project drawings title sheet and index of drawings.

3.0 **General Site Plan and General Notes**– Prepare the general site plan, and general site plan notes. The general site plan will depict major work items and areas on the airport site where work is proposed. The general site plan shall also depict contractor's haul routes, equipment staging areas, and temporary material stockpile areas. Site plan notes shall include, but will not be limited to the following:

a. Location, maintenance, and restoration of haul routes
b. Stockpile/staging area requirements
c. Debris and dust control
d. Special drainage and erosion control requirements
e. Responsibility for location and maintenance of underground utilities
f. Responsibility and requirements for issuing NOTAMS
g. Dimensions of the designated Runway and Taxiway safety areas and object free areas and requirements for work within
h. Airfield access requirements

4.0 **Safety, Security and Phasing Plans and Narrative**– Prepare construction safety, security and phasing plans and associated notes for the airside work. It is assumed that access shall be from the gate near the Snow Removal Equipment (SRE) building and will require some closure of the apron. Include applicable information from AC 150/5370-2G. This shall also include a detail and notes sheet for applicable safety details and safety notes and associated Contractor work limits, haul routes, site access and staging areas. A Construction Safety and Phasing Plan (CSPP) will be prepared in accordance with FAA standards. The CSPP will be filed with the FAA through the OE/AAA website and included in the contract documents.

5.0 **Layout/Electrical Utility Plan** – Prepare a layout / electrical utility plan showing the proposed electrical routing to provide power to the AWOS (estimate 1 drawing).

6.0 **Grading Plan** - Prepare grading and drainage plans for the proposed apron pavement area. Plans will include existing and proposed grades, and a design for a proposed underdrain system. Existing and proposed contours will be shown at 0.2-foot contour intervals. Include an inset for published survey control points (PACS and SACS). All proposed work will be labeled, and grading limits/limits of work will be shown (estimate 1 drawing).

7.0 **Obstruction (Tree) Removal Plan** - Prepare obstruction removal plan for tree removal as required for siting AWOS (estimate 1 drawing).

8.0 **AWOS/Electrical Details** – Prepare electrical and AWOS details (estimate 2 drawings).

9.0 **Electrical Design** – The CONSULTANT shall design the AWOS in accordance with FAA AC 150/5220-16 AWOS for Non-Federal Applications. The CONSULTANT shall calculate the size AWOS feeder conductors to comply with voltage drop limitations. Once conductors are sized, the CONSULTANT will determine the minimum electrical raceway size from the power source to the AWOS disconnect switch. All calculations will adhere to the latest NEC/NFPA 70 requirements.

10.0 **Structural Design** – The CONSULTANT shall complete structural calculations in order to design the foundation based on existing geotechnical data, AWOS pole/equipment height, and weight.

11.0 **Form 7460-1 Submissions** - The CONSULTANT will submit the AWOS location into OEAAA for location/height approval based on the preliminary siting to determine location feasibility. The CONSULTANT will also submit the temporary construction height points for the height of construction equipment within the work area, including a crane if necessary.

12.0 **AWOS-III Siting** – Based on preliminary review, the proposed location for the AWOS will require a variance per the guidance in FAA Order JO 6560.20C Siting Criteria for Automated Weather Observing Systems. The CONSULTANT shall coordinate with the FAA's Meteorologist, Weather System Processor & Sensors, and Non-Federal AWOS group on the proposed location for approval.

13.0 **Frequency Coordination** – Setup an account on the FAA frequency site and apply for the AWOS site to obtain a Non-Government Tracking number, and then apply for the new license with the FCC.

14.0 **PIM Coordination** – Coordinate with the Non-Federal Program Implementation Manager (PIM) for concurrence on the implementation of the AWOS-III at CNH.

15.0 **Coordination of Maintenance Contract / Data Reporting** – The CONSULTANT shall support the AIRPORT with the initial coordination of contracts for the maintenance and data reporting of METAR data to the Weather Message Switching Center for the dissemination of weather data.

16.0 **Quantities and Cost Opinions** – Prepare detailed material quantity takeoff and cost opinions of the proposed improvements at 2 stages of design; one cost opinion will be prepared at the preliminary design stage (approximately 75% of final design) and one will be prepared at completion of the final design. Material quantities will be used for bidding documents. The cost opinions will serve as a basis for judging the merit of bids to be received. Since the CONSULTANT has no control over the cost of labor and materials, or over competitive bidding and market conditions, the opinions of probable costs provided for herein are to be made on the basis of his/her experience and qualifications, but the CONSULTANT does not guarantee the accuracy of such opinions as compared to the contractors' bids or the final project cost.

17.0 **Specifications** - Prepare contract specifications including bidding documents, contract documents, general provisions, special provisions, and technical specifications for work included in the proposed project in accordance with the current edition of FAA Advisory Circular 150/5370-10, "Standards for Specifying Construction of Airports".

18.0 **Meetings with Airport and Stakeholders** – Attend three virtual meetings with the Airport Manager to review the progress of the project design documents, discuss design alternatives/AWOS features/upgrades, and discuss cost/funding.

19.0 **Quality Control Reviews** – Perform in-house quality control and design reviews which provide selected experienced representatives of the CONSULTANT with the opportunity to perform independent analysis of the plans and specifications at the preliminary and final design stages to ensure accuracy, completeness, and constructability. Subsequent to these reviews, an in-house project review meeting will be conducted to discuss the findings of the design review individuals. The recommendations of the internal design review will be incorporated into the final plans and specifications.

20.0 **ALP Update –** Update the Airport Layout Plan (ALP) to reflect the AWOS as-built location.

ARTICLE C - ENVIRONMENTAL SERVICES

The CONSULTANT shall provide the following services:

1.0 **NEPA Coordination** - The CONSULTANT shall coordinate with the FAA environmental representative to obtain concurrence with a simple written grant statement excluding the project from NEPA review.

Complete USFWS IPaC species list and complete a determination key for endangered or threatened species. Recently the Northern Long Eared Bat has been included on this list within the vicinity of the airport.

2.0 **US EPA NPDES MSGP Permit.** The U.S. EPA National Pollutant Discharge Elimination System Multi-Sector General Permit (NPDES MSGP) is due to expire in February of 2026. This permit authorizes the discharge of stormwater to waters out of the United States from industrial facilities. The 2026 permit will replace the 2021 permit, and contains changes to the SWPPP development and implementation established in the previous permit requirements. The airport's SWPPP will be updated in accordance with the general requirements applicable to all facilities regulated by NPDES, as well as the industry sector-specific (airports) requirements established in the permit. In order to meet

this requirement, the CONSULTANT will update the existing SWPPP as part of the scope herein.

Update the site plan / overall drainage plan to meet the 2026 MSGP requirements and illustrate any recent changes in infrastructure at the AIRPORT.

Following the steps in the 2026 MSGP, Stantec will determine which endangered species eligibility criterion Claremont Municipal Airport meets. Stantec will coordinate with USFWS to acquire a list of threatened and endangered species, and a list of critical habitat, that may be within the airport action area.

The SWPPP shall identify all actions requiring a modification to the document and the procedures to be followed when completing necessary modifications. Changes in the facility constructed since the SWPPP was last updated (2022) will be addresses in this update as necessary.

The CONSULTANT shall complete the Central Data Exchange (CDX) portal updates required for the MSGP update including the notice of intent (NOI) for stormwater discharges associated with Industrial Activities under the NPDES MSGP.

ARTICLE D - BIDDING AND ARRANGEMENT FOR CONSTRUCTION

The CONSULTANT shall provide the following services:

1.0 **Bidding Services -** The CONSULTANT will prepare electronic (pdf) copies of the bid documents for distribution to potential bidders, plan rooms and material suppliers. The CONSULTANT will create a temporary, read-only FTP Project Site on which files of all bid and proposal documents will be posted in PDF format. The CONSULTANT will create a special email address in order to receive requests for bid documents from bidders. Once pertinent bidder information is provided to the CONSULTANT through the email process, the CONSULTANT will provide bidders a return email with username and password and link to the FTP Project Site. Bid documents, including drawings, specifications, and proposal form will be available for download by bidders at no charge. No paper plans/bid documents will be issued to bidders. Bidder's list will be maintained by the CONSULTANT and the list along with all addenda to the bid documents will be posted/hosted on the FTP Project Site for bidder download. All bidder questions will be required to be submitted by email to the CONSULTANT's email address so that they may be addressed through the addenda process. In addition, the CONSULTANT will prepare 6 hard-copy sets of as-advertised bid documents for distribution to the AIRPORT, for the CONSULTANT's internal use, and for display/viewing at the AIRPORT during the bidding period.

2.0 **Advertisements** - Prepare and submit invitation to bid to the newspaper of the AIRPORT's choice and plan rooms. The AIRPORT will be responsible for the payment of all advertising fees as an AIP eligible administrative expense under the grant.

3.0 **Prepare Addenda** - Respond to questions from bidders during the bid period and issue addenda as required.

4.0 **Pre-Bid Meeting -** Arrange and conduct an in-person pre-bid meeting for prospective bidders after the contract is advertised. Conduct a site walk of the project areas to allow the contractors and subcontractors to observe the existing conditions first-hand and to ask questions regarding their observations.

5.0 **Bid Opening -** Arrange and the bid opening. It is assumed that the CONSULTANT will not attend the bid opening.

6.0 **Bid Analysis** - Conduct a detailed analysis of the contractors' bids for completeness and accuracy and note omissions and discrepancies including compliance with Federal Provisions (Disadvantaged Business Enterprise (DBE), Buy American and other). Compile a bid summary comprised of the results of the bids for distribution to the bid document recipients. Prepare a letter to the AIRPORT recommending the award of the construction contract to the apparent low responsive bidder based on the bid analyses. With the concurrence of the AIRPORT and FAA Airports Division, the CONSULTANT will issue a written notification to the successful bidder advising the bidder of the bid results. The CONSULTANT will disseminate the bid results to other bidders as well.

7.0 **Construction Contracts** - Prepare construction contracts for execution by the Contractor and the AIRPORT. File construction contracts electronically with the FAA.

ARTICLE E - GENERAL ADMINISTRATION:

The CONSULTANT shall provide the following services:

1.0 **Scoping Meeting -** Arrange and attend a virtual scoping meeting with the AIRPORT, FAA, and the Independent Fee Estimator to review project design requirements, project schedule, available funding, proposed work phasing, and to formulate the strategy for project construction.

2.0 **Prepare Project Scope -** Prepare a detailed project scope to reflect the effort required as outlined herein for submission to the Independent Estimator for his use in preparing the independent estimate. Prepare and provide the Estimator with blank spreadsheets having the same format as those used in preparing the CONSULTANT's proposed cost to facilitate ease in comparing estimated costs. Discuss the project with the Independent Estimator and provide additional information as necessary to ensure a full mutual understanding of the proposed requirements. Negotiate a final scope and fee with the AIRPORT in accordance with FAA Advisory Circular 150/5100-14, "Architectural Engineering and Planning Consultant Services for Airport Grant Projects".

3.0 **Coordinate with City on Approvals** – Coordinate with the AIRPORT on internal City budgetary approval processes (City Council approval) for the design and then construction.

4.0 **Prepare Grant Application** – Prepare and submit FAA grant applications on behalf of the AIRPORT once the construction bids have been received. Grant applications shall include the following:

- Project narrative to include project objective; airport description; construction, engineering, and administrative costs; project schedule; environmental issues; user coordination, DBE program requirements; and a written statement categorically excluding the project from NEPA review.
- FAA Forms SF-424 and 5100-100
- Airport Sponsor Grant Assurances
- Sponsor grant certifications including Drug Free Workplace; Equipment-Construction Contracts; Project Plans & Specifications; Selection of Consultants; and Contracts, Grants, Loans & Agreements.

5.0 **Process Reimbursement Requests.** Collect and approve cost data, and prepare FAA (five (5) estimated) reimbursement requests. Assist the AIRPORT in the coordination and

the tracking of payments between the FAA, and the AIRPORT's fiscal officer and applicant's payment system and report results to the AIRPORT in writing when requested to do so.

6.0 DBE Accomplishments - Prepare the FAA required DBE accomplishments for both engineering and construction contracts and submit to the FAA Civil Rights office.

7.0 DBE 3-Year Update – Prepare the 3-year DBE update for FY 2024-2025-2026 based on the anticipated projects outlined in the CIP.

8.0 Subconsultant Administration – Arrange and coordinate sub-consultant contract with construction materials testing sub-consultant.

9.0 Project Administration - The CONSULTANT shall perform the administrative work required because of state and federal participation in the project, specifically, the CONSULTANT shall consult and correspond, as necessary, with the AIRPORT's financial office on the following:

9.1 Grant Eligible Costs

- Obtaining data on funds expended and determining, in conjunction with the appropriate AIRPORT, NHDOT and FAA officials, which funds are eligible for participation in federal and state grant payments.
- Obtaining data on the AIRPORT's administration costs and determining, in conjunction with the appropriate AIRPORT, NHDOT and FAA officials, the eligibility of such costs to satisfy federal and state participation.

9.2 Audit Preparation

- The CONSULTANT shall consult as necessary with the Federal Auditor or State Auditor in connection with the preparation of a final audit.
- Retain records for seven (7) years in a file system ready for final auditing if necessary.

9.3 Quarterly Reporting. The CONSULTANT shall prepare project performance reports as required by the FAA on a quarterly basis. The Quarterly Performance Report form shall be utilized and include actual accomplishment and baseline goal schedules, any explanations of goal slippage and a summary of cost overruns as applicable.

9.4 Sponsor & Funding Agency Coordination. The CONSULTANT shall coordinate AIP project related tasks, questions, requests, etc. as required during the course of the project.

9.5 Funding Narrative. Prepare and submit a funding narrative for programming of funds. This task also includes preparing a project sketch of the project area and proposed developments.

10.0 Project Completion Report - Prepare, analyze, and submit final Project Completion Report and associated documentation for approval and acceptance by NHDOT and FAA. The report shall include the preparation of the following:

- FAA Project Closure Summary which includes all the pertinent financial information for the project as well as a checklist for the report.

- Summary of Change Orders and Summary of Tests Performed
- FAA Standard Forms 271 and 425
- Sponsor Certification for Project Final Acceptance

ARTICLE F - CONSTRUCTION ADMINISTRATION

The CONSULTANT shall provide the following services:

1.0 Pre-Construction Conference - Arrange and conduct an in-person Pre-Construction Conference and prepare and distribute minutes of the meeting.

2.0 Project Manager Oversight - Provide general supervision to the Resident Project Representative regarding construction related activities, estimated at 12 hours per week for 2 weeks during construction.

3.0 Site Visit - Conduct one supervisory visit to the project site by the project manager during construction.

4.0 Weekly Meetings - Conduct and prepare for weekly meetings during construction, and 1 week before and after construction (estimated 4 meetings). It is assumed that these meetings will be virtual.

5.0 Construction Administration - Prepare, review, approve, and distribute project documentation and project correspondence before, during, and after construction as required to meet FAA procedures/documentation. Construction documentation and correspondence shall include the following:

5.1 Contractor and Sponsor Coordination

- Assist Resident Project Representative with correspondence necessary to ensure the AIRPORT and the Contractor are both notified of local events, airport activities, user requirements, construction schedule, any forecasted construction delays, and any other activities that may affect airport operations, the construction schedule, or both.
- Review and approve quarterly compliance reports to certify that the project is in compliance with contract documents.

5.2 Monthly Reporting

- The CONSULTANT shall prepare project progress reports as required by the FAA. FAA Form 5370-1, Construction Progress and Inspection Report, shall be utilized. This shall be submitted monthly during active construction, and quarterly from grant award to project closeout (estimated 10 reports).

5.3 Certified Payroll

- Review and ensure contractor certified payroll is in compliance with Davis Bacon Wage rate schedules.
- Correspond with the contractor on deficiencies and follow up as required.

- Provide assistance to the contractor as needed regarding wage classification determinations.

5.4 Periodic Cost Estimates

- Review construction quantities documentation for accuracy and completeness and correspond with Resident Project Representative, as necessary, to verify correct pay quantities.
- Enter bid schedule and unit pricing to prepare FAA Form 5100-8, Periodic Cost Estimate, and enter construction quantities for each pay estimate.
- Review, approve, and distribute each cost estimate for the appropriate authorization and submission.

6.0 Submittals - Review shop drawing submittals, requests for information (RFIs), and product catalogue data furnished by the contractor for compliance with the contract documents. Distribute copies to the FAA and AIRPORT, at the conclusion of the project upon request.

7.0 Change Orders / Performance - Assist the AIRPORT in processing construction change orders (assume 1 change order). Advise the AIRPORT as to the Contractor's performance period and the application of liquidated damages, if necessary.

8.0 PIM Inspection – Coordinate PIM physical inspection prior to the commissioning of the AWOS. It is assumed that the resident project representative will attend the PIM inspection as part of their part-time inspection schedule.

9.0 Final Inspection - Coordinate and attend the final inspection and prepare a report of the results (punchlist) for distribution to FAA, AIRPORT and Contractor.

10.0 Record Drawings - Prepare and submit Record Drawings. The CONSULTANT shall conduct an as-built survey along with the contractor provided information. The AIRPORT shall receive one set of Record Drawings for the AIRPORT's use and files. The FAA shall receive one set of the Record Drawings in electronic format.

ARTICLE G - TECHNICAL OBSERVATION OF CONSTRUCTION

The CONSULTANT shall provide the following services:

1.0 Technical Field Observation of Construction - The CONSULTANT shall provide part-time qualified Resident Project Representative approved by FAA for necessary technical observation to assure that construction is carried out in reasonable conformity with the contract drawings and specifications to the extent that is the customary practice of professional engineering. It is assumed that the construction performance period will be 14-calendar days and that the part time inspection will be limited to 20 hours per week, not including punch list follow up.

1.1 Estimates and Report of Progress - The Resident Project Representative shall determine, through estimates and calculations, and record all construction quantities for subsequent use in preparing payment requests. The Resident Project Representative shall submit daily inspection reports of progress to the AIRPORT, FAA, and NHDOT if requested.

1.2 Quality Assurance.

1.2.1 **Arrange and Conduct Materials Testing.** The Resident Project Representative shall provide or arrange for the necessary services and equipment for the taking of required tests for construction quality assurance (concrete foundation testing).

1.2.2 **Contractor Layout Verification.** The CONSULTANT shall provide a licensed Professional Land Surveyor to check subgrade elevations and project alignment.

1.3 **Wage Rates** - The Resident Project Representative shall conduct periodic wage rate surveys to confirm compliance with the current established minimums provided for within the contract documents. This task may require follow up correspondence with the interviewees to verify items such as benefits and cash fringes.

1.4 **Punch List Follow Up** - The CONSULTANT shall perform field inspections of punch list work and corrective action work after the Contractor has reached substantial completion. A total of 10 hours is assumed for punch list and/or corrective action inspection.

2.0 **Concrete Testing** – Construction materials testing sub-consultant shall complete applicable concrete cylinder testing of AWOS foundation concrete. It is assumed that there will be 1 concrete placement and 5 cylinders will be completed for the following:

2.1 (1) 7 day break
2.2 (1) 14 day break
2.3 (3) 28 day break

Schedule

Scoping	June/July 2025
Preliminary Plans and Specs	November 2025
Final Plans and Specs	December 2025
Open Bids	January 2026*
Grant Application	April, 2026
Construction	Spring 2027
Project Closeout	Fall 2027

*Based on a timeline so that bids do not expire before Spring 2027.

A fee detail for the project is included in Attachment A.

'Attachment A'

Summary of Fees for Engineering Services

Claremont Municipal Airport
Claremont, NH
Construct Automated Weather Observation System (AWOS) - III

Article A: Collection of Data	**$9,201**
Article B: Design, Drawings, Specs and Docs	**$75,493**
Article C: Environmental Services	**$21,478**
Article D: Bidding	**$9,439**
Article E: General Administration	**$24,518**
Article F: Construction Administration	**$27,967**
Article G: Technical Observations	**$13,251**

Total Engineering Services Fee: **$181,347**

rev.: 9/30/2025

FEE SCHEDULE

Claremont Municipal Airport
Construct Automated Weather Observation System (AWOS) - III

SBG-02-XX-2026
Stantec Project No. 179450958

Article A: Collection of Data

TASK	DISCIPLINE	Quality Assurance / Vice President	Project Manager	Civil Engineer	Administrative	CADD/Senior Technician	Resident Inspector	Electrical Engineer
1.0	Initial Project Coordination		6					
2.0	Existing Conditions Base File / Record Drawing Review		4					8
3.0	Site Reconnaissance		8	4				8
4.0	Review Obstruction Analysis Data		4			20		
	TOTAL HOURS	0	22	4	0	20	0	16
	Hourly Rate	$101.00	$55.72	$50.29	$39.09	$45.01	$50.29	$44.20
	Direct Labor Cost	$0.00	$1,225.84	$201.16	$0.00	$900.20	$0.00	$707.20

Expenses:

Task 5.0

Trips	Miles	$ per mile	Total
1	308	$ 0.700	$ 215.60
Days	**People**	**full day meals**	
	1	$ 68.00	$ -
Days	**People**	**travel day meals**	
1	2	$ 51.00	$ 102.00
Nights	**People**	**lodging**	
	1	$ 110.00	$ -
			$ -

	$ 317.60

Outside Services:

TOTAL OUTSIDE SERVICES	$ -

TOTAL DIRECT LABOR COST	$ 3,034.40
OVERHEAD @ 154.571%	$ 4,690.30
TOTAL LABOR COST	**$ 7,724.70**
FIXED FEE @ 15%	$ 1,158.71
SUBTOTAL	$ 8,883.41
TOTAL EXPENSES	**$ 317.60**
SUBTOTAL	$ 9,201.01
TOTAL OUTSIDE SERVICES	**$ -**
TOTAL THIS ARTICLE	$ 9,201.01
USE:	$ 9,201

FEE SCHEDULE

Claremont Municipal Airport
Construct Automated Weather Observation System (AWOS) - III

SBG-02-XX-2026
Stantec Project No. 179450958

Article 8: Design, Drawings, Specs and Docs

TASK	DISCIPLINE	Quality Assurance / Vice President	Project Manager	Civil Designer	Electrical Engineer	Structural Engineer	CADD/Senior Technician	Senior Electrical Engineer	Administrative
1.0	Engineering Design Report		4	16	4	4			
2.0	Title Sheet / Index of Drawings		2	8			8		
3.0	General Site Plan and General Notes		2	8			8		
4.0	Safety, Security and Phasing Plans and Narrative		8	24			8		
5.0	Layout/Electrical Utility Plan		8	8	24		8	4	
6.0	Grading Plan		8	8			8		
7.0	Obstruction (Tree) Removal Plan		8	8			8		
8.0	AWOS/Electrical Details		8	8	24		8	4	
9.0	Electrical Design		2	8	24			8	
10.0	Structural Design		2	8		24			
11.0	Form 7460-1 Submissions		12	8					
12.0	AWOS-III Siting		16						
13.0	FAA Strategic Event Submission Form		4						
14.0	Frequency Coordination		4						
15.0	PIM Coordination		4						
16.0	Coordination of Maintenance Contract / Data Reporting		4						
17.0	Quantities and Cost Opinions		8	8				4	8
18.0	Specifications		20	24	24	8			
19.0	Meetings with Airport and Stakeholders		4						
20.0	Quality Control Reviews	4	1						
	TOTAL HOURS	4	129	144	100	36	56	20	8
	Hourly Rate	$101.00	$55.72	$50.29	$44.20	$59.47	$45.01	$77.96	$39.09
	Direct Labor Cost	$404.00	$7,187.88	$7,241.76	$4,420.00	$2,140.92	$2,520.56	$1,559.20	$312.72

Expenses:

	$ -

Outside Services:

TOTAL OUTSIDE SERVICES	$ -

TOTAL DIRECT LABOR COST	$	25,787.04
OVERHEAD @ 154.571%	$	39,859.29
TOTAL LABOR COST	$	65,646.33
FIXED FEE @ 15%	$	9,846.95
SUBTOTAL	$	75,493.27
TOTAL EXPENSES	$	-
SUBTOTAL	$	75,493.27
TOTAL OUTSIDE SERVICES	$	-
TOTAL THIS ARTICLE	$	75,493.27
USE:	$	75,493

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: Claremont Municipal Airport
Address: Sullivan Street, Claremont, NH 03743

Location 2 (if applicable)
Name of Location: Claremont Fire Department
Address: 100 Broadway, Claremont, NH 03743

Location 3 (if applicable)
Name of Location:
Address:

Drug-Free Workplace
Airport Improvement Program Sponsor Certification

Sponsor: City of Claremont

Airport: Claremont Municipal Airport (CNH)

Project Number: SBG-02-31/32-2026

Description of Work: Construct Automated Weather Observing System (AWOS) - III P

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

NOTICE TO AIRPORT USERS

THE CITY OF CLAREMONT HAS APPLIED FOR A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) TO FUND A PROJECT AT THE CLAREMONT MUNICIPAL AIRPORT

THIS PROJECT IS CONSIDERED IMPORTANT FOR IMPROVED SAFETY AND ENHANCED SERVICEABILITY AT THE AIRPORT

The project under consideration is:

Construct Automated Weather Observing System (AWOS) - III P

SBG Project Number: SBG-02-31/32-2026

Federal Aviation Administration

Bringing Safety to America's Skies

Questions or concerns should be addressed to:

James Chamberlain
Claremont Municipal Airport
100 Broad Street
Claremont, NH 03743
Telephone: (603)-542-7012

FIGURE 1

FEE SCHEDULE

Claremont Municipal Airport
Construct Automated Weather Observation System (AWOS) - III

SBG-02-XX-2026
Stantec Project No. 179450958

Article G: Technical Observations

TASK	DISCIPLINE	Quality Assurance / Vice President	Project Manager	Civil Engineer	Administrative	CADD/Senior Technician	Resident Inspector	Electrical Engineer
1.0	Technical Field Observations						50	16
	TOTAL HOURS	0	0	0	0	0	50	16
	Hourly Rate	$101.00	$55.72	$50.29	$39.09	$45.01	$50.29	$44.20
	Direct Labor Cost	$0.00	$0.00	$0.00	$0.00	$0.00	$2,514.50	$707.20

Expenses:
Tasks 1.0

Trips	Miles	$ per mile	Total
6	308	$ 0.700	$ 1,293.60

Days	People	full day meals	
0	1	$ 68.00	$ -

Days	People	travel day meals	
6	1	$ 51.00	$ 306.00

Nights	People	lodging	
2	1	$ 110.00	$ 220.00

	$ -
	$ -
	$ 1,819.60

Outside Services:
Concrete Testing $ 2,000.00

TOTAL OUTSIDE SERVICES $ 2,000.00

TOTAL DIRECT LABOR COST	$ 3,221.70
OVERHEAD @ 154.571%	$ 4,979.81
TOTAL LABOR COST	**$ 8,201.51**
FIXED FEE @ 15%	$ 1,230.23
SUBTOTAL	$ 9,431.74
TOTAL EXPENSES	**$ 1,819.60**
SUBTOTAL	$ 11,251.34
TOTAL OUTSIDE SERVICES	**$ 2,000.00**
TOTAL THIS ARTICLE	$ 13,251.34
USE:	**$ 13,251**

FEE SCHEDULE

Claremont Municipal Airport
Construct Automated Weather Observation System (AWOS) - III

SBG-02-XX-2026
Stantec Project No. 179450958

Article F: Construction Administration

TASK	DISCIPLINE	Quality Assurance / Vice President	Project Manager	Civil Engineer	Administrative	Structural Engineer	Resident Inspector	Electrical Engineer
1.0	Pre-Construction Conference		8				8	
2.0	Project Manager Oversight		24					
3.0	Site Visits		8					
4.0	Weekly Meetings		8					
5.0	Construction Administration		20				16	
6.0	Submittals		8			4	8	8
7.0	Change Orders / Performance		8					
8.0	Coordination of PIM Inspection		4					
9.0	Final inspection		8				8	
10.0	Record Drawings		8				8	8
	TOTAL HOURS	0	104	0	0	4	48	16
	Hourly Rate	$101.00	$55.72	$50.29	$39.09	$59.47	$50.29	$44.20
	Direct Labor Cost	$0.00	$5,794.88	$0.00	$0.00	$237.88	$2,413.92	$707.20

Expenses:

Tasks 3.0, 5.0, and 8.0

Trips	Miles	$ per mile	Total
4	308	$ 0.700	$ 862.40
Days	**People**	**full day meals**	
	1	$ 66.00	$ -
Days	**People**	**travel day meals**	
6	1	$ 51.00	$ 306.00
Nights	**People**	**lodging**	
	1	$ 110.00	$ -

$ 1,168.40

Outside Services:

TOTAL OUTSIDE SERVICES $ -

TOTAL DIRECT LABOR COST	$ 9,153.88
OVERHEAD @ 154.571%	$ 14,149.24
TOTAL LABOR COST	**$ 23,303.12**
FIXED FEE @ 15%	$ 3,495.47
SUBTOTAL	$ 26,798.59
TOTAL EXPENSES	**$ 1,168.40**
SUBTOTAL	$ 27,966.99
TOTAL OUTSIDE SERVICES	$ -
TOTAL THIS ARTICLE	$ 27,966.99
USE:	$ 27,967

FEE SCHEDULE

Claremont Municipal Airport
Construct Automated Weather Observation System (AWOS) - III

SBG-02-XX-2026
Stantec Project No. 179450958

Article E: General Administration

TASK	DISCIPLINE	Quality Assurance / Vice President	Project Manager	Civil Engineer	Administrative	CADD/Senior Technician	Resident Inspector	
1.0	Scoping Meeting		4					
2.0	Prepare Project Scope		12					
3.0	Coordinate with City on Approvals		4					
4.0	Prepare Grant Application		12		8			
5.0	Process Reimbursement Requests		4		6			
6.0	DBE Accomplishments		4					
7.0	DBE 3 Year Update		4		40			
8.0	Subconsultant Administration		4					
9.0	Project Administration		32		4			
10.0	Project Completion Report		24		8			
	TOTAL HOURS	0	104	0	66	0	0	
	Hourly Rate	$101.00	$55.72	$50.29	$39.09	$45.01	$50.29	
	Direct Labor Cost	$0.00	$5,794.88	$0.00	$2,579.94	$0.00	$0.00	

Expenses:

	$ -

Outside Services:

TOTAL OUTSIDE SERVICES	$ -

TOTAL DIRECT LABOR COST	$ 8,374.82
OVERHEAD @ 154.571%	$ 12,945.04
TOTAL LABOR COST	$ 21,319.86
FIXED FEE @ 15%	$ 3,197.98
SUBTOTAL	$ 24,517.84
TOTAL EXPENSES	$ -
SUBTOTAL	$ 24,517.84
TOTAL OUTSIDE SERVICES	$ -
TOTAL THIS ARTICLE	$ 24,517.84
USE:	$ 24,518

FEE SCHEDULE

Claremont Municipal Airport
Construct Automated Weather Observation System (AWOS) - III

SBG-02-XX-2026
Stantec Project No. 179450958

Article D: Bidding

TASK	DISCIPLINE	Quality Assurance / Vice President	Project Manager	Civil Engineer	Administrative	CADD/Senior Technician	Resident Inspector	Electrical Engineer
1.0	Bidding Services		4		8			
2.0	Advertisements		2		2			
3.0	Prepare Addenda		8		4			8
4.0	Pre-Bid Meeting		8					8
5.0	Bid Opening		2					
6.0	Bid Analysis		4					
7.0	Construction Contracts		4		2			
	TOTAL HOURS	0	32	0	16	0	0	16
	Hourly Rate	$101.00	$55.72	$50.29	$39.09	$45.01	$50.29	$44.20
	Direct Labor Cost	$0.00	$1,783.04	$0.00	$625.44	$0.00	$0.00	$707.20

Expenses:
Task 4.0

Trips	Miles	$ per mile	Total
1	308	$ 0.700	$ 215.60
Days	People	full day meals	
	1	$ 68.00	$ -
Days	People	travel day meals	
1	2	$ 51.00	$ 102.00
Nights	People	lodging	
	1	$ 110.00	$ -

$ 317.60

Outside Services:

TOTAL OUTSIDE SERVICES $ -

TOTAL DIRECT LABOR COST	$ 3,115.68
OVERHEAD @ 154.571%	$ 4,815.94
TOTAL LABOR COST	**$ 7,931.62**
FIXED FEE @ 15%	$ 1,189.74
SUBTOTAL	$ 9,121.36
TOTAL EXPENSES	**$ 317.60**
SUBTOTAL	$ 9,438.96
TOTAL OUTSIDE SERVICES	**$ -**
TOTAL THIS ARTICLE	$ 9,438.96
USE:	$ 9,439

FEE SCHEDULE

Claremont Municipal Airport
Construct Automated Weather Observation System (AWOS) - III

SBG-02-XX-2026
Stantec Project No. 179450958

Article C: Environmental Services

TASK	DISCIPLINE	Quality Assurance / Vice President	Project Manager	Civil Engineer	Administrative	CADD/Senior Technician	Resident Inspector	Senior Environmental Analyst
1.0	NEPA Coordination							20
2.0	EPA MSGP Update		20					80
	TOTAL HOURS	0	20	0	0	0	0	100
	Hourly Rate	$101.00	$55.72	$50.29	$39.09	$45.01	$50.29	$62.22
	Direct Labor Cost	$0.00	$1,114.40	$0.00	$0.00	$0.00	$0.00	$6,222.00

Expenses:

TOTAL DIRECT LABOR COST	$	7,336.40
OVERHEAD @ 154.571%	$	11,339.95
TOTAL LABOR COST	$	18,676.35
FIXED FEE @ 15%	$	2,801.45
SUBTOTAL	$	21,477.80
TOTAL EXPENSES	$	-
SUBTOTAL	$	21,477.80
TOTAL OUTSIDE SERVICES	$	-
TOTAL THIS ARTICLE	$	21,477.80
USE:	$	21,478

	$	-

Outside Services:

TOTAL OUTSIDE SERVICES	$	-

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 6 day of February 2026

Name of Sponsor: City of Claremont

Name of Sponsor's Authorized Official: James Chamberlain

Title of Sponsor's Authorized Official: Fire Chief and Airport Manager

Signature of Sponsor's Authorized Official: James Chamberlain

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: City of Claremont

Airport: Claremont Municipal Airport

Project Number: SBG-02-31/32-2026

Description of Work: Construct Automated Weather Observing System (AWOS) - III P

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 6 day of February 2026 .

Name of Sponsor: City of Claremont

Name of Sponsor's Authorized Official: James Chamberlain

Title of Sponsor's Authorized Official: Fire Chief and Airport Manager

Signature of Sponsor's Authorized Official: James Chamberlain

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: City of Claremont

Airport: Claremont Municipal Airport

Project Number: SBG-02-31/32-2026

Description of Work: Construct Automated Weather Observing System (AWOS) - III P

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 6 day of February 2026.

Name of Sponsor: City of Claremont

Name of Sponsor's Authorized Official: James Chamberlain

Title of Sponsor's Authorized Official: Fire Chief and Airport Manager

Signature of Sponsor's Authorized Official: James Chamberlain

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: City of Claremont

Airport: Claremont Municipal Airport

Project Number: SBG-02-31/32-2026

Description of Work: Construct Automated Weather Observing System (AWOS) - III P

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 6 day of February 2026 .

Name of Sponsor: City of Claremont

Name of Sponsor's Authorized Official: James Chamberlain

Title of Sponsor's Authorized Official: Fire Chief and Airport Manager

Signature of Sponsor's Authorized Official: *James Chamberlain*

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: City of Claremont

Airport: Claremont Municipal Airport

Project Number: SBG-02-31/32-2026

Description of Work: Construct Automated Weather Observing System (AWOS) - III P

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 6 day of February 2026 .

Name of Sponsor: City of Claremont

Name of Sponsor's Authorized Official: James Chamberlain

Title of Sponsor's Authorized Official: Fire Chief and Airport Manager

Signature of Sponsor's Authorized Official: James Chamberlain

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.

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 (**City of Claremont**), 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 February 6, 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

Construction Project Final Acceptance
Airport Improvement Program Sponsor Certification

Sponsor: City of Claremont

Airport: Claremont Municipal Airport

Project Number: SBG-02-31/32-2026

Description of Work: Construct Automated Weather Observing System (AWOS) - III P

Application
49 USC § 47105(d), authorizes the Secretary to require me certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program. General standards for final acceptance and close out of federally funded construction projects are in 2 CFR § 200.343 – Closeout and supplemented by FAA Order 5100.38. The sponsor must determine that project costs are accurate and proper in accordance with specific requirements of the grant agreement and contract documents.

Certification Statements
Except for certification statements below marked not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgment 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 personnel engaged in project administration, engineering supervision, project inspection, and acceptance testing were or will be determined to be qualified and competent to perform the work (Grant Assurance).
   ☒ Yes ☐ No ☐ N/A
2. Construction records, including daily logs, were or will be kept by the resident engineer/construction inspector that fully document contractor's performance in complying with:
   a. Technical standards (Advisory Circular (AC) 150/5370-12);
   b. Contract requirements (2 CFR part 200 and FAA Order 5100.38); and
   c. Construction safety and phasing plan measures (AC 150/5370-2).
   ☒ Yes ☐ No ☐ N/A
3. All acceptance tests specified in the project specifications were or will be performed and documented. (AC 150/5370-12).
   ☒ Yes ☐ No ☐ N/A

4. Sponsor has taken or will take appropriate corrective action for any test result outside of allowable tolerances (AC 150/5370-12).

   ☒ Yes ☐ No ☐ N/A

5. Pay reduction factors required by the specifications were applied or will be applied in computing final payments with a summary made available to the FAA (AC 150/5370-10).

   ☒ Yes ☐ No ☐ N/A

6. Sponsor has notified, or will promptly notify the Federal Aviation Administration (FAA) of the following occurrences:

   a. Violations of any federal requirements set forth or included by reference in the contract documents (2 CFR part 200);

   b. Disputes or complaints concerning federal labor standards (29 CFR part 5); and

   c. Violations of or complaints addressing conformance with Equal Employment Opportunity or Disadvantaged Business Enterprise requirements (41 CFR Chapter 60 and 49 CFR part 26).

   ☒ Yes ☐ No ☐ N/A

7. Weekly payroll records and statements of compliance were or will be submitted by the prime contractor and reviewed by the sponsor for conformance with federal labor and civil rights requirements as required by FAA and U.S. Department of Labor (29 CFR Part 5).

   ☒ Yes ☐ No ☐ N/A

8. Payments to the contractor were or will be made in conformance with federal requirements and contract provisions using sponsor internal controls that include:

   a. Retaining source documentation of payments and verifying contractor billing statements against actual performance (2 CFR § 200.302 and FAA Order 5100.38);

   b. Prompt payment of subcontractors for satisfactory performance of work (49 CFR § 26.29);

   c. Release of applicable retainage upon satisfactory performance of work (49 CFR § 26.29); and

   d. Verification that payments to DBEs represent work the DBE performed by carrying out a commercially useful function (49 CFR §26.55).

   ☒ Yes ☐ No ☐ N/A

9. A final project inspection was or will be conducted with representatives of the sponsor and the contractor present that ensure:

   a. Physical completion of project work in conformance with approved plans and specifications (Order 5100.38);

   b. Necessary actions to correct punch list items identified during final inspection are complete (Order 5100.38); and

   c. Preparation of a record of final inspection and distribution to parties to the contract (Order 5100.38);

   ☒ Yes ☐ No ☐ N/A

10. The project was or will be accomplished without material deviations, changes, or modifications from approved plans and specifications, except as approved by the FAA (Order 5100.38).

    ☒ Yes ☐ No ☐ N/A

11. The construction of all buildings have complied or will comply with the seismic construction requirements of 49 CFR § 41.120.

☐ Yes ☐ No ☒ N/A

12. For development projects, sponsor has taken or will take the following close-out actions:

    a. Submit to the FAA a final test and quality assurance report summarizing acceptance test results, as applicable (Grant Condition);

    b. Complete all environmental requirements as established within the project environmental determination (Oder 5100.38); and

    c. Prepare and retain as-built plans (Order 5100.38).

☒ Yes ☐ No ☐ N/A

13. Sponsor has revised or will revise their airport layout plan (ALP) that reflects improvements made and has submitted or will submit an updated ALP to the FAA no later than 90 days from the period of performance end date. (49 USC § 47107 and Order 5100.38).

☒ 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 6 day of February 2026 .

Name of Sponsor: City of Claremont

Name of Sponsor's Authorized Official: James Chamberlain

Title of Sponsor's Authorized Official: Fire Chief and Airport Manager

Signature of Sponsor's Authorized Official: James Chamberlain

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.