CITY OF EL PASO, TEXAS
REQUEST FOR COUNCIL ACTION (RCA)

DEPARTMENT: **Aviation**

AGENDA DATE: **August 24, 2010**

CONTACT PERSON/PHONE: **Monica Lombraña, A.A.E. – Director of Aviation – 780-4793**

DISTRICT(S) AFFECTED: **All**

SUBJECT:

Approval of a resolution to authorize the Director of Aviation to sign and submit grant application and related documentation to the Federal Aviation Administration (FAA), and be designated the official representative of the City of El Paso to act in connection with the application process for the Airport Improvement Program (AIP) Project No. 3-48-0077-030-2010 in the amount of $7,563,087.
Also, that upon approval and issuance of such grant by the FAA, the City Manager be authorized to accept and sign the grant agreement, and other necessary documents when the form and substance of those documents has been reviewed and approved by the City Attorney's office.

BACKGROUND / DISCUSSION:

The Department of Aviation is submitting application for FY2010 entitlements for the following project:

- Extension of Runway 8R26L (construction phase): This project will extend Runway 8R-26L by 1,100 ft on the eastern end, alleviating FAR Part 77 surface penetration issues in the area of the terminal ramp and Concourse B gates west of the runway. It will include the extension of its parallel Taxiway "L".

PRIOR COUNCIL ACTION:

City Council approved a resolution on August 18, 2009, of the submittal of a grant application for FAA grant funds for the design phase of the Extension of Runway 8R26L.

AMOUNT AND SOURCE OF FUNDING:

Federal Aviation Administration Airport Improvement Program Grants - $7,563,087
Airport Passenger Facility Charges - $7,599,040

BOARD / COMMISSION ACTION:

N/A

**********REQUIRED AUTHORIZATION**********

LEGAL: (if required) _____ **FINANCE:** (if required) _____

for **DEPARTMENT HEAD:** Antonio Navarrete 8/11/2010

(Example: if RCA is initiated by Purchasing, client department should sign also)

Information copy to appropriate Deputy City Manager

APPROVED FOR AGENDA:

CITY MANAGER: _____ **DATE:** _____

RESOLUTION

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EL PASO:

That the Director of Aviation be authorized to sign and submit a grant application and related documentation to the Federal Aviation Administration (FAA) and be designated the official representative of the City of El Paso to act in connection with the application process for the Airport Improvement Program (AIP), Project No. 3-48-0077-030-2010;

That upon approval and issuance of such grant by the FAA, the City Manager be authorized to accept and sign the grant agreement, and other necessary documents when the form and substance of those documents has been reviewed and approved by the City Attorney's Office: provided that such authorization shall include the ability to accept and sign multiple agreements and documents, as the FAA grant may be issued in various disbursements;

That the City Manager be authorized to approve and sign any budget transfers needed to establish appropriations in connection with this grant; and

That the total grant amount shall include a federal share of $7,563,087.00 and a local share of $7,599,040.00, and will be utilized for the following project:

Extension of Runway 8R26L (construction phase): This project will extend Runway 8R26L by 1,100 feet on the eastern end, alleviating FAR Part 77 surface penetration issues in the area of the terminal ramp and Concourse B gates west of the runway. It will include the extension of its parallel Taxiway "L".

PASSED AND APPROVED THIS _____ DAY OF _____ 2010.

CITY OF EL PASO

_____
John F. Cook, Mayor

ATTEST:

_____
Richarda Duffy Momsen, City Clerk

APPROVED AS TO FORM:

Theresa Cullen
_____
Theresa Cullen
Deputy City Attorney

APPROVED AS TO CONTENT:

for Antonio Ramirez
_____
Monica Lombraña, A.A.E.
Director of Aviation

Doc. No.: 58398
Doc. Name: AIP Grant Application (FY13-48-0077-030-2010)
DOC Author: TCUL

APPLICATION FOR FEDERAL ASSISTANCE

2. DATE SUBMITTED		Applicant Identifier **3-48-0077-030-2010**
3. DATE RECEIVED BY STATE		State Application Identifier
4. DATE RECEIVED BY FEDERAL AGENCY		Federal Identifier

1. TYPE OF SUBMISSION:

Application
☐ Construction
☐ Non-Construction

Preapplication
☐ Construction
☐ Non-Construction

5. APPLICANT INFORMATION

Legal Name: **City of El Paso, Texas**

Organizational Unit:
Department: **Aviation**

Organizational DUNS: **058873019**

Division:

Address:
Street: **Two Civic Center Plaza**

Name and telephone number of person to be contacted on matters involving this application (give area code)
Prefix: **Ms.** First Name: **Monica**

City: **El Paso**

Middle Name:

County: **El Paso**

Last Name: **Lombraña**

State: **Texas** Zip Code: **79901**

Suffix: **A.A.E.**

Country : **U.S.A.**

Email:

6. EMPLOYER IDENTIFICATION NUMBER *EIN*:
7 4 - 6 0 0 0 7 4 9

Phone number (give area code): **915-780-4766**
FAX number (give area code): **915-779-5452**

8. TYPE OF APPLICATION:
☒ New ☐ Continuation ☐ Revision

If Revision, enter appropriate letter(s) in box(es):
(See back of form for description of letters)

Other *(specify)*

7. TYPE OF APPLICANT: **(See back of form for Application Types)**
C
Other (specify)

9. NAME OF FEDERAL AGENCY
Federal Aviation Administration - Texas ADO

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER
2 0 - 1 0 6

TITLE: **Airport Improvement Program**

11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:
-Extension of Runway 8R-26L (Construction)

12. AREAS AFFECTED BY PROJECT *(cities, counties, states, etc.)*:
El Paso, TX - El Paso County

13. PROPOSED PROJECT

Start Date	Ending Date
Oct 2010	**June 2011**

14. CONGRESSIONAL DISTRICTS OF

a. Applicant	b. Project
16	**16**

15. ESTIMATED FUNDING

a. Federal	$	**7,563,087** .00
b. Applicant	$	**7,599,040** .00
c. State	$	.00
d. Local	$	.00
e. Other	$	.00
f. Program income	$	.00
g. TOTAL	$	**15,162,127** .00

16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS

a. Yes. ☐ THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON

DATE:

b. No. ☒ PROGRAM IS NOT COVERED BY E. O. 12372

☐ OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW

17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?

☐ Yes If "Yes" attach an explanation ☒ No

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT, THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.

a. Authorized Representative

Prefix **Ms.** First Name **Monica** Middle Name

Last Name **Lombraña** Suffix **A.A.E.**

b. Title **Director of Aviation**

c. Telephone number (give area code) **915-780-4793**

d. Signature of Authorized Representative

e. Date Signed

INSTRUCTIONS FOR THE SF 424

Public reporting burden for this collection of information is estimated to average 45 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0043), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

This is a standard form used by applicants as required facesheet for preapplications and applications submitted for Federal assistance. It will be used by Federal agencies to obtain applicant certification that States which have established a review and comment procedure in response to Executive Order 12372 and have selected the program to be included in their process, have been given an opportunity to review the applicant's submission.

Item **Entry:**

1. Select Type of Submission.

2. Date application submitted to Federal agency (or State if applicable) & applicant's control number (if applicable).

3. State use only (if applicable)

4. Enter Date Received by Federal Agency
Federal identifier number: If this application is a continuation or revision to an existing award, enter the present Federal Identifier number. If for a new project, leave blank.

5. Enter legal name of applicant, name of primary organizational unit (including division, if applicable), which will undertake the assistance activity, enter the organization's DUNS number (received from Dun and Bradstreet), enter the complete address of the applicant (including country), and name, telephone number, e-mail, and fax of the person to contact on matters related to this application.

6. Enter Employer Identification Number (EIN) as assigned by the Internal Revenue Service.

7. Enter the appropriate letter in the space provided.

A.	State	I.	State Controlled Institution of Higher Learning
B.	County	J.	Private University
C.	Municipal	K.	Indian Tribe
D.	Township	L.	Individual
E.	Interstate	M.	Profit Organization
F.	Intermunicipal	N.	Other (Specify)
G.	Special District	O.	Not for Profit Organization
H.	Independent School District		

8. Select type from the following list:

- "New" means a new assistance award.
- "Continuation" means an extension for an additional funding/budget period for a project with a projected completion date.
- "Revision" means any change in the Federal Government's financial obligation or contingent liability from an existing obligation. If a revision enter the appropriate letter:

  A. Increase Award B. Decrease Award
  C. Increase Duration D. Decrease Duration

9. Name of Federal agency from which assistance is being requested with this application.

10. Use the Catalog of Federal Domestic Assistance number and title of the program under which assistance is requested.

Item **Entry:**

11. Enter a brief descriptive title of the project. If more than one program is involved, you should append an explanation on a separate sheet. If appropriate (e.g. construction or real property projects), attach a map showing project location. For preapplications, use a separate sheet to provide a summary description of this project.

12. List only the largest political entities affected (e.g., State, counties, cities).

13. Enter the proposed start date and end date of the project.

14. List the applicant's Congressional District and any District(s) affected by the program or project.

15. Amount requested or to be contributed during the first funding/budget period by each contributor. Value of in-kind contributions should be included on appropriate lines as applicable. If the action will result in a dollar change to an existing award, indicate <u>only</u> the amount of the change. For decreases, enclose the amounts in parentheses. If both basic and supplemental amounts are included, show breakdown on an attached sheet. For multiple program funding, use totals and show breakdown using same categories as item 15.

16. Applicants should contact the State Single Point of Contact (SPOC) for Federal Executive Order 12372 to determine whether the application is subject to the State intergovernmental review process.

17. This question applies to the applicant organization, not the person who signs as the authorized representative. Categories of debt include delinquent audit disallowances, loans and taxes.

18. To be signed by the authorized representative of the applicant. A copy of the governing body's authorization for you to sign this application as official representative must be on file in the applicant's office. (Certain Federal agencies may require that this authorization be submitted as part of the application.)

PART II

PROJECT APPROVAL INFORMATION
SECTION A

Item 1. Does this assistance request require State, local, regional, or other priority rating? ☐ Yes ☒ No	Name of Governing Body: Priority:
Item 2. Does this assistance request require State, or local advisory, educational or health clearances? ☐ Yes ☒ No	Name of Agency or Board: (Attach Documentation)
Item 3. Does this assistance request require clearinghouse review in accordance with OMB Circular A-95? ☐ Yes ☒ No	(Attach Comments)
Item 4. Does this assistance request require State, local, regional or other planning approval? ☐ Yes ☒ No	Name of Approving Agency: Date: / /
Item 5. Is the proposal project covered by an approved comprehensive plan? ☒ Yes ☐ No	Check one: State ☐ Local ☒ Regional ☐ Location of Plan: **City of El Paso, Dept. of Aviation**
Item 6. Will the assistance requested serve a Federal installation? ☐ Yes ☒ No	Name of Federal Installation: Federal Population benefiting from Project:
Item 7. Will the assistance requested be on Federal land or installation? ☐ Yes ☒ No	Name of Federal Installation: Location of Federal Land: Percent of Project:
Item 8. Will the assistance requested have an impact or effect on the environment? ☐ Yes ☒ No	See instruction for additional information to be provided
Item 9. Will the assistance requested cause the displacement of individuals, families, businesses, or farms? ☐ Yes ☒ No	Number of: Individuals: Families: Businesses: Farms:
Item 10. Is there other related Federal assistance on this project previous, pending, or anticipated? ☐ Yes ☒ No	See instructions for additional information to be provided.

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:

1) Adopted Airport Master Plan
2) Adopted Land Use Plan
3) Adopted Airport Hazard Zoning Ordinance

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:

N/A

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 Part V of this Application, either by limiting its legal or financial ability or otherwise, except as follows:

N/A

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.

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

6. 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 which project is proposed.

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.

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.

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:

N/A

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. **Fee Simple title free and clear of any exceptions or encumbrances or outstanding interests which would interfere with use of land surface or the airspace above it for: (a) airport or navigation purposes or when no longer needed for such purpose; (b) any other purpose use or disposition authorized or requested by attachment.**

2. **Easements – See attached "Exhibit A" for Texas Department of Transportation easement**

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":

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"

N/A

**State 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.*

EL PASO INTERNATIONAL AIRPORT

PROPERTY MAP

Exhibit A

August 2010

PART III - BUDGET INFORMATION - CONSTRUCTION

SECTION A - GENERAL

1. Federal Domestic Assistance Catalog No. ..... _____

2. Functional or Other Breakout..... _____

SECTION B -CALCULATION OF FEDERAL GRANT

Extension of Rwy 8R-26L (Construction) Cost Classification	Use only for revisions		Total Amount Required
	Latest Approved Amount	Adjustment + or (-)	
$	$	$	
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			
5. Other Architectural engineering fees			
6. Project inspection fees **Includes project mgmnt, insp, construction mgmnt, and testing**			654,000
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			13,128,107
12. Equipment			
13. Miscellaneous **Administrative (advrtsng,prntg,pstg,admin)**			36,811
14. Total (Lines 1 through 13)			13,818,918
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			
17. Less: Ineligible Exclusions			
18. Add: Contingencies			1,343,209
19. Total Project Amt. (Excluding Rehabilitation Grants)			15,162,127
20. Federal Share requested of Line 19			7,563,087
21. Add Rehabilitation Grants Requested (100 Percent)			
22. Total Federal grant requested (lines 20 & 21)			7,563,087
23. Grantee share			7,599,040
24. Other shares			
25. Total Project (Lines 22, 23 & 24)			$15,162,127

SECTION C - EXCLUSIONS

Classification	Ineligible for Participation (1)	Excluded From Contingency Provision (2)
a.	$	$
b.		
c.		
d.		
e.		
f.		
g. **Totals**	$	$

SECTION D - PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE

27. Grantee Share	$
a. Securities	
b. Mortgages	
c. Appropriations (By Applicant) **(PFC)**	7,599,040
d. Bonds	
e. Tax Levies	
f. Non Cash	
g. Other (Explain)	
h. TOTAL - Grantee share	7,599,040
28. Other Shares	
a. State	
b. Other	
c. Total Other Shares	
29. TOTAL	$ 7,599,040

SECTION E - REMARKS

PART IV PROGRAM NARRATIVE (Attach - See Instructions)

PART IV
PROGRAM NARRATIVE
(Suggested Format)

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION OMB NO. 2120-0569

PROJECT : Extension of Rwy 8R-26L (Engineering Design & Reimbursable Agreement)

AIRPORT : El Paso International Airport

1. Objective:

As denoted within the 2005 Master Plan Update, as submitted by Ricondo & Associates, the extension of Runway 8R-26L by 1,100 feet on the eastern end will allow for the Runway 8R arrival threshold to be located at the east approximately 1,100 feet, alleviating FAR Part 77 surface penetration issues in the area of the terminal ramp and Concourse B gates west of the runway. It will include the extension of its parallel taxiway, Taxiway "L".

2. Benefits Anticipated:

FAR Part 77 surface penetration issues in the area of the terminal ramp and Concourse B gates west of the runway will be alleviated.

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

a. **Construction will proceed per the design engineer's pavement design; geotechnical investigation; survey; taking into account locations of existing utilities from as-builts and visual items in the field; pre-design evaluations; geometrical, pavement evaluation and design, drainage, and airfield lighting adjustment, relocation of FAA items and new lighting and signage; development of construction phasing plans; drawings, specifications, and bid documents for a single base bid package of Runway 8R-26L. Alternative bids for construction with PCCP pavement will also be included in this bid package.**

b. **See phasing plan sheets c2.1, c2.2, c2.3, c2.4**

c. **The City of El Paso through the Department of Aviation, has entered into a Reimbursable Agreement with the Federal Aviation Administration (FAA) for the relocation of FAA owned lighting and equipment.**

d. **This project will be subject to all Federal Aviation Administration Special Contract Provisions and City of El Paso General Conditions, including adequate inspection and testing (geotechnical and materials testing) in accordance with accepted standards as designated by the City of El Paso and project engineer.**

e. **Design Engineer – Kimley-Horn and Associates, Inc.**
Materials Testing Lab - AMEC
City of El Paso Engineering Department

4. Geographic Location:

The location and project limits are shown in Exhibit 5-6 "Preferred Airfield Alternative"

5. If Applicable, Provide Additional Information:

Environmental Assessment completed in January 2008 – determination of project being categorically excluded from further environmental evaluation issued in February 2008.

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

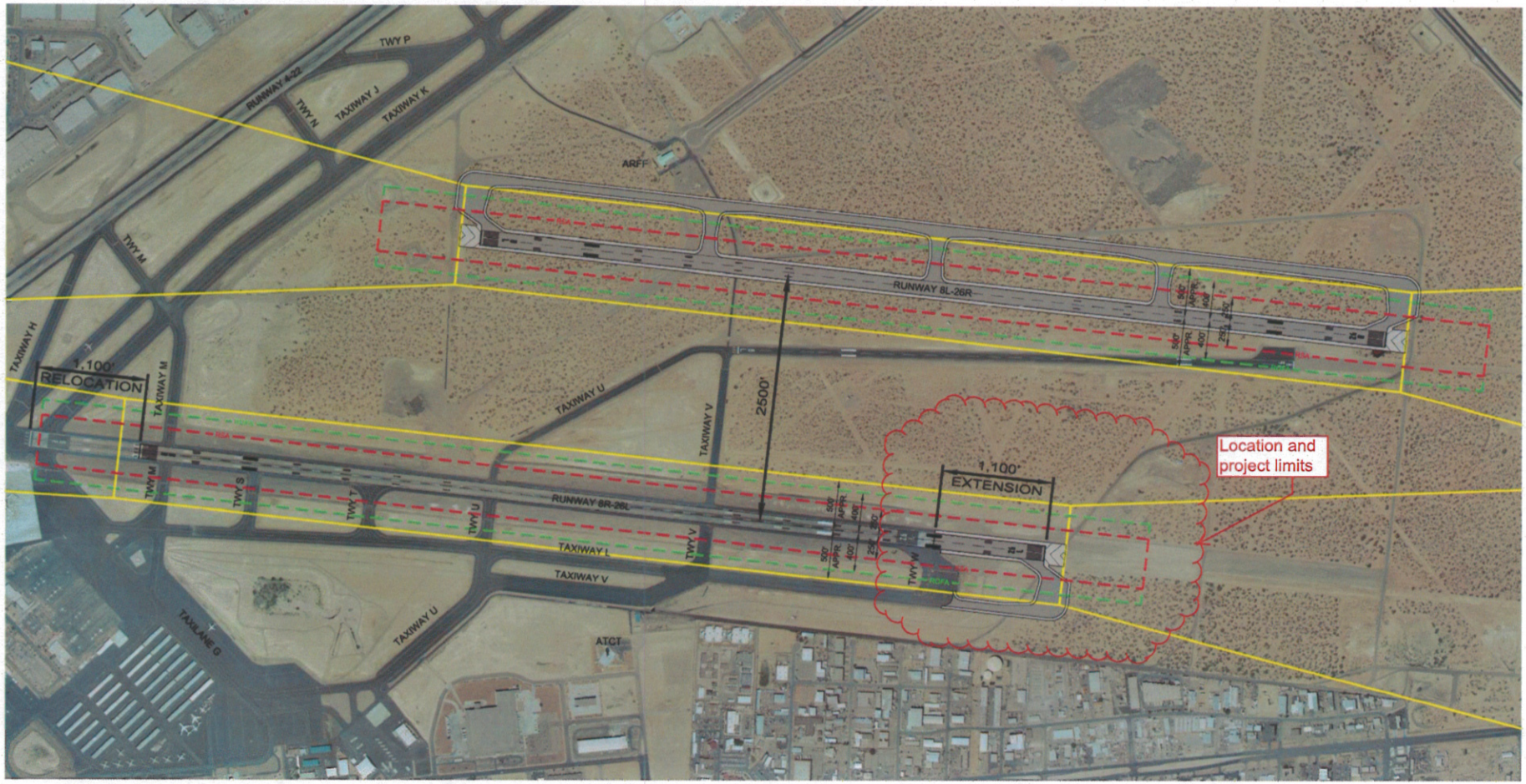
Monica Lombraña, A.A.E., Director of Aviation

City of El Paso, Texas

6701 Convair Road

El Paso, TX 79925

915-780-4793



Source: Ricondo & Associates, Inc.
Prepared by: Kimley-Horn & Associates, Inc.

Exhibit 5-6

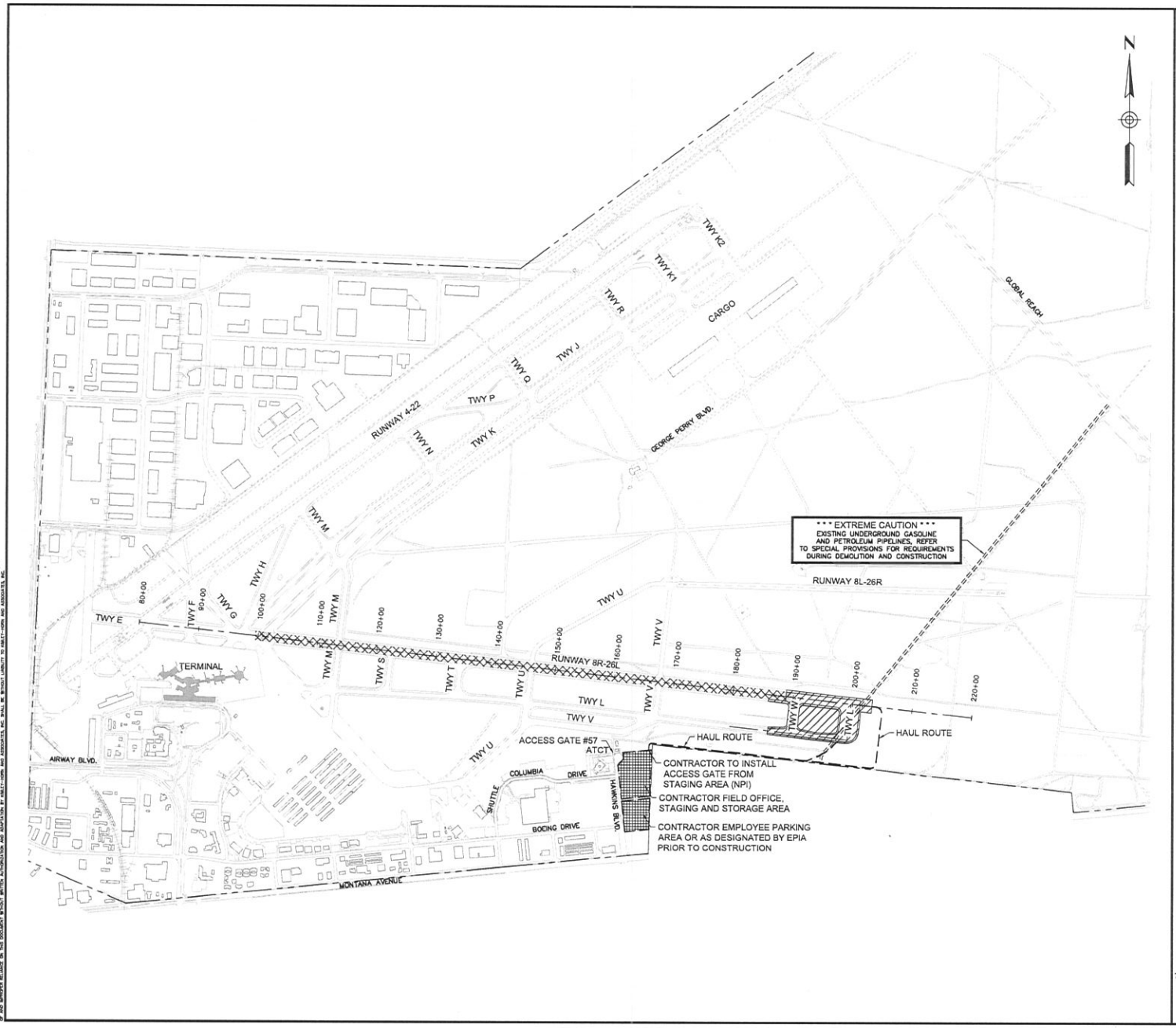
0 1,000 ft. north

LEGEND

- Runway Approach and Primary Surfaces
- Runway Object Free Area (ROFA)
- Runway Safety Area (RSA)

Preferred Airfield Alternative

P:\El Paso\Drawings\Alternatives5-6.dwg



LEGEND

- PHASE I
- PHASE II
- CONTRACTOR FIELD OFFICE, STAGING AND STORAGE AREA
- PROPOSED HAUL ROUTE

GENERAL NOTES

1. IT IS THE INTENT THAT RUNWAY 8R-26L WILL BE CLOSED FOR THE DURATION OF THIS PROJECT, HOWEVER, RUNWAY CROSSINGS WILL REMAIN OPEN TO ALLOW FOR AIRCRAFT MOVEMENTS THROUGHOUT THE AIRFIED.
2. THE CONTRACTOR SHALL BE AWARE THAT CONSTRUCTION WILL OCCUR ADJACENT TO ACTIVE AIRCRAFT OPERATIONS. CONSTRUCTION TRAFFIC SHALL YIELD TO AIRCRAFT AT ALL TIMES. THE CONTRACTOR SHALL NOT MOVE EQUIPMENT ON ANY ACTIVE AIRPORT OPERATIONS AREA WITHOUT AN EPIA OPERATIONS OR MAINTENANCE STAFF ESCORT. DELAYS AND PRECAUTIONS RESULTING FROM AIRCRAFT MOVEMENTS SHOULD BE EXPECTED. EXPENSES ASSOCIATED WITH ANY DELAYS ARE INCIDENTAL TO THE PROJECT (NPI).
3. HAUL ROUTE LOCATIONS SHALL BE CONSISTENT FOR EACH PHASE AS INDICATED ON THE CONSTRUCTION PHASING PLANS. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO AIRSIDE AND LANDSIDE HAUL ROUTES DURING THE PROJECT WHEN DEEMED NECESSARY BY EPIA OPERATIONS AND UPON FINAL COMPLETION OF THE PROJECT (NPI).
4. THE CONTRACTOR SHALL MAINTAIN ALL PAVEMENTS AND HAUL ROUTES THAT CROSS AIRCRAFT MOVEMENT AREAS BY MEANS OF VACUUM SWEEPING. THE CONTRACTOR SHALL HAVE AN OPERATIONAL VACUUM SWEEPER AT THE WORK AREA TO IMMEDIATELY REMOVE ANY FOREIGN OBJECT DEBRIS (FOD) (NPI).
5. PORTABLE LIGHTED RUNWAY CLOSURE MARKERS (LIGHTED "X") WILL BE PROVIDED AND MAINTAINED BY EPIA THROUGHOUT THE DURATION OF THE PROJECT, REFER TO DETAIL 1, SHEET C2.4.
6. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN LOW PROFILE BARRICADES, LIGHTS AND FLAGS FOR RUNWAY/TAXIWAY CLOSURES AS INDICATED ON THE CONSTRUCTION PHASING PLANS, REFER TO DETAIL 2, SHEET C2.4. THE CONTRACTOR SHALL PLACE THE LOW PROFILE BARRICADES 87.5' FROM TAXIWAY CENTERLINES, OR AS DIRECTED BY EPIA OPERATIONS, PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING PROPER POSITIONING OF LOW PROFILE BARRICADES THROUGHOUT THE DURATION OF THE PROJECT (NPI).
7. THE CONTRACTOR SHALL COORDINATE WITH EPIA OPERATIONS AND MAINTENANCE STAFF TO COVER AND PROTECT ANY EXISTING GUIDANCE SIGNS AND EDGE LIGHTS ASSOCIATED WITH RUNWAY 8R-26L AND ANY CLOSED TAXIWAYS. DAMAGE TO SIGNS AND EDGE LIGHTS SHALL BE REPLACED AT THE CONTRACTORS EXPENSE (NPI).
8. THE CONTRACTOR SHALL REMOVE THE LOW PROFILE BARRICADES AND UNCOVER THE GUIDANCE SIGNS AND EDGE LIGHTS UPON COMPLETION OF THE PROJECT. DAMAGE TO SIGNS AND EDGE LIGHTS SHALL BE REPLACED AT THE CONTRACTORS EXPENSE (NPI).
9. THE CONTRACTOR SHALL LAYOUT ALL PAVEMENT MARKINGS AS INDICATED ON THE PAVEMENT MARKING PLANS (SERIES C10) AND COORDINATE WITH EPIA FOR APPLICATION BY EPIA MAINTENANCE STAFF.

PHASING NOTES

PHASE I CONSTRUCTION OF THE RUNWAY 26L EXTENSION, CONSTRUCTION OF THE TAXIWAY L EXTENSION AND RECONSTRUCTION OF TAXIWAY W, ALL WITH PORTLAND CEMENT CONCRETE PAVEMENT. ELECTRICAL WORK INCLUDES RUNWAY AND TAXIWAY LIGHTING, SIGNAGE, RELOCATION OF THE PAPI, RELOCATION OF THE REILS, REMOVAL OF THE ODALS AND INSTALLATION OF THE NEW MALSF.

PHASE II OBLITERATION OF THE EXISTING RUNWAY 8R-26L PAVEMENT MARKINGS AND LAYOUT OF NEW PAVEMENT MARKINGS. ELECTRICAL WORK INCLUDES THE RELOCATION OF THE DISTANCE REMAINING SIGNS ASSOCIATED WITH RUNWAY 8R-26L. PHASE II SHALL BE A ROLLING OPERATION. COORDINATION WITH EPIA WILL BE ESSENTIAL FOR THE LOCATION OF BARRICADES, IF NECESSARY, TO REMOVE AND RE-MARK THE EXISTING PAVEMENT MARKINGS. ALL DISTANCE REMAINING SIGNS AND GUIDANCE SIGNS ON THE WEST END OF THE PROJECT MUST BE RELOCATED AT NIGHT AT NO ADDITIONAL COST. WORK IN THIS AREA DURING DAYTIME HOURS WILL BE BASED ON AVAILABILITY AND AT THE DISCRETION OF THE EPIA OPERATIONS STAFF.

GRAPHIC SCALE

750 0 375 750 1500

(IN FEET)

TWO WORKING DAYS BEFORE YOU DIG CALL 1-800-DIG-TESS (BLUE STAKE CENTER CALL COLLECT)

FAA AIP PROJECT NO. 3-48-0077-27-09
FILE NO. 238290

REFERENCES - BENCH MARKS

DATE	REVISIONS	BY

FIRM'S NAME

Kimley-Horn and Associates, Inc.

© 2010 KIMLEY-HORN AND ASSOCIATES, INC.

7878 North 16th Street, Suite 300
Phoenix, Arizona 85020 (602) 944-5500
TEXAS FIRM REGISTRATION NO. F-928

FIRM'S SEAL

MICHAEL A. MORRY 87173 REGISTERED PROFESSIONAL ENGINEER STATE OF TEXAS

SCALE
Horiz. 1" = 750'
Vert. N/A

Date 07/16/2010
Designed by MAK
Drawn by MPB/PJC
Checked by MAK
Approved by MAK

PROJECT NAME

EL PASO INTERNATIONAL AIRPORT

RUNWAY 8R-26L AND TAXIWAY L EXTENSION

CITY OF EL PASO

BASE BID

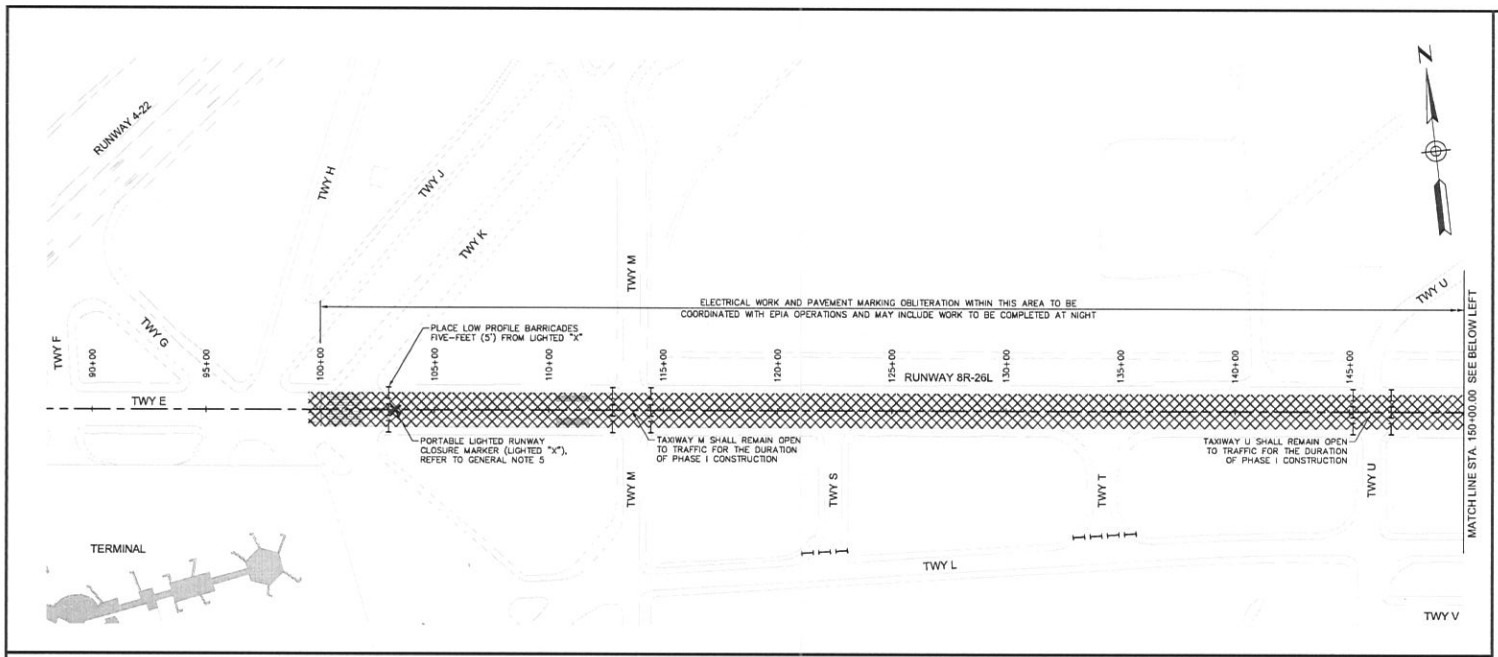
OVERALL CONSTRUCTION PHASING PLAN

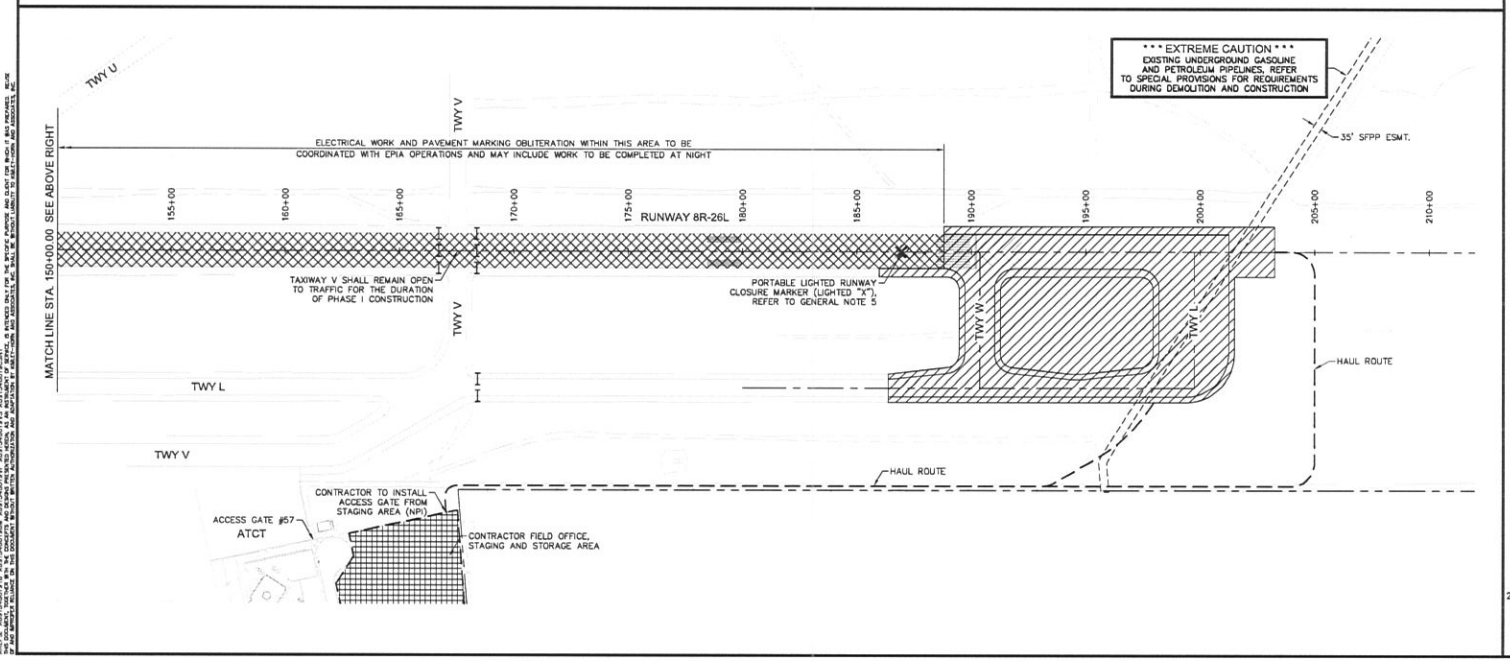
PROJECT NO. 091348019

FILE NO. 091348019C501

C2.1

SHEET 7 of 117





LEGEND

- PHASE I
- PHASE II
- CONTRACTOR FIELD OFFICE, STAGING AND STORAGE AREA
- PROPOSED HAUL ROUTE
- LOW PROFILE BARRICADES
- X PORTABLE LIGHTED RUNWAY CLOSURE MARKERS (LIGHTED "X") REFER TO GENERAL NOTE 5

GENERAL NOTES

1. IT IS THE INTENT THAT RUNWAY 8R-26L WILL BE CLOSED FOR THE DURATION OF THIS PROJECT, HOWEVER, RUNWAY CROSSINGS WILL REMAIN OPEN TO ALLOW FOR AIRCRAFT MOVEMENTS THROUGHOUT THE AIRFIELD.
2. THE CONTRACTOR SHALL BE AWARE THAT CONSTRUCTION WILL OCCUR ADJACENT TO ACTIVE AIRCRAFT OPERATIONS. CONSTRUCTION TRAFFIC SHALL YIELD TO AIRCRAFT AT ALL TIMES. THE CONTRACTOR SHALL NOT MOVE EQUIPMENT ON ANY ACTIVE AIRPORT OPERATIONS AREA WITHOUT AN EPIA OPERATIONS OR MAINTENANCE STAFF ESCORT. DELAYS AND PRECAUTIONS RESULTING FROM AIRCRAFT MOVEMENTS SHOULD BE EXPECTED. EXPENSES ASSOCIATED WITH ANY DELAYS ARE INCIDENTAL TO THE PROJECT (NPI).
3. HAUL ROUTE LOCATIONS SHALL BE CONSISTENT FOR EACH PHASE AS INDICATED ON THE CONSTRUCTION PHASING PLANS. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO AIRSIDE AND LANDSIDE HAUL ROUTES DURING THE PROJECT WHEN DEEMED NECESSARY BY EPIA OPERATIONS AND UPON FINAL COMPLETION OF THE PROJECT (NPI).
4. THE CONTRACTOR SHALL MAINTAIN ALL PAVEMENTS AND HAUL ROUTES THAT CROSS AIRCRAFT MOVEMENT AREAS BY MEANS OF VACUUM SWEEPING. THE CONTRACTOR SHALL HAVE AN OPERATIONAL VACUUM SWEEPER AT THE WORK AREA TO IMMEDIATELY REMOVE ANY FOREIGN OBJECT DEBRIS (FOD) (NPI).
5. PORTABLE LIGHTED RUNWAY CLOSURE MARKERS (LIGHTED "X") WILL BE PROVIDED AND MAINTAINED BY EPIA THROUGHOUT THE DURATION OF THE PROJECT, REFER TO DETAIL 1, SHEET C2.4.
6. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN LOW PROFILE BARRICADES, LIGHTS AND FLAGS FOR RUNWAY/TAXIWAY CLOSURES AS INDICATED ON THE CONSTRUCTION PHASING PLANS, REFER TO DETAIL 2, SHEET C2.4. THE CONTRACTOR SHALL PLACE THE LOW PROFILE BARRICADES 87.5' FROM TAXIWAY CENTERLINES, OR AS DIRECTED BY EPIA OPERATIONS, PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING PROPER POSITIONING OF LOW PROFILE BARRICADES THROUGHOUT THE DURATION OF THE PROJECT (NPI).
7. THE CONTRACTOR SHALL COORDINATE WITH EPIA OPERATIONS AND MAINTENANCE STAFF TO COVER AND PROTECT ANY EXISTING GUIDANCE SIGNS AND EDGE LIGHTS ASSOCIATED WITH RUNWAY 8R-26L AND ANY CLOSED TAXIWAYS. DAMAGE TO SIGNS AND EDGE LIGHTS SHALL BE REPLACED AT THE CONTRACTORS EXPENSE (NPI).
8. THE CONTRACTOR SHALL REMOVE THE LOW PROFILE BARRICADES AND UNCOVER THE GUIDANCE SIGNS AND EDGE LIGHTS UPON COMPLETION OF THE PROJECT. DAMAGE TO SIGNS AND EDGE LIGHTS SHALL BE REPLACED AT THE CONTRACTORS EXPENSE (NPI).
9. THE CONTRACTOR SHALL LAYOUT ALL PAVEMENT MARKINGS AS INDICATED ON THE PAVEMENT MARKING PLANS (SERIES C10) AND COORDINATE WITH EPIA FOR APPLICATION BY EPIA MAINTENANCE STAFF.

PHASING NOTES

PHASE I CONSTRUCTION OF THE RUNWAY 26L EXTENSION, CONSTRUCTION OF THE TAXIWAY L EXTENSION AND RECONSTRUCTION OF TAXIWAY W, ALL WITH PORTLAND CEMENT CONCRETE PAVEMENT. ELECTRICAL WORK INCLUDES RUNWAY AND TAXIWAY LIGHTING, SIGNAGE, RELOCATION OF THE PAPI, RELOCATION OF THE REILS, REMOVAL OF THE ODALS AND INSTALLATION OF THE NEW MALSF.

PHASE II OBLITERATION OF THE EXISTING RUNWAY 8R-26L PAVEMENT MARKINGS AND LAYOUT OF NEW PAVEMENT MARKINGS. ELECTRICAL WORK INCLUDES THE RELOCATION OF THE DISTANCE REMAINING SIGNS ASSOCIATED WITH RUNWAY 8R-26L. PHASE II SHALL BE A ROLLING OPERATION. COORDINATION WITH EPIA WILL BE ESSENTIAL FOR THE LOCATION OF BARRICADES, IF NECESSARY, TO REMOVE AND RE-MARK THE EXISTING PAVEMENT MARKINGS. ALL DISTANCE REMAINING SIGNS AND GUIDANCE SIGNS ON THE WEST END OF THE PROJECT MUST BE RELOCATED AT NIGHT AT NO ADDITIONAL COST. WORK IN THIS AREA DURING DAYTIME HOURS WILL BE BASED ON AVAILABILITY AND AT THE DISCRETION OF THE EPIA OPERATIONS STAFF.

GRAPHIC SCALE
250 0 125 250 500
(IN FEET)

1•800•DIG•TESS

FAA AIP PROJECT NO. 3-48-0077-27-09
FILE NO. 238290

REFERENCES - BENCH MARKS

DATE	REVISIONS	BY

FIRM'S NAME: Kimley-Horn and Associates, Inc.
© 2010 KIMLEY-HORN AND ASSOCIATES, INC.
7878 North 16th Street, Suite 300
Phoenix, Arizona 85020 (602) 944-5500
TEXAS FIRM REGISTRATION NO. F-928

FIRM'S SEAL: MICHAEL A. HOBBY 67175 STATE OF TEXAS PROFESSIONAL ENGINEER 7/26/10

SCALE: Horz. 1" = 250' Vert. N/A
Date 07/16/2010
Designed by MAN
Drawn by MPB/FAC
Checked by MAN
Approved by MAN

PROJECT NAME: EL PASO INTERNATIONAL AIRPORT
RUNWAY 8R-26L AND TAXIWAY L EXTENSION

CITY OF EL PASO

BASE BID

CONSTRUCTION PHASING PLAN PHASE I

PROJECT NO. 091348019
FILE NO. 091348019C502

C2.2

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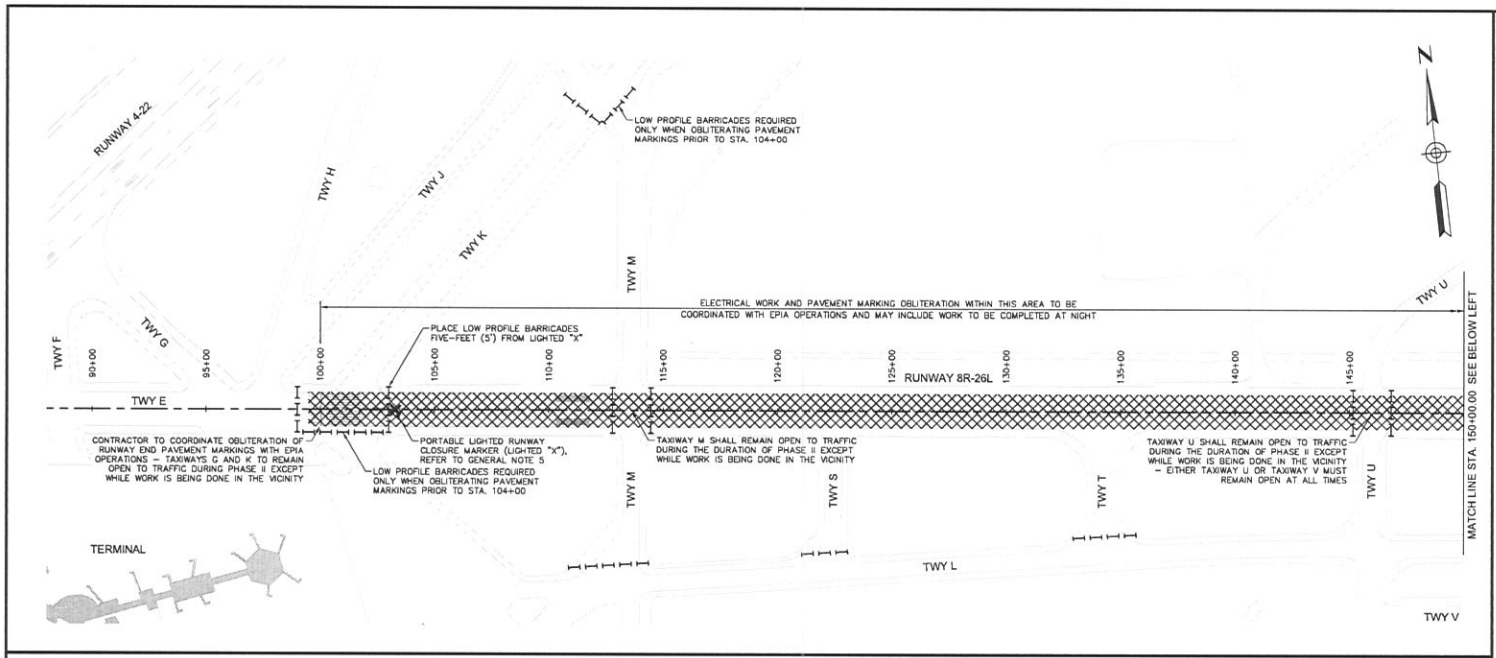
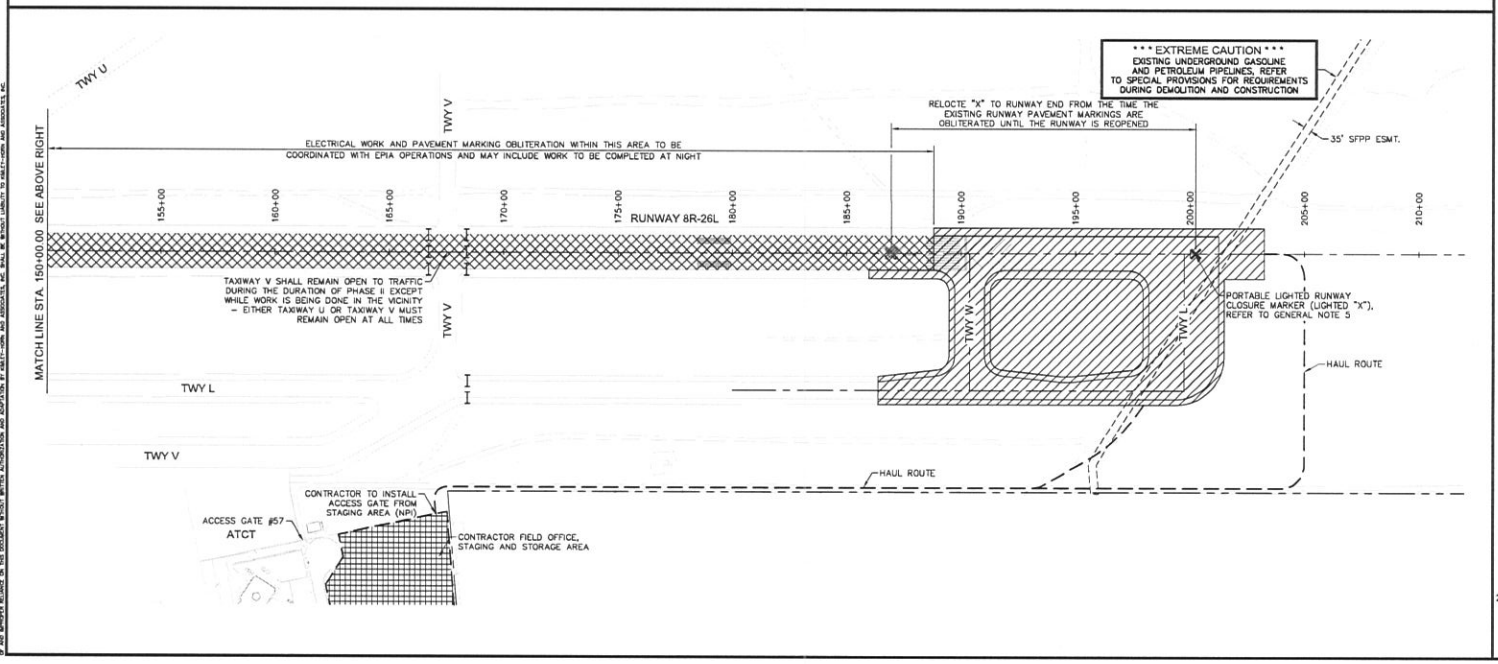
K:\DEN_Aviation\091348019 El Paso 8R-26L Runway Extension\CADD\091348019C502.dwg Jul 26, 2010 mikehobbs
THIS DOCUMENT, AND THE IDEAS AND DESIGNS INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.





LEGEND

- PHASE I
- PHASE II
- CONTRACTOR FIELD OFFICE, STAGING AND STORAGE AREA
- PROPOSED HAUL ROUTE
- LOW PROFILE BARRICADES
- PORTABLE LIGHTED RUNWAY CLOSURE MARKERS (LIGHTED "X") REFER TO GENERAL NOTE 5

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GRAPHIC SCALE

250 0 125 250 500

(IN FEET)

TWO WORKING DAYS BEFORE YOU DIG CALL NOT HOME RUN TO DIGGS GET THE BURIED LINES LOCATED BEFORE THE WORK BEGINS

1•800•DIG•TESS

BLUE STAKE CENTER CALL COLLECT

FAA AIP PROJECT NO. 3-48-0077-27-09
FILE NO. 238290

REFERENCES - BENCH MARKS

DATE	REVISIONS	BY

FIRM'S NAME

Kimley-Horn and Associates, Inc.

© 2010 KIMLEY-HORN AND ASSOCIATES, INC.

7878 North 16th Street, Suite 300
Phoenix, Arizona 85020 (602) 944-5500
TEXAS FIRM REGISTRATION NO. F-928

FIRM'S SEAL

MICHAEL A. MORRIS 81172 REGISTERED PROFESSIONAL ENGINEER

SCALE
Horiz. 1" = 250'
Vert. N/A

Date 07/16/2010
Designed by MAK
Drawn by MFB/PAC
Checked by MAK
Approved by MAK

PROJECT NAME

EL PASO INTERNATIONAL AIRPORT
RUNWAY 8R-26L AND TAXIWAY L EXTENSION

CITY OF EL PASO

BASE BID

CONSTRUCTION PHASING PLAN PHASE II

PROJECT NO. 091348019

FILE NO. 091348019C502

C2.3

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K:\CIVIL_Admin\091348019 El Paso 8R-26L Runway Extension\CADD\091348019C502.dwg Jul 26, 2010 mike.bogdan
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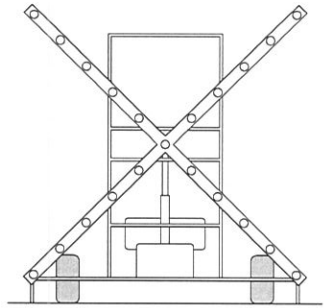
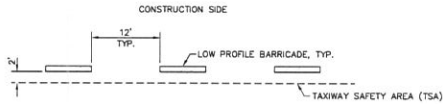
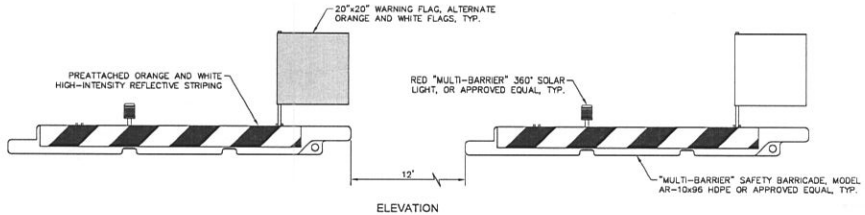


1 C2.4 PORTABLE LIGHTED RUNWAY CLOSURE MARKER
N.T.S.



PLAN



ELEVATION

2 C2.4 LOW PROFILE BARRICADE
N.T.S.

GENERAL NOTES

PORTABLE LIGHTED RUNWAY CLOSURE MARKERS (LIGHTED "X") SHALL MEET ALL OF THE FOLLOWING CONDITIONS:

1. WILL BE PROVIDED AND MAINTAINED BY EPIA THROUGHOUT THE DURATION OF THE PROJECT. CONTRACTOR SHALL NOTIFY EPIA IMMEDIATELY IF ANY DISRUPTION TO THE LIGHTED RUNWAY CLOSURE MARKERS IS NOTICED DURING WORK HOURS.
2. BE A PORTABLE, TOWABLE UNIT THAT CAN BE QUICKLY REMOVED FROM THE RUNWAY.
3. CONSIST OF CLEAR INCANDESCENT LAMPS OR TRANSMIT A WHITE COLOR, ARRANGED IN THE SHAPE OF A LETTER "X" WITH ARMS CROSSED AT AN APPROPRIATE ANGLE TO MAKE THE "X" DISCERNIBLE. THE ARMS SHALL BE PAINTED YELLOW ON ALL SIDES SO THAT THE UNIT WILL BE CLEARLY VISIBLE WHEN IT IS IN POSITION.
4. BE ENERGIZED BY A PORTABLE POWER SUPPLY.
5. BE CONTROLLED SO THAT THE LIGHTED SIGNAL WILL FLASH AT AN APPROXIMATE RATE OF TWO AND A HALF TO THREE (2.5–3) SECONDS "ON" AND ONE TO TWO AND A HALF (1–2.5) SECONDS "OFF".
6. PROVIDE THE FOLLOWING DAYTIME AND NIGHTTIME VISUAL REFERENCE DURING VISUAL FLIGHT RULE (VFR) CONDITIONS WHEN PLACED ON CENTERLINE AND WITHIN TWO HUNDRED AND FIFTY FEET (250') OF THE RUNWAY END:
   (A) VISIBLE TO THE PILOT AT A RANGE OF AT LEAST FIVE NAUTICAL MILES.
   (B) RECOGNIZABLE AS A LETTER "X" FROM A RANGE OF AT LEAST ONE NAUTICAL MILE.
7. PROVIDE LAMP DIMMING CAPABILITY FOR NIGHTTIME OPERATIONS.
8. PRODUCE A SIGNAL THAT PROVIDES A HORIZONTAL COVERAGE TO AT LEAST FIFTEEN DEGREES (15°) ON EACH SIDE OF THE RUNWAY CENTERLINE AND A VERTICAL COVERAGE FROM ZERO DEGREES (0°) TO TEN DEGREES (10°) ABOVE HORIZONTAL, BOTH DAY AND NIGHT, AT A RANGE OF ONE NAUTICAL MILE.
9. ADJUSTABLE AIMING AND LEVELING TO ALLOW TILTING TO AN OPTIMUM ANGLE OF THREE DEGREES (3°) FROM VERTICAL.
10. WITHSTAND A MINIMUM WIND SPEED OF AT LEAST FORTY MILES PER HOUR (40 MPH) WITHOUT AFFECTING AIMING OR OPERATION.
11. INCLUDE AN ILLUMINATED FAILURE INDICATOR THAT IS VISIBLE FROM THE BACK (RUNWAY SIDE) OF THE UNIT.
12. INCLUDE AN OPERATIONS PLACARD IN A CONSPICUOUS LOCATION THAT INSTRUCTS OPERATORS TO VISUALLY CHECK THE OPERATION OF THE DEVICE EVERY TWO HOURS.
13. ONE PERSON SET UP IN LESS THAN FIVE MINUTES.
14. DIESEL PORTABLE POWER WITH ADAPTER TO RUN DIRECTLY FROM ELECTRICAL OUTLETS.
15. TRAILER HITCH OPTIONS INCLUDING TANDEM TOWING FOR ON–AIRPORT OPERATIONS.
16. ABILITY TO PROVIDE UP TO ONE HUNDRED AND TWENTY (120) HOURS OF CONTINUOUS OPERATION.
17. FAIL SAFE PROTECTION TO ENSURE THAT THE UNIT STAYS ON AS CONTINUOUS LIGHT IF THE FLASHER UNIT SHOULD FAIL.
18. DIMENSIONING AND LIGHTING ARRANGEMENT SHALL FOLLOW THE DESIGN RECOMMENDATION PER FAA AC 150/5345–55.

LOW PROFILE BARRICADES:

19. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN LOW PROFILE BARRICADES, LIGHTS AND FLAGS FOR RUNWAY/TAXIWAY CLOSURES AS INDICATED ON THE CONSTRUCTION PHASING PLANS. THE CONTRACTOR SHALL PLACE THE LOW PROFILE BARRICADES 87.5' FROM TAXIWAY CENTERLINES, OR AS DIRECTED BY EPIA OPERATIONS, PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING PROPER POSITIONING OF LOW PROFILE BARRICADES THROUGHOUT THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL REMOVE THE LOW PROFILE BARRICADES UPON COMPLETION OF THE PROJECT (NPI).

TWO WORKING DAYS BEFORE YOU DIG (BUT NOT MORE THAN 14 DAYS) SET THE MARKED LINES LOCATED BEFORE THE WORK BEGINS
1-800-DIG-TESS
BLUE STAKE CENTER CALL COLLECT

FAA AIP PROJECT NO. 3-48-0077-27-09
FILE NO. 238290

REFERENCES - BENCH MARKS

DATE	REVISIONS	BY

FIRM'S NAME

Kimley-Horn and Associates, Inc.

© 2010 KIMLEY-HORN AND ASSOCIATES, INC.
2818 North 14th Street, Suite 300
Phoenix, Arizona 85012 (602) 944-5500
TEXAS FIRM REGISTRATION NO. F-928

FIRM'S SEAL

MICHAEL A. MOSBY 87179 REGISTERED PROFESSIONAL ENGINEER 07/16/10

SCALE
Horiz. N/A
Vert. N/A

Date 07/16/2010
Designed by MAN
Drawn by MPB/RTAC
Checked by TAK
Approved by MAN

PROJECT NAME

EL PASO INTERNATIONAL AIRPORT
RUNWAY 8R-26L AND TAXIWAY L EXTENSION

CITY OF EL PASO

BASE BID

CONSTRUCTION PHASING DETAILS

PROJECT NO. 091348019
FILE NO. 091348019CZ

C2.4

SHEET 10 of 117

K:\DFW_Aviation\091348019 El Paso 8R-26L Runway Extension\CADD\091348019C2.dwg Jul 29, 2010 mikebojes
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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 the grant offer by the sponsor, these assurances are incorporated in and become part of the 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 the 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 the grant agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 30, 32, 33, and 34 in section C apply to planning projects. The terms, conditions, and assurances of the grant agreement shall remain in full force and effect during the life of the project.

C. Sponsor Certification. The sponsor hereby assures and certifies, with respect to this grant that:

1. **General Federal Requirements.** It 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 project including but not limited to the following:

Federal Legislation

a. Title 49, U.S.C., subtitle VII, as amended.
b. Davis-Bacon Act - 40 U.S.C. 276(a), 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 Title 42 U.S.C. 4601, et seq.[1 2]
f. National Historic Preservation Act of 1966 - Section 106 - 16 U.S.C. 470(f).[1]
g. Archeological and Historic Preservation Act of 1974 - 16 U.S.C. 469 through 469c.[1]
h. Native Americans Grave Repatriation Act - 25 U.S.C. Section 3001, et seq.
i. Clean Air Act, P.L. 90-148, as amended.
j. Coastal Zone Management Act, P.L. 93-205, as amended.
k. Flood Disaster Protection Act of 1973 - Section 102(a) - 42 U.S.C. 4012a.[1]
l. Title 49 ,U.S.C., Section 303, (formerly known as Section 4(f))
m. Rehabilitation Act of 1973 - 29 U.S.C. 794.
n. Civil Rights Act of 1964 - Title VI - 42 U.S.C. 2000d through d-4.
o. Age Discrimination Act of 1975 - 42 U.S.C. 6101, et seq.
p. American Indian Religious Freedom Act, P.L. 95-341, as amended.
q Architectural Barriers Act of 1968 -42 U.S.C. 4151, et seq.[1]
r. Power plant and Industrial Fuel Use Act of 1978 - Section 403- 2 U.S.C. 8373.[1]
s. Contract Work Hours and Safety Standards Act - 40 U.S.C. 327, et seq.[1]
t. Copeland Anti kickback Act - 18 U.S.C. 874.[1]
u. National Environmental Policy Act of 1969 - 42 U.S.C. 4321, et seq.[1]
v. Wild and Scenic Rivers Act, P.L. 90-542, as amended.
w. Single Audit Act of 1984 - 31 U.S.C. 7501, et seq.[2]
x. Drug-Free Workplace Act of 1988 - 41 U.S.C. 702 through 706.

Executive Orders

Executive Order 11246 - Equal Employment Opportunity[1]
Executive Order 11990 - Protection of Wetlands
Executive Order 11988 – Flood Plain Management
Executive Order 12372 - Intergovernmental Review of Federal Programs.
Executive Order 12699 - Seismic Safety of Federal and Federally Assisted New Building Construction[1]
Executive Order 12898 - Environmental Justice

Federal Regulations

a. 14 CFR Part 13 - Investigative and Enforcement Procedures.
b. 14 CFR Part 16 - Rules of Practice For Federally Assisted Airport Enforcement Proceedings.
c. 14 CFR Part 150 - Airport noise compatibility planning.
d. 29 CFR Part 1 - Procedures for predetermination of wage rates.[1]
e. 29 CFR Part 3 - Contractors and subcontractors on public building or public work financed in whole or part by loans or grants from the United States.[1]
f. 29 CFR Part 5 - Labor standards provisions applicable to contracts covering federally financed and assisted construction (also labor standards provisions applicable to non-construction contracts subject to the Contract Work Hours and Safety Standards Act).[1]
g. 41 CFR Part 60 - Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally assisted contracting requirements).[1]

h. 49 CFR Part 18 - Uniform administrative requirements for grants and cooperative agreements to state and local governments.[3]
i. 49 CFR Part 20 - New restrictions on lobbying.
j. 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.
k. 49 CFR Part 23 - Participation by Disadvantage Business Enterprise in Airport Concessions.
l. 49 CFR Part 24 - Uniform relocation assistance and real property acquisition for Federal and federally assisted programs.[1] [2]
m. 49 CFR Part 26 – Participation By Disadvantaged Business Enterprises in Department of Transportation Programs.
n. 49 CFR Part 27 - Nondiscrimination on the basis of handicap in programs and activities receiving or benefiting from Federal financial assistance.[1]
o. 49 CFR Part 29 – Government wide debarment and suspension (non-procurement) and government wide requirements for drug-free workplace (grants).
p. 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.
q. 49 CFR Part 41 - Seismic safety of Federal and federally assisted or regulated new building construction.[1]

Office of Management and Budget Circulars

a. A-87 - Cost Principles Applicable to Grants and Contracts with State and Local Governments.
b A-133 - Audits of States, Local Governments, and Non-Profit Organizations

[1] These laws do not apply to airport planning sponsors.
[2] These laws do not apply to private sponsors.
[3] 49 CFR Part 18 and OMB Circular A-87 contain requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation and circular shall also be applicable to private sponsors receiving Federal assistance under Title 49, United States Code.

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

2. Responsibility and Authority of the Sponsor.

a. **Public Agency Sponsor:** It has legal authority to apply for the 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 the 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 the 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 the 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. 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 the 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 the 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 insure that the airport will be operated and maintained in accordance Title 49, United States Code, the regulations and the terms, conditions and assurances in the grant agreement and shall insure that such arrangement also requires compliance therewith.

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. **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 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.

11. **Pavement Preventive Maintenance**. 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 section 44706 of Title 49, United States Code, 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 the grant, the total cost of the project in connection with which the 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 the 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 the 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 the grant agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor, in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5), 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 the 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 Veterans of the Vietnam era and disabled veterans as defined in Section 47112 of Title 49, United States Code. 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 the 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 airmen 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. Provided, however, that 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.

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 Section 47107 of Title 49, United States Code.

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 the 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:
   (i) all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and
   (ii) 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, or rights in buildings of the sponsor 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. It will keep up to date at all times an 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; and (3) the location of all existing and proposed nonaviation areas and of all existing improvements thereon. Such airport layout plans and each amendment, revision, or modification thereof, shall

be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.

b. If a change or alteration in the airport or the facilities is made 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 replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities.

30. **Civil Rights.** It will comply with such rules as are promulgated to assure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or handicap be excluded from participating in any activity conducted with or benefiting from funds received from this grant. This assurance obligates the sponsor for the period during which Federal financial assistance is extended to the program, except where 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: (a) the period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits, or (b) the period during which the sponsor retains ownership or possession of the property.

31. **Disposal of Land.**

a. For land purchased under a grant for airport noise compatibility purposes, 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, at the discretion of the Secretary, (1) be paid to the Secretary for deposit in the Trust Fund, or (2) be reinvested in an approved noise compatibility project as prescribed by the Secretary, including the purchase of nonresidential buildings or property in the vicinity of residential buildings or property previously purchased by the airport as part of a noise compatibility program.

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, (1) upon application to the Secretary, be reinvested in another eligible airport improvement project or projects approved by the Secretary at that airport or within the national airport system, or (2) be paid to the Secretary for deposit in the Trust Fund if no eligible project exists.

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.** 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 with respect to the project in the same manner as a contract for architectural and engineering services is negotiated under Title IX of the Federal Property and Administrative Services Act of 1949 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 the project in accordance with policies, standards, and specifications approved by the Secretary including but not limited to the advisory circulars listed in the Current FAA Advisory Circulars for AIP projects, dated _____ and included in this grant, and in accordance with applicable state policies, standards, and specifications approved by the Secretary.

35. **Relocation and Real Property Acquisition.** (1) 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. (2) It will provide a relocation assistance program offering the services described in Subpart C and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24. (3) 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 recipient shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The Recipient shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure

non discrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR Part 26, and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 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).

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 section 47102 of title 49, U.S.C.) 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

**To be filed upon completion

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT IMPROVEMENT PROGRAM
SPONSOR CERTIFICATION
CONSTRUCTION PROJECT FINAL ACCEPTANCE

(Sponsor)	(Airport)	(Project Number)

(Work Description)

Title 49, United States Code, section 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. General standards for final acceptance and close out of federally funded construction projects are in Title 49, Code of Federal Regulations, Part 18.50. The sponsor shall determine that project costs are accurate and proper in accordance with specific requirements of the grant agreement and contract documents.

Except for the certified items below marked not applicable (N/A), the list includes major requirements for this aspect of project implementation, although it is not comprehensive, nor does it relieve the sponsor from fully complying with all applicable statutory and administrative standards.

	Yes	No	N/A
1. The personnel engaged in project administration, engineering supervision, construction inspection and testing were (will be) determined to be qualified as well as competent to perform the work.	☐	☐	☐
2. Daily construction records were (will be) kept by the resident engineer/construction inspector as follows: **a.** Work in progress, **b.** Quality and quantity of materials delivered, **c.** Test locations and results, **d.** Instructions provided the contractor, **e.** Weather conditions, **f.** Equipment use, **g.** Labor requirements, **h.** Safety problems, and **i.** Changes required.	☐	☐	☐
3. Weekly payroll records and statements of compliance were (will be) submitted by the prime contractor and reviewed by the sponsor for Federal labor and civil rights requirements (Advisory Circulars 150/5100-6 and 150/5100-15).	☐	☐	☐
4. Complaints regarding the mandated Federal provisions set forth in the contract documents have been (will be) submitted to the FAA.	☐	☐	☐
5. All tests specified in the plans and specifications were (will be) performed and the test results documented as well as made available to the FAA.	☐	☐	☐
6. For any test results outside of allowable tolerances, appropriate corrective actions were (will be) taken.	☐	☐	☐

	Yes	No	N/A
7. Payments to the contractor were (will be) made in compliance with contract provisions as follows:			
a. Payments are verified by the sponsor's internal audit of contract records kept by the resident engineer, and	☐	☐	☐
b. If appropriate, pay reduction factors required by the specifications are applied in computing final payments and a summary of pay reductions made available to the FAA.			
8. The project was (will be) accomplished without significant deviations, changes, or modifications from the approved plans and specifications, except where approval is obtained from the FAA.	☐	☐	☐
9. A final project inspection was (will be) conducted with representatives of the sponsor and the contractor and project files contain documentation of the final inspection.	☐	☐	☐
10. Work in the grant agreement was (will be) physically completed and corrective actions required as a result of the final inspection is completed to the satisfaction of the sponsor.	☐	☐	☐
11. If applicable, the as-built plans, an equipment inventory, and a revised airport layout plan have been (will be) submitted to the FAA.	☐	☐	☐
12. Applicable close out financial reports have been (will be) submitted to the FAA.	☐	☐	☐

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

.....

(Name of Sponsor)

_____

(Signature of Sponsor's Designated Official Representative)

.....

(Typed Name of Sponsor's Designated Official Representative)

.....

(Typed Title of Sponsor's Designated Official Representative)

.....

(Date)

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