

TAOS REGIONAL AIRPORT

STATEMENT OF QUALIFICATIONS FOR PROFESSIONAL SERVICES

AUGUST 23, 2023



 **ARMSTRONG**
A LOCHNER COMPANY

Cover Letter

Dear Selection Committee Members,

As we continue our journey together at the Taos Regional Airport (SKX), look ahead to the year 2027; Runway 4/22 has undergone full rehabilitation; the apron pavement has been reconstructed and maintained; a new terminal building has been completed; and your snow removal equipment is now housed in their new equipment storage building. These upcoming projects will result in enhanced safety for your airport and increase the longevity of your airfield pavements and equipment.

Our history and capabilities will continue to benefit SKX and the Taos community by providing a consistent, devoted team, uniquely qualified to provide an exceptional level of aviation expertise, while offering a wealth of in-house services. We will continue to provide the Town of Taos (Town) with the following:

CLIENT-FOCUSED SERVICES | For 50 years, Armstrong Consultants, Inc. (Armstrong) has served our clients as an airport exclusive consulting firm, providing engineering, planning, and construction administration services. As was recently announced, Armstrong has merged with H.W. Lochner (Lochner), a consulting firm founded in 1944 specializing in surface transportation, rail and transit, and aviation. While Lochner has a broad transportation focus, Armstrong will continue to focus solely on your aviation projects and the benefits of your airport to the community. Your Armstrong team will be consistent; you will still be served by myself, Tim Archibeque, P.E., Dennis Corsi, C.M., and our Albuquerque team. Having served SKX since 2006, we continue to view SKX as a vital component and asset to the Town, its Stakeholders, and the Community. Our commitment to SKX is unwavering; continuing to prioritize your safety and growth is of utmost importance for all of us at Armstrong. Our goal is to remain as an extension of your staff and serve your team across all aspects of your airfield.

FULL-SERVICE FIRM | We tailor our services based on the unique needs of each of our clients. For SKX, we will continue to provide a high level of personalized client support, and a conception-to-completion approach for all airport projects. While we will still serve you with the highest level of airport engineering, planning, and construction administration services, we now have access to the expanded expertise that Lochner provides. Our in-depth knowledge of SKX will continue to flourish as new resources are offered in executing your projects at the highest quality. With our established in-house collaboration between departments, enhanced resources, and understanding of SKX, we are not delayed by potential project challenges and can tackle any questions you may have.

We continue to offer a full suite of value-added services that are aimed at improving the viability of your airport and reducing the workload of your staff. Our value-added services include airport operations and management guidance through our on-staff team of former airport managers, full-service DBE program administration, project coordination, airport marketing materials and assistance, grant administration, airspace review assistance for on-airport development, and a litany of other airport related services helping ensure a vibrant future for your airport.

LOCAL & COMMITTED TO NEW MEXICO | We are experts in the unique needs of New Mexico's airports. Armstrong currently serves 20 airports in New Mexico and, in the last year alone, has helped our New Mexico clients receive over \$12 million in FAA funding. We understand the funding challenges in New Mexico and, as such, we will maintain a realistic and effective capital improvement plan for SKX. We only focus on projects that have a direct impact on the airport and that can be supported by the available budget. We never have, nor will we ever, initiate projects without a clear purpose.

We have a long-standing reputation for professional integrity, quality, and service. We know your airport team needs an experienced, consistent, and proactive consultant that understands State and FAA grant processes, regional geographic conditions, and has a proven track record of success at SKX and airports like yours. As you have experienced, and our references will assure you, our team members go above and beyond to deliver exceptional service, freeing you to focus on your many other duties.

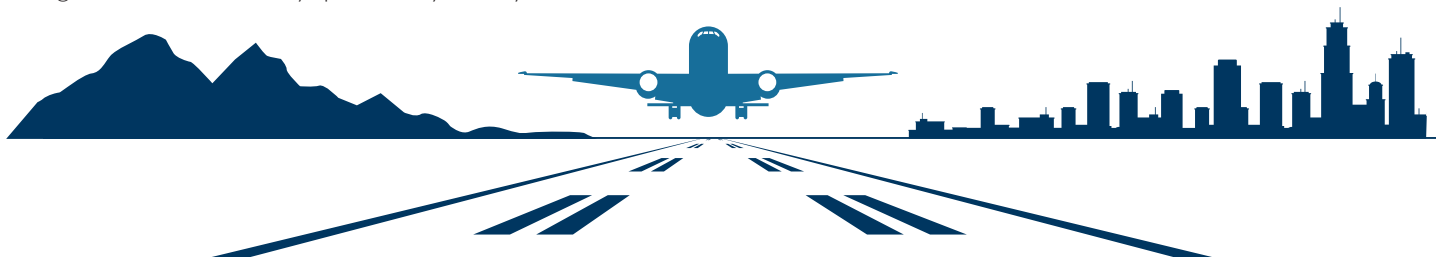
The projects identified for SKX in the Request for Qualifications reflect a significant commitment to maintaining and improving your airport, and we look forward to working with the Town to develop your goal of long-term sustainability and economic growth for the region.

While we grow as a Lochner company, we are committed to providing you with the highest level of personalized client service that you have come to know and expect from our team. Should you have any questions regarding our submittal, or would like any further information, please do not hesitate to contact us.



Mike Garcia
New Mexico Market Lead

(505) 508-2192 | mgarcia@armstrongconsultants.com



PROUD OF OUR PAST. FOCUSED ON THE FUTURE!



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Executive Summary Statement

Specialized Design | Company Overview



1973

Armstrong Consultants was founded in Grand Junction, CO.

1985

We became *Aviation Exclusive*, allowing us to become experts in our industry.

2006

Official consultant selection at SKX

2010

Opened offices in Albuquerque, NM, and Phoenix, AZ.

2015

Opened an office in Denver, CO.

2017

Opened an office in Reno, NV.

2021

Opened offices in Las Vegas, NV, Casper, WY, and Santa Rosa, CA.

Today

As a Lochner Company, Armstrong has nearly **50 team members** across **8 offices**, have worked in **10 states**, and collaborate with **3 FAA regions** and **5 ADOs**.

Future

Working with you and your airport to build your community a better future.

Our story began in 1973 when Ed Armstrong founded the firm in Grand Junction, Colorado. By 1985, we became an airport exclusive consulting firm specializing in engineering, planning, and construction administration. Since then, we have become a leading firm in our industry. These 50 years have been full of growth and dedication to airports, and we are grateful to be serving communities across the United States. Entering 2023 and looking ahead to the next 50 years, we have much to celebrate. As a newly acquired Lochner company, we will forge ahead as we combine our resources, capabilities, and expertise in the aviation industry. While we are proud of our past, we are focused on the future. **Your Armstrong team will continue to provide:**



RESPONSIVE ON-SITE SERVICE

We are available when you need us. Whether discussing project scoping, monitoring investigations, gathering input from the community, or delivering an airport improvement update to stakeholders, we are here for you. Your staff is supported by a team with decades of experience.



CONTINUOUS COMMUNICATION

Ongoing communication is essential for successful projects. We will maintain continuous contact with you, NMDOT, and the FAA staff. We understand that communication will be the means through which we accomplish your airport goals.



PILOT'S PERSPECTIVE

We understand airports from the ground and from 300 feet in the air on final approach. Our team has several pilots on staff, which enables us to incorporate a pilot's perspective into every solution we develop. Our passion and enthusiasm for flying are the motivators behind our core services.



COLLABORATION

We consider not only how an airport can be utilized, but how it can be better optimized for travel. The engagement and emotional attachment someone feels towards your community begins at your airport. We will work together, combining our experience with your unique vision for Taos Regional Airport.



OUR BUSINESS IS AVIATION. OUR PRIORITY IS YOU.

WHY CHOOSE US?

EXPERIENCE - Our presence has grown from becoming airport exclusive in 1985, to having completed more than 3,000 projects at more than 130 airports across the western and southwestern United States. This means providing you with a team that has completed projects just like yours, at airports just like yours, dozens of times over. No surprises, no challenge that we can't solve!

EXPERTISE - Having specialized exclusively in airports for more than 35 years, we have built extensive expertise in airport planning, engineering, and construction administration serving general aviation airports, commercial service airports, and military airfields. All of our internal processes are designed to deliver airport planning and development projects in accordance with FAA and State specifications and regulations. We will apply this expertise to develop effective solutions to your challenges and to the delivery of your projects!

SERVICE - Our corporate culture is built on providing an exceptional level of client service. We will provide you with this same level of exceptional, proactive, personalized service that our current clients, some of whom have been with us for more than 30 years, have come to know and expect. This means that although our business is aviation, our priority is you... your projects, your needs, your airport!



Dedicated Airport Professionals



Years of *Aviation Exclusive* Experience



Shaded states have current Armstrong clients

OFFICE LOCATIONS

Arizona Office
2345 S. Alma School Rd., Ste. 208
Mesa, AZ 85210

California Office
3558 Round Barn Blvd. Ste. 200
Santa Rosa, CA 95403

Colorado Offices
751 Horizon Ct., Ste. 255
Grand Junction, CO 81506

6855 South Havana St., Ste. 635
Centennial, CO 80112

Nevada Offices
1575 Delucchi Lane Ste 219
Reno, NV, 89502

3753 Howard Hughes Pkwy, Ste. 200
Las Vegas, NV 89119

New Mexico Office
2201 Buena Vista Dr SE, Ste. 204
Albuquerque, NM 87106

Wyoming Office
330 South Center St., Ste. 414
Casper, WY 82601



Airport Projects Completed



States with Active Armstrong Clients

Specialized Design | Technical Experience with Similar Projects

Armstrong has served New Mexico airports, including SKX, for more than 30 years. Over these years our partnerships, perseverance, and hard work have resulted in hundreds of airport improvement projects at New Mexico Airports. As a result, we are intimately familiar with aviation in New Mexico and the close working relationships with the Federal Aviation Administration (FAA) and the New Mexico Department of Transportation Aviation Division (NMDOT). Working with these two entities on a day-to-day basis, Armstrong is concentrating its efforts in helping airport sponsors maximize the benefit of every dollar invested.

We have an established track record of completing projects on time and budget. This starts at the moment of project conception, followed through to our engineering estimate, and ultimately project completion. Because Armstrong provides aviation exclusive services in seven states, for over 100 airports, and typically completes 30-40 AIP funded projects each year, the tables below is just a small representation of Armstrong projects, all of which were FAA funded and are slated ahead at SKX. **We have included further details for select projects that are most relevant to those upcoming at SKX.** However, within the last five years alone Armstrong has completed *more than*:

60
Pavement
Maintenance

45
Runway Projects

30
Taxiway Projects

30
Apron Projects

30
Electrical/Lighting

20
Fencing Projects

7
Environmental
Assessments

35
Airport Master
Plans

100+
Capital Improvement
Plans

50
Airport Layout
Plans

ST	AIRPORT	RUNWAY	TAXIWAY	APRON	ELECTRICAL/LIGHTING	FENCING	ENVIRONMENTAL ASSESSMENT	AIRPORT MASTER PLAN	CAPITAL IMPROVEMENT PLANS	AIRPORT LAYOUT PLANS	PAVEMENT MAINTENANCE	GRANT ADMINISTRATION	DBE SERVICES
		NM	Taos Regional Airport										
NM	Carrizozo Municipal Airport												
NM	Ohkay Owingeh Airport												
NM	Four Corners Regional Airport												
NM	Clayton Municipal Airpark												
NM	Gallup Municipal Airport												
NM	Grants-Milan Municipal Airport												
NM	Lordsburg Municipal Airport												
NM	Roswell Air Center												
NM	Sierra Blanca Regional Airport												
NM	Springer Municipal Airport												
NM	Vaughn Regional Airport												
NM	Questa Municipal Airport												

GALLUP MUNICIPAL AIRPORT | GALLUP, NM

TAXIWAY A RECONSTRUCTION & ELECTRICAL

The parallel Taxiway A and all connector taxiway pavements at Gallup Municipal Airport (GUP) were recently deemed to be failing. Thus, a reconstruction was warranted to improve the condition and safety of the pavements. This project has gone through two phases of approved design and has already been bid out. Construction began in Spring 2022 as the state of the pavements was a result of heaving, shrinking, or swelling soils due to weather and frost damage. In addition to the pavement work, the medium intensity lighting system (MITLs) were removed and replaced, as well as the lighted signs. To accommodate the new taxiway width, all edge lighting and landing aides were adjusted to proper locations. The underdrains were installed under the new taxiway pavements and the culverts were removed and replaced. Now, the taxiway pavements have been strengthened and all lighting aides are located according to standards. The projects at Gallup, as well as those upcoming at F37, will result in a high-quality, fresh pavement that will enhance the safety and user experience at each airport.

Reference: Robert Hamblen, Public Works Director, (505) 726-6110 | rhamblen@gallupnm.gov

Schedule: Scheduled Days: 90 | Actual Days: 90

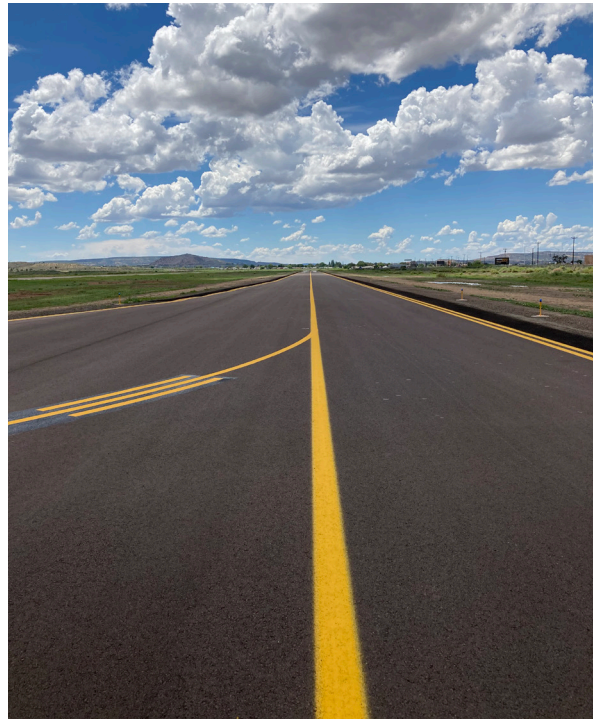
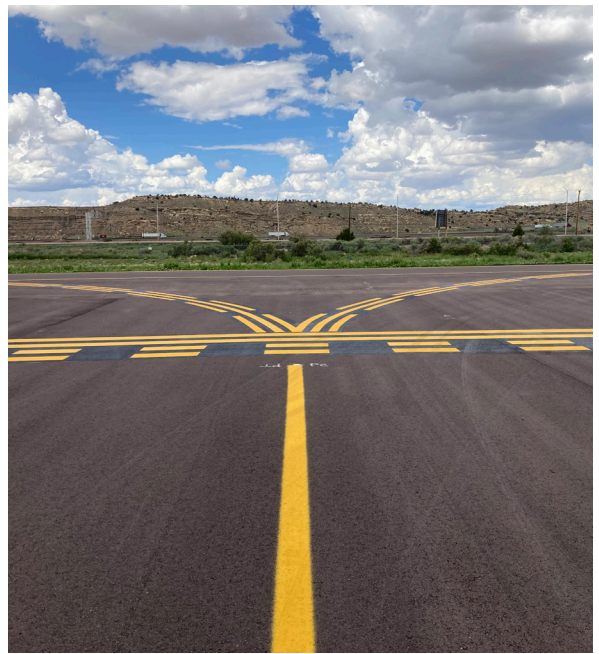
Budget: Estimate: \$4,381,885 | Bid: \$4,496,254 | Final Cost: \$4,492,252

RUNWAY 6/24 REHABILITATION

At GUP, Runway 6/24 was in need of a full rehabilitation after many years of service. The successful project consisted of milling and overlaying the runway to restore the life of the runway. Surface and grade issues were corrected through the use of an asphalt leveling course to meet current FAA standards. The airfield drainage structures and culverts were replaced and restored, correcting drainage issues that threatened compliance. The entire runway safety area was graded and an all-weather haul road was established, enabling airport management to access the runway from a previously unpassable area. Because the runway rehabilitation closed the only runway for the duration of the project, the construction was done on an accelerated schedule to minimize the impact to airport users. Several public information meetings were conducted to inform the airport users about the construction project and get their feedback for the scheduling of the closure.

Schedule: Scheduled Days: 50 | Actual Days: 50

Budget: Estimate: \$4,271,460 | Bid: \$3,377,776 | Final Cost: \$3,447,133



SPRINGER MUNICIPAL AIRPORT | SPRINGER, NM

SNOW REMOVAL EQUIPMENT BUILDING CONSTRUCTION

Armstrong recently completed the design and construction of a new SRE Building at Springer Municipal Airport. A 40' x 40' preengineered metal building was constructed and located adjacent to airport access road, next to the existing apron. The building was constructed in accordance with AC 150/5220-18a and was equipped with a 20' wide x 14' high bay door, along with a 12' wide x 14' high door. This allowed for proper aircraft storage and airport vehicle storage. The building was built with a conversion kit that will allow for future natural gas usage for heat. Sleeves for sanitary sewer and water for a future restroom were provided in the building. An asphalt driveway was also constructed to connect the airport access road to the building. The building has a concrete floor finished with a seal and drain leading into an oil-water separator. Water passing through the separator collects in an underground water tank per the New Mexico Water Quality Division. Design began in 2020, with final construction being completed in 2021.



Reference: Sarah Arias | Town Clerk | (575) 483-2682 | tosclerk@bacavalley.com

Schedule: Scheduled Days: 90 | Completion Days: 87

Budget: Estimate: \$319,575 | Bid: \$370,821 | Final Cost: \$416,488

PERIMETER FENCE CONSTRUCTION

A new fence was needed to keep wildlife off the airport property. The existing property line was delineated by the adjacent property owner's 4-foot, 3-strand wire fence on the adjacent properties. A new fence was needed to keep wildlife off the airport property. The new wildlife fence is 6-foot chain link and located 1-foot inside the existing airport boundary. One 24-foot gate and one 16-foot gate was installed. They were placed at the locations chosen by the Town of Springer. There was approximately 14,600 LF of fencing required for this project and approximately 7,300 LF of fencing removed for this project.

During the bidding phase of the project, the engineer assisted the Airport in advertising and letting the project for bid. The engineer assisted in dialogue with potential bidders to quantify bidder questions and assist Springer in attaining economic bids. During the construction phase of the project, the engineer assisted Springer with monitoring, documenting progress for quality and cost control, and overall grant administration during construction.

Schedule: Scheduled Days: 60 | Completion Days: 60

Budget: Estimate: \$372,700 | Bid: \$212,825 | Final Cost: \$229,363



ROSWELL AIR CENTER | ROSWELL, NM

MULTIPLE PROJECTS

Throughout our partnership with the Roswell Air Center (ROW), we have completed a variety of projects at ROW, a few of which include BLM Tanker Base Drainage System, water lines and utilities, Rehabilitation of Taxiway C, G, H, M, and Runway 17/35. Armstrong also helped with the Joint Planning Conference and completed the Airport Master Plan for the Air Center. We designed the \$25 million reconstruction of the 13,001 foot Runway 3/21, the relocation of Taxiway K and the reconstruction of Taxiways A and J. We are currently in the middle of Phase II construction of Taxiway A and J. Armstrong has worked with Roswell on their terminal expansion and hangar expansion within the Airport, including larger hangar studies, and are in the process of designing the Military Airport Program funded terminal parking lot expansion.

Beyond the standard planning and engineering services, Armstrong has provided extensive, personalized on-site service for the past twelve years. One main concern and project is to help ROW become a fixture in the MRO field and help the Air Center develop and attract companies to the area and in-turn grow the airport. Armstrong has also helped ROW expand flights and develop infrastructure to help in this endeavor, such as expansion of the terminal building and parking lots to provide a more efficient and comfortable experience.

The CIP projects slated for the next five years is an accurate assessment of the ongoing needs of the airport. Armstrong is committed to help the Roswell fulfill their goals in and around ROW.

RUNWAY 3/21 RECONSTRUCTION

ROW is a 4,600-acre facility that was formerly the home of Walker Air Force Base. Armstrong has helped this FAA Part 139 certificated airport obtain more than \$18 million in funding from the FAA. Throughout the past eight years, Armstrong has assisted with the preparation of the CIPs and ODOs with airport personnel. Armstrong has also assembled federal and state grants for the City, which we review annually with stakeholders to maximize available funding.

The most recent project consisted of three phases of construction of Runway 3/21 (13,000-foot long, excluding the existing 100-foot keel section). Armstrong was responsible for the design and construction oversight of all airfield pavement improvement projects. The outer 25 feet of the asphalt runway on each side was reconstructed to be a 17-inch concrete pavement section. Concrete pavement was also added to Taxiway B on both ends of the runway to allow for the taxiway centerline entrance to Runway 3 to meet current FAA design standards. The same design was completed with Taxiway D, E, and F. Taxiways B, D, E, and F lights and signs were also relocated to meet current FAA design standards. The Taxiway B, D, E, and F centerlines from the hold bars to the runway were remarked and Type III beads applied. Enhanced taxiway centerline markings, surface painted hold signs, and hold bars at Taxiways B

and F are thermoplastic markings which minimize painting maintenance.

One of the challenges we faced during this project included a severe winter storm that occurred during the latter part of December 2015. The storm produced more than three feet of snow and halted construction for the season. The storm paralyzed the City of Roswell. Our contractor's heavy job site equipment was used to clear the snow from city streets. Construction resumed in late January. Even with uncooperative weather, the project was completed on-schedule and within budget.

Reference: Jennifer Griego, Air Center Director, j.griego@roswell-nm.gov

Schedule: Scheduled Days: 120 | Completion Days: *197
**Additional contract days were requested by the contractor and agreed to by the sponsor to account for additional taxiway work and extreme weather-caused starts and stops. Final costs still came in under budget.*

Budget: Estimate: \$7,270,386 | Bid: \$7,383,231 | Final Cost: \$6,907,253



WIDE BODY HANGAR DEVELOPMENT PROGRAM

The Roswell Air Center is a unique facility which provides for general aviation, commercial passenger service, and military operations as well as industrial aviation activities including aircraft painting, tear down, refurbishing, and aircraft certification flight testing programs. In an effort to maximize the economic benefits of the facility, and to meet ongoing aviation demand, the City desired to develop a wide body Maintenance, Repair & Overhaul (MRO) hangar complex and/or a hangar-warehouse complex to accommodate the expansion or relocation of existing tenant facilities and/or the establishment of new tenant facilities. The ongoing development will include a two-bay hangar and office complex capable of storing one wide body (Boeing 777 sized) aircraft, or four narrow-body sized aircraft in each hangar bay and/or a dual-purpose hangar/warehouse facility. Additional amenities of the development will include offices, back shops, vehicle access and parking, shipping and receiving docks, and access control and security.



CANYONLANDS REGIONAL AIRPORT | MOAB, UT

MULTIPLE PROJECTS

Armstrong has over three decades of successful experience at Canyonlands Regional Airport (CNY). Major projects included the initial construction of Runway 3/21 in 1986, the parallel taxiway system in 1996, and the Airport Reference Code upgrade from B-II to C-II in 2018. This upgrade included an extension of the runway, and it resulted in the commencement of scheduled commercial jet service. Further upgrades over the last few years have included converting the commercial apron to concrete, drainage improvements, rehabilitating the taxiway system, and a second phase of the runway project which required the relocation of a road to increase the runway safety area and provide 800 additional feet of usable runway.

Many of the projects at CNY over the past six years were required to meet FAA airfield design criteria when the only air carrier serving the airport retired the Embraer 120 turbo prop aircraft and wished to provide jet service. In order to meet Moab's booming tourism industry, and the need to accommodate jet air carrier service, CNY was required to complete an upgrade to their Airport Reference Code (ARC) from B-II to C-II.

Armstrong worked alongside CNY management to foster FAA, UDOT, and local support for the multi-year multi-phase ARC Upgrade project. Due to the urgent need to establish jet service, the projects, including the Airport Master Plan, Environmental Assessment, and airfield design, were carried out in an expedited manner. This entire sequence of projects was completed in an unprecedented three and a half years. The first construction project to lengthen and add strength to the runway was awarded shortly after bidding and construction was started on January 2, 2018, with the first commercial flight landing four months later on May 1st. In addition to widening and strengthening the runway, the ARC upgrade project included reconstructing the connector taxiways, installing a large 650-foot box culvert, and the complete replacement of the runway lighting and navigational aid systems. While the construction of the primary runway was ongoing, Armstrong and Airport Management were able

to meet a long-time request of airport users by designing and building a non-paved crosswind runway that is now available to small aircraft and the back-country pilots of Utah. Finally, work by Airport Management and Armstrong during this same time resulted in successfully remodeling and significantly expanding CNY's existing terminal building to be able to serve the future demand of the traveling public.

Companion projects to the runway improvement project that have occurred since commercial jet service began include reconstruction of the parallel Taxiway A and the reconstruction of the commercial terminal apron that included a concrete pavement section. Working with the Airport and SkyWest, the taxiway and apron reconstruction was phased to allow Skywest to continue operations throughout the entire project. This phasing had to account for aircraft taxiing, parking, passenger boarding, fueling, luggage, ect. Another improvement project included the realignment of a county road and adjacent wash in order to accommodate C-II runway safety areas. In order to facilitate the relocation of the road and wash, Armstrong assisted with a land transfer from the BLM. They have also recently received new snow removal equipment (SRE), and will be getting a new SRE storage facility this year.

Reference: Tammy Howland, Airport Director, 435-259-4849, airport@grandcountyutah.net

ARC UPGRADE

Schedule: Scheduled Days: 119 | Completion Days: 119
Budget: Estimate: \$14,135,080 | Bid: \$11,279,544 | Final Cost: \$10,635,446

APRON & HARDSTANDS

Schedule: Scheduled Days: 35 | Completion Days: 44 (weather)
Budget: Estimate: \$924,298 | Bid: \$959,650 | Final Cost: \$876,352



PLANNING AND ENVIRONMENTAL PROJECTS IN NEW MEXICO

Armstrong has been performing planning projects and associated environmental work at New Mexico airports for several decades. Balancing airport development needs with protection of environmental resources is not only required by National Environmental Policy Act (NEPA), but is also a sound ethical practice. Armstrong provides comprehensive environmental services to identify potential environmental impacts associated with proposed airport development projects. In turn, we provide methods to avoid or minimize impacts where possible and to mitigate unavoidable impacts.

We offer extensive experience in preparing documented Categorical Exclusions (CATEXs) and Environmental Assessments (EAs) for all types of airport development projects, including new airports, major airfield expansions, runway extensions, and landside development.

An Environmental Assessment (EA) will be performed for those projects requiring an in-depth environmental analysis. The EA will be performed in accordance with the National Environmental Policy Act (NEPA). The process will be completed in accordance with FAA guiding documents and regulations, as we evaluate the defined 23 environmental categories.

The EA will include the following sections:

- Purpose and Need & Proposed Action
- Affected Environment & Environmental Consequences
- Appendices

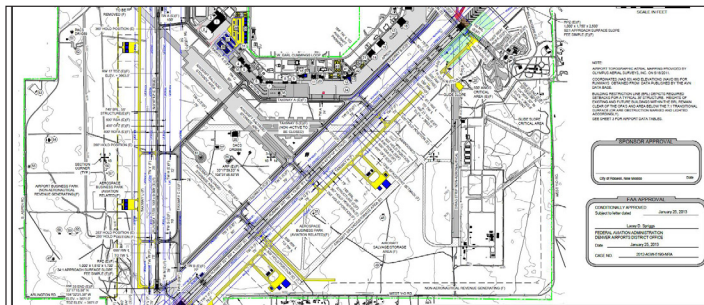
Armstrong has either started or completed planning and environmental projects in the last five years at the following airports:

- Taos Regional Airport
- Roswell Air Center
- Farmington - Four Corners Regional Airport
- Zuni - Andrew Othole Memorial Airport
- Alamogordo-White Sands Regional Airport
- Grants-Milan Municipal Airport
- Shiprock Airstrip

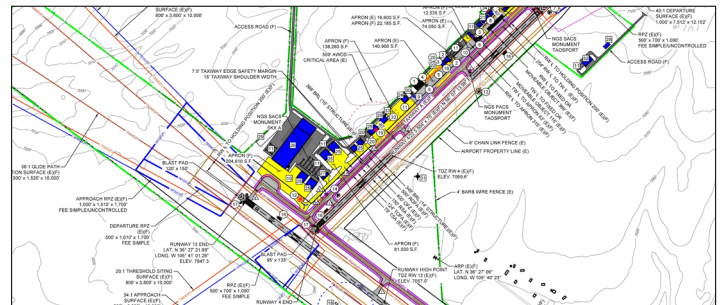
 Armstrong Office
  Recent Planning Projects
  Armstrong Clients



ROSWELL AIR CENTER, ROSWELL, NM



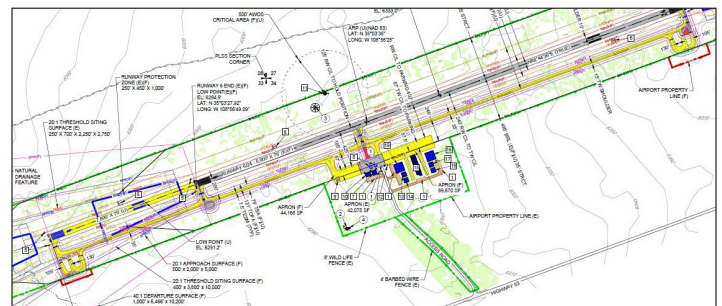
TAOS REGIONAL AIRPORT, TAOS, NM



SHIPROCK AIRSTRIP, SHIPROCK, NM



ANDREW OTHOLE MEMORIAL AIRPORT, ZUNI, NM



Specialized Design | Quality & Successful Aspects of Previous Projects

A high-quality project is a direct result of having a highly experienced team with unwavering dedication to your airport's success. Achieving the highest quality project outcome requires choosing the right solution for your airport and community vision, then skillfully executing that vision. Quality and client satisfaction go hand in hand; without one, the other is minimized. The quality of a project goes beyond a successful final product. Below are various aspects in which we are dedicated to provide the highest quality to our clients:



AVIATION KNOWLEDGE

We have the highest quality of people

Our staff of industry experts have dedicated their careers to the development and advancement of aviation. We focus exclusively on airports and we have the experience and knowledge to design and manage your projects. Additionally, Armstrong fosters ongoing education for employees to keep up to speed on the latest technologies and standards for airports.



PERMANENT SOLUTIONS

Solutions that stand the test of time

We have clients that have been with us for over 30 years. They continue to choose Armstrong because they know we provide innovative ideas and permanent solutions. We build airports that last, which will save your community money and allow funds to be reallocated towards other airport goals.



UNDERSTANDING FAA

Innovative planning and effective design

We have serviced 130 airports with over 3,000 capital improvement projects. This experience demonstrates that we are more than familiar with FAA requirements. With this unparalleled knowledge, we provide our clients a design that meets all FAA requirements, resulting in a project that is on-time and on-budget. We serve as an FAA liaison for our clients to free up airport staff to tend to daily operations.



WINNING PROJECTS

Reflection of our attention to detail

Armstrong has been privileged to receive numerous awards for high quality airport improvement and planning projects. Resumes and pages 8-11 provide examples recent awards we have earned. These awards are not only a representation of our work, but also reflect the attention to detail and exceptional level of customer service we offer our clients. Please visit our website for a full list of awards.



COMMUNITY PARTNERS

We are here to listen

Your vision for your airport matters to us. We tailor our services to meet the needs of each of our clients. For example, we have staff to assist you with marketing, DBE, securing funds, management advisory, and more. We are your partner in making your vision a reality.



COLLABORATIVE APPROACH

Realistic and accurate plans

We prioritize your goals by providing the best solutions for each project. Through our in-house departmental collaboration, we create realistic, and accurate plans while paying close attention to each detail. We want our first draft to be as close to the final product as possible, saving you time and frustration. Ongoing communications with the City allows for the most comprehensive service and maximum return on investment for the City.



EXCEPTIONAL CLIENT SERVICE

We do not nickel and dime you

Contact us with any question; request any of our services at any time. In addition to your project team, we offer a myriad of value-added services with staff that are available for any request. Armstrong is a one stop shop with a full team of specialists dedicated to every angle of your success. We believe this is the best way to provide responsive assured quality to our clients.



FEEDBACK FROM YOU

We want to know how we are doing

Ensuring the highest level of quality service requires feedback from our clients. The best way for us to find areas of improvement or continue successful service is to consistently gather client feedback. We want to hear it all. We value an in-person relationship, constant, open communication, and are dedicated to providing continuous and exceptional service as an extension of your staff.

Capacity & Capability | Ability to Provide Sufficient Professional Competence | Services

Our engineers are licensed throughout the United States and are committed to engineering excellence, cost control, sponsor involvement, on-time completion, and up-to-date technology. Working with our other in-house disciplines enables the engineering team to evaluate system options in the context of the entire project, optimizing performance and minimizing cost.

Unlike most engineering and planning firms, Armstrong has worked exclusively on airport projects for more than three decades. Our firm has vast experience, knowledge, and expertise with airport development and is eager to support you. Armstrong's professional engineering portfolio provides a complete range of airport-focused design services, including:



MIKE GARCIA
New Mexico
Market Lead



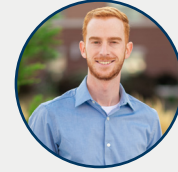
TIM ARCHIBEQUE, P.E.
New Mexico State
Program Manager

AIRPORT ENGINEERING SERVICES

- Runways, Taxiways, and Aprons
- Perimeter fence and security upgrades
- Airfield Lighting, Signage and Visual Aids
- Terminal and Landside Facilities
- Snow Removal Equipment and Buildings
- Hangar Facilities
- Navigational Aids (NAVAIDs)
- Contractor Bidding
- Aircraft Rescue and Fire Fighting (ARFF) Equipment and Facilities
- Pavement Design
- Fuel Facilities
- AGIS Obstruction Surveys
- Roadways and Parking
- Safety and Operations Plans
- Utility Design and Relocations
- Geotechnical Investigation
- Landside Development
- Grant Administration and Funding
- Drainage and Stormwater management
- Airport Grading and Geometry



JUSTIN PIETZ
National Planning
Lead



MATT TOMASSON
Planning
Project Manager

AIRPORT PLANNING SERVICES

- Airport Master Planning
- Airport Layout Plans (ALP)
- Electronic ALPs (eALP)
- Airspace Obstruction Analysis
- Airport Noise Analysis
- Analyze Thermal and Visual Plume Impacts
- Aviation Forecasting
- Benefit-Cost Analysis
- Capital Improvement Planning
- Cultural and Historical Resource Reviews
- Environmental Site Reviews
- Environmental Studies
- FAA Aeronautical Surveys
- GIS Aeronautical Data Collection
- GIS Airport Planning Tools
- Government Relations Tools
- Instrument Approach Procedure Coordination
- Land Use Compatibility Planning
- Public Involvement/Consensus Building
- Special Studies – RPZ Analysis

ENVIRONMENTAL SERVICES

- Environmental Assessments
- Categorical Exclusions
- NEPA & State Compliance
- Noise Compatibility Studies
- SWPP/SWCC Plans
- Wetland Delineation/Mitigation



DANNY REED
CAD Manager

DRAFTING/DESIGN

Armstrong's technological resources improve the quality of our clients' documentation for sponsor and public involvement programs. Our in-house design and CAD capabilities allow us to generate 3D terrain models to evaluate different design scenarios for each project. Our information technology contributes to the professional design and presentation of your key deliverables efficiently and timely.



TIM ARCHIBEQUE, P.E.
NM State Program Manager

CLIENT MANAGEMENT SERVICES

- In-person communication during onsite visits and airport meetings
- Marketing and community outreach support

RESIDENT PROJECT REPRESENTATIVES

Armstrong provides comprehensive services to its airport clients from conceptual design through project design, construction administration, and inspection. Our firm brings unique expertise and capabilities to each project, including an excellent track record in the following service areas:


- Full-Time Resident Inspection
- Safety and Operation Plans
- Testing Requirements
- Contractor Pay Requests
- Final Reports
- Project Closeouts

Many projects have unique design requirements because of challenging soil conditions, topography, and other constraints. These types of projects require innovative design and construction management techniques at which our engineers excel. We will pay strict attention to design and closely monitor construction activities to ensure FAA specification compliance.

The construction phase of a project requires on-site control of scheduling, costs, and quality to ensure progress and successful completion. The resident inspection team at Armstrong offers an unparalleled level of expertise and experience with FAA AIP funded projects. George Saltzman and Charles Shortman, our Field Engineering Supervisors, lead a growing team of resident inspectors, who have performed inspection on hundreds of AIP projects.

Our inspectors have a variety of technical backgrounds, including surveying, electrical, materials testing and construction, which we leverage to the maximum extent possible. All of our inspectors have the training and experience necessary to be successful on any type of AIP project, however we prioritize our inspector assignments to ensure that we put the inspector with the most direct experience on each project. For instance, if the project entails a significant amount of electrical work, we assign Jon Thompson to the project as he was a licensed electrician prior to joining the Armstrong team. Carl Rawlin was a licensed surveyor, Doug Fassbinder was previously in the construction industry, and Charles Shortman has extensive material testing experience.

In addition to our resident inspectors, who are on-site throughout all aspects of construction, our engineers and project managers are fully engaged throughout construction. Through regular and timely site visits and daily, sometimes hourly, conversations with the inspectors, our engineers and project managers provide the leadership and direction needed for project success. The result of this unique combination of experience, up-to-date knowledge of AIP processes, and direct involvement of the engineers and project managers is a project inspection team that produces high-quality, on-budget, on-time projects.

	ARMSTRONG INSPECTOR	YEARS EXPERIENCE	YEARS WITH ARMSTRONG	HIGHLIGHTED PROJECT
	George Saltzman	11	5	Ely Airport (Ely, NV) - Runway 18/36 and Taxiway A Reconstruction
	Charles Shortman	12	4.5	Carrizozo Municipal Airport (Carrizozo, NM) - South Hangar Apron Reconstruction
	Doug Fassbinder	40+	14	Taos Regional Airport (Taos, NM) - Apron Rehabilitation Taxiway A & Connector Taxiways
	Jon Thompson	32	13	Holbrook Municipal Airport (Holbrook, AZ) - Runway 3/21 Reconstruction
	Carl Rawlin	40+	9.5	Logan-Cache Airport (Logan, UT) - Runway 17/35 Rehabilitation
	Lowell Watkins	21	4.5	Taos Regional Airport (Taos, NM) - Runway 13/31 Rehabilitation Pavement Maintenance
	Kara Neff	4	1	Taos Regional Airport (Taos, NM) - Apron Rehabilitation Taxiway A & Connector Taxiways
	Anthony Novela	5	New to Armstrong	New to Armstrong, Nevada Project Inspection
	Kandice Beerbower	3	New to Armstrong	New to Armstrong, Utah Project Inspection
	Karson Farrell	5	New to Armstrong	New to Armstrong, Nevada Project Inspection
	John Wright	38	New to Armstrong	New to Armstrong, Wyoming Project Inspection



SIERRA SEGREST
Marketing Manager



AMANDA STEPHENS
Communications Manager

AIRPORT MARKETING SERVICES

- Website Development
- Video & Photography
- Presentations
- Social Media Management
- Advertisement
- Branding
- Graphic Design
- Copy Write
- Earned Media
- Media Kits
- Public Involvement
- Mass Email
- Event Management
- Public Relations
- Market Research
- Surveys

Want to see what we can do for you?

Visit our website ArmstrongConsultants.com for examples of our exceptional marketing materials. Additional examples, including drone footage and marketing videos, can be found on the Armstrong Consultants Facebook and YouTube pages.



TONYA TORRES
Sr. Project Coordinator

PROJECT COORDINATION

- Edit technical specifications
- Assist in drafting grant applications
- Coordinate project advertising with Sponsor and newspaper
- Upload project information to website
- Develop and coordinate contract documents with Sponsor and Contractor
- Assist project closeout
- Assist with bidding
- Updating grant paperwork



JESSICA CALLOW
DBE Specialist

DBE COORDINATION

- Complete yearly achievement reporting on all of our NPIAS Airports
- Regularly attend the Annual FAA Civil Rights Convention to stay on top of changes and updates to the program
- Foster a positive relationship with the FAA DBE Compliance Specialists in each Region
- Track on-going payments to DBEs on all projects
- Identify and pursue local DBE firms for participation in design, construction, and planning projects
- Review goals and accomplishments over the past three years for FAA-funded projects
- Determine availability of DBE firms in the market area and use past award information to reflect expected DBE participation
- Break out race-neutral versus race-conscious actions. This is dependent on past years' accomplishments and records.
- Review other information sources such as the state DBE Directory



ERIK VLIEK, M.B.A.
Finance Director

GRANT MANAGEMENT

- Delphi Requests
- Submit Grant Applications
- Complete Required FAA Grant Forms
- Complete Required State Grant Forms
- Grant Troubleshooting



MIKE DIKUN, C.M., C.A.E.
Airport Management Advisor

AIRPORT MANAGEMENT ADVISORS

- Tenant relationships
- Airport Operations and Safety
- Comprehensive understanding of Airport Certification Manual requirements and development
- Aircraft rescue and firefighting (ARFF)
- Airport revenue generation and expenditures, other budget/finance needs
- Relationships and coordination with local, state, and federal elected officials, stakeholder outreach and managing community expectations
- Non-federal funding opportunities

Capacity & Capability | Meeting Schedules & Cost Considerations

Budget and schedule are the two most critical factors associated with any airport construction project. The ability to effectively manage both is vital to achieving successful results, and Armstrong is proud of our results managing on-budget/on-schedule project completions over the last few decades. While our stats speak for themselves, our in-house processes behind the results are important differentiators between us and our competitors. Below are some key items that we have mastered that have led to our tremendous success on this front. *You will find examples of our project budgets on pages 4-8 and 28-29.*



ROBUST DESIGN PROCESS

Nothing has a greater impact on cost and schedule during construction than “unforeseen” conditions that drive costly change orders and cause schedule slippage. Our design process, which starts with a detailed site investigation, includes multiple trips to the field by our design staff, and culminates in a thorough, in-house quality control program, produces designs that are clear, concise and accurate. Our plan quantities undergo a three-level review to ensure accuracy, which virtually eliminates uncertainties concerning quantities during construction. Our time-tested design techniques are frequently lauded by Contractors because we have evolved these techniques to produce high quality results with minimized complexity. In a low price, technically qualified bid environment, these design techniques are critical in ensuring the Sponsor gets the results they expect in every project. Finally, we implement the latest in CAD and design software, and our staff are expert technicians in the software’s use.

CONSTRUCTIBLE PLANS

Through experience gained from decades of airport construction projects, as well as numerous staff members with past construction industry experience, our construction plans are thoroughly vetted for constructability. While we are constantly developing innovative designs, we do not tweak designs just to try something different. We take a very conservative approach to implementing new design alternatives. While we are constantly looking for ways to improve project outcomes and finished product longevity, we undergo a multi-level review of any new/untested design techniques to ensure the technique is constructible, and, if it is constructible, it can be accomplished in a more timely manner than the original technique. Having constructible plans provides a very sound assurance policy against schedule and budget slippage.

EFFECTIVE PHASING PLANS

In addition to our engineers and planners, we have experienced former airport managers to our staff to help us improve a variety of the services that we offer as a firm. One of those services is developing very thorough and effective Construction Safety and Phasing Plans (CSPP). Our design staff works closely with our on-staff airport managers to develop CSPPs that strike the perfect balance between minimizing impacts to airport operations and maximizing construction output. By providing a CSPP that has been thoroughly reviewed and vetted by experienced airport managers and engineers, Armstrong hopes to reduce the time required for full review and approval of the final plan. Our CSPPs leave nothing to the imagination and provide exacting detail work phasing and work area delineation. Not only does this maximize operational safety during construction, but it also eliminates Contractor uncertainty and provides a solid foundation for the Contractor to base their detailed work schedule on. These efforts result in on time completions with no Contractor or Sponsor surprises. A thorough CSPP also provides information to inform airport tenants of all potential impacts of the project on airport operations.

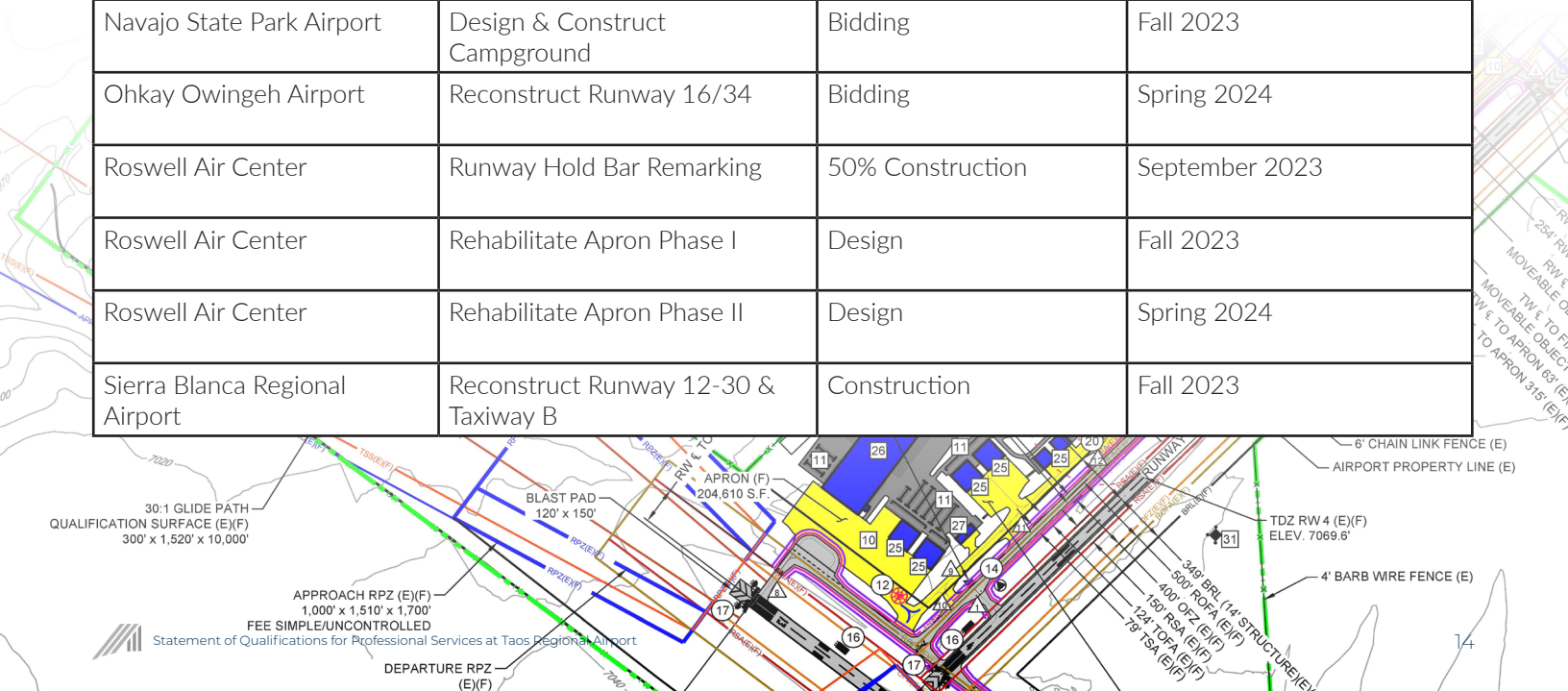
REAL TIME CONSTRUCTION PROGRESS MONITORING

Our Project Managers and on-site Resident Project Representatives (RPR) are continuously monitoring the progress of construction projects to ensure that the contractor is staying on-track with quantities and schedule. Our RPRs check in with the Contractor’s on-site superintendent daily to track quantity progress and to verify the Contractor is staying on schedule with the day’s planned work. Our staff conducts weekly meetings with the Contractor and Sponsor to go over the progress over the past week and look forward at the upcoming scheduled milestones. Through this robust process, we are able to detect any issues that may cause schedule and/or budget slippage and proactively address these issues before passing the point of no return. By getting out in front of these potential issues, our Project Managers and RPRs are able to develop alternative strategies and avoid budget and schedule impacts.

Capacity & Capability | Current New Mexico Projects

Below is a look at the current projects our New Mexico planners and engineers are working on. They vary in stages and this workload allows our team to continue serving our clients with a highly personalized level of client service. Many of these projects align with the types of projects listed in your RFQ and CIP. We look forward to continuing our service to the Town of Taos and Taos Regional Airport.

NEW MEXICO AIRPORT	PROJECT	CURRENT PHASE	PROJECTED COMPLETION
Taos Regional Airport	Terminal Facility	Design, awaiting construction	October 2023
Taos Regional Airport	Apron Reconstruction	Bidding, awaiting construction	Summer 2024
Andrew Othole Memorial Airport	Runway Safety Area Grading	Construction	Summer 2024
Beclabito (Navajo Nation)	Heliport Design & Construction	Bidding	Fall 2024
Clayton Municipal Airpark	Preliminary Engineer Report for Runway 12/30	Design	November 2023
Deming Municipal Airport	Preliminary Engineering Report on Runway 8/26 and Taxiway A	Design	December 2023
Four Corners Regional Airport	Rehabilitate Terminal Apron	Design	Spring 2024
Gallup Municipal Airport	Airport Terminal Design	Design	Beginning September 2023
Gallup Municipal Airport	Airport Master Plan	10% Design	December 2024
Grants Milan Municipal Airport	Reconstruct Connector Taxiways	Construction	Summer 2024
Grants Milan Municipal Airport	Terminal Building Development and Hangar	Construction	Summer 2024
Lordsburg Municipal Airport	Airport Master Plan & Boundary Survey	Design	Beginning September 2023
Navajo State Park Airport	Design & Construct Campground	Bidding	Fall 2023
Ohkay Owingeh Airport	Reconstruct Runway 16/34	Bidding	Spring 2024
Roswell Air Center	Runway Hold Bar Remarking	50% Construction	September 2023
Roswell Air Center	Rehabilitate Apron Phase I	Design	Fall 2023
Roswell Air Center	Rehabilitate Apron Phase II	Design	Spring 2024
Sierra Blanca Regional Airport	Reconstruct Runway 12-30 & Taxiway B	Construction	Fall 2023



Capacity & Capability | Project Approach, Work Schedule, and Milestones

Armstrong specializes exclusively in airports and we typically complete 30 to 40 FAA Airport Improvement Program funded planning, design and construction administration projects each year. Our decades of experience have led to a perfected project approach, starting from project conception through to completion.

The annual AIP process begins with ACIP meetings between February and March. It is at these meetings where the Town would identify the projects they would like to see over the next five years and identify their top priority for the following year. This meeting involves NMDOT's Aviation Planning Section which supports the Town's ACIP by providing frequent inspection data and keeping the Airport's 5010 current. Once completed, the ACIP gets printed, signed, and forwarded to the FAA for the file. The ACIP process is complete after submission to the FAA. Starting in 2022 we are also including and addressing the infrastructure bill requirements to the ACIP.

After the ACIP meeting, the next deadline is for environmental clearance in October. Every FAA-funded project must be cleared for environmental concerns before a grant is issued. Armstrong will prepare the documentation and send it to the Town for review and signature. Once the document is executed, we will forward the document to the FAA and get concurrence to proceed. The projects identified on your ACIP should be cleared environmentally via a Categorical Exclusion through the Environmental Protection Specialist and the FAA may want cultural and biological investigations done to ensure nothing of significance is found.

The next step in this process is submitting the grant application, which must be submitted to the FAA before the end of the calendar year. Armstrong will prepare each grant application for the Town to expedite the signing and submission to the FAA.

The type of project determines if design work will begin after the grant application or before the grant application. Typically, if the project is a design only, work won't begin until the grant is in place. However, if the project is a design and construct-in-one-year, such as a fog seal or LED lighting replacement for your runway, it's likely that the design could get started in November. Once we enter the design phase, the project proceeds with project formulation, the scope of work is finalized, the project proceeds to initial design phase, and then final design phase.

After design is complete, the project enters the construction phase. Armstrong will coordinate with any subconsultants to establish a contract and facilitate the Notice to Proceed. After Notice to Proceed, Armstrong will administer construction administration and inspection duties. We will monitor construction progress and ensure contractors are constructing the project as intended. Once construction is complete, we conduct a final inspection, then assist you in closing out the project. Our approach process is outlined to the right.



PHASE 1: PROJECT FORMULATION

- 1 Prepare/Coordinate annual Airport Capital Improvement Plan to review projects against ALP and grant requirements
- 2 Prepare Scope of Work and fees
- 3 Prepare initial cost estimates, designs, and safety plan checklist
- 4 Coordinate with environmental firm for environmental clearances
- 5 Prepare subcontracts and perform survey and soil investigations



PHASE 2: INITIAL DESIGN

- 1 Receive and utilize survey and geotechnical investigations
- 2 Create Disadvantage Business Enterprise (DBE) plan
- 3 Prepare preliminary project documents (Plans, Specifications, and Engineers Design Report)



PHASE 3: FINAL DESIGN

- 1 Adjust project documents based upon review comments
- 2 Prepare 100% and final project documents, cost estimates, and CSPP
- 3 Submit final project documents



PHASE 4: CONSTRUCTION

- 1 Advertise project for bids, attend prebid and bid opening
- 2 Review bid against project requirements and solicit recommendation from award from Sponsor, FAA, & NMDOT
- 3 Process award documentation and coordinate contract with contractor
- 4 Administer construction process with the contractor on behalf of the Town
- 5 Facilitate final inspection, prepare testing summary and final report
- 6 Assist with grant closeout

Capacity & Capability | Team Organization & Working Relationships



Planning

Engineering

Client Services



Justin Pietz
National Planning Lead



Chris Nocks, P.E.
Western Division
Engineering Lead



Dennis Corsi, C.M.
Special Projects Mgr.



Brooke Barber
Planning Project Mgr.



Mike Garcia
New Mexico Market
Lead



Tim Archibeque, P.E.
Client Management



Dylan Peterson
Airport Planner



Tim Archibeque, P.E.
NM State Program
Manager



Gabe Lopez
Airport Design Engineer



Andrew Bachicha
Airport Design Engineer

CAD Support

Resident Project Rep.



Danny Reed
CAD Manager



Lowell Watkins
Resident Project Rep.

Subconsultant Firm



Jonas Philippsen,
NCARB, LEED AP, BD+C, RA
Design Director



Rebekah Wagoner,
AIA, LEED AP
Architect



MICHAEL GARCIA
New Mexico Market Lead

YEARS OF EXPERIENCE

26 Industry, 20 Armstrong

EDUCATION

B.S., Civil Engineering
New Mexico State University
A.A.S., Architectural /
Engineering Drafting
Albuquerque Technical-
Vocational Institute

AFFILIATIONS

New Mexico Airport Managers
Association (NMAMA)
New Mexico Municipal League
(NMML)
Colorado Airport Operators
Association (CAOA)

CONTACT ME

(505) 702 0029
2201 Buena Vista Drive SE
Ste. 204
Albuquerque, NM 87106
mgarcia@armstrongconsultants.com

As the New Mexico Market Lead, I promote a positive culture within our firm, which forms a family bond among our team. This family not only involves our employees, but it extends to our clients. In every interaction, project, and relationship we have formed, we treat it with the level of consideration and care you would share with a direct family member. This is important to our New Mexico airport clients and because of our strong relationships, we understand their perspectives and goals for their airports. Our in-depth understanding of our clients, willingness to go above and beyond, and experience in the industry is why our clients continue to trust us with the development of their airfields.

SKX is vital to the community of Taos. It is a gateway to the community and an opportunity for economic development. With these functions in mind, I understand the importance of having a safe and functional airport to serve your community. Since our partnership began in 2006, I have worked with Tim Archibeque, P.E. and our team to design the runway reconstruction, taxiway development, airfield pavement preservation and maintenance, airfield pavement maintenance, SRE building and equipment, and others. These next four years will be critical in the development of your airport, and I will lead the efforts in completing your upcoming projects. My passion is supporting the growth of aviation across New Mexico in communities such as Taos. I look forward to contributing to opportunities for growth at SKX.

I bring 26 years of industry experience, with 20 years at Armstrong serving the state of New Mexico. Within this time, I have completed a vast array of projects, particularly those prioritized in your RFQ and on your CIP. I have completed numerous design projects and administered grant documentation and construction management on airport projects throughout the western United States. My areas of expertise include engineering design, preparation of construction plans and specifications, cost estimating, writing project design reports, final reports, preparation of grant applications and capital improvement projects, grant administration, and construction project management. I look forward to continue providing these services to SKX.



ACEC *New Mexico*
AMERICAN COUNCIL OF ENGINEERING COMPANIES

2017
American Council of Engineering
Merit Award
Taos Regional Airport
Crosswind Runway | Taos, NM
Mike's Role: Sr. Engineer



Runway
25



Apron
7



Taxiway
21



**Pavement
Maint.**
60



Lighting
7



Fencing
4



TIM ACHIBEQUE, P.E.

New Mexico State Program Manager | Airport Project Manager

YEARS OF EXPERIENCE

28 industry, 11 Armstrong

EDUCATION

B.S., Civil Engineering
New Mexico State University

LICENSES

Professional Engineer: NM

AFFILIATIONS

National Society of Professional Engineers (NSPE)
New Mexico Airport Managers Association (NMAMA)
New Mexico Municipal League (NMML)

CONTACT ME

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Albuquerque, NM 87106
tarchibeque@
armstrongconsultants.com

As the New Mexico State Program Manager and Project Manager, I align two of my passions, aviation and New Mexico, within one role. Since joining Armstrong in 2010, I have focused exclusively on supporting our New Mexico airport clients and fostering close relationships to accomplish their goals for their airport and community. I enjoy being an extension of our clients' staff by providing guidance on projects, funding, and general care of their airport. It is rewarding to see the impact of the projects I have engineered in communities across New Mexico. Airports are a vital resource for communities across the state and I enjoy being a part of a team that contributes to the advancement of aviation.

I have had the privilege of serving SKX since I joined our team in 2010. Since then, I have demonstrated my engineering abilities through the design the airfield pavement maintenance and the reconstruction of the taxiways and south hangar apron. For the next four years, I look forward to enhancing the condition of your airfield alongside our Albuquerque team. As your project manager, I will continue to be an extension of your staff, and support you accomplish your goals by turning your vision into reality. The Taos community and SKX are special to me and I am grateful to be able to serve you, not only at the airport, but also the community at large.

The field of airport engineering found me when I was in college at the New Mexico State University. For my senior project, I was selected to be on a team that designed Taxiway C at the Las Cruces Airport. From there, my drive took me to pursue aviation engineering through various companies, but when I joined Armstrong, an aviation exclusive firm, I knew it was my calling.

I have extensive, successful experience completing a myriad of airport project types, all of which are projected at SKX. In my 30 years of airport design experience, I have managed over 100 successful AIP grant-funded projects and have provided construction administration on airport projects across New Mexico. I have a passion to continue advancing aviation across our state and continue taking your vision to new heights.



2020

American Council of Engineering
NM ACEC EEA Transportation Award
Clayton Airpark

Runway 2/20 Reconstruction | Clayton, NM
Tim's Role: Project Manager





GABE LOPEZ
Airport Design Engineer

YEARS OF EXPERIENCE

New to Armstrong!

EDUCATION

B.S., Civil Engineering,
University of New Mexico

CONTACT ME

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Albuquerque, NM 87106
glopez@armstrongconsultants.
com

As an up-and-coming engineer, I am excited to learn from our project team while serving the Town of Taos at the Taos Regional Airport. As an Airport Design Engineer on your Armstrong team, I will be working closely with Mike Garcia and Tim Archibeque, P.E. in designing and coordinating your upcoming projects. I am a New Mexico native and attended the University of New Mexico while obtaining my civil engineering degree. As such, I am passionate about the success and improvement of airports across our state.

Since joining Armstrong, I have been able to apply my knowledge while learning the ins and outs of airport operations. From a traveler’s perspective, it is rewarding to see the impact our projects have in connecting communities across the state and beyond. Thus far, I have served our New Mexico clients through the design and construction of a variety of airport projects, ranging from runway hold bar markings to connector taxiway rehabilitation. I am also responsible for preparing construction plans and specifications and writing project design reports and final report documents.

I look forward to joining your team and working towards your goals and vision for SKX and the Taos community.



ANDREW BACHICHA
Airport Design Engineer

YEARS OF EXPERIENCE

New to Armstrong!

EDUCATION

B.S., Civil Engineering,
University of Houston
Associates of the Arts,
Engineering Transfer Track
Hillsborough Community
College

CONTACT ME

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Albuquerque, NM 87106
abachicha@armstrongconsultants.
com

Having recently joined the Armstrong team, I am excited to learn from our Albuquerque team while serving the Town of Taos at the Taos Regional Airport. As an up-and-coming engineer, I will be working closely with Mike Garcia, Tim Archibeque, P.E., Justin Pietz, Brooke Barber and our planners and engineers in designing and coordinating your upcoming projects.

I served as a member of the US Coast Guard for seven years. Through my experience in the Coast Guard working with the Army Corps of Engineers, I was drawn to the field of engineering. As a passionate problem-solver, engineering became the next best step in my career. I understand the importance of utilizing a cohesive team throughout a project, and I look forward to collaborating with our engineers and planners to further your success.

While airports are new to me, I am excited to learn the ins and outs of airfield operations. This “peek behind the curtain” has strengthened my admiration of airports and the vital role they play in our communities. Since joining Armstrong, I have served our New Mexico clients through the design and construction of a variety of airport projects. I am currently assisting in the Navajo State Park Airport campground and have even had the privilege of working on the terminal building plans and specifications at Taos Regional Airport. This project has already given me a better understanding of your terminal and airfield needs, and I am excited to keep moving forward.

I am passionate about improvement. I enjoy setting and meeting goals while also guiding others to achieve their goals. I look forward to joining your team and working towards your vision for SKX and the Taos community.



JUSTIN PIETZ
National Planning Lead

YEARS OF EXPERIENCE

23 Industry, 19 Armstrong

EDUCATION

B.S., Aerospace Studies,
Embry-Riddle Aeronautical
University, Prescott, Arizona

CERTIFICATION

Private Pilot

AFFILIATIONS

Aircraft Owners and Pilots
Association (AOPA)
Arizona Airports Association
(AzAA)
Colorado Airport Operators
Association (CAOA)
Utah Airport Operators
Association (UAOA)
Nevada Airport Operators
Association (NvAA)

CONTACT ME

(970) 255 2014

751 Horizon Court
Suite 255
Grand Junction, CO 81506

jpietz@armstrongconsultants.com

As the National Planning Lead, I supervise our planning team along with completing a diverse range of airport planning projects. Armstrong is a unique firm in that our planners and engineers collaborate on each project. Since 2006, I have been consulting with your Armstrong engineers to provide a planning perspective on your projects. My involvement will continue through each upcoming engineering project. For all of your upcoming planning project needs, I will guide our planning team in executing your planning documents at the highest quality. I will continue bringing my planning expertise to SKX and working with the New Mexico team to implement your Airport Layout Plan and vision for the airport.

I have 23 years of aviation experience and have completed over 100 master planning and environmental studies at more than 80 airports throughout the western United States. I produce a variety of planning studies and provide quality control and peer reviews for other planners in the firm. I am an FAA-licensed private pilot, which gives me an intimate understanding of airport user needs. My background in aviation safety ensures that safety factors are considered throughout the planning process.

I will bring my planning expertise to SKX and working with the New Mexico team to implement the vision for the airport.

I have completed planning projects for airports across New Mexico, including:

- Taos Regional Airport
- Carrizozo Municipal Airport
- Ohkay Owingeh Airport
- Four Corners Regional Airport
- Gallup Municipal Airport
- Grants-Milan Municipal Airport
- Lordsburg Municipal Airport
- Roswell Air Center
- Shiprock Airstrip
- Andrew Othole Memorial
- Springer Municipal Airport
- Navajo State Park
- Alamogordo White Sands Regional Airport
- Belen Regional Airport



**Airport Master
Plans**
100+



**Airport
Layout Plan**
100+



**Environmental
Assessment**
20



BROOKE BARBER

Airport Planning Project Manager | Engineering Support

YEARS OF EXPERIENCE

6.5 Industry, 6.5 Armstrong

EDUCATION

BA, Business Management,
Colorado Mesa University

CERTIFICATIONS

Student Pilot

CONTACT ME

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Suite 255
Grand Junction, CO 81506

bbarber@armstrongconsultants.com

I will serve as your Airport Planning Project Manager throughout our partnership and will assist and manage various Planning and Environmental projects for each of the County’s airports. For our upcoming engineering partnership, I will work closely with Justin Pietz to support your Armstrong engineering team, led by Mike Garcia and Tim Archibeque, P.E. Armstrong is unique in that both planning and engineering departments coordinate throughout each project. Justin and myself will provide the planning and layout perspective for all engineering projects to ensure compliance from a planning standpoint.

I joined Armstrong directly after completing my undergraduate at Colorado Mesa University. I apply my knowledge of recent business and aviation trends and practices to the Armstrong team, establishing more efficient systems that support the airport planning functions. In my five years of experience, I have directly participated in and contributed to over a dozen FAA AIP grant funded planning projects including Airport Master Plans, Airport Layout Plan Updates, and Heliport Development. I am well versed in the environmental documentation required for all projects and miscellaneous requests. Several of the projects in my portfolio took place in New Mexico which has allowed me to build a solid foundation with the State and FAA officials within the territory.

I look forward to continue working with the Town at SKX to take your airport to new heights as a resource to your community.



Master Plans

6



Layout Plans

6



**Terminal Building
Evaluation Study**

2

SELECT RELEVANT EXPERIENCE

TAOS REGIONAL AIRPORT | AIRPORT MASTER PLAN

Taos, New Mexico | Airport Planner

SAN LUIS VALLEY REGIONAL AIRPORT | AIRPORT MASTER PLAN

Alamosa, Colorado | Airport Planner

HUMBOLDT COUNTY AIRPORTS | SYSTEM MASTER PLAN STUDY

Arcata, California | Airport Planner



DYLAN PETERSON
Airport Planner

YEARS OF EXPERIENCE

10 Industry, 1.5 Armstrong

EDUCATION

B.S., Aviation Management,
Utah Valley University

A.A.S., Unmanned Aerial Vehicle
Flight Operator, Cochise College

U.S. Army Unmanned Aerial
System (UAS) Instructor
Operator (RQ-7B “Shadow”),
U.S. Army Aviation Center of
Excellence, Fort Huachuca, AZ

LICENSES

Private Pilot

CONTACT ME

(970) 255 2039

751 Horizon Court
Suite 255
Grand Junction, CO 81506

dpeterson@armstrongconsultants.com

I have always carried a connection with aviation throughout my life. Aviation is the reason I joined the military, it is the reason I studied Aviation Management, and it is the reason I am now an Airport Planner with Armstrong. Through my military experience on airfields, I understand the importance of having a safe and functional airport to serve a community. I am excited to work with you to plan an even brighter future for Taos Regional Airport.

Though I am not new to aviation, I am new to Armstrong and new to the airport planning career. I have been enjoying learning from Justin and Brooke and benefiting from their experience. I am currently working with the planning team to:

- Submit a 7460, for McElroy Field in Kremmling, CO, for their T-Hangar development
- Develop and research environmental information for a 6’ perimeter fence CATEX at Lordsburg Municipal Airport in Lordsburg, NM
- Format and creating Chapter 1 and Chapter 2 for the upcoming Spanish Peaks Airfield Master Plan in Walsenburg, CO

I offer fresh perspectives to airports as a pilot, aircraft mechanic, drone instructor, and aviation planner. During my undergraduate studies, I worked full-time as an Aircraft Mechanic on the AH-64 “Apache” and UH-60 “Black Hawk” helicopters for the Utah Army National Guard. I served as an Unmanned Aerial System (UAS) Instructor Operator on the RQ-7Bv2 “Shadow” drone in the United States Army, where I trained UAS Operators to operate, plan, layout UAS runways, and complete missions with manned aircraft and ground forces. I am currently serving in the Army National Guard where I continue to achieve more aviation knowledge, experiences, and relationships. My unique understanding of airports makes me the ideal partner to plan your airport’s future.



DENNIS CORSI, C.M.
Special Projects Manager

YEARS OF EXPERIENCE

32 Industry, 26 Armstrong

EDUCATION

M.A.S. in Aviation Management,
Embry-Riddle Aeronautical
University, 1995

B.S., Aerospace Engineering,
Boston University, 1990

CERTIFICATION

Private Pilot: single engine, land,
instrument

Certified Member of the
American Association of Airport
Executives

AFFILIATIONS

AAAE Certified Member (C.M.)

Aircraft Owners and Pilots
Association (AOPA)

Colorado Airport Operators
Association (CAOA)

CONTACT ME

(303) 296 4949

6855 South Havana Street, Ste. 635
Centennial, CO 8011

dcorsi@armstrongconsultants.com

With 27 years of dedicated service at Armstrong, I have proudly held the role of President for the past 12 years. During this time, I have been deeply involved with the Town of Taos and the Taos Regional Airport, amassing 17 years of collaborative experience. Throughout my tenure, I have overseen virtually every project executed by Armstrong at the airport since 2006. Notably, I've taken a hands-on approach to numerous initiatives, including the runway design, Airport Master Plan, and Terminal Building Design.

I have lent my expertise by providing expert testimony in support of the Town and the Airport for the Special Use Permit for the runway construction and land use compatibility. I have also coordinated closely with the establishment of Taos Air and with Mike Garcia, met with the NMDOT Aviation Director in Ruidoso to help secure additional grant funding for the terminal building. Over the years, while administrations may have had different goals and priorities for the airport, we have always maintained our priority and focus on helping the Town provide a safe and efficient airport to serve the community. We consider ourselves part of the same team, and family, in helping you accomplish your goals for the airport.

My areas of specialization and proficiency encompass a range of critical domains: Airport Geometry, FAA Design Standards, Forecasting, Facility Needs Assessments, Capital Development Programming, NEPA Analysis, Noise Analysis, Compatible Land Use Planning, Community Outreach, Airspace Analysis, and Airport Operations. My passion for aviation and airports is resolute, reflecting in my educational achievements, including a Master of Aeronautical Science in Aviation Management from Embry-Riddle Aeronautical University and a Bachelor of Science in Aerospace Engineering from Boston University. I am an accomplished instrument-rated private pilot with over 2,300 flight hours in single-engine aircraft. My professional stature includes recognition as a Certified Member (C.M.) of the American Association of Airport Executives (AAAE), and I am an active participant in multiple local and national professional and community organizations.



Tim, Dennis, Mike
January 2020

Gensler

Gensler is a global architecture, design, and planning firm with 50 locations and more than 5,000 professionals worldwide. We serve our clients as trusted advisors, combining localized expertise with global perspective wherever new opportunities arise. With roots centered in three decades of aviation facilities experience, planning and architectural design, we know that each square foot in an airport represents a significant investment and must justify itself in performance and productivity.

30 years of in-depth aviation experience and thought leadership. For over 30 years, Gensler has been providing design services on more than 43 domestic and international terminal projects. We understand the key operational and business drivers in aviation design that when coupled with an understanding of the needs of stakeholders, offers insight into future trends. Our current research is proving there is a relationship between terminal design and passenger experience – the physical environment of the airport terminal is highly important to the quality of the passenger travel experience. Additionally, restrooms, security checkpoints, baggage claim, customs and arrival/departure from the airport are all at the top of the passenger quality list. Gensler brings the research and insights of these studies to your project.

Inter-disciplinary approach to passenger experience, revenue generation and understanding key client values. Gensler's teams are structured around a philosophy of "placemaking." Multiple discipline specialists (architecture, planning, wayfinding, behaviorists) collaborate with industry specialists (retail, commercial office building, hospitality) to create a space built around the needs of the user. A team with this focus can create a holistic destination which serves both the visitor and the operator. The airports where we have provided our placemaking approach to design and a focus on passenger experience, are rising to the top in terms of revenue generation. Our point of view is that people have a choice. What will keep them coming back to Taos Regional Airport is more than the space – it's the experience.

PROJECT EXPERIENCE AT SKX | Gensler and Armstrong are currently working together to execute the design and construction of the new terminal facility at Taos Regional Airport.

The stacked and offset volumes are based on a simple, efficient structural grid. This provides for a clear span in the public spaces while still allowing for meaningful outdoor space at level 2 with views to the east and beyond.

The orientation prioritizes views of the Enchanted Circle at both Level 1 and 2. At Level 1, the building concept promotes clear and intuitive passenger flow through the building. At both Level 1 and 2, strategic outdoor space has been identified to expand both the visual and functional passenger experience.

Owned and operated by the Town of Taos, the Taos Regional Airport is a public use airport serving the general aviation community, recreational and business travelers, and the seasonal Taos Air charter service. The airport rests on 859 acres of land located 8 miles northwest of Taos, New Mexico.

The primary purpose for the project was to provide the airport with a new multipurpose terminal facility. The terminal will continue to support ongoing Charter and FBO operations, while adding a public-facing cafe and conference center to serve the surrounding community.

Through thoughtful planning and an all-electric mechanical system, the project is positioning itself for a net-zero future in terms of energy use.





JONAS PHILIPSEN, NCARB, LEED AP, BD+C

Gensler Design Director, Co-Studio Director, Senior Associate

Jonas is an award-winning designer with an ability to inspire teams to think differently and balance passion with practical design solutions. His proven design skill, attention to detail, and ability to develop and manage projects from concept design to construction administration garner respect from project teams, colleagues and clients. Jonas is an advocate for design, providing thoughtprovoking discourse and an exploratory design process that inspire his clients and co-workers to think more broadly.

EXPERIENCE

18 Industry | 16 Gensler

EDUCATION

Bachelor of Architecture,
University of Texas, Austin,
TX

BACKGROUND

LEED Accredited
Professional
Downtown Denver
Partnership, Transportation
Development Committee

RELEVANT EXPERIENCE

	<u>Size (sq ft)</u>
• Taos Regional Airport, El Prado, NM, Terminal Design	12,000
• Aspen Pitkin County Airport, Aspen, CO	
• New Terminal Concept Design	140,000
• Belen Regional Airport Concept Design, Belen, NM	20,000
• Colorado Springs Airport, Colorado Springs, CO	
• Baggage Inspection Systems	34,000
• SSCP Design	39,000
• Denver International Airport, Denver, CO	
• Westin Hotel and Transit Center	780,000
• FIS Renovation	20,000
• Restroom Design Guidelines	
• Planning and Design On-call Agreement	
• Architecture/Engineering On-call Agreement	
• Eagle County Regional Airport, Gypsum, CO	
• Baggage Inspection System	28,000
• Terminal Renovation and Expansion	63,000
• Gallup Municipal Airport, Gallup, NM	9,370
• Gallup Municipal Airport Terminal Analysis, Gallup, NM	15,000
• Gunnison-Crested Butte Regional Airport, Gunnison, CO	
• Terminal Renovation and Expansion	40,000
• Jackson Hole Airport, Jackson, WY	
• Terminal Renovation and Expansion	115,000
• Roswell International Air Center, Roswell, NM	
• Terminal Evaluation Study	17,000
• San Luis Valley Regional Airport, Alamosa, CO	
• Terminal Analysis	15,000
• TSA PELSS Design Review On-Call Contract	
• Tulsa International Airport Concourse B Renovation, Tulsa, OK	150,000



REBEKAH WAGONER, AIA, LEED AP

Gensler Designer, Associate

Rebekah is a registered architect with a passion for intelligent and sustainable solutions at all scales. She thrives within collaborative design environments and strives to contribute towards a healthier future for us and our built environment. Her strong attention to detail shows in all aspects of her work from conceptual renderings and final detail drawings, to coordination with consultants and product representatives. With projects ranging from commercial office buildings, critical facilities, to aviation, she has the demonstrated ability to complete projects of any type.

EXPERIENCE

14 Industry | 7 Gensler

EDUCATION

Master of Science in Architecture, Cum Laude, Delft University of Technology
 Master of Architecture, Kansas State University, Manhattan, KS

RELEVANT EXPERIENCE

	<u>Size (sq ft)</u>
• Taos Regional Airport Concept Design, El Prado, NM	12,000
• Aspen Pitkin County Airport, Aspen, CO	
• New Terminal Concept Design	140,000
• Denver International Airport, Denver, CO	
• Architecture/Engineering On-call Agreement	
• Eagle County Regional Airport, Gypsum, CO	
• Terminal Renovation Expansion	63,000
• Airport Master Plan	
• Gunnison-Crested Butte Regional Airport, Gunnison, CO	
• Terminal Renovation and Expansion	40,000
• Reno-Tahoe International Airport	
• Master Plan, Reno, NV	448,000
• Concourse Redevelopment Study, Reno, NV	
• Roswell International Air Center, Roswell, NM	
• Terminal Evaluation Study	17,000
• LAX-MSA Air France Lounge, Los Angeles, CA	
• Gallup Municipal Airport, Gallup, NM	9,370
• California Redwood Coast	
• Humboldt County Airport Terminal Evaluation Study, McKinleyville, CA	

Past Record of Performance | Ability to Meet Schedules and Budgets

The following tables present an overview of our abilities to meet schedules and budgets in our projects. Specific projects were elaborated upon in previous pages. We are proud of our track record of completing projects on time and budget and have garnered great trust throughout our client base, 20 of which are in New Mexico. Our team takes great strides in providing the highest level of personalized client service throughout each phase of a project and providing the highest quality project results.

RUNWAY & TAXIWAY RECONSTRUCTION/REHABILITATION/CONSTRUCTION PROJECTS

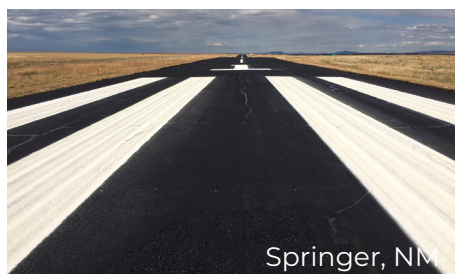
Airport	Project Description	Award Amount	Engineer's Estimate	Final Project/ Const Cost	Planned Project Period	Final Project Period
Belen Regional Airport, NM	Runway 3/21 Reconstruction	\$2,699,644	\$4,220,631	\$2,567,151	77	100 - additional time requested: COVID, weather, supply shortage
Roswell Air Center, NM	Taxiway K Relocation	\$593,776	\$754,405	\$593,393	60	50
Taos Regional Airport, NM	Runway 13/31 Reconstruction	\$20,250,117	\$26,797,359	\$19,654,895	Phase I began February 18, 2015 and progressed into Phase II on April 4, 2016. Both projects concluded on August 10, 2017 as scheduled.	
Clayton Airpark, NM	Runway 2/20 Reconstruction	\$4,759,591	\$4,914,946	\$4,784,039	90	95
Grants-Milan Municipal Airport, NM	Runway 13/31 Reconstruction	\$3,735,846	\$4,920,045	\$4,039,382	90	87
Shiprock Airstrip, NM	Runway Reconstruction	\$4,566,143	\$4,660,580	\$4,339,881	90	45
Gallup Municipal Airport, NM	Runway Rehabilitation	\$3,377,777	\$4,271,460	\$3,210,279	35	43
Four Corners Regional Airport, NM	Runway 7 Slope Stabilization	\$147,459	\$202,375	\$154,107	21	10
Questa Municipal Airport, NM	Runway Safety Area Grading	\$258,753	\$294,100	\$258,753	30	31
Four Corners Regional Airport, NM	Taxiways E, F, & G Reconstruction	\$3,662,000	\$3,916,454	\$3,687,302	75	74



Taos, NM



Questa, NM



Springer, NM



Grants, NM

APRON EXPANSION/CONSTRUCTION PROJECTS

Airport	Project Description	Award Amount	Engineer's Estimate	Final Project/ Const Cost	Planned Project Period	Final Project Period
Carrizozo Municipal Airport, NM	Apron & Taxiways Reconstruction	\$439,061	\$531,955	\$417,931	45	54
Carrizozo Municipal Airport, NM	Apron Rehabilitation	\$249,985	\$223,118	\$249,985	14	15
Minden-Tahoe Airport, NV	Reconstruct and Expand Glider Staging Apron	\$1,752,733	\$2,533,802	\$1,713,733	60	60
Milford Municipal Airport, UT	Apron Rehabilitation	\$497,610	\$460,150	\$432,174	30	16
Yuma Municipal Airport, CO	Apron Rehabilitation	\$114,805	\$96,065	\$96,065	14	14

PAVEMENT MAINTENANCE PROJECTS

Airport	Project Description	Award Amount	Engineer's Estimate	Final Project/ Const Cost	Planned Project Period	Final Project Period
Carrizozo Municipal Airport, NM	Pavement Maintenance	\$173,468	\$204,566	\$185,610	14	16
Lordsburg Municipal Airport, NM	Pavement Maintenance	\$199,431	\$246,141	\$210,672	14	14
Springer Municipal Airport, NM	Runway & Apron Pavement Maintenance	\$199,884	\$244,905	\$199,884	10	7
Vaughn Municipal Airport, NM	Pavement Maintenance	\$133,539	\$112,006	\$114,894	12	11
Vaughn Municipal Airport, NM	Pavement Maintenance	\$79,702	\$71,445	\$85,879	10	10
Grants Milan Municipal Airport, NM	Safety Area Grading Runway	\$493,095	\$321,851	\$446,946	30	30

ELECTRICAL | LIGHTING PROJECTS

Airport	Project Description	Award Amount	Engineer's Estimate	Final Project/ Const Cost	Planned Project Period	Final Project Period
Shiprock Airstrip, NM	Replace MIRL's, Signage and Visual Aids	\$287,449	\$208,030	\$287,449	20	20
Green River Municipal Airport, UT	NAVAIDS	\$392,170	\$249,477	\$252,610	30	20
Canyonlands Field, UT	Replace Taxiway Lighting & Signage	\$496,205	\$440,498	\$409,589	30	29
Derby Field - Lovelock, NV	Replace PAPIS & REILS	\$68,400	\$120,400	\$68,400	14	10

AIRPORT LAYOUT PLAN UPDATES

Airport	Project Description	Award Amount	Engineer's Estimate	Final Project/ Const Cost	Planned Project Period	Final Project Period
Alamogordo-White Sands, NM	Airport Layout Plan Update		Set Fee		2017	2021
Taos Regional Airport, NM	Airport Master Plan		Set Fee		2020	2021
Shiprock Airport, NM	Airport Layout Plan Update		Set Fee		2017	2018
Sacramento-McClellan Airport CA	Airport Layout Plan Update		Set Fee		2018	2019

Past Record of Performance | References & Reputation

The reputation of Armstrong and its staff is highly regarded among airports throughout the western United States. We are known for providing an exceptional level of client service, and for identifying and resolving complex issues before they impact the timing and budget of your airport projects. Our ongoing working relationships with NMDOT and FAA representatives strengthens with the onset and completion of each project.

Consistent delivery of high quality projects and client service are key benefits of partnering with Armstrong on your airport improvement projects. Examples of our exemplary work and commitment to quality are presented throughout this Statement of Qualifications. The FAA has consistently commented on the exceptional quality of our planning documents and engineering plans. In an increasingly competitive marketplace, maintaining a strategic advantage, a strong corporate culture, and optimum client satisfaction requires top-notch talent, breakthrough ideas, and exceptional client service.

As a privately-held airport consulting firm, Armstrong takes pride in the fact the entire organization is personally invested in taking the airport you have and making it the airport you want it to be.

We encourage you to contact the following Armstrong Airports to inquire about our ability to deliver the highest level of planning, engineering, and construction administration.



ROBERT HAMBLÉN | Public Works Director
Gallup Municipal Airport | City of Gallup, NM
505-726-6110 | rhamblen@gallupnm.gov
Project History: Fuel System, Runway Reconstruction,
Airfield Pavement Preservation, Drainage Study



SARAH ARIAS | Town Clerk
Springer Municipal Airport | Town of Springer, NM
(575) 483-2682 | tosclerk@bacavalley.com
Project History: Land Acquisition, Perimeter Fencing, Airfield
Pavement Maintenance, SRE Building



JENNIFER GRIEGO | Air Center Director
Roswell Air Center, Roswell, NM
575.347.5703 | j.griego@roswell-nm.gov
Project History: Airport Master Plan, Terminal Building
Evaluation Study, ALP Update, SWPP, Hangar Development
Environmental Clearances



TAMMY HOWLAND | Airport Director
Canyonlands Regional Airport | Moab, UT
435.259.4849 | airport@grandcountyutah.net
Project History: Airport Master Plan, Drainage Study,
Environmental Assessment, ARC Upgrade, ARFF Building

Detailed Proposal

Evidence of Scope Understanding

Given our years of service to SKX, we have an in-depth understanding of your previous projects, current goals and conditions, and the vision for your airport. As such, we have outlined our understanding of your upcoming projects and scope of work.

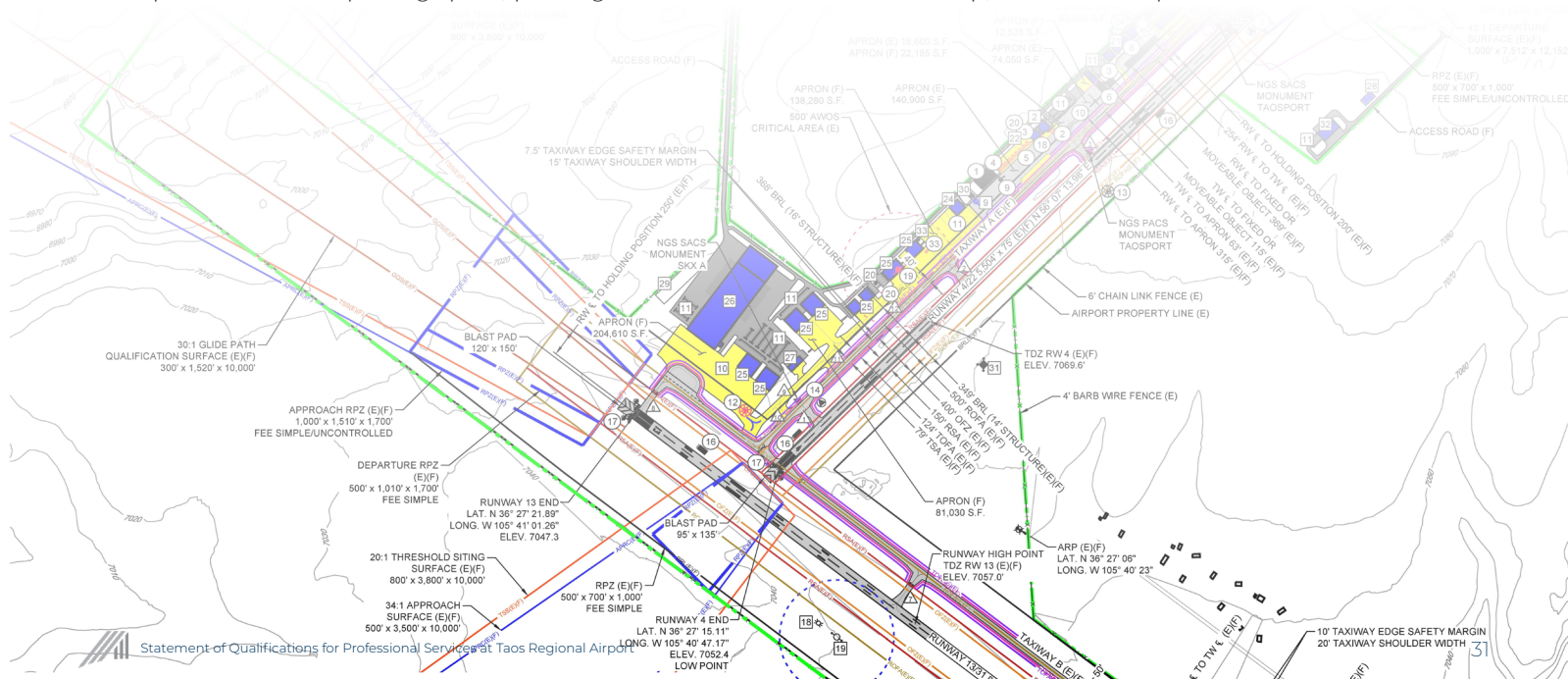
FUTURE VISION | The completion of Runway 13/31 has served as the catalyst for future development of the airport, and a comprehensive Airport Master Plan (AMP) is essential to the continuous efficient and effective development of the airport. Some of the most important developments will include a joint Fire Station/Aircraft Rescue and Firefighting (ARFF) Facility which will not only serve the airport, but also fill a need for fire protection to the surrounding area, a large transient aircraft storage hangar to accommodate Gulfstream-sized aircraft, a much-needed apron expansion for aircraft parking, executive and general aviation hangar development, and general aviation and commercial passenger terminal development, all of which will be planned and designed in a manner that is sensitive to the environment and reflective of the local Taos culture.

AIRPORT MASTER/ACTION PLANS | The updated AMP will be the foundation for all future airport improvement projects. The AMP will provide the “flight plan” for the efficient and effective development of the airport necessary to meet aviation demand. Key considerations to be evaluated and analyzed in the AMP include quantifying the facility needs required to meet aviation demand for corporate/business jet traffic, charter and commercial passenger service, and general aviation. More specifically, corporate/business jet activity will require the development of apron space with concrete hard stands, hangars, and potentially an Executive Terminal/Fixed Base Operator (FBO) Facility, along with fueling, deicing, rental car, and vehicle parking facilities. Commercial service would entail obtaining FAR Part 139 Certification and the development of aircraft parking apron, passenger terminal

building, vehicle access and parking, and ARFF facilities. General aviation needs include expanded hangar and ramp areas and convenient access to support services. The AMP will quantify the needs and timing of facilities and evaluate alternative development concepts for providing these facilities. It will include comprehensive analysis of the pro's and con's of various locations, including the highest and best use of westside versus eastside development areas.

Armstrong also offers extensive experience and expertise in the development of sustainable master plans and sustainability management plans. These plans include a baseline inventory of current practices and emissions and integrate sustainable practices into operations, management, facilities, and development of the airport. Sustainability planning can be integrated into the AMP or completed as a standalone project. Ultimately, the plan will identify measures that not only enhance the environmental aspects of the airport, but also result in tangible cost savings.

Another key component of this planning effort will be engaging the community and actively collaborating with the local government leaders and key stakeholders. Armstrong understands the importance of economic and socioeconomic impacts that the runway or any development near the airport will bring to the Town and the careful consideration these plans require. Therefore, we suggest a collaborative planning workshop process that will engage airport staff, key stakeholders, and local government officials in developing workable long-term solutions for the development of the airport and neighboring areas. The guidance developed during the workshop will provide the framework for the planning process. Economic development strategies will be integrated with community and stakeholder input, which will help with potentially controversial projects and ensure the planning processes proceed without delay. Subsequent to the workshop, we will develop the AMP document for



AIRPORT FACILITIES LIST

adoption by the Town. Implementation will take the form of new proposed zone districts and utility expansion plans that will be integrated into the Town's Capital Improvements Program (CIP) and legislative requests.

UPDATE AIRPORT LAYOUT PLAN | An Airport Layout Plan (ALP) will be updated as a part of the completion of each FAA grant. We will ensure the ALP complies with all required FAA elements, including the new requirement for approach surveys. As mentioned above, the ALP will be coordinated with the AMP to ensure all proposed projects are included in the ALP to be eligible for FAA funding. Upon completion of the threshold relocation project, Armstrong will provide the Town with an as-built ALP.

PAVEMENT MAINTENANCE OF RUNWAYS, TAXIWAYS, AND APRON | Armstrong will evaluate and rank the existing runways, taxiways, and apron to develop a prioritized plan for maintenance, repair, or reconstruction. Typically, this involves crack sealing and slurry sealing over existing surfaces. Utilizing the new results of the State's Pavement Condition Index (PCI) Inspection Program, and our own careful inspection, we will provide a thorough understanding of pavement surface conditions and a determination of the pavement improvement needs. Based on observations during our site visits, Runway 4/22 has undergone maintenance but may be due for more. Armstrong completed a pavement maintenance project in 2010 and 2020, which included the crack sealing of the runway. With an implementation plan, Armstrong will assist in prioritizing all pavement improvements to make more prudent decisions about upcoming projects. Some existing runways, taxiways, and aprons may warrant full reconstruction due to deterioration or subgrade failure. We will conduct a thorough assessment of all pavements and provide a determination as to the best solution for your airport.

The reconstruction of Runway 4/22 could be a future project due to the need for pavement strengthening. Armstrong has successfully completed this type of project numerous times around New Mexico and adjoining states. Armstrong will also look at implementing Runway 13/31 and Taxiway B into a maintenance program to keep the integrity and safety of the runway and taxiway.

DESIGN AND CONSTRUCT TAXIWAYS AND APRON AREAS | The Town's need for the construction or expansion of the new crosswind runway was great, due to existing and forecasted traffic and wind coverage. After we completed the Environmental Impact Statement (EIS) process, Armstrong directed the design and construction of Runway 13/31 and Taxiway B. With the new pavement being used more frequently by larger aircraft, Taxiway A was being distressed and is starting to fail. Armstrong completed the design and construction of Taxiway A in 2022 and anticipates the need for a new ramp area with the AMP.

PROPERTY MAP, PLANNING & ZONING RELATED SERVICES | Armstrong has assisted many clients with the development and adoption of Airport Overlay Zones, which help protect airports from future incompatible development from both land use compatibility and height restriction standpoint. Armstrong will ensure that FAA guidelines are followed with the development of any Airport Overlay Zones and will help ensure that airport grant assurances are met. Local jurisdictions typically have specific processes for the development or modification of existing zoning, including meetings to help answer questions and concerns that are raised by the public. Armstrong facilitates this process to ensure all questions and concerns raised by the public are adequately addressed. Armstrong provided the Town a property map showing all parcels at the airport with all information on adjoining property owners. Surveys have also been completed for the new runway and taxiway and can be used for other design projects in the area.

NEW TERMINAL BUILDING | In developing terminal building facilities at the Taos Regional Airport, we will closely integrate the results of the AMP into the configuration of facilities. The master plan will determine whether to co-locate or segregate general/corporate aviation and commercial service functions. The options for integrating administrative and ARFF facilities will also drive the ultimate size and location of the terminal facilities. The two most important considerations for the terminal design were to achieve the desired functionality and aesthetics within the predetermined budget. It must perform well in function as a aviation facility in processing crew and passengers, as well as providing the desired amenities and services. It must also incorporate aesthetics that are appropriate to the culture and values of the Taos



community and the vision of the Town of Taos for the airport. We have partnered with architectural specialists, Gensler, to ensure the functionality of the facilities, incorporate the local culture values and vision, and technical specialists that will incorporate sustainability and efficiency into the construction material systems.

HANGAR DEVELOPMENT | Armstrong will assist the airport with the siting and placement of new hanger areas and will determine the area where hangars will have minimal impact on the airspace and will develop a site plan to meet economic development goals at the airport. The rehabilitation and expansion of any existing hangars and surrounding pavements will be provided to ensure safety to and from the hangars. Our planners will be instrumental in the placement of any new hangars to ensure the siting area will provide a smooth flow for operations. Armstrong will help the Town develop hangar lease standards for current and future hangars.

MAIN ACCESS ROAD AND PARKING | Our firm has completed access roads and parking areas for various airports around the southwest. We understand that the access from Highway 64 to the airport needs to be improved more than the haul road that we designed as part of the new crosswind runway. We will provide the finishing design to realign and pave the access road so that it offers straight access into the terminal area.

AIRPORT BOUNDARY FENCES AND SECURITY ITEMS
Armstrong has already designed the perimeter fence for the new crosswind runway and has contacted the FAA to convey that a Categorical Exclusion (CATEX) is needed to clear the fence for construction. Armstrong will design, plan, and assess the need for more security fencing around the airport. The plan to install security fencing and gates on the airport will be designed in accordance with local, State, TSA, and FAA standards. This includes security motorized gates for access around the airport and an entrance gate to provide more security. We will assess designing and installing a mechanical gate with keypad access controls. Armstrong has installed wildlife fencing at Grants, Lordsburg, and Vaughn and is in the process of design in Springer.

WELL, TANK, AND FIRE RAMP | The well at the airport is not a viable source of water for future airport use. Armstrong has been working with the hydraulic engineer group hired by the Town to locate a new waterline. The new waterline will provide the airport with the required flow for both the current and future demand at the airport. Armstrong recently completed a similar project at the Roswell Air Center.

ELECTRICAL AND NAVAID IMPROVEMENTS ON RUNWAYS AND TAXIWAYS | We will analyze and determine the need for Visual Aid and NAVAID system improvements, including installation of such items as Precision Approach Path Indicators (PAPIs) and modifications of wind cones or beacons, as well as assess available funding to update any lighting requirements, such as the runway lighting, signage, or the need for an update to the PAPIs and Medium Intensity

Approach Lighting System with Runway Alignment Indicator Lights (MALSR).

PREPARE GRANT APPLICATIONS | Armstrong will prepare FAA grant applications, State Aviation Division grant applications, and project budgeting information. Armstrong is very familiar with FAA Order 5100.38C and routinely provide CIP data sheets, ODO's, and applications for AIP grants.

MULTI-LEVEL ENVIRONMENTAL SERVICES FOR THE AIRPORT | Planned improvements for the airport will need to undergo environmental evaluation. There are several levels of environmental analysis depending upon the scope of the project which are declared in internal memo categorical exclusion determination. This involved an FAA memo stating that a particular project would need no additional environmental documentation. Internal memos are typically issued for projects that replace existing infrastructure. CATEX Forms are created in an FAA form submitted by airport sponsors. It provides documentation on all FAA NEPA categories to ensure that proposed development would not have a significant environmental impact or extraordinary circumstances. Environmental Assessment (EA) is required for projects that cannot be Categorical Excluded and for those projects which have the potential for significant environmental impact. EA's are a more involved environmental evaluation and follow the outline from FAA Order 1050.1E Environmental Impacts Policies and Procedures. Armstrong has a good working relationship with Tim Tandy and Darvin Messer, Environmental Specialist with the FAA, and regularly obtains environmental clearance for airport improvement projects in New Mexico. Obtaining early environmental clearance is the key to ensuring the projects move forward as planned.

PREPARE AND UPDATE SWPPP | The National Pollutant Discharge Elimination System (NPDES) requires a Storm Water Pollution Prevention Program (SWPPP) for the airport, airport operations, and the operations of the airport tenants. This document describes the airport environment, operations, and measures to be taken to prevent and respond to pollutant discharges. Each construction project that disturbs over one acre requires a construction specific SWPPP, including a sediment control plan, submission of Notice of Intent and Termination, and construction activities to limit the possibility of pollutant and sediment discharges. Armstrong recently completed an update for Roswell Air Center and Grants-Milan Municipal Airport using the current guidelines and is in the process of assisting with the SWPPP update for SKX to implement aircraft deicing services.

PREPARE DBE PROGRAM GOALS | A DBE program is required for each FAA grant over \$250,000. In addition to the DBE plan, a project-specific DBE goal must be prepared based on the project and DBE plan methodology. Armstrong has assigned Jessica Callow to manage your DBE program and goals to ensure compliance throughout each project. ***A review of our DBE management services can be found on page 12.***

Proximity to or Familiarity with Site Location

Armstrong has served New Mexico's airports for more than 35 years and the Taos Regional Airport since 2006. Our partnerships, perseverance, and high-quality project outcomes have resulted in hundreds of airport improvement projects in the state. As a result, we are intimately familiar with aviation in New Mexico and have close working relationships with the Federal Aviation Administration (FAA) and the New Mexico Department of Transportation Aviation Division (NMDOT). Working with these entities on a day-to-day basis, Armstrong concentrates our efforts on helping airport sponsors maximize the financial benefit throughout each project. We realize most sponsors have limited funds and, by working with the state and FAA, Armstrong has gathered numerous grants for our clients.

Given our extensive presence in the state, we are regularly near the community of Taos. We have served the Town for 17 years and have a thorough understanding of the surrounding areas. In addition to the knowledge we have gained over our partnership, we also serve the following airport clients located near SKX:

- Questa Municipal Airport
- Ohkay Owingeh Airport
- Springer Municipal Airport
- Clayton Municipal Airport
- Four Corners Regional Airport
- Route 66 Santa Rosa Municipal Airport
- Vaughn Municipal Airport
- Monte Vista Municipal Airport
- San Luis Valley Regional Airport
- Spanish Peaks Airfield

Visiting these airports on a regular basis allows us frequent proximity to the Taos community and allows us to be readily available to serve your needs. Our corporate culture is

centered around providing an exceptional level of client service. Upon first being selected in 2006, we immediately worked to establish close working relationships with the Airport Advisory Board, airport staff, Town staff, and the Town Council. We are regular participants in your Airport Board meetings and periodically attend Town Council meetings to provide project updates. On several occasions, we have attended council meetings on short notice to deliver urgent, pertinent information. It is important that we continually monitor and clearly understand your goals and objectives, as well as your community vision and values to best help execute your vision for the airport.

Throughout our partnership, substantial projects were completed which included pavement maintenance on the runways, taxiways, and apron, an extensive effort to document all the existing airport property and prepare the Exhibit "A" Airport Property Map, the replacement of the airport rotating beacon and tower, the acquisition of vital Snow Removal Equipment (SRE) and the construction of a SRE storage building. Armstrong also completed the design and construction of Runway 13/31 and Parallel Taxiway B. We have maintained and rehabilitated all airfield pavements to make it safe to use and completed the design and construction of Taxiway A. We are currently working on the design to reconstruct the apron and build a new terminal building. ***An outline of our successful partnership and project history is found in the following pages.*** Armstrong worked diligently to ensure that projects were completed on time, on budget, and in a quality manner. These efforts not only included the technical design and construction administration services, but also all the project formulation, Airport Capital Improvement Program (ACIP) development, Overall Development Objective (ODO) preparation, all environmental clearances, including Categorical Exclusions (CatEx's), and



grant administration and Request for Reimbursements (RFRs). In providing these value-added services, we have come to fully understand the Town processes and procedures and have helped to streamline the administrative requirements.

Armstrong's in-depth familiarity and understanding of the airport allowed Dennis Corsi, C.M., Principal, to provide expert testimony during the Circuit Court of Appeals hearings and County Administrative Permit processes for SKX's Crosswind Runway Project. Through his testimony, presentations, and cross-examinations, he was able to clearly explain complex subject matter, such as flight paths, noise exposure, land use compatibility, FAA regulations, aircraft performance, and airport geometry in a manner that was easily understood by the judge, legal counsel, commissioners, council members, and other interested parties. His assistance was instrumental in the Town being able to effectively present its case and achieve a favorable outcome.

Further, Armstrong has been instrumental in facilitating public charter passenger service at the airport. Working

together with the Town and Taos Ski Valley, Inc. (TSVI), Armstrong developed an Air Service Matrix detailing the regulatory requirements and thresholds of activity which would trigger specific actions for implementing commercial air service at SKX. Armstrong identified the specific service that could be initiated, obtained FAA concurrence, and facilitated a 90% New Mexico Aviation Division (NMAD) grant to acquire a \$150,000. We were also able to obtain a deicing truck, facilitated a \$200,000 NMAD air service marketing grant, and coordinated a multiple stakeholder workshop.

Armstrong provided a recently completed Airport Layout Plan (ALP) drawing to serve as the base mapping for the update of the airport's SWPPP, expediting the process and reducing the cost of the update.

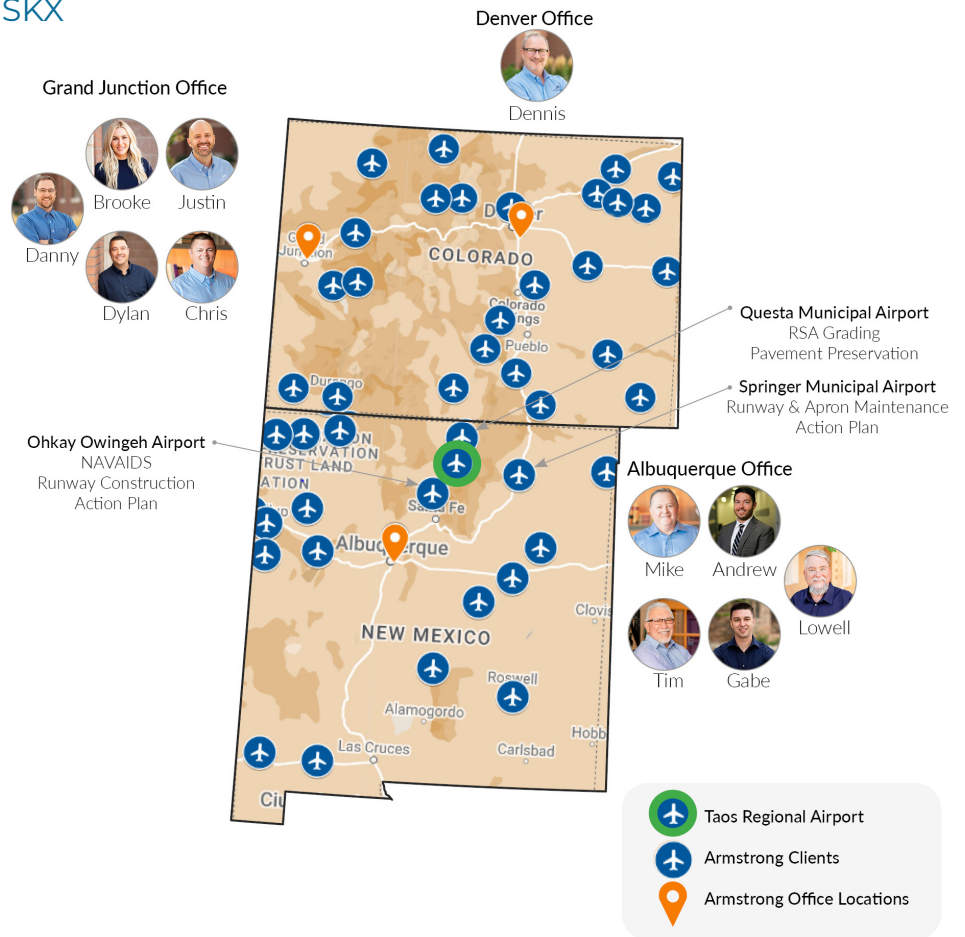
While we celebrate nearly two decades of service to the Town of Taos at SKX, we are eager to continue turning your airport vision into reality.

Recent Projects & Proximity to SKX

Our expertise in serving Taos and your surrounding communities has built a solid understanding of northern New Mexico airports and airfield projects.

To the right we present the office locations of our team, spearheaded by our Albuquerque team, as well as recent projects at our three nearest clients, Ohkay Owingeh Airport, Questa Municipal Airport, and Springer Municipal Airport. Mike, Tim, Gabe, and Andrew will complete all your engineering design work and provide an onsite presence. Lowell will be onsite to monitor all construction work for your projects.

Our experience in and around the Taos community make us the ideal team to continue serving the Town at SKX.



Proximity to or Familiarity with Site Location | Our History & Successful Partnership



2006
Consultant Selection

2007
Perimeter Fencing, Replace PAPIs, Pavement Maint.

2008
Acquire SRE

2009
Pavement Rehab, Taxiway Reflectors, Property Map

2011
Pavement Maintenance, Replace Beacon & Tower

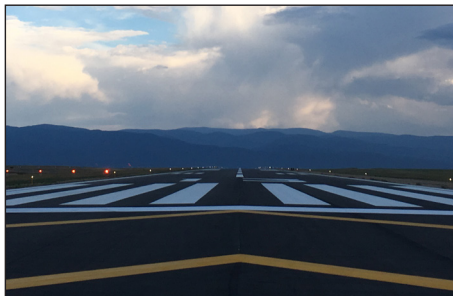


2012
SRE Building Design, Runway 13/31 Design

2013
SRE Building Construction

2014-2018
Runway 13/31, Taxiway B, Connector Taxiways, Lighting, Signage, NAVAIDs,- Design and Construction

2018
Airport Layout Plan, Air Service Development

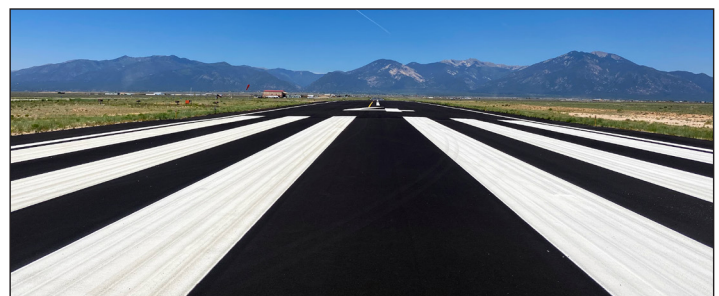


2019
Taxiway A Reconstruction

2020
Airport Master Plan, Pavement Preservation, Runway 4/22, GA Hangars, Taxiway A & Connector Taxiways, Preliminary Terminal Building Design

2021
Runway 13/31 Rehab, Terminal Building Design, Environmental Assessment

2023
Apron Reconstruction



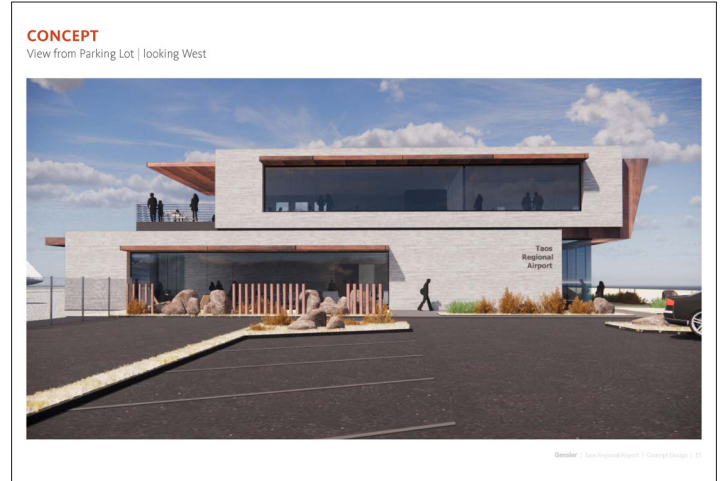
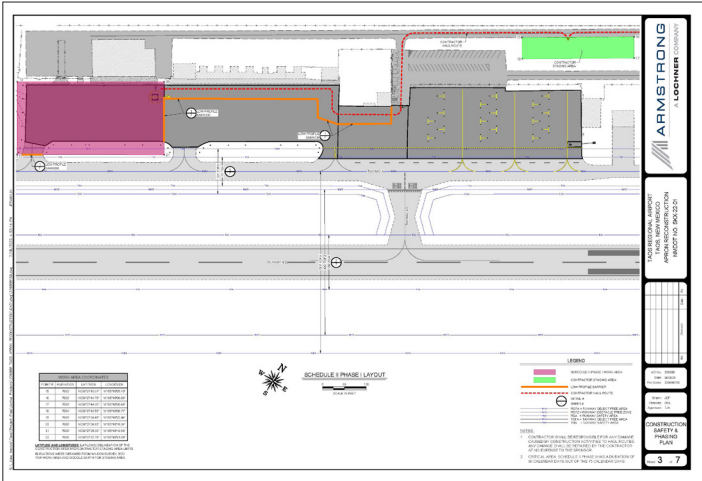
WE LOOK FORWARD TO CONTINUED SUCCESS AT TAOS REGIONAL AIRPORT

Volume of Work Previously Done

Armstrong Consultants, Inc. has served the Town of Taos at the Taos Regional Airport since 2006. We have completed numerous projects and are currently working on the two projects outlined below, both of which are less than 75% complete.

1. Taos Regional Airport | Airfield Apron Reconstruction
Project status: 50%
Outline: Design is complete and awaiting construction

2. Taos Regional Airport | Terminal Building Design & Construction
Project Status: 75%
Outline: Schematic Design is complete and awaiting construction



Bid Sheet/Pricing Proposal

Armstrong has submitted our Bid Sheet/Pricing Proposal as a separate emailed attachment.

EXHIBIT 3 Customer References

Provide three references that represent vendor contracts for providing services with similar requirements, performance, complexity and size, within a period of the past three years.

Client Name: Four Corners Regional Airport | Farmington, NM

Client Contact: Mike Lewis, Airport Manager

Phone: (505) 599-1462 Email: mlewis@fmtn.org

Contract Award Date: May 2014 Term of Contract: May 2014 - Current (Yr/Mo)

Contract Description: Armstrong Consultants serves as Four Corner Regional Airport's Engineering and Planning services consultant. Each contract is served in four-year increments.

Client Name: Gallup Municipal Airport | Gallup, NM

Client Contact: Robert Hamblen, Public Works Director

Phone: (505) 726-6110 Email: rhamblen@gallupnm.gov

Contract Award Date: August 2013 Term of Contract: August 2013 - Current(Yr/Mo)

Contract Description: Armstrong Consultants serves as Gallup Municipal Airport's Engineering and Planning services consultant. Each contract is served in four-year increments.

Client Name: Roswell Air Center | Roswell, NM

Client Contact: Jennifer Griego, Air Center Director

Phone: (575) 347-5703 Email: j.griego@roswell-nm.gov

Contract Award Date: December 2008 Term of Contract: Dec. 2008 - Current (Yr/Mo)

Contract Description: Armstrong Consultants serves as Roswell Air Center's Engineering and Planning services consultant. Each contract is served in four-year increments.

The Town may contact references submitted as part of this proposal.

EXHIBIT 4
Bidder Certification Page

AUTHORIZED SIGNATURE:

The bid must be signed with the full name and address of the Bidder; if a co- partnership, by a member of the firm with the name and address of each member; if a corporation, by an authorized officer thereof in the corporate name.

Certificate of Current Cost or Pricing Data

This is to certify that to the best of my knowledge and belief the cost or pricing data submitted to the Town in response to this Request for Bid is accurate, complete and current as of the date of execution of this certificate. If any cost or price furnished is incomplete, inaccurate or not current as certified, resulting in an increase of any price, including profit or fee, then such price or cost shall be reduced accordingly and the Town made whole retroactive to the commencement date of the contract that may result from this solicitation.

The below-named individual, submitting and signing this bid, verifies that he/she is a duly authorized officer of the company, and that his/her signature attests that all items and conditions contained in this Request for Bid are understood and accepted.

August 11, 2023



DATE

AUTHORIZED SIGNATURE

Armstrong Consultants, Inc.

COMPANY NAME

2201 Buena Vista Drive SE, Suite 204

ADDRESS

Albuquerque, NM 87106

CITY/STATE/ZIP CODE

Michael Garcia

PRINTED NAME OF AUTHORIZED SIGNATURE

(505) 508-2192

PHONE

EXHIBIT 5

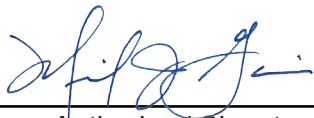
Acknowledgment of Method of Award

Bidder hereby acknowledges that a review and understanding of Section 4 – Method of Award and Contract Execution and Section 5 – Additional Terms and Conditions.

Armstrong Consultants, Inc. (Bidder) has reviewed and understands the provisions of Section 5 – Method of Award & Contract Execution and Section 6 – Additional Terms & Conditions contained within this ITB.

Michael Garcia

Printed Name



Authorized Signature

August 11, 2023

Date

EXHIBIT 6

Campaign Contribution Disclosure Form

Pursuant to the Procurement Code, Sections 13-1-28, et seq., NMSA 1978 and NMSA 1978, § 13-1-191.1 (2006), as amended by Laws of 2007, Chapter 234, a prospective contractor subject to this section shall disclose all campaign contributions given by the prospective contractor or a family member or representative of the prospective contractor to an applicable public official of the state or a local public body during the two years prior to the date on which a bid is submitted or, in the case of a sole source or small purchase contract, the two years prior to the date on which the contractor signs the contract, if the aggregate total of contributions given by the prospective contractor or a family member or representative of the prospective contractor to the public official exceeds two hundred fifty dollars (\$250) over the two-year period. A prospective contractor submitting a disclosure statement pursuant to this section who has not contributed to an applicable public official, whose family members have not contributed to an applicable public official or whose representatives have not contributed to an applicable public official shall make a statement that no contribution was made.

A prospective contractor or a family member or representative of the prospective contractor shall not give a campaign contribution or other thing of value to an applicable public official or the applicable public official's employees during the pendency of the procurement process or during the pendency of negotiations for a sole source or small purchase contract.

Furthermore, a solicitation or proposed award for a proposed contract may be canceled pursuant to Section [13-1-181](#) NMSA 1978 or a contract that is executed may be ratified or terminated pursuant to Section [13-1-182](#) NMSA 1978 if a prospective contractor fails to submit a fully completed disclosure statement pursuant to this section; or a prospective contractor or family member or representative of the prospective contractor gives a campaign contribution or other thing of value to an applicable public official or the applicable public official's employees during the pendency of the procurement process.

The state agency or local public body that procures the services or items of tangible personal property shall indicate on the form the name or names of every applicable public official, if any, for which disclosure is required by a prospective contractor.

THIS FORM MUST BE INCLUDED IN THE REQUEST FOR BIDS AND MUST BE FILED BY ANY PROSPECTIVE CONTRACTOR WHETHER OR NOT THEY, THEIR FAMILY MEMBER, OR THEIR REPRESENTATIVE HAS MADE ANY CONTRIBUTIONS SUBJECT TO DISCLOSURE.

The following definitions apply:

“Applicable public official” means a person elected to an office or a person appointed to complete a term of an elected office, who has the authority to award or influence the

award of the contract for which the prospective contractor is submitting a competitive sealed bid or who has the authority to negotiate a sole source or small purchase contract that may be awarded without submission of a sealed competitive bid.

“Campaign Contribution” means a gift, subscription, loan, advance or deposit of money

or other thing of value, including the estimated value of an in-kind contribution, that is made to or received by an applicable public official or any person authorized to raise, collect or expend contributions on that official’s behalf for the purpose of electing the official to statewide or local office. “Campaign Contribution” includes the payment of a debt incurred in an election campaign, but does not include the value of services provided without compensation or unreimbursed travel or other personal expenses of individuals who volunteer a portion or all of their time on behalf of a candidate or political committee, nor does it include the administrative or solicitation expenses of a political committee that are paid by an organization that sponsors the committee.

“Family member” means a spouse, father, mother, child, father-in-law, mother-in-law, daughter-in-law or son-in-law of (a) a prospective contractor, if the prospective contractor is a natural person; or (b) an owner of a prospective contractor;

“Pendency of the procurement process” means the time period commencing with the public notice of the request for bids and ending with the award of the contract or the cancellation of the request for bids.

“Prospective contractor” means a person or business that is subject to the competitive sealed bid process set forth in the Procurement Code [Sections [13-1-28](#) through [13-1-199](#) NMSA 1978] or is not required to submit a competitive sealed bid because that person or business qualifies for a sole source or small purchase contract.

“Representative of a prospective contractor” means an officer or director of a corporation, a member or manager of a limited liability corporation, a partner of a partnership or a trustee of a trust of the prospective contractor.

Name(s) of Applicable Public Official(s): Mayor, Pascualito M. Maestas

Council Members:

Nathaniel Evans

Darien D. Fernandez

Marietta S. Fambro

Corilia I. Ortega

DISCLOSURE OF CONTRIBUTIONS BY PROSPECTIVE CONTRACTOR:

Contribution Made By: _____

Relation to Prospective Contractor: _____

Date Contribution(s) Made: _____

Amount(s) of Contribution(s) _____

Nature of Contribution(s) _____

Purpose of Contribution(s) _____

(Attach extra pages if necessary)

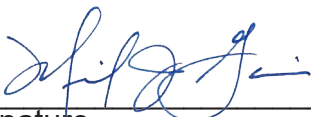
Signature

Date

Title (position)

—OR—

NO CONTRIBUTIONS IN THE AGGREGATE TOTAL OVER TWO HUNDRED FIFTY DOLLARS (\$250) WERE MADE to an applicable public official by me, a family member or representative.



Signature

August 11, 2023

Date

Michael Garcia | Principal | Sr. Airport Engineer

Title (position)

Exhibit 2 | Proof of Insurance



CERTIFICATE OF LIABILITY INSURANCE

DATE(MM/DD/YYYY)
06/12/2023

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 rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Aon Risk Services Northeast, Inc. New York NY Office One Liberty Plaza 165 Broadway, Suite 3201 New York NY 10006 USA	CONTACT NAME: PHONE (A/C. No. Ext): (866) 283-7122 FAX (A/C. No.): (800) 363-0105		
	E-MAIL ADDRESS:		
INSURED Armstrong Consultants Inc 751 Horizon Ct Ste 255 Grand Junction CO 81506 USA	INSURER(S) AFFORDING COVERAGE		NAIC #
	INSURER A: American Casualty Co. of Reading PA		20427
	INSURER B: The Continental Insurance Company		35289
	INSURER C: National Fire Ins. Co. of Hartford		20478
	INSURER D: Beazley America Insurance Co, Inc.		16510
	INSURER E:		
INSURER F:			

COVERAGES **CERTIFICATE NUMBER:** 570099942875 **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. **Limits shown are as requested**

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR VVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
B	X COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC OTHER:			7018734441	05/01/2023	05/01/2024	EACH OCCURRENCE	\$1,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	
							MED EXP (Any one person)	\$15,000
							PERSONAL & ADV INJURY	\$1,000,000
							GENERAL AGGREGATE	\$2,000,000
							PRODUCTS - COMP/OP AGG	\$2,000,000
C	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY			BUA 7018734438	05/01/2023	05/01/2024	COMBINED SINGLE LIMIT (Ea accident)	\$1,000,000
							BODILY INJURY (Per person)	
							BODILY INJURY (Per accident)	
							PROPERTY DAMAGE (Per accident)	
B	X UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input checked="" type="checkbox"/> RETENTION \$10,000			CUE7018734407 Umbrella Liability	05/01/2023	05/01/2024	EACH OCCURRENCE	\$15,000,000
							AGGREGATE	\$15,000,000
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR / PARTNER / EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below		Y/N	WC718734424 AOS	05/01/2023	05/01/2024	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER	
B			N/A	WC718734410 CA	05/01/2023	05/01/2024	E.L. EACH ACCIDENT	\$1,000,000
							E.L. DISEASE-EA EMPLOYEE	\$1,000,000
							E.L. DISEASE-POLICY LIMIT	\$1,000,000
D	Environmental Contractor Poll/Prof [E&O]			C2AEA4230401 Env. Contractors Prof./Po	06/01/2023	05/01/2024	Prof Per Claim	\$10,000,000
							Prof Aggregate	\$10,000,000
							Deductible	\$2,000,000

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

CERTIFICATE HOLDER

CANCELLATION

For Proposal Purposes O
751 Horizon Court, Suite 255
Grand Junction CO 81506 USA

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

Aon Risk Services Northeast, Inc.

Holder Identifier :

Certificate No. : 570099942875



000000 03-22 000559 001140 H

EXHIBIT 7

Required Federal Forms

CERTIFICATION OF OFFERER REGARDING DEBARMENT

By submitting a proposal under this solicitation, the offeror certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

CERTIFICATION OF LOWER TIER CONTRACTORS REGARDING DEBARMENT

The successful bidder, by administering each lower tier subcontract that exceeds \$25,000 as a "covered transaction", must verify each lower tier participant of a "covered transaction" under the project is not presently debarred or otherwise disqualified from participation in this federally assisted project. The successful bidder will accomplish this by:

1. Checking the System for Award Management at website: <http://www.sam.gov>.
2. Collecting a certification statement similar to the Certification of Offerer /Bidder Regarding Debarment, above.
3. Inserting a clause or condition in the covered transaction with the lower tier contract.

If the Federal Aviation Administration later determines that a lower tier participant failed to disclose to a higher tier participant that it was excluded or disqualified at the time it entered the covered transaction, the FAA may pursue any available remedies, including suspension and debarment of the non-compliant participant.

CERTIFICATION REGARDING LOBBYING

The Offeror certifies by signing and submitting this bid or proposal, 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 Offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned 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 sub-recipients 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.

CERTIFICATION OF OFFERER/BIDDER REGARDING TAX DELINQUENCY AND FELONY CONVICTIONS

The applicant must complete the following two certification statements. The applicant must indicate its current status as it relates to tax delinquency and felony conviction by inserting a checkmark (☐) in the space following the applicable response. The applicant agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification in all lower tier subcontracts.

Certifications

1. The applicant represents that it is () is not (X) a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.
2. The applicant represents that it is () is not (X) is not a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months.

Note

If an applicant responds in the affirmative to either of the above representations, the applicant is ineligible to receive an award unless the sponsor has received notification from the agency suspension and debarment official (SDO) that the SDO has considered suspension or debarment and determined that further action is not required to protect the Government's interests. The applicant therefore must provide information to the owner about its tax liability or conviction to the Owner, who will then notify the FAA Airports District Office, which will then notify the agency's SDO to facilitate completion of the required considerations before award decisions are made.

Term Definitions

Felony conviction: Felony conviction means a conviction within the preceding twenty-four (24) months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the U.S. code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 U.S.C. § 3559.

Tax Delinquency: A tax delinquency is any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

TRADE RESTRICTION CERTIFICATION

By submission of an offer, the Offeror certifies that with respect to this solicitation and any resultant contract, the Offeror –

1. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (USTR);
2. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the USTR; and
3. has not entered into any subcontract for any product to be used on the Federal project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18 USC Section 1001.

The Offeror/Contractor must provide immediate written notice to the Owner if the Offeror/Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The Contractor must require subcontractors provide immediate written notice to the Contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to an Offeror or subcontractor:

1. who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR or
2. whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such USTR list or
3. who incorporates in the public works project any product of a foreign country on such USTR list.

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The Offeror agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in all lower tier subcontracts. The Contractor may rely on the certification of a prospective subcontractor that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by USTR, unless the Offeror has knowledge that the certification is erroneous.


This certification is a material representation of fact upon which reliance was placed when making an award. If

it is later determined that the Contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration (FAA) may direct through the Owner cancellation of the contract or subcontract for default at no cost to the Owner or the FAA.

Company Name: Armstrong Consultants, Inc.

By: Michael Garcia

Title: New Mexico Market Lead

Signature: 

Date: August 11, 2023

EXHIBIT 8

Project/Contract Listing Form

Offerors shall list all current contracts with the Town of Taos

FIRM: Armstrong Consultants, Inc DATE: 8/11/2023

Table A – Project Specific Contracts

PROJECT DIRECTLY AWARDED TO FIRM	CONTRACT DATE	CONTRACT AMOUNT (in dollars \$)	% COMPLETE TO DATE	CONTRACT AMOUNT EXPENDED TO DATE (in dollars \$)	CONTRACT REMAINING BALANCE (in dollars \$)
1. GA Hangars	4/30/2023	\$78,000	78%	\$60,500	\$17,500
2. Taxiway A Construction	10/10/2020	\$358,600	87%	\$312,100	\$46,500
3. Terminal Building	2/16/2021	\$1,069,403	42%	\$443,993	\$625,410
4. Apron Construction	3/2/2023	\$469,600	44%	\$204,910	\$264,690
5. Airport Master Plan & Addendum	7/20/2023	\$590,560	97%	\$570,749	\$19,811
TOTALS				\$1,592,252	\$973,911

Table B – On-Call Contracts

PROJECT DIRECTLY AWARDED TO FIRM	CONTRACT DATE	CONTRACT AMOUNT	TOTAL AMOUNT TASKED OUT TO DATE (in dollars \$)	% OF TASKED OUT WORK COMPLETE TO DATE	TOTAL TASKED OUT WORK EXPENDED TO DATE (in dollars \$)	TOTAL REMAINING BALANCE OF TASKED OUT WORK (in dollars \$)
1.						
2.						
3.						
4.						
5.						
		TOTALS				

Notes:

1. If any award is not proceeding in contract negotiations, please indicate the status in the "Remarks" below.
2. Fees do not include reimbursable expenses, which include: travel, per diem, printing, telephone or reproduction cost.
3. Federal funds shall be included in project calculations pursuant to NMSA 1978, Section 13-1-120 B (6).
4. Any Award of Contract that has not resulted in a written contract offer to the Offeror, within 6 months of written notice, shall not be considered an award for the purposes of the Project Listing Form.
5. Contact the person designated in Section 2.5, if there are ANY questions regarding the correct completion of this form. (Use additional sheets if necessary).

TABLE A REMARKS:

- **GA Hangars** – Design complete, under construction
- **Taxiway A** – Design & Construction complete
- **Terminal Building** – 75% Design complete
- **Apron Construction** – Design complete, ready for bidding
- **Airport Master Plan** – 97% complete



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