

REQUEST FOR QUALIFICATIONS

**For a Consultant to Assist the
Federal Aviation Administration
In Preparing an
Environmental Impact Statement
For a Replacement Airport
For Friedman Memorial Airport
In the Wood River Region of
South Central Idaho**

**Posted
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at
www.airporteis.com**

I. INTRODUCTION

The Federal Aviation Administration (FAA), in discussion with the Bureau of Land Management (BLM), the City of Hailey, Idaho, and Blaine County, Idaho are seeking Statements of Qualifications (SOQ) from professional environmental/architect/engineer/planning consulting firms to assist the Federal Aviation Administration (FAA) in preparing an Environmental Impact Statement (EIS) for a replacement airport for Friedman Memorial Airport (FMA) in the Wood River Region of South Central Idaho. The City of Hailey and Blaine County, acting jointly through the Friedman Memorial Airport Authority (“Airport Authority” or “Sponsor”) are the Sponsors for this replacement airport project. They will be receiving federal funding for preparation of the EIS.

The existing FMA is a commercial service airport located in the City of Hailey, Idaho. The airport serves the Wood River region of South Central Idaho.

The Airport currently does not comply with critical FAA safety standards and is severely constrained, occupying only 220 acres, and unable to expand. The Airport is situated near extensive residential and commercial development as well as several schools. Severe mountainous terrain exists in close proximity to the Airport on the east, west and north sides. This terrain prevents the installation of conventional navigational aids typically required of a commercial service airport to insure reliability and safe access in adverse weather conditions.

Many studies have been undertaken to evaluate the limitations of FMA at its present site along with the potential need for a replacement or supplementary airport. The most recent efforts include a 2004 Master Plan Update and a 2006 Site Selection and Feasibility Study. The Master Plan Update concluded that substantial improvements at the existing site were required to meet FAA standards. Based upon the Master Plan findings and public outreach, the Sponsor proceeded with the evaluation of a replacement airport to meet current and future demand for aviation services and to meet FAA safety requirements. The final Site Selection Study further verified the deficiencies at the existing site and collected data on sixteen additional potential sites.

Rather than proceeding with the preferred alternative recommended in the Site Selection and Feasibility Study, the FAA has determined that the following issues be further studied by the consulting firm hired to complete the EIS:

- The feasibility of adjacent Camas or Lincoln Counties being the airport sponsor.
- The interests of the following tribes related to reasonable alternative sites for a replacement airport:
 - Shoshone Bannock Tribe
 - Northwestern Band of the Shoshone Tribe
 - Shoshone Tribe of the Wind River Reservation
 - Shoshone Paiute Tribes of the Duck Valley Reservation

- The interest of the Bureau of Land Management as it relates to all reasonable alternative sites.
- Revised forecast data for air traffic in the region. Since the forecasts used to prepare the Site Selection and Feasibility Study were constrained by the limitations of the existing site, new unconstrained forecasts will need to be prepared.

The consultant who is selected to assist in preparation of the EIS will examine these four issues as part of an extended EIS scoping process.

The FAA is the lead federal agency for preparing an EIS in accordance with the requirements of the National Environmental Policy Act (42 U.S.C. 4321 et. seq.), the Council on Environmental Quality (CEQ) regulations (40 C.F.R. Parts 1500-1508), and appropriate U.S. Department of Transportation and FAA environmental orders. A Memorandum of Understanding (MOU) among the FAA, the City of Hailey, Idaho, and Blaine County, Idaho (acting jointly through the Airport Authority) provides the framework under which the EIS will be prepared and is expected to be executed within the next several weeks. The MOU calls for the Sponsor to issue this RFQ, for the FAA to select and for the Sponsor to engage and retain a contracted firm or firms (Consultants) that will work directly with the FAA. The Sponsor will conduct the contract administration and payment for consultant services. A copy of the MOU will be available for download as soon as it is executed at www.airporteis.com.

The proposed replacement airport project will be funded in part under the Federal Airport Improvement Program. The FAA cannot approve or fund the proposed replacement airport until after it completes the appropriate environmental impact analysis.

The purpose of this Request for Qualifications is to select a Consultant (including any subconsultants) to assist the FAA in preparing an EIS to assess and disclose the potential environmental impacts of the construction of a replacement airport for the FMA and any reasonable alternatives in a manner that complies with all applicable federal, state and local environmental laws and regulations, including, but not limited to, FAA Advisory Circular 150/5100-14D(2005), *Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects* and the BLM Federal Land Policy Management Act (FLPMA). It is the intent of the FAA to select a technically proficient Consultant who will be able to conduct the EIS process, and to assist with required agency consultations, in an efficient and cost-effective manner, while maintaining a high degree of credibility and validity in the study products.

2. REPLACEMENT AIRPORT PROJECT DESCRIPTION

The Airport Authority has proposed the construction of a replacement airport for Friedman Memorial Airport. In order to meet the purpose and need for a replacement airport for the Wood River Region in South Central Idaho, the Sponsor has determined that a replacement airport must meet the following goals:

- Be compliant with FAA design and safety standards commensurate with current use (currently C-III).
- Be capable of serving known (currently C-III) and future aviation demands (greater than C-III) for the region.
- Be compliant with FAA standards to secure the economic benefits associated with continuation of air carrier service and other aviation operations for a community and region whose economy is tourism-based.
- Be reliable and safe and provide access to all users in adverse weather via a minimum of a Category I instrument approach system (CAT I ILS).
- Provide adequate land area to accommodate future demands and provide flexibility to meet the needs of the volatile aviation industry (minimum of 1200 acres).
- Provide for appropriate approach and departure protections.
- Provide reasonable access to communities in the Wood River Region.
- Minimize the time needed to access Wood River Region communities from other airports.
- Minimize impact to existing human habitat and environment while giving due consideration to possible environmental and cultural effects.

3. SCOPE OF SERVICES

A. Scope

The Consultant will address environmental issues that are typically associated with the planning, development and operation of a replacement commercial service airport on an undeveloped or greenfield site. The EIS is to be accomplished in accordance with FAA Orders 1050.1E, *Environmental Impacts: Policies and Procedures* and 5050.4B, *Airport Environmental Handbook*. The specific environmental issues in the EIS may include, but are not limited to:

- Air Quality
- Caves
- Coastal Resources
- Compatible Land Use
- Construction Impacts
- Cumulative Impacts
- DOT Act Section 4(f)
- Farmlands
- Fish, Wildlife and Plants, Including Endangered and Threatened Species
- Floodplains and Floodways
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Historic, Architectural, Archaeological and Cultural Resources
- Light Emissions and Visual Impacts
- Natural Resources, Energy Supply and Sustainable Design
- Noise
- Secondary (Induced) Impacts
- Socioeconomic Impacts, Environmental Justice, and Children's Environmental

Health and Safety Risks
Water Quality
Wetlands
Wild and Scenic Rivers

The issues that are likely to be the most important are alternatives, cultural resource impacts (particularly related to tribal treaty rights and concerns), DOT 4(f) impacts, wetlands impacts, socioeconomic impacts, and cumulative impacts.

If the preferred site is located on Public Lands managed by the BLM then the NEPA process will need to accommodate specific requirements of FLPMA and other legal, regulatory, policy and planning requirements of the BLM.

The Consultant selected to assist the FAA in preparation of the EIS will develop and submit a draft Plan of Study, to include a final scope of work, for approval by the FAA. The Plan of Study will include detailed descriptions of all work to be performed, the methodologies proposed to perform the work, the name and qualifications of the person performing each aspect of the work, estimated person-hours required for completion of each aspect, the schedule for performing each aspect, and a description of the internal and external review procedures to assure quality control. The Plan of Study will also include a provision for a thorough literature search and bibliography of references and methodologies to be used in the acquisition of the environmental data and analyses and the development and preparation of the EIS. Finally, the Plan of Study must comply with all applicable FAA regulations governing the preparation of EISs and must include such additional analytical requirements provided by FAA prior to completion.

B. Background Documentation

The Sponsor will appoint a Project Coordinator to facilitate coordination of effort with the Airport Authority's staff and other contractors, and exchange of information related to the planning and design of the proposed airport and related facilities. The Sponsor has made the following resources available for download by any prospective Consultant in responding to this RFQ and for use in preparing the EIS:

- 1990 Airport Site Selection Study
- 1994 Airport Master Plan Update
- 2004 Airport Master Plan Update
- 2006 Wood River Region Airport Site Selection and Feasibility Study

These documents are available for download from the internet at www.airporteis.com. Additional documents may be posted on that website as well. In the interest of time and efficiency, hard copies of any documents posted on the www.airporteis.com website will not be made available. Please do not call the Airport Authority staff for additional documents.

4. PERIOD OF PERFORMANCE

The period of performance (through completion of the final EIS) is not to exceed three (3) years from Notice of Intent. The work will be performed in accordance with FAA's procedures for assessing environmental impacts including FAA Order 5050.4B. While it is conceivable that issues raised during the public comment process could affect the time of performance responders should assume that the FAA will grant any extensions of time for performance only for the most extraordinary circumstances.

5. PROCUREMENT AND CONTRACTING

A. Contract Type and Administration

The work will be performed under a Contract with the Sponsor on the basis of a firm fixed-price contract. The contract will contain all of the ordinary language contained in an FAA-funded planning or engineering services contract. Firms are urged to read and become familiar with FAA Advisory Circular 150/5100-14D and the grant assurances, which will be contained in a contract, funded with FAA grant monies. The Airport Authority will administer the contract, and appoint a Project Coordinator to facilitate the coordination of effort and the exchange of information on facility planning, design, and construction, as these activities relate to the preparation of the EIS.

Pursuant to a Memorandum of Understanding between FAA and the Sponsor, FAA, in discussion with BLM, will select the Contractor, will direct the preparation of the EIS, and will give direction to the Contractor. Unless otherwise directed by the FAA, any and all work performed by the Contractor and its Subcontractors in preparation of the EIS shall be submitted directly to the FAA and, upon request of the FAA, to the Sponsor. This arrangement is being instituted to ensure that the technical assistance received by the FAA is developed and presented in a way that is not biased toward the replacement airport project.

Communications between the Sponsor and the Contractor will be governed by normal FAA policies and practices on preparation of EISs. The Sponsor may communicate with the Contractor and its Subcontractors during the development of the EIS, but no prior review or discussion of data or analyses developed by the Contractor or Subcontractor as related to the EIS shall be afforded to the Sponsor. In no case shall the Sponsor discuss, review, modify, or edit the Contractor's work or the work of its Subcontractors prior to submission to the FAA, or be provided the opportunity to do so. All suggestions for modifications or changes to such sections recommended by the Sponsor shall only be made to the FAA. The Sponsor, however, must approve any modification of the contract.

B. Development of Scope of Work

Upon selection of the Contractor, the Contractor will prepare a detailed Scope of Work delineating work items, personnel, completion durations, and costs.

C. Conflict of Interest

Prospective responders should ensure that they are familiar with FAA regulations on conflicts of interest of EIS contractors. Pursuant to 40 C.F.R. Part 1506.5(c), the Contractor and any Subcontractors performing the work shall certify that they have not entered into and, will not enter into during the lifetime of the EIS preparation any agreement affording the Contractor and any Subcontractors with any direct or indirect financial interest in the planning, design, construction or operation of the project that is the subject of the EIS except the preparation of the EIS. Prior to beginning work on the EIS, the Contractor and any Subcontractors shall sign a "Disclosure Statement" per the requirements of 40 C.F.R. 1506.5(c) and FAA Orders 1050.1E and 5050.4B, specifying they have no financial or other interest in the outcome of the project.

D. Selection Process

The FAA, in discussion with the BLM, will select the Contractor. An invitation to interview will be sent to a shortlist of teams that will result from the evaluation of statements of qualifications submitted in response to this RFQ. Following selection of the Contractor, the Sponsor will negotiate fees and rates for the duration of the contract. As required by FAA procedures, the FAA will not participate in that negotiation.

E. Disadvantaged Business Enterprise

There is no DBE goal established for this contract. At this time, the Sponsor will meet the DBE goal on federally assisted projects through race-neutral measures. The Sponsor supports the use of race-neutral measures to facilitate participation by DBEs and other small businesses, and encourages prime contractors to subcontract portions of their work that they might otherwise perform with their own forces.

6. QUALIFICATION SUBMITTAL REQUIREMENTS

A. Submittal Package Contents

In response to this RFQ, interested firms shall submit an original and seventeen copies (for a total of 18 copies) of their *Statements of Qualifications* and *Attachments* to the Airport Authority at the address noted below. The Sponsor will be responsible for transmitting appropriate copies to the FAA. The Sponsor's administrative duties with regard to the submittals will be limited to the receipt and distribution of the submittals to the FAA. The Sponsor will not conduct any evaluative pre-screening prior to the selection process described below. The Sponsor will not accept or transmit to the FAA any late or non-compliant submittals. Prospective firms are reminded to adhere precisely to the submittal requirements set forth in this RFQ.

The *Statement of Qualifications* shall be no more than 40 pages of text, 8-1/2" x 11" sheet size. Brevity is valued and submittals shorter than the limit are appropriate. All *Statements of Qualifications* shall be paper bound with tabbed dividers labeled by section to correspond with the categories of information requested below. Faxed or emailed proposals are not allowed and will not be considered. Copies may, but are not

required to be, printed double-sided. Brief (maximum of 2 pages) cover letters, tables of contents, tab dividers, *Attachments* (except as noted below), or indices of the *Statements* are not included in the 40-page count.

In addition to the *Statement*, each copy of the submittal package shall include five *Attachments* in the following order:

- (1) *Attachment 1* shall be detailed resumes of all key personnel; each individual resume shall be no longer than two pages.
- (2) *Attachment 2* shall be project descriptions or profiles of projects referenced in the *Statement of Qualifications*. Each project profile or description shall be no longer than one page in length and shall specifically identify by name those individual who were primarily responsible for the project and include professional references (including phone number and email address) for each project. The descriptions shall indicate the original and ultimate time frame for the Consultant's portion of project and the extent to which the Consultant's final timetable for the project differed from the original timetable (with an explanation of any significant deviations, if necessary).
- (3) *Attachment 3* shall be a CD containing work from one sample project in which the prime Consultant was the project manager. The work product should be in Adobe Acrobat format. This document should be reflective of the Consultant's best quality work and should be a public document such as an EIS, EA, or similar document. This *Attachment* shall be prefaced by a one-page statement listing the personnel whose resumes appear in *Attachment 1* to the *Statement of Qualifications*, who were also substantively involved in preparation of the selected work product.
- (4) *Attachment 4* shall be any supplemental data, which the Contractor believes necessary to supplement the Statement of Qualifications, and shall be no longer than 10 pages in length.
- (5) *Attachment 5* shall be the executed Disclosure Statements from the Prime Contractor and all subcontractors.

The combined total of *Attachments 1, 2, 4 and 5* shall be no more than 30 pages in length. There is no page limit for the document contained on the CD in *Attachment 3*.

B. Contents of the *Statement of Qualifications*

The 40-page *Statement of Qualifications* itself must contain the following information, presented as four sections, in the following order:

1. Project Team

This section shall identify the individual and firm members of the project team and describe the project management organization. This section must identify and describe the availability and expertise of an experienced Project Manager who would be assigned to and committed to the EIS as a first priority for the duration of the EIS. For each individual identified in this section, provide the location where the individual will be

physically based for the duration of the EIS. For the Project Manager, this section should state the percent of his or her time that the Consultant commits will be devoted to this EIS and indicate whether and how that percentage might change over the course of the EIS.

This section should also indicate the persons who would constitute the “Key Team Members” for this EIS. For each Key Team Member (including, of course, the Project Manager) and subconsultant managers, provide information on their other responsibilities in a manner that demonstrates their ability to devote sufficient time availability for and commitment to the EIS. It should demonstrate an ability and commitment to undertake this work immediately and include documentation on each individual Key Team Member’s history of adherence to schedule and budget constraints, while maintaining a high standard of quality. A statement must be included which commits the consultant (and any subconsultants) to making the Key Team Members available for the duration of this EIS contract in the manner and for the amount of time described in this section.

2. Experience

This section shall describe the experience of *both* the firms that constitute the consultant team and the Key Team Members (including the Project Manager) who have been identified in Section 1. Recognizing that professionals change their firm affiliation during their careers, the experience of the individual Key Team Members is far more important than any of the firms’ collective experience. If any description of a Key Team Member’s experience comes from work at a prior firm, that firm should be identified.

Provide a brief description of relevant environmental studies performed within the last five (5) years of similar nature and explain the specific level of involvement for the Consultant and each subconsultant. For the Project Manager and all Key Team Members, include relevant airport environmental experience, abilities in addressing controversial public issues, experience and expertise related to applicable technical disciplines, demonstrated writing skills, experience with NEPA and BLM Resource Management Plans and other applicable regulatory or interagency coordination and/or consultation that will be important to consider for this EIS. The description shall address at least the following areas of expertise:

- (a) Experience in preparation of EISs for airport projects;
- (b) Experience with noise modeling and experience addressing noise impacts on undeveloped, wilderness, or parklands;
- (c) Experience working in a cooperative manner with FAA and with Department of Interior agencies including, for example, BLM or the National Park Service;
- (d) Experience with Endangered Species Act compliance;
- (e) Experience addressing the cumulative impacts of connected and

unconnected actions which themselves may be subject to independent environmental review under NEPA;

(f) Experience analyzing the impacts of airspace changes which are either necessitated by replacement airport construction or which occur concurrently with an airport development project;

(g) Experience working with cultural resources and Native American treaty rights and concerns.

The material that appears in *Attachment 2* to the *Statement of Qualifications* need not be repeated in this section. Professional references (including telephone numbers and email addresses) for each of the Key Team Members described in this section should be included in this section only if not included in *Attachment 2*.

3. Project Understanding

The Sponsor has made a considerable amount of information available about the replacement airport project and about the Friedman Memorial Airport. Consultants are expected to be familiar with that material. This section shall describe the Consultant's understanding of the replacement airport project and the key issues, which the Consultant believes are likely to arise in preparation of the EIS. This section should describe any new or unique issues that the Consultant believes might arise in preparation of the EIS and will make this EIS *unlike* those, which the Consultant may have prepared in the past. (There is no need in this section to repeat any factual information, which appears in this RFQ.) Creative, probing and innovative responses, suggestions, and approaches are encouraged as such responses are the best way for a Consultant to demonstrate knowledge of this replacement airport project. The Consultants can assume that FAA staff has read many responses to RFQs in the past. Boilerplate, standardized or similar language that does not distinguish the Consultant from other prospective consultants and which does not distinguish this project from other projects is not helpful.

4. Project Approach

This section shall describe the project management organization and proposed approach to maintain the EIS quality and schedule. It shall indicate the process that will be implemented to maintain awareness and interaction of the project team. This section should build upon the understanding of the project and its environmental issues as explained in the prior section. This section should identify methodologies and approaches that the Consultant proposes to use to analyze and resolve environmental issues, scoping, work products, EIS schedule, EIS hearing(s), responsibilities of each of the proposed staff/team members and subconsultants, and the proposed process for coordinating with the FAA, the Airport Authority, and other consultants' work efforts. The section should focus especially on management, technical tools available to the Consultant, and coordination methodology. This section shall include a discussion of how the Consultant intends to handle distribution of work product (draft and final) and the Consultant's experience with, and extent to which Consultant intends to use, secure

internet-based tools for document review. This section shall discuss approaches to preserving confidentiality in light of federal and state open records laws.

7. PRE-SUBMITTAL CONFERENCE/ QUESTIONS ABOUT THIS RFQ

A pre-submittal conference for this contract will be held on **Friday, December 15, 2006 at 10:00 A.M.**, Pacific Standard Time, at the FAA Northwest Mountain Regional Office (Fred Issac Conference Room), 1601 Lind Avenue, S.W., Renton, Washington 98055. At this meeting, FAA, BLM and Airport Authority staff will be available to discuss the scope of work and general contract issues and will respond to questions submitted by the attendees. A transcript or minutes of the conference will be made and will be *emailed* to any attendee who so requests on the sign-in sheet. Attendance at the pre-submittal conference by at least one representative of the prime Contractor is strongly encouraged but not mandatory. Any prospective consultant who cannot attend the pre-submittal conference may download the transcript or minutes of the conference at www.airporteis.com but should understand that it will be several days before the transcript is made available. Neither the FAA nor the Airport Authority will make other special arrangements.

8. EVALUATION AND SELECTION PROCESS

The FAA, BLM and the Airport Authority will evaluate each submittal received. Submittals will be evaluated based upon the criteria identified below. Following that evaluation, representatives of the FAA and the Airport Authority will together identify a short list of the highest-ranking teams that will proceed to the next step of the selection process.

Short-listed firms will be required to conduct personal presentations and will be interviewed by the FAA, BLM and Airport Authority representatives at the FAA Seattle Airports District Office located in Renton, Washington. It is currently planned for the interviews to take place in February 2007. The presentations will consist of a 45-minute formal presentation followed by 45 minutes of questions. A set of interview questions and target answers will be developed for the interviews based upon (but necessarily will not address all of) the evaluation criteria set forth below.

Following the interviews, the Sponsor will recommend one or more firms to the FAA. The FAA will consider the recommendations of the Sponsor but **the FAA, in discussion with BLM, will be solely responsible for selecting the Consultant** based upon the evaluation criteria below and the results of the presentations.

The Sponsor will then negotiate a contract with the selected Consultant, which negotiations shall be conducted in accordance with FAA Advisory Circular 150/5100-14D. At that time, the Sponsor may require additional information for purposes of contract and fee negotiations.

Responses to this solicitation will be evaluated on the following criteria. The criteria are listed in descending order of importance with the first having the most weight and with each of the following criteria having equal or less weight than the one preceding it.

1. Experience and quality of team and Key Team Members in preparing EA's and EIS's for major improvement projects at commercial service airports in the past 5 years, including experience in applicable technical disciplines; demonstrated technical writing skills, and experience in coordination of NEPA issues with various federal and state regulatory agencies, including the U.S. Department of the Interior and the Environmental Protection Agency.
2. Experience working cooperatively with BLM state or field offices and Native American tribes (with particular emphasis on work with tribes or agencies in Idaho).
3. Project management organization and approach to maintaining schedule, budget and quality, including availability of an experienced project manager, commitment by the firm to assign this EIS as the manager's first priority, availability and commitment of Key Team Members to the EIS relative to their involvement in other on-going or expected projects, ability to work successfully in managing subcontractors and consultants; and prior experience producing EAs or EISs within a prescribed schedule and within budget.
4. Record of business and client satisfaction, including client references for project experience from airport proprietors, FAA staff (in more than one region) and other clients.
5. Completeness and responsiveness of the submittal including any unique or distinguishing approach or substance in the submittal.
6. Planned approach to developing the EIS Scope of Work.
7. Experience with laws governing historic preservation including archaeology; cultural resources; and tribal concerns.
8. Experience addressing DOT Section 4(f) issues.
9. Federal Land Use Planning experience, specifically with regards to BLM resource management plans.
10. Experience with Section 404 of the Clean Water Act compliance.

9. SCHEDULE AND SOLICITATION POINT OF CONTACT

Eighteen hard copies of the *Statement of Qualifications and Attachments* must be **received** by the Airport Authority by **Monday, January 15, 2007 at 5:00 p.m.** Late submissions, and submissions that do not comply with the technical requirements set forth in the RFQ, regardless of the reason, will be deemed nonresponsive. For questions regarding the submission process only, you may contact Rick Baird, Friedman Memorial Airport Manager at rick@flyfma.com. Only email contacts will be permitted. All substantive email contacts and responses will be posted on the website, www.airporteis.com. Delivery and mailing instructions for the submittal are as follows:

Friedman Memorial Airport Authority
Attention: Rick Baird
P.O. Box 929
1616 Airport Way
Hailey, Idaho 83333
(208) 788 4956

10. GENERAL INFORMATION

A. No obligation

This RFQ does not obligate the FAA or the Sponsor to award the contract to any firm or to pay any cost incurred in the proposal process or in the preparation of qualification submittals in response to this RFQ. Expenses associated with preparation of the *Statements of Qualifications* and travel for interviews will be solely the responsibility of the firms.

B. Representations and Warranties

The *Statement of Qualifications* and other requested information must be completed, in its entirety, to the best of the firm's ability and the firm must represent and warrant that all information contained therein is true and correct to the best of the firm's knowledge.

C. No Contact

Following the release of this RFQ until the announcement of the selected Consultant, no representative or agent of the Consultant may contact any FAA, BLM or Airport Authority, City of Hailey or Blaine County staff, or any Airport Authority consultants, either directly or indirectly regarding this contract, except as follows: (1) any questions may be posed by email, directed to the Sponsor contact listed in Section 9 above; and (2) oral questions may be posed at the pre-submittal conference. The Sponsor will coordinate responses with the FAA as appropriate. All responses will be provided to all firms who are interested in this RFQ by posting them on the website, www.airporteis.com. The Sponsor will also make hard copies of any questions and responses available at the pre-submittal conference. Any communication, or attempted communication, with any person other than as designated above, shall be grounds for disqualification of a potential Consultant.

D. Right to Investigate

By submission of a *Statement of Qualifications*, the Consultant must acknowledge that representatives of the FAA, BLM and the Sponsor have the right to make any inquiry or investigation they deem appropriate to substantiate or supplement information contained in the *Statement of Qualifications* and *Attachments* thereto and the Consultant must authorize, in writing, the release to the Sponsor of any and all information sought in such inquiry or investigation.