

**ADVERTISEMENT FOR BIDS
CITY OF MANCHESTER - DEPARTMENT OF AVIATION**

**REQUEST FOR BIDS FOR
REPLACEMENT OF RUNWAY 6 DEPARTURE END ENGINEERED MATERIAL ARRESTING SYSTEM
(EMAS)**

At

MANCHESTER-BOSTON REGIONAL AIRPORT

AIP # 3-33-0011-XXX-2026

City Bid # FY26-805-63

The City of Manchester, New Hampshire, Department of Aviation is seeking bids for the completion of the proposed Replacement of Runway 6 Departure End Engineered Material Arresting System (EMAS) at the Manchester-Boston Regional Airport (MHT). The scope of work for the project includes all of the associated work with the following components: removal and disposal of the existing EMAS system; existing asphalt pavement milling and crack sealing; proposed asphalt pavement overlay; installation of new owner-provided EMAS system; installation of retro-reflective markers; pavement grooving; pavement markings; and all other incidental work.

Bids will be accepted only from contractors that have been pre-qualified with the Department of Aviation. Refer to the Information for Bidders Section 1.05 or the Manchester-Boston Regional Airport website at <https://www.flymanchester.com/doing-business-with-mht/procurement-services/> for pre-qualification requirements. Each bidder must deposit with his/her bid, security in the amount of 5% of the total bid. A 100% performance and payment bond will be required with the contract.

Bid documents are available for direct download upon registration at the McFarland Johnson Bid Portal (<https://bidportal.mjinc.com/bidportal/index>) at no cost on or after **Wednesday, June 3, 2026** and by providing the Contractor's email address as part of the registration. Contract documents may also be viewed and downloaded, at no cost, in Portable Document Format at the Manchester-Boston Regional Airport's website link located at <https://www.flymanchester.com/doing-business-with-mht/procurement-opportunities/>. It is the bidder's sole responsibility to provide an e-mail address to the Engineer, as noted above, for use in issuance of any addenda.

A pre-bid informational meeting will be held at the Airport Administrative Offices boardroom, located on the third floor of the Airport terminal at One Airport Road, Manchester, NH. The meeting will be held on **Wednesday, June 10, 2026 at 2:00 PM**. Prospective bidders shall RSVP, not less 24 hours prior to the meeting, through Ms. Christina Adams at (603) 624-6539 Ext. 307 or cadams@flymanchester.com. It is anticipated that a "site walk" will be performed after the pre-bid informational meeting. No individual "on-site" visits will be provided for the project.

Bids will be publicly opened and read aloud on **Wednesday, June 24, 2026 at 2:00 PM (local time)** at the Airport Administrative Offices boardroom, located on the third floor of the Airport terminal at One Airport Road, Manchester, NH. The contract will be awarded to the lowest responsive and responsible bidder.

The Owner reserves the right to waive any informality in the bidding or to reject any or all bids.

In this bid process and the resulting Contract, if executed, all Bidders and Contractors must fully comply with the Contract Provision Guidelines for Obligated Sponsors and Airport Improvement Program Projects and contained within the Contract Documents. All requirements of the Federal funding and, as well as all administrative regulations shall apply to this project, as if herein written out in full. The attention of prospective bidders is called to the fact that this project is to be bid upon and the contract executed, under the Federal Funding Rules and Regulations for carrying out the provisions of:

- Buy American Preference (Title 49 United States Code, §50101, Executive Order 14005, IJJA, & BABA)
- Title VI Provisions of the Civil Rights Act of 1964, as amended and supplemented (Title 49 United States Code, § 47123 & FAA Order 1400.11)
- Davis-Bacon Act (2 CFR Part 200, Appendix II(D), 29 CFR Part 5, 49 USC § 47112 (b), 40 USC §§ 3141-3144, 3146, and 3147)

- Debarment and Suspension (2 CFR Part 180 (Subpart B), 2 CFR Part 1200, DOT Order 4200.5, Executive Orders 12549 and 12689)
- Disadvantaged Business Enterprise (49 CFR Part 26, 49 USC § 47113)
- Federal Fair Labor Standards Act (29 USC§ 201, et seq; 2 CFR § 200.430)
- Lobbying and Influencing Federal Employees (Title 31 United States Code, §1352-Byrd Anti-Lobbying Amendment, 2 CFR Part 200, Appendix II(I), and 49 CFR Part 20, Appendix A)
- Prohibition of Covered Unmanned Aircraft Systems (UAS) (FAA Reauthorization Act of 2024 (Public Law 118-63, Section 936)
- Procurement of Recovered Materials (2 CFR § 200.323, 2 CFR Part 200, Appendix II(J), 40 CFR Part 247, 42 USC § 6901, et seq (Resource Conservation and Recovery Act (RCRA)))
- Foreign Trade Restriction (49 USC §50104 and 49 CFR Part 30)

TITLE VI SOLICITATION NOTICE:

The Manchester-Boston Regional Airport, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4), 28 CFR § 50.3, and 49 CFR Part 21, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, all contractors will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner’s race, color, national origin, sex, creed, age, or disability in consideration for an award.

DISADVANTAGED BUSINESS ENTERPRISE:

The requirements of 49 CFR Part 26 including any amendments thereto apply to this contract. It is the policy of the Manchester-Boston Regional Airport to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this contract. The Owner encourages participation by all firms qualifying under this solicitation regardless of business size or ownership. **There is no specific DBE goal for this project.**

FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE):

All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR Part 201, et seq, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part-time workers.

The Contractor has full responsibility to monitor compliance to the referenced statute or regulation. The Contractor must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.

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 § 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.

PROHIBITION OF COVERED UNMANNED AIRCRAFT SYSTEMS (UAS):

The Bidder or Offeror certifies that they are aware of and comply with relevant Federal statutes and regulations, including those from the Federal Aviation Administration (FAA), for operating unmanned aircraft systems (UAS) in accordance, and in compliance with all related requirements in the FAA Reauthorization Act of 2024 (Public Law 118-63), section 936 (49 U.S.C. § 44801 note).

Contractor warrants that all UAS operations will be conducted in full compliance with all applicable Federal Aviation Administration (FAA) regulations, including but not limited to 14 CFR Part 107, and any other applicable local, state, or Federal laws and regulations.

Sponsors and subgrant recipients cannot use AIP grant funds to enter into, extend, or renew a contract related to covered unmanned aircraft systems (UAS). This includes both procurement and operational contracts, as well as contracts with entities that operate such systems.

All requests for information should be directed in writing to: David Rich, McFarland Johnson, located at 53 Regional Drive, Concord, NH 03301, by email @ drich@mjinc.com with a cc: copy to Luis Elguezabal, Deputy Aviation Director/Chief Operating Officer, by email @ lelguezabal@flymanchester.com.

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