



**REQUEST FOR PROPOSAL
FOR
ON-AIRPORT COMMERCIAL
AVIATION DEVELOPMENT**

PROPOSAL SUBMITTAL DEADLINE

May 28, 2026

LOCATION:

Lincoln Airport Authority
2400 W Adams
Lincoln, NE 68524

REQUEST FOR PROPOSAL HANGAR DEVELOPMENT

Proposals for an on-airport commercial aviation development project will be received and accepted by the Airport Authority of the City of Lincoln, Nebraska (the “Authority”) until 2:00 P.M. (CT), May 28, 2026, at which time they will be opened by the Authority's Director of Planning and Development, whose contact information is below, all in accordance with the conditions stated in the Request for Proposals (RFP) documents.

Chad Lay
Director of Planning and Development
clay@lincolnairport.com
Lincoln Airport Authority
2400 W Adams
Lincoln, NE 68524

RFP documents may be obtained by accessing the Airport website at <https://lincolnairport.com/business-information/current-rfq-rfp-rsoi/>.

The Authority is an Equal Employment Opportunity (EEO) organization which does not discriminate against any prospective Responder on the basis of race, religion, color, sex, age, national origin, sexual orientation, or presence of any sensory, mental, or physical disability in the consideration of contract award. Successful Responder will be required to comply with all EEO, federal, state, and local laws and regulations.

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Request for Proposals for Lincoln Airport Authority

HANGAR DEVELOPMENT AT THE LINCOLN AIRPORT

Airport Overview

The Lincoln Airport (the "Airport") is operated by the Airport Authority of the City of Lincoln, Nebraska (the "Authority"), a public body corporate organized under the laws of the State of Nebraska.

In accordance with Article 5, Chapter 3 of the Statutes of Nebraska, the City Council of the City of Lincoln, Nebraska, by appropriate action in 1959, created an Airport Authority and transferred to the Authority the right to use, occupy and manage certain real estate owned by or acquired in the name of the City of Lincoln, including the land to be leased herein, located on the Lincoln Airport.

The Authority is responsible for the improvements, maintenance, and operation of the Airport, and it is authorized to enter into contracts for the rental of buildings, land, office space and other property; to adopt rules and regulations for the operation of the Airport; and to have control, custody and direction of all lands, properties and improvements affixed thereto, and to have general direction of the same.

The Authority is governed by a Board consisting of five members who are elected by voters of the City of Lincoln. The Board meets monthly, usually at 11:30 a.m., on the fourth Thursday of each month, in the Airport Terminal Boardroom A, located on the second floor of the terminal building at 2400 West Adams, Lincoln, Lancaster County, Nebraska. The Authority acts by and through its Board and its Executive Director and staff on all matters pertaining to the management and operations of the Airport.

The Airport presently encompasses an area of approximately 5,000 acres and is located approximately five miles northwest of downtown Lincoln.

The Airport has three runways: (a) Runway 17-35 at 5,800 feet long by 100 feet wide; (b) Runway 14-32 at 8,649 feet long and 150 feet wide; and (c): Runway 18-36 at 12,901 feet long and 200 feet wide.

Other non-aeronautical and aeronautical amenities of the Airport are summarized below:

- Approximately 5,000 acres
- Both Corporate and General Aviation Hangars
- Two Full Service FBOs
- Flight School
- Air Charter
- Nebraska National Guard 155th Airlift Wing

Available Opportunity

The Authority desires to enter into a ground lease with a commercial aviation business that intends to construct and occupy a build-to-suit facility that increases the Airport's economic impact, revenue, and expands aviation services on the Airport. This would include facilities for any Special Aeronautical Service Operations (SASO) as identified in the Minimum Standards and Rules and Regulations adopted by the Authority.

The designated development site comprises approximately 30 Acres (1,300,000 sq ft) and is located north of W. Superior St. and west of N. Park Road. The property has a higher elevation than the adjacent aeronautical uses, and removal of material will be required to bring the site to grade. Wetland mitigation will be required.

The site, depicted in Exhibit A, has ready access to electric, water, and wastewater utilities. A twelve-inch (12") water line and a eight-inch (8") wastewater line are adjacent to the site. Electrical service is provided by Lincoln Electric System. Respondents will need to investigate and confirm the availability of or the level of telecommunication service to or near the site. Any potential utility relocation must be noted in the proposal and shown on the schematic site plans required to be included in the proposal. Any utility easements or licenses will be required for the water and sanitary sewer lines in their current location and for the electric service in its final location, as applicable.

The new facility is to be visually appealing and functionally consistent with the most recent Lincoln Airport Master Plan, identified as an area for future hangar development. New development proposals must meet Airport AP-1 Zoning District requirements, the Airport Rules and Regulations and Operating Minimum Standards.

Development proposals must provide hangar space, which must constitute the majority of building space, plus office space commensurate with proposed commercial aeronautical uses. The development layout must account for airside lighting, on-site stormwater retention, and sufficient on-site vehicle surface parking (including parking lot circulation). Proposals should include plans for offices, hangar space, and aircraft staging. The site is accessible airside from the east ramp, sized for Group II aircraft, which are aircraft with a wingspan not exceeding 79 feet. Accordingly, Respondents should plan their development primarily based on activity from Group I and Group II aircraft.

Pending confirmation from the Federal Aviation Administration (FAA), the Authority will complete the environmental clearance documentation required by the National Environmental Policy Act of 1969. The documentation will be based upon the selected site plan and development concept. The successful Respondent is required to reimburse the Authority for the costs of the study, which is not expected to exceed \$25,000. Any delays caused by FAA or other outside agency review will be credited to the development timeline.

There are no known underground fuel tanks or site contamination on the development site. Upon request, the Authority will provide a copy of a Wetland Delineation Report performed in 2018 for the property.

Lease Terms

The intent of this RFP is to select the development proposal that provides the highest and best use of the site for presentation to the Lincoln Airport Authority Board. Following direction from the Board, the Authority intends to execute a ground lease for the development and operation of the specified facility. The Authority proposes an initial term of twenty (20) years; however, the Authority will consider requests for up to two (2) additional renewal options for not longer than ten-year increments each, subject to the amount of capital investment. The total lease term, including any renewal options, will not exceed forty (40) years.

The minimum annual lease rate for this site is forty-five cents (\$0.45) per square foot of land on a triple-net (NNN) basis based upon a current market appraisal and market surveys. Lease rates during the initial term, and in subsequent renewal terms, if any, will increase annually based on the Consumer Price Index. Lease payments will commence on the lease execution date. Respondents may propose additional consideration including, without limitation, a percentage of gross annual revenues; however, such additional revenue will not offset the minimum annual lease rate. Net revenue sharing arrangements will not be considered. After the initial term, and prior to any lease extension, the property will be re-appraised, and the annual land rate will be adjusted accordingly, but not below the preceding term's rate.

The new development must be substantially completed within twenty-four (24) months following lease execution, as evidenced by a certificate of occupancy issued by the City of Lincoln. The Authority and the successful Respondent will create a development schedule with milestones to ensure this requirement. The successful completion of the project is of utmost importance to the Authority for the growth of the Airport; therefore, the successful Respondent should propose its preferred type of security (e.g., refundable cash deposit based on project progress, performance bond, or other comparable instrument or method) to ensure this completion.

Authority Participation

The Authority will lease the development site to the selected Respondent. The selected Respondent will negotiate a ground lease ("Agreement") with the Authority that will serve as the basis for the development, construction, maintenance, and operation of an aircraft hangar on the property. Subject to provisions of the Agreement to the contrary: (a) all improvements will remain the property of the selected Respondent during the term of the Agreement; and (b) the Authority will have unencumbered ownership of all improvements upon the expiration or earlier termination of the Agreement.

The Authority will not participate in the financing, design, development, or operation of on-airport facilities. Buy-in agreements can be entered into for infrastructure development; however, the Authority will not provide assistance to meet any revenue shortfall to service construction or operating expenses.

All agreements are subject to approval by the Lincoln Airport Authority Board, regardless of the Evaluation Committee recommendations.

EVALUATION CRITERIA

The evaluation criteria are listed below in their relative order of importance. The proposal should contain responses to all the specific information requested below. The Respondent's submittal should be organized by section based on the listed criteria.

The Authority will establish a selection committee to evaluate the proposals. Pursuant to review of the proposals by Airport staff, the selection committee may make recommendations to the Lincoln Airport Authority Board, which has the ultimate authority to select the final, successful Respondent(s). The criteria for evaluation are:

1. Economic and Financial Benefit (25 Points)

This criterion will assess base rent and additional revenue to the Authority. It will also assess the benefits the project may bring to the Airport. Benefits include, without limitation, anticipated levels of employment and wage scales, and the project's ability to generate significant revenue via increased flight operations, fuel sales, and sales taxes on the Airport.

2. Benefit to the Aviation Community and the Airport (25 Points)

This criterion will consider the number and types of services the Respondent commits to provide on the Airport. It will consider whether the proposed use(s) include new aviation-related service(s) and whether a proposed combination of services on the Airport will produce an increase in the potential use of the Airport and itinerant air traffic to the Airport. If the Respondent proposes expanding an existing service category, the proposal should demonstrate how the project improves existing service levels to Airport users. Additional consideration may be given to proposals that involve development plans for specific aviation-related companies that will occupy newly-developed space.

3. Project Design (25 Points)

This criterion considers the feasibility and viability of the proposed design and use of the site. Specifically, the Authority will assess how the proposal accommodates future aircraft access. Higher consideration will be given to site plans that allow for efficient and safe aircraft access via the established ramps and taxilanes at the property's southern siteline. The taxilane cannot be used for aircraft staging and all staging must be accommodated on the leased premises. Respondents should refer to the Airport Master Plan and the FAA's guidelines for B-2 category aircraft due to the existing taxilanes to and from the site. Submittals should contain both narrative and graphical displays, such as preliminary site plans showing conceptual shapes and forms of buildings. These submittals should include, without limitation, approximate square footage and overall character of the building or buildings. Site plans should include general dimensions for the proposed lease area(s) that will contain the project site(s). Stamped architectural or engineering drawings are not required for the RFP response.

4. Financial Commitment, Experience and Business Plan (25 Points)

This criterion will evaluate the Respondent's ability to start and complete the project in a timely manner. Analysis of this information will include a comparison of stated available assets and the estimated equity required for the development. Plans to use investment resources for the development should be addressed. The review will evaluate the proposed Project Team for experience in constructing and operating similar aviation businesses and/or developments. The proposal should include a detailed business plan reflecting the planned activity, activity levels, and anticipated growth schedule. The successful Respondent should

propose its preferred type of security (e.g., refundable cash deposit based on project progress, performance bond, or other comparable instrument or method) to ensure this completion.

Interested Respondents must submit the following, at a minimum:

1. Executive Summary

Provide a brief overview of the Respondent's business entity, including a statement of the Respondent's understanding of the RFP and a brief statement of the proposed development and services to be provided if the proposal is accepted and negotiations prove successful.

2. Economic Benefit

Explain the economic benefit of the proposal based on the expected, increased flight operations, fuel sales, visitor traffic, visibility, sales taxes, anticipated levels of employment, and approximate wage scales.

3. Lease Rate

Provide Respondent's proposed annual lease rate and other financial offers. Note that proposed lease rates that do not meet the minimum annual lease rate of forty-five cents (\$0.45) per square foot of land on a triple-net (NNN) basis will be considered non-responsive.

4. Benefit to the Aviation Community

Describe how the aviation community will benefit from the proposed use.

5. Project Description and Business Plan

Describe the proposed project, including conceptual drawings, rough sketches, elevations, and renderings. Include a detailed narrative description of how the proposed project will be developed, including tenants, etc. Further include a business plan describing the Respondent's intention for starting up and operating the business associated with this project, including anticipated target market(s) and forecasts for revenue and business growth.

6. Timeline

The Authority will, at a minimum, require any Respondent chosen to submit satisfactory site plans for Authority review within nine (9) months of lease execution. Construction must begin within sixty (60) calendar days following issuance of building permits, but no more than twelve (12) months following the lease execution date, and be completed within twelve (12) months of initial building permit issuance. Respondents should provide a detailed time frame for project start and completion dates, including timeframes for submitting documentation for compliance with the National Environmental Policy Act of 1969. Potential construction phasing options are negotiable through the lease agreement. Any delays caused by outside agencies will be credited to this timeline.

7. Experience

Provide a listing of completed projects in the United States similar to the proposed development(s), including information as to their size, name and location, comparability to the proposed project and financial success of the development. Provide reference information for these projects including names, titles, addresses, telephone numbers, e-mail address and relationship to the Respondent.

8. Corporate Structure

Identify each participant involved with the business team, identify their role, and provide an overview of their experience. This includes a description of the Respondent's representatives, project managers, and other professionals who will comprise the development team and a description of how local supervision and representation will be provided if the Respondent does not have a local office. Operational management must comply with the guidelines outlined in the Airport's Rules and Regulations and Minimum Operating Standards.

9. Financial Capacity

Description of the Respondent's financial capacity to undertake a project of this magnitude. The information provided should be similar to a lender's package and include:

- i. Copies of the preceding *three* years of the Respondent's audited financial statements;
- ii. Data on the Respondent's existing lines of credit and loans including names, telephone numbers and titles of banking contacts;
- iii. Description of how the project will be financed. Identify the proposed lender, equity partner, or joint venture partner; provide evidence of lender commitment; and describe financing arrangements. This should include sources and uses of funds, listing the amount from each source and use;
- iv. Indicate pending judgments (if any, describe); and,
- v. Indicate any bankruptcies and provide pertinent dates.
- vi. Current business portfolio.
- vii. The preferred type of security (e.g., refundable cash deposit based on project progress, performance bond, or other comparable instrument or method) to ensure successful completion of the project.

10. Additional Information

Provide any information not specifically requested that the Respondent believes would strengthen their proposal and warrants consideration.

RFP Timeline Summary:

Note: Authority reserves the right to modify this timeline at any time

Contact Person:	Chad Lay E-mail: clay@lincolnairport.com
Mandatory Pre-Proposal Meeting Information	A mandatory in-person or virtual pre-proposal meeting is scheduled for May 6, 2026 at 2:00pm. The pre-proposal meeting will be held in the Airport's Terminal Boardroom A, located at 2400 W Adams Street, Lincoln, Nebraska. It will also be hosted on Microsoft Teams. The meeting will serve as a time for all prospective Respondents to gain insight and ask any questions pertaining to this RFP before submission. A tour of the site will immediately follow Please RSVP to Chad Lay @ clay@lincolnairport.com for the meeting NLT Close of Business (5:00pm CT) on May 5, 2026.
Questions:	Must be submitted electronically no later than May 15, 2026 by COB (5:00pm CT). Responses to questions will be provided in writing and will become an addendum to the RFP. Contact Chad Lay via email at c.lay@lincolnairport.com
Deadline for submitting Proposals:	May 28, 2026 by 2:00pm CT
Submittal:	Lincoln Airport Authority Attn. Chad Lay Hangar Development Proposal https://share.lincolnairport.com/filedrop/LNK-RFP-SUBMITTAL

ISSUE DATE:	April 20, 2026
MANDATORY PRE-PROPOSAL MEETING	May 06, 2026
WRITTEN QUESTIONS/COMMENTS DUE DATE:	May 15, 2026
LAST ADDENDUM RELEASED:	May 21, 2026
RFP RESPONSE DUE DATE:	May 28, 2026
NOTIFICATION OF PRELIMINARY AWARD DECISION TO RESPONDENTS:	June 8, 2026

If a Certified Disadvantaged Business Enterprise (DBE) contractor is hired to work on any portion of this project, the prime/awarded contractor must advise the Authority as such. All DBE's must justify their status by submitting their DBE Certification Form to the Authority.

Project Requirements and General Lease Terms

- This is not a solicitation of bids. Issuance of this RFP and receipt of proposals does not require the Authority to award a contract. The Authority expressly reserves the right to postpone proposal opening for its own convenience, to accept or reject any or all proposals received in response to this RFP, to negotiate with more than one Respondent concurrently, to waive any informalities and irregularities in the submission process, to extend the date for submittal of proposals, to request additional information from any or all Respondents, to supplement, amend or otherwise modify the RFP prior to the closing date and time, to cancel all or part of this RFP, or to issue a new RFP, and to select a proposal which is considered to be in the best interests of the Authority.
- Upon approval and execution of a Lease Agreement with the Authority, the successful Respondent(s) will be responsible for all costs associated with due diligence, development, construction, improvements, management and operation of the proposed property, including but not limited to, all planning, designing, entitlement, environmental compliance, permit fees, utility charges and all other project costs associated with the operation of the parcel improvements as described within a formal Agreement and as summarized below.
- The successful Respondent will be responsible for all costs associated with any type of improvements or modifications to the property. All plans and specifications for construction improvements must first be approved in writing by the Authority's Planning and Development Department.
- All necessary permits and proof of insurance coverage will be obtained prior to the start of any approved improvements or modifications to the property.
- All necessary building and other permits must be obtained from the City of Lincoln and other governmental authorities, as applicable.
- The successful Respondent will comply with all FAA Grant Assurances and other FAA requirements and all federal, state, and local requirements including those for the Transportation Security Administration, and the Authority.

- The successful Respondent will be responsible for securing and installing all utilities required for facility improvements.
- During any proposed facility improvement/construction, the successful Respondent will incorporate principles of and best practices in accordance with the Authority's Stormwater Pollution Prevention Plan.

The attached Exhibit A is an overall area site plan showing existing development, taxiways, apron, and runways. All utilities brought from the main utility location to the site are the responsibility of the Respondent. The Respondent must provide a detailed construction schedule. A construction schedule will be a determining factor in the award process. The successful Respondent must complete, submit and receive an aeronautical determination by the FAA, the Notification of Proposed Construction or Alteration, FAA Form 7460-1 prior to any construction activity. The proposed construction will be of an aviation hangar. The uses and design of the hangar will solely be for aviation uses in compliance with FAA regulations and minimum standards as may be amended from time to time.

The Authority reserves and may exercise the following rights and options: (i) to reject any and all proposals, negotiate with any Respondent, alter the scope of work, to extend the date for submittal responses to request additional information from any Respondent, to supplement, amend or otherwise modify the RFP prior to the closing date and time, and reissue the RFP at any time prior to execution of a final land Lease Agreement if, in Authority's sole opinion, it is in their best interest to do so; (ii) to supplement, amend, substitute, or otherwise modify this RFP at any time prior to selection of one or more Respondents for negotiation and (iii) to cancel this RFP with or without issuing another RFP; (iv) to reject the proposal of any Respondent who, in the Authority's, sole judgment, has been delinquent or unfaithful in the performance of any contract with Authority is financially or technically incapable or is otherwise not a responsible responder; (v) to reject as informal or non-responsive, any proposal which, in Authority's sole judgment, is incomplete, is not in conformity with applicable law, is conditional in any way, or deviates from the mandated requirements of the RFP and; (vi) to waive any informalities in the submission process, defect, non-responsiveness and/or deviation from this RFP that is not considered in the best interest and/or best value to the Authority, at its sole judgment.

Submittal Instructions

Questions must be emailed to clay@lincolnairport.com

It is the sole responsibility of the Respondent to make sure the submission is received by the Authority's Planning and Development Department by the due date and time. The Authority assumes no responsibility for delivery of RFPs.

All proposals must be submitted online via the Airport's upload link: <https://share.lincolnairport.com/filedrop/LNK-RFP-SUBMITTAL> and received by May 28, 2026, 2:00 pm (CT). Proposals should be marked "On-Airport Commercial Aviation Development" and addressed to the Lincoln Airport Authority, Attn. Chad Lay, 2400 W Adams Street, Lincoln, NE 68524. Email

or facsimile Proposals will not be accepted. All costs associated with the development of this RFP will be the sole responsibility of the Respondent.

Any exceptions to the specifications included in the RFP must be clearly stated in the proposal.

All addendums associated with this RFP will be posted on the Airport's website at <https://lincolnairport.com/business-information/current-rfq-rfp-rsoi/>. As required, it is the Respondent's responsibility to ensure that all addendums are acknowledged through submission of the Acknowledgement of Addendum Form (Exhibit D) in the response. The last addendum for this RFP will be submitted and published on the website no later than May 21, 2026.

Except as otherwise provided herein, proposals which are incomplete or which are not in conformance with the law, may be rejected as non-responsive. Timely proposals received will be subject to applicable laws and regulations governing public disclosure. Submission of a proposal indicates acceptance by the Respondent of the conditions contained in this RFP, and the intent to enter into an Agreement with Authority.

Information that is considered by a Respondent to be proprietary may still be subject to release as a component of a public records request as determined by the review of the Authority's legal counsel or applicable governmental authorities. Proprietary information should be clearly marked as "confidential" or "proprietary" on each page on which such information appears. Respondents should not expect the Authority to seek confidentiality protection for any claimed privileged or proprietary information in the written proposal for the sole reason that the material is marked "confidential" or "proprietary." Any information that the Respondent believes to be exempt from disclosure under the Public Records Act (*Neb. Rev. Stat. 84-712 et seq.*) must be capable of being separated or redacted from the proposal, and should be clearly and specifically marked.

By submitting a proposal pursuant to this RFP, the Respondent certifies that no fee or commission, or any other thing of value, has been paid or agreed to be paid to any employee, agent, representative, or official of the Authority in order to procure an Agreement described in this RFP. The Respondent also certifies that the financial information in its proposal has been arrived at independently and without consultation, communication, or agreement with the Authority, or other respondents, to restrict competition as to any matter relating to this RFP.

Respondents shall assume full responsibility to review and evaluate the entirety of this RFP, and any addendum which may be issued, and to become fully informed of the detailed instructions and requirements of this RFP and the future contract expectations. Responders shall thoroughly examine and become familiar with this RFP and all related documents comprising this RFP and any written addendum thereto. Each Respondent shall judge for itself all conditions and circumstances within this solicitation as such conditions and circumstances relate to its respective proposal, if submitted.

Evaluation

Upon selection of the most qualified Respondents, Authority may require the finalists to make an oral presentation to the Evaluation Panel to further explain their proposals. If such interviews are conducted, the Authority's evaluation of the presentations will also be factored into the evaluation

of the proposals. However, Respondents are advised that award may be made without interviews or further discussion. The following process will be used to evaluate the proposals:

Initial Evaluation

Each proposal received will first be evaluated for responsiveness (meets minimum requirements).

Evaluation Panel

The Authority will use a minimum of a three-person panel to evaluate each of the responsive proposals. The panel will evaluate the responsive proposals submitted and award points according to the Evaluation Criteria.

PLEASE NOTE: No Respondent will be informed at any time during or after the RFP process as to the identity of any evaluation panel member. If a Respondent becomes aware of the identity of such person(s), Respondent will not make any attempt to contact or discuss with such person anything related to this RFP. The designated Contact person is the only person at the Authority that the Respondents may contact pertaining to this RFP. Failure to abide by this requirement may cause such Respondent(s) to be eliminated from consideration for award.

Best and Final Negotiations

The Authority reserves the right to conduct a "Best and Final" Negotiation at its sole discretion.

Contract Award Procedure:

By completing, executing, and submitting the Respondent Certification, attached hereto, and incorporated by this reference, the "Respondent is thereby agreeing to abide by all terms and conditions pertaining to this RFP as issued by the Authority."

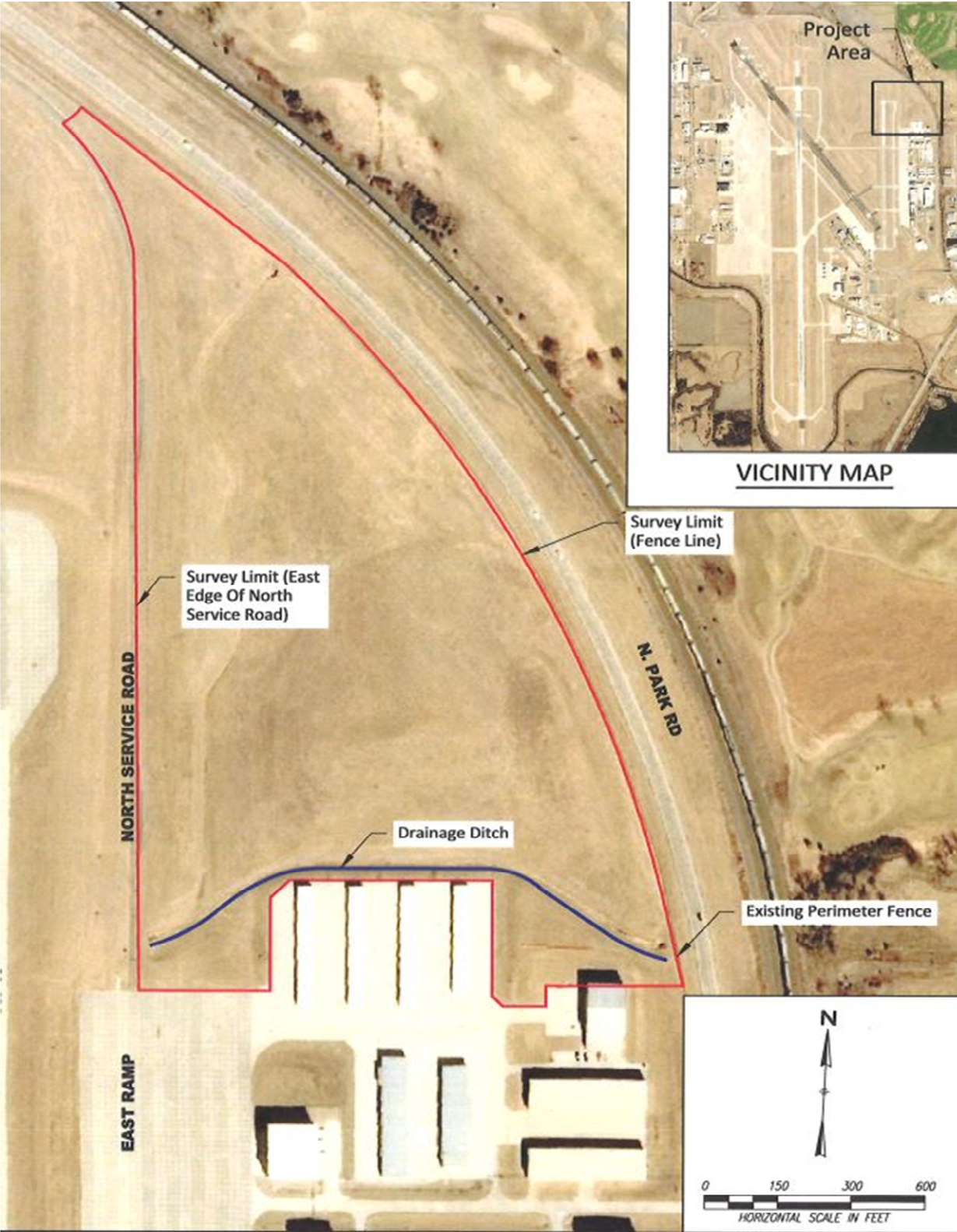
If a Respondent is selected, Respondents will receive by e-mail a Notice of Results of Evaluation within thirty (30) days after a notice of award is issued. Such notice will inform Respondents which Respondent has been selected to proceed with exclusive negotiations.

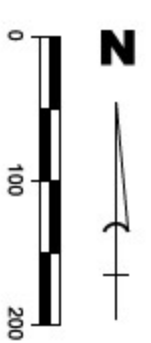
Any lease and development Agreements negotiated by the Authority are subject to approval by the Authority's Board.

If a lease Agreement is not fully negotiated and prepared for presentation to the Authority's Board within ninety (90) days from the date the Respondent is notified that their proposal was selected, then the Authority has the right to terminate negotiations upon written notification to Respondent. The Authority will proceed with negotiations with the next Respondent in line or may consider re-marketing the property or re-issuing a RFP for the project.

The Authority will evaluate the Respondents based on the above criteria and will select the most advantageous and best value to the Authority. The chosen Respondent will be recommended to enter into land lease agreement negotiations.

EXHIBIT A





- LEGEND**
- SD --- STORM SEWER
 - SS --- UNDERGROUND WASTE WATER
 - UE --- UNDERGROUND ELECTRIC
 - - - - - CL - CHAIN LINK FENCE
 - UW --- UNDERGROUND WATER
 - SIGN
 - SURVEY CONTROL POINT

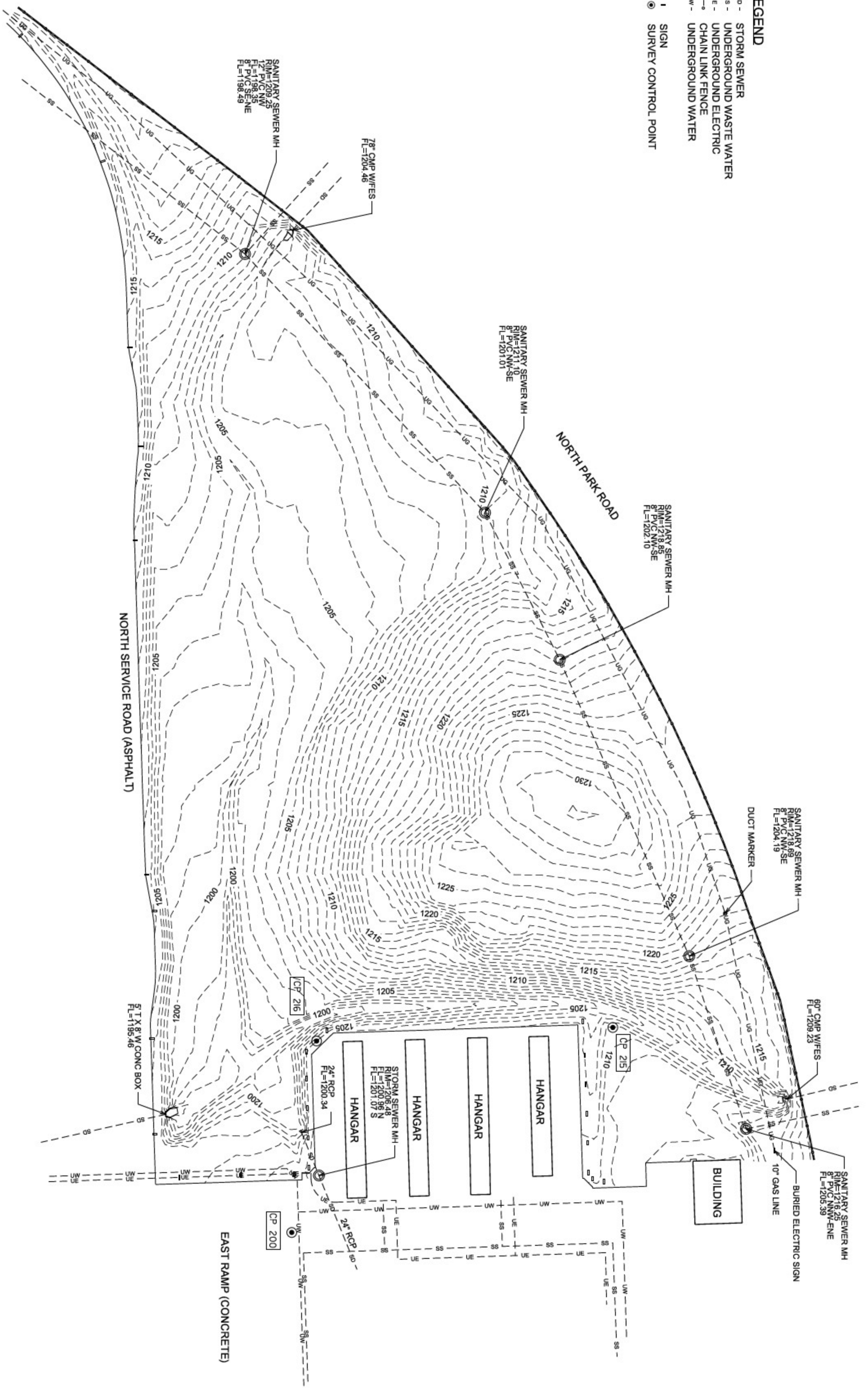


EXHIBIT B: PROPOSAL CERTIFICATION
PROPOSAL CERTIFICATION

The submittal of this Proposal is a duly authorized, official act of [Company], and the undersigned officer of said [Company] is duly authorized and designated by Resolution of [Company] to execute this Proposal on behalf of and as the official act of said [Company], this ____ day of _____, 2026.

COMPANY:

BY: _____
(Signature)

(Print Name and Title)

ATTESTED TO:

BY: _____
(Signature)

(Print Name and Title)

EXHIBIT C: NON-COLLUSION AFFIDAVIT

NON-COLLUSION AFFIDAVIT

STATE OF _____)

) ss.

COUNTY OF _____)

The undersigned, being first duly sworn, deposes and says that he or she holds the position listed below with the Respondent, the party making the forgoing proposal, that the proposal is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation; that the proposal is genuine and not collusive or sham; that the Respondent has not directly or indirectly induced or solicited any other respondent to put in a false or sham bid, and has not directly or indirectly colluded, conspired, connived, or agreed with any respondent or anyone else to put in a sham bid, or that anyone shall refrain from submitting a proposal; that the Respondent has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the Respondent or any other respondent, or to fix any overhead, profit, or cost element of the bid price, or of that of any other respondent, or to secure any advantage against the Authority or any other entity or person interested in the proposed contract; that all statements contained in the proposal are true; and, further that the Respondent has not directly or indirectly, submitted its proposal and bid price or any breakdown thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any corporation, partnership, company association, organization, bid depository, or to any member or agent thereof to effectuate a collusive or sham bid and proposal.

By: _____

Print: _____

Title: _____

Subscribed and sworn to before me this _____ day of _____, 2026.

Notary Public

EXHIBIT D: SAMPLE ACKNOWLEDGEMENT OF ADDENDUM FORM

To: NAME
TITLE
FROM: Chad Lay
Director of Planning & Development, Engineering
DATE: TBD
SUBJ: Addendum No.
Request for Proposal - Hangar Development
Lincoln Airport

Dear Mr./Ms. _____

Attached please find Addendum No. _____ to the above referenced RFP. Please acknowledge the receipt of this Addendum in the space provided below and return one company to this office for our records prior to _____

I hereby acknowledge receipt of Addendum No. _____

(Signature) (Date)

(Name of Company)

**ADDENDUM NO.
(DATE)**

Lincoln Airport

**REQUEST FOR PROPOSALS
HANGAR DEVELOPMENT**

The following amendments, additions, deletions shall be made to the Contract Documents. Insofar as these documents are at variance with this Agreement, Addendum No. dated _____, shall govern:

END ADDENDUM NO. I

EXHIBIT E: CONSTRUCTION INSURANCE

Upon award, the successful Respondent and developer will be required to provide proof of insurance for the project. General Liability insurance shall include the Airport Authority of the City of Lincoln, Nebraska as additional insured. Builder's Risk Insurance will be required through substantial completion of the hangar facility.