

Airport Planning Services

Fremont County Airport

September 29, 2026

DIBBLE

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September 29, 2026

Wesley Brandt
Fremont County
60298 HWY 50
Penrose, CO 81240

Re: Fremont County Airport Planning Services

Dear Mr. Brandt and Members of the Selection Committee,

Dibble recognizes that Fremont County (County) relies on Fremont County Airport (1V6 or Airport) as a critical transportation asset that supports local economic development, emergency services, tourism, and community connectivity. As such, we are excited and committed to serving as an extension of the County's team, building a transparent and collaborative partnership focused on advancing the County's long-term vision for the airport.

There are several differentiators the Dibble team provides 1V6, including:

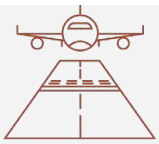
- **Full-Service, Comprehensive Team:** The technical expertise our professionals bring to airport planning and environmental services is strengthened by the responsiveness, collaboration, and local knowledge of our entire Colorado-based team. Our planning and engineering professionals work closely together, leveraging cross-disciplinary experience to proactively identify challenges, capitalize on opportunities, and deliver reliable, high-quality solutions.
- **Proven Planning Expertise with Similar Airports:** Dibble brings 64 years of experience with airports that serve our municipal and regional communities. We understand the vital roles general aviation airports fulfill to their communities' economies and transportation networks, and even better so in our distinctive mountain environment. Through our ongoing partnerships with airports across the Front Range and Western Slope, we have gained firsthand knowledge of the operational, planning, and development challenges unique to these facilities. Leveraging this experience, our team is well equipped to help your airport achieve a successful outcome while positioning it for future opportunities and growth.
- **Strong, Trusted Relationships with Agency Partners:** Dibble has earned the trust of planners, environmental specialists, and engineers at the Federal Aviation Administration (FAA), Denver Airports District Office (ADO), and the Colorado Division of Aeronautics (the Division) through the consistent delivery of technical excellence, sound professional judgment, and proactive communication. The FAA and the Division have consistently funded projects at Dibble's partner airports because of our ability to deliver projects on time and within budget.

Thank you for the opportunity to present our qualifications. We look forward to sharing our mutual passion for aviation and planning to implement the future of the County's critical airport infrastructure.

Sincerely,

Thibault Sirigu
Project Manager

Jared Bass, PE
Project Principal



Legal Business Organization
Dibble & Associates Consulting Engineers, Inc.

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Authorized Individual to Contractually Bind Consultant
Jared Bass, PE, Vice President
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843.442.3751

Addendum Acknowledgment
Dibble acknowledges receipt of Addendum 1

DIBBLE



SECTION 02 | PROJECT UNDERSTANDING



PROJECT UNDERSTANDING AND CAPACITY TO PERFORM

Fremont County is a place where Colorado's history comes alive. From the towering walls of the Royal Gorge to some of the state's most significant dinosaur fossil discoveries, the county's story stretches from ancient prehistoric landscapes to the era of explorers, railroads, mining, and aviation. Named for explorer John C. Frémont and established as one of Colorado Territory's original counties in 1861, Fremont County has long served as a gateway to the Arkansas Valley, central Colorado, and the Rocky Mountains.

Fremont County Airport is an extension of that pioneering spirit. Located just east of Cañon City and north of Florence, the airport has served the community as a hub for general aviation, emergency fire and medical response, flight training, and business travel since 1946. Set against the backdrop of the Sangre de Cristo Mountains and the Royal Gorge region, 1V6 provides critical access to one of Colorado's most scenic and historically rich destinations while supporting local economic activity and connecting residents, visitors, and businesses to the broader region. What makes the airport special is its role as both a transportation asset and a community gateway, welcoming aviators to experience the natural beauty, outdoor recreation, and unique heritage that define Fremont County.

Airport Planning Services

Understanding of Fremont County Airport's Future Development Program

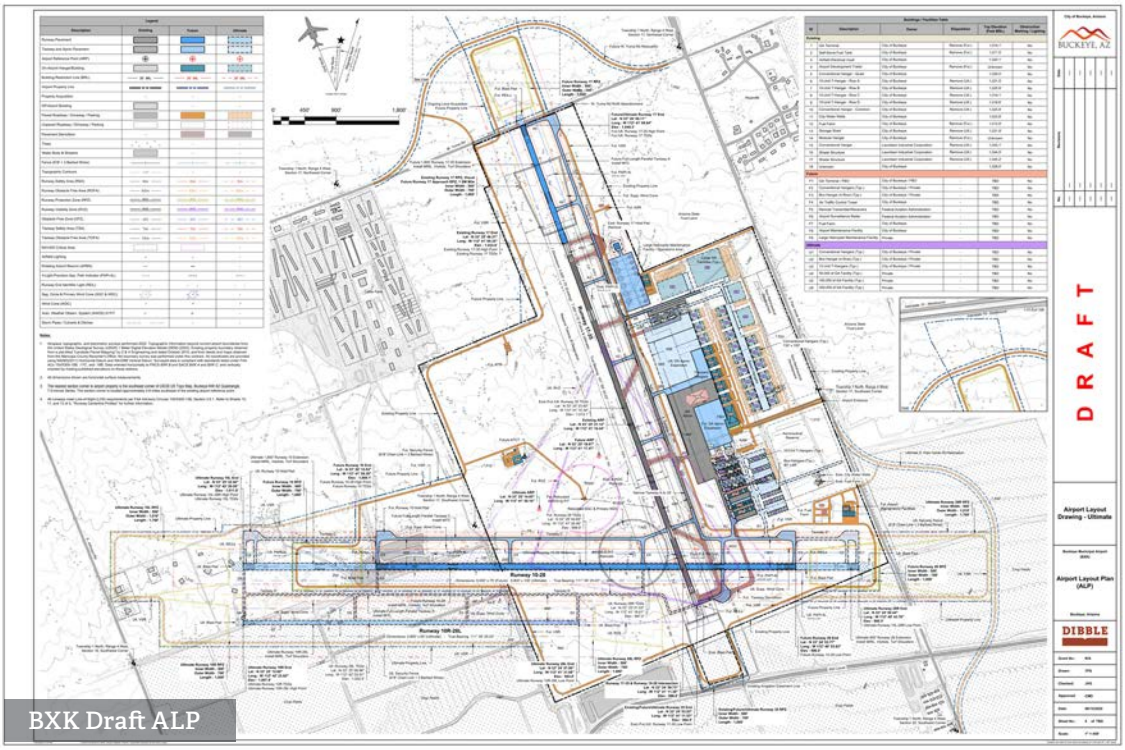
Dibble understands that 1V6 is entering an important phase of airport development focused on preserving existing infrastructure, enhancing airfield safety, supporting aviation business growth, and positioning the Airport for future expansion. Thanks to our recent partnership on the AWOS-III P/T replacement project, Dibble gathered detailed knowledge of the County's primary development objectives for the next several years, and we now have a plan to guide you toward the successful completion of your future planning and engineering projects. As a trusted partner, Dibble will confirm that your priority projects are well positioned through the appropriate planning and environmental process, so they garner adequate attention from the FAA and Colorado Department of Transportation (CDOT). Projects like the reconstruction and/or rehabilitation of your primary Runway 11-29 and primary Taxiway A, airfield lighting improvements, the installation of new visual aids such as Runway End Identifier Lights (REIL), the development of new aircraft hangars, or the preparation of an updated Airport Master Plan and Airport Layout Plan (ALP) are paramount to the long-term operational reliability, safety, and economic sustainability of 1V6 and represent a strategic investment in this County asset.

These projects are interdependent and require coordinated planning and execution. The Airport Master Plan will establish the long-term vision and justification for future development while identifying facility requirements, land use considerations, and capital improvement priorities. The resulting Airport Layout Plan will provide the framework necessary for FAA approval and future funding eligibility. Airfield infrastructure projects such as the rehabilitation of Runway 11-29 and Taxiway A will preserve critical assets and maintain compliance with FAA design standards, while lighting improvements and REIL upgrades will enhance operational safety and pilot situational awareness. Concurrently, hangar development projects will create opportunities for additional based aircraft, increased aeronautical revenue generation, and expanded economic activity at the Airport. Dibble understands that successful implementation of these projects requires a consultant capable of integrating planning, environmental compliance, funding strategy, stakeholder coordination, and project development into a cohesive airport development program.

Airport Master Plan and ALP Update

The Airport Master Plan will serve as the foundation for 1V6's future development over the next 20 years. The master planning effort will provide an opportunity to inventory existing facilities, reassess aviation activity trends, evaluate future facility requirements and identify infrastructure deficiencies, propose and refine alternative development solutions, and establish a practical development program that aligns with the County's vision and available funding opportunities. We recognize that the Airport's planned pavement, lighting, and hangar development projects should be evaluated as part of a comprehensive planning process to ensure all investments support a coordinated long-term vision. The Dibble team has decades of experience developing airport master plans; therefore, it has established proven methods and approaches to each element or task, the FAA requires.

Our planning team also understands that a successful master plan must be more than a regulatory requirement. It must function as a practical decision-making tool that identifies development priorities, establishes realistic implementation triggers, maintains flexibility for changing conditions, and supports future FAA and CDOT funding requests. The resulting ALP updates must accurately depict current and future facilities while facilitating efficient agency reviews and future project implementation. Dibble's extensive experience preparing FAA-compliant Airport Master Plans and ALPs positions our team to successfully lead this effort for 1V6. If selected, we will make sure to keep your values and vision front and center at every stage of future planning studies.



BXK Draft ALP

Airfield Infrastructure Rehabilitation and Safety Improvements

Preserving the Airport's existing infrastructure is critical to maintaining safe and reliable operations. The anticipated rehabilitation or reconstruction of Runway 11-29 represents one of the Airport's most significant capital investments and will require careful planning, prioritization, and coordination with FAA and state funding programs. Our team recognizes that pavement rehabilitation projects must balance immediate infrastructure needs with long-term lifecycle planning and operational requirements. Runway reconstructions are also the opportunity to investigate solutions and address non-standard conditions and encroachments in the existing and future **Runway Safety Area (RSA) and Runway Object Free Area (ROFA), such as near the Runway 11 end ROFA and Colorado SH 67**. Similarly, Taxiway A reconstruction and maintenance of the main apron will be essential to preserving airfield functionality and reducing future maintenance costs. Our planners and engineers routinely assist airport sponsors in evaluating pavement conditions, developing phased implementation strategies, and aligning projects with Airport Improvement Program (AIP) funding opportunities.



DRO Runway 3-21 Rehabilitation

The Airport's planned lighting upgrades, and the replacement of REILs demonstrate Fremont County's commitment to enhancing operational safety and maintaining modern airport infrastructure. Dibble understands the importance of these visual aids in supporting pilot safety during both daytime and nighttime operations and recognizes the need to coordinate these projects with future runway and taxiway rehabilitation efforts to maximize funding efficiency and minimize operational disruptions. Because our planners work closely with in-house aviation engineers, we are uniquely positioned to ensure planning activities directly support future design and construction efforts.

Hangar Development and Economic Growth

Hangar development is one of Fremont County Airport's highest-priority opportunities to enhance revenue generation and support aviation growth. As demand for aircraft storage, business aviation facilities, and general aviation services continues to increase throughout Colorado, strategically planned hangar development can strengthen the Airport's financial sustainability while attracting new users and investment. We recognize that successful hangar development requires careful evaluation of market demand, utility availability, site constraints, lease structures, landside and airside access, and future expansion potential. Our partner Tectonic specializes in hangar development and provides tailored solutions to airport sponsors and private developers alike.

Our team understands that hangar development should not be evaluated as a standalone project but rather as part of a broader airport development strategy. Through the Airport Master Plan process, we will evaluate demand for new hangars in close coordination with the County and provide solutions and implementation strategies to identify opportunities that best support both short-term revenue goals and long-term airport growth objectives. Dibble and Tectonic have extensive experience helping airport sponsors transform underutilized airport property into productive aviation assets and are well-positioned to help Fremont County maximize the value of future hangar development.



TEX Terminal and South Side Development

Environmental Documentation

Environmental compliance is often the critical path item in airport development. National Environmental Policy Act (NEPA) environmental documentation, including Environmental Assessments (EAs) and Documented Categorical Exclusions (CATEX) in support of airport improvements comprise much of Dibble's environmental experience. We understand that successful environmental documentation requires much more than preparing technical reports. It requires establishing a defensible purpose and need, evaluating reasonable alternatives, conducting technical studies and field surveys, coordinating with regulatory agencies, engaging stakeholders, and maintaining continuous communication with FAA representatives throughout the process.

Our partner team includes Pinyon Environmental and HMMH who routinely lead environmental efforts involving biological resources, cultural resources, historic properties, Section 106 consultation, Section 4(f) evaluations, hazardous materials assessments, noise analysis, air quality assessments, land use compatibility reviews, visual impact evaluations, wildlife considerations, and water resource analyses. We understand the importance of identifying environmental constraints early in the planning process and integrating environmental considerations into project development before significant time and resources have been invested. This proactive approach reduces project risk, improves schedule performance, and facilitates timely environmental clearance.



- Aviation Emissions and Air Quality
- Biological Resources (incl. fish, wildlife, and plants)
- Coastal Resources
- Department of Transportation Act Section 303 [aka Section 4(f)] and Land and Water Conservation Fund [aka Section 6(f)]
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archaeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics and Children's Health and Safety Risks
- Visual Effects (incl. light emissions)
- Water Resources (incl. wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

For example, Charlie McDermott has successfully completed more than 25 EAs for infrastructure development and land acquisition projects at airports across the country. Furthermore, Dibble has successfully managed over 70 Documented CATEXs in the past seven years and is currently managing the preparation of the EA for the new airport traffic control tower at Pinal Airpark. The FAA has also implemented Focused Planning Studies (FPS) to streamline the EA process and speed up the timeline for review. Our team has participated in several recent FPS engagements, including the Show Low Regional Airport Proposed Crosswind Runway Replacement Study.

Land Acquisition Services

Dibble recognizes that land acquisition is frequently among the most important and time-sensitive elements of airport development. Future airfield improvements, obstruction protection, aviation business expansion, and compatible land use protection often require strategic acquisition of property interests surrounding an airport.

Our team has extensive experience supporting airport sponsors successfully navigating these activities. We understand the importance of evaluating potential acquisition opportunities well in advance of construction needs, ensuring compliance with federal requirements (Phase 1 Environmental Site Assessment (ESA), Documented CATEX), coordinating appraisals and title investigations, conducting successful negotiations, and maintaining eligibility for reimbursement through FAA and CDOT funding programs. Just as importantly, we understand that land acquisition decisions should be informed by long-term planning objectives and integrated with future airport development plans to maximize value for the airport sponsor and surrounding community. Dibble has facilitated the acquisition of nearly 500 acres of land at various airports in the last five years, leveraging decades of experience at airports similar to 1V6.

Other Planning Services

Dibble, together with our highly qualified team of subconsultants, offers a depth and breadth of aviation expertise that extends well into and beyond traditional airport master planning services. Our team is exceptionally well positioned to provide comprehensive planning, technical, and advisory services, including airport site selection, airport noise compatibility planning, compatible land use planning, airport financial planning, as well as public information programs.



GWS Photogrammetric Survey

We also bring extensive experience in delivering the specialized technical services necessary to support aviation projects, including soils investigations, land surveys, topographic and photogrammetric surveys, project feasibility studies, and the preparation of accurate as-built plans.In addition, our team is comprised of seasoned professionals that can provide factual, technical support to add clarity in difficult or ambiguous situations. By combining proven aviation planning expertise with multidisciplinary technical capabilities, Dibble and our subconsultant partners offer a seamless, efficient, and highly capable team that is uniquely qualified to help 1V6 successfully navigate projects from concept through implementation.

Total Value

Dibble brings the unique advantage of integrating airport planning, environmental, and engineering services, as well as grant administration, public outreach, and implementation planning under a single team. Our professionals understand how planning decisions made today directly influence environmental clearances, funding eligibility, design schedules, and future development opportunities going forward. By maintaining this continuity throughout the project lifecycle, we help airport sponsors reduce risk, accelerate project delivery, and maximize the value of every capital investment.

What sets our team apart are the advanced planning techniques we use, strategic partnerships, effective communication, unwavering dedication, and high-quality timely deliverables. We are confident in our approach that incorporates a team of specialized experts (NV5, Genesis, Pinyon Environmental, HMMH, Tectonic, Yeh and Associates, and Bachman pr) to develop innovative solutions that will seamlessly blend the airport's current infrastructure needs with its future development needs.

Dibble is excited about the opportunity to partner with Fremont County and help guide the continued development of 1V6. We are confident that our experience, technical expertise, collaborative approach, and commitment to client success make us exceptionally qualified to perform all aspects of the proposed planning and special services. We look forward to helping the County preserve its existing infrastructure, capitalize on future opportunities, and implement a strategic vision that ensures 1V6 remains a safe, efficient, and valuable transportation asset for the community to use in the decades to come.



View of the South Front Range and the Sangre de Cristo Mountains from Runway 11-29

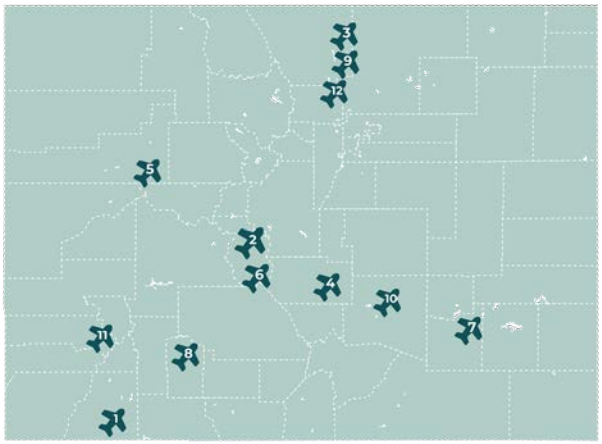


SECTION 03 | FIRM INFORMATION

FIRM OVERVIEW AND ORGANIZATIONAL STRUCTURE

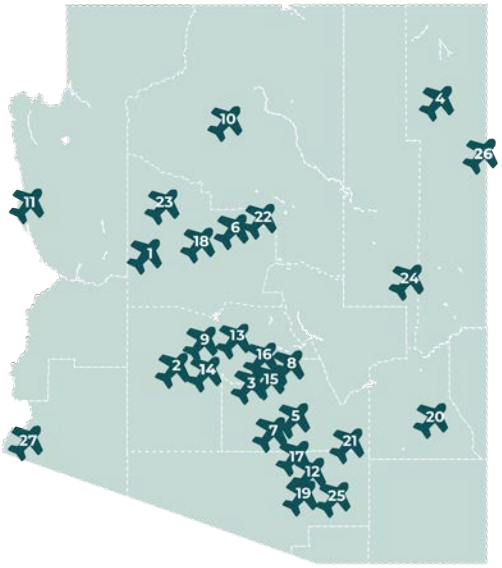
Since 1962, Dibble has built a strong reputation for delivering high-quality, responsive, and sound engineering consulting services that consistently exceed client expectations. Our firm is organized into 10 specialized practices, strategically aligned to meet our clients' evolving needs and deliver integrated solutions across a broad range of disciplines. This structure enables us to provide industry-leading expertise in **airport development** as well as transportation, water and wastewater, stormwater, structural engineering, survey and GIS, infrastructure rehabilitation, and land development.

CO Airport Clients (Past and Present)



As a multidisciplinary firm, Dibble emphasizes close collaboration with our clients to provide full-service civil engineering support tailored to each project's unique requirements. From underground utility improvements to major runway projects and air traffic control tower developments, we bring the experience, capability, and commitment needed to support successful outcomes from concept through completion.

AZ Airport Clients (Past and Present)



Dibble is an S-type corporation, based in Phoenix, AZ, with six offices in Colorado, Arizona, and Utah. We offer a workforce more than 180 strong, 24 of which are aviation practice professionals. Our airport development portfolio includes planning, programming, design, and construction administration for airport development projects, both airside and landside. We are well-versed in airport capital improvement programming (CIP), including FAA and CDOT Division of Aeronautics grant coordination, maximizing the most efficient and orderly planning for your airport capital needs. Dibble brings a near-exclusive focus on supporting general aviation airports. **We currently work with 12 Colorado airports, 27 Arizona, and 3 Utah,** most of which are comparable to 1V6 in size and operations. Notably, most of our **64-year history** has been of service in an on-call capacity to our general aviation airport clients.

Dibble's Airport Development practice offers experience and expertise in a wide array of planning and environmental services:

- **Air Traffic Control Tower Site Planning**
- **Airport Emergency Action Plan (AEP)**
- **Airport Drainage Studies**
- **Airport Layout Plan Updates**
- **Airport Master Plan**
- **Airport Business Planning**
- **Community Engagement Programs**
- **Compatible Land Use Planning**
- **Competitive Rates and Charges Structure**
- **DBE Program Development & Administration**
- **Drainage Studies**
- **Environmental Assessments**
- **Environmental Categorical Exclusions**
- **Focused Planning Studies**
- **Grant Administration**
- **Hangar Development Site Planning**
- **Heliport Planning/Studies**
- **Land Acquisition and Releases**
- **Noise Analysis & Noise Compatibility Studies**
- **Public Involvement Programs**
- **Site Selection Studies**
- **Storm Water Pollution Prevention Plans (SWPPP)**
- **Sustainability Planning**
- **Terminal Planning and Development**

RECENT EXPERIENCE IN COMPARABLE AIRPORT/AVIATION PROJECTS

Example of recent projects at similar airports include:

- **Buckeye Municipal Airport (BXK):** Airport Master Plan, Land Acquisition
- **Central Colorado Regional Airport (AEJ):** Hangar Development and Fence Relocation CATEX, Apron Rehabilitation and Expansion CATEX, AWOS Relocation Planning & CATEX, ALP Updates
- **Durango-La Plata County Airport (DRO):** Deicing Facility Feasibility Study, North General Aviation Development Planning & CATEX, Land Acquisition, Land Release, ALP Updates
- **KGWS Sumers Airpark (GWS):** ALP Update and Narrative Report
- **La Junta Municipal Airport (LHX):** ALP Update and Narrative Report, Runway 8-26 NAVAIDS Replacement
- **Mineral County Memorial Airport (C24):** ALP Update and Narrative Report
- **Northern Colorado Regional Airport (FNL):** Site C General Aviation Hangar Development Planning & CATEX, Runway 15- 33 Widening CATEX, New Terminal Feasibility Study, Siting Study, and CATEX, ALP Updates
- **Pinal Airpark (MZJ):** Airport Master Plan Update, Airfield Improvements Phase I, Ascent Aviation MRO Hangar CATEX
- **Prescott Regional Airport (PRC):** Embry-Riddle Aeronautical University (ERAU) Strategic Academic Flight Education (SAFE) Complex CATEX, Land Acquisition
- **Pueblo Memorial Airport (PUB):** Airport Master Plan, ALP Update
- **Salida Airport - Harriet Alexander Field (ANK):** Taxiway A Extension CATEX, Land Use Code Update, General Aviation Hangar Development CATEX, AWOS Relocation CATEX, ALP Updates
- **Show Low Regional Airport (SOW):** Crosswind Runway Focused Planning Study
- **Telluride Regional Airport (TEX):** South Side Hangar Development Planning & CATEX



Central Colorado Regional Airport


Durango-La Plata County Airport


Prescott Regional Airport - Ernest A. Love Field


Pueblo Memorial Airport



Runway 11-29 Fremont County Airport

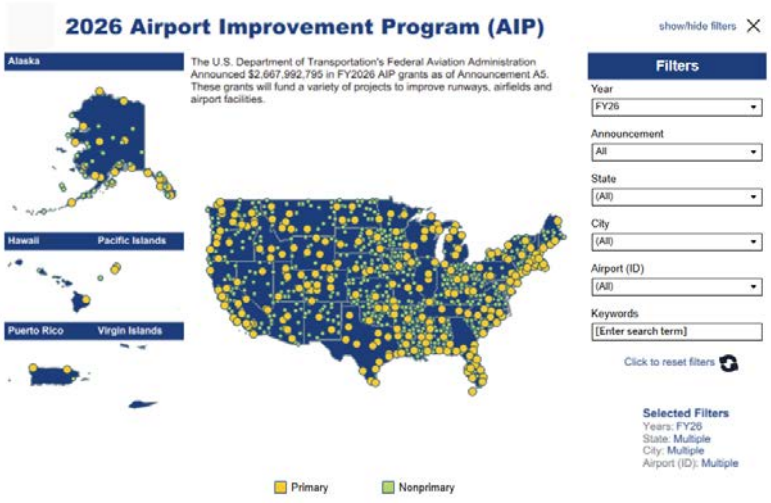
Experience with Projects Funded by FAA AIP Grants

Dibble brings extensive experience in FAA AIP grant administration, with a proven track record of successfully writing, managing, and closing out grants for a wide range of airport projects. Our team is well-versed in FAA requirements and procedures, including grant application development, justification of project eligibility, and preparation of all required supporting documentation. We actively manage grants throughout the project lifecycle—coordinating with FAA staff, tracking budgets and schedules, ensuring compliance with grant assurances, and maintaining accurate documentation. At project completion, we efficiently lead the grant close-out process, including preparation of final reports, financial reconciliation, and submission of all required deliverables. This comprehensive approach reinforces compliance, minimizes risk, and supports timely reimbursement while positioning our clients for continued funding success.

Dibble has built strong, trusted relationships with the FAA, Denver ADO, and CDOT Division of Aeronautics through consistent delivery, clear communication, and reliable performance. We take a proactive approach to coordination, engaging early and often with FAA and CDOT staff across all phases of project development—including planning, environmental documentation design, and construction—to anticipate challenges, streamline reviews, and maintain project momentum. Our regular collaboration on NEPA compliance and environmental clearance, combined with active participation in the annual CIP process, helps projects to be well-defined, prioritized, and positioned for funding.

We leverage these relationships to efficiently advance projects on behalf of our clients, facilitating meetings, reviews, forecasts, ALP updates, and other key efforts. Our team maintains direct coordination with the FAA and CDOT at critical milestones, including CIP development, NEPA documentation, OE/AAA airspace submittals, AGIS and MOS submissions, and FAA and CDOT grant application and close-out processes, including management within systems.

To specifically support 1V6, we will lead regular coordination meetings with FAA and CDOT to review future projects, funding strategies, and technical considerations. By identifying potential issues early and maintaining open lines of communication, we help resolve challenges quickly and keep projects on schedule and within budget. The Airport can also utilize Dibble's Denver-based staff and office location to host meetings with the FAA Denver ADO staff and Division staff when needed.



SECTION 04 | KEY PERSONNEL



Planning Team Experience

The organizational chart below highlights our team's structure and team member responsibilities. Our diverse team of professionals will leverage their expertise gained over decades of collective experience working with general aviation and Colorado Rocky Mountain region airports.

The resumes that follow detail the experience and expertise the team is ready to apply to the 1V6 planning effort.





THIBAULT SIRIGU, CM

Project Manager | Lead Planner

Thibault is a Senior Aviation Planner at Dibble, located in our Denver office. He has 11 years of aviation planning and consulting experience and has successfully participated and completed master planning projects for a range of commercial service and general aviation airports across seven states. Thibault will be responsible for the day-to-day management of the project and will lead the technical planning effort.

Thibault's math-intensive background in aerospace engineering and airport development has shaped him into an insightful, data-driven aviation planner that creates tailored solutions for his clients. His detailed knowledge of aircraft and aircraft systems, flight rules and airport operations, airspace, airlines, and fleet trends complement his general planning knowledge and provide him with nuanced understanding of airfield planning. Thibault's advanced abilities also include aviation forecasting, airfield design, and capital improvement programming. These multifaceted attributes set Thibault apart with his ability to engineer and render innovative solutions to planning challenges. His passion and dedication have helped sponsors across the country develop their airports for a decade.

YEARS OF EXPERIENCE

With Dibble: 4
In the Industry: 11

EDUCATION

MS, Airport Development and Management, Florida Institute of Technology

MS, Aerospace Engineering, Ecole Nationale de l'Aviation Civile

AFFILIATIONS

American Association of Airport Executives, Certified Member

American Association of Airport Executives Northwest Chapter

Colorado Airport Operators Association

RELEVANT EXPERIENCE

Pueblo Memorial Airport (PUB) | Pueblo, CO

> Airport Master Plan
> ALP Update

Durango-La Plata County Airport (DRO) | Durango, CO

> Land Acquisition and Land Release
> North General Aviation Development Planning & CATEX
> Deicing Facility Feasibility Study

Central Colorado Regional Airport (AEJ) | Buena Vista, CO

> Apron Rehabilitation and Expansion CATEX
> AWOS Relocation Planning & CATEX
> Hangar Development and Fence Relocation CATEX
> ALP Updates

Telluride Regional Airport (TEX) | Telluride, CO

> South Side Hangar Development Site Master Planning & CATEX

Salida Airport - Harriet Alexander Field (ANK) | Salida, CO

> Taxiway A Extension CATEX
> Land Use Code Update
> General Aviation Hangar Development CATEX
> AWOS Relocation CATEX
> ALP Updates

La Junta Municipal Airport (LHX) | La Junta, CO

> RW 8-26 NAVAIDS Replacement
> ALP Update and Narrative Repor

Northern Colorado Regional Airport (FNL) | Loveland, CO

> Runway 15- 33 Widening CATEX
> New Terminal Feasibility Study
> Site C General Aviation Hangar Development Planning & CATEX
> ALP Updates

Show Low Regional Airport (SOW) | Show Low, AZ

> Crosswind Runway Focused Planning Study



CHARLIE MCDERMOTT, LEED AP

Planning Principal

Charlie serves as Aviation Planning Manager at Dibble and brings more than 43 years of aviation consulting experience. Throughout his career, he has led planning, environmental, land acquisition, engineering, and construction projects at more than 126 airports nationwide, helping airport sponsors advance and improve their facilities.

An active leader in the aviation community, Charlie has served four years as Corporate Director for the Arizona Airports Association and was recognized as the organization's Consultant of the Year, giving him a statewide perspective on funding programs, legislative changes, and sponsor needs. He also previously served as Chairman of the Scottsdale Airport Advisory Commission, bringing first-hand experience with airport governance, community expectations, and board-level decision-making.

Charlie has managed several complex land acquisition programs for airports across the country, including residential, commercial, and mobile home relocations, as well as acquisitions involving natural gas wells, roadway and utility projects, navigation easements, and environmental mitigation initiatives.

RELEVANT EXPERIENCE

- **90 Environmental Categorical Exclusions**
- **60 Land Acquisition/Land Releases**
- **48 Airport Master Plans - General Aviation Airports**
- **45 FAR Part 77 Obstruction Studies**
- **32 Environmental Assessments**
- **13 Airport Master Plans - Commercial Service Airports**
- **10 Heliport Planning Studies**
- **10 Sound Insulation Programs**
- **5 Air National Guard Bases (multiple projects)**
- **5 Land Use Planning Studies**
- **4 Focus Planning Studies**
- **3 Airport Strategic Business Plans**
- **3 Benefit Cost Analysis**
- **3 Sustainability Master Plans/Management Plans**
- **2 Air Force (SAC) Bases (multiple projects)**
- **2 Military Base Reuse Plans**
- **2 14 CFR Part 150 Airport Noise Compatibility Studies**
- **1 Airport System Master Plan**

YEARS OF EXPERIENCE

With Dibble: 9
In the Industry: 43

EDUCATION

AS, Mathematics & Science, Onondaga Community College

AS, Drafting Technology, Alfred State College

CERTIFICATION

LEED Accredited Professional

AFFILIATIONS

Arizona Airport Association

Colorado Airport Operators Association

Southwest Chapter of the American Association of Airport Executives

Utah Airport Operators Association

AWARDS AND RECOGNITION

AAAE Corporate Cup of Excellence Award

ACEC – AZ Grand Award

ACEC – NY Gold Award

ACEC – NY Platinum Award

Airports Going Green Award

AzAA Corporate Member of the Year



JARED BASS, PE

Project and Contract Principal

Jared will provide senior-level oversight of project team performance during the contract term. He will maintain the team resources needed to successfully implement each planning, design, and construction project at 1V6 over the next five years. Jared has been instrumental in building effective partnerships with Colorado general aviation and regional airports with 20 years of experience in the airport industry. He currently leads all of Dibble's aviation engineering on-call teams in Colorado. Jared has extensive understanding of the current FAA Advisory Circulars used for airport design and construction, as well as the state and local design standards. In addition, Jared will continue to be present and contribute to all high-level and strategic discussions and meetings with 1V6, the FAA, and the CDOT throughout this contract.

YEARS OF EXPERIENCE

With Dibble: 16
In the Industry: 20

EDUCATION

BS, Civil and Environmental Engineering, Brigham Young University

REGISTRATIONS

Colorado, Registered Professional Engineer, No. 51923

Arizona, Registered Professional Engineer, No. 53003

Utah, Registered Professional Engineer, No. 10132261-2202

AFFILIATIONS

Arizona Airport Association

Colorado Airport Operators Association

RELEVANT EXPERIENCE

Fremont County Airport (1V6) | Penrose, CO

> AWOS Replacement

Central Colorado Regional Airport (AEJ) | Buena Vista, CO

> Apron Rehabilitation & Expansion
> Runway 15-33 Rehabilitation
> New AWOS
> Taxiway B & D and GA Taxilanes Design
> New Fuel Farm Siting Analysis

Northern Colorado Regional Airport (FNL) | Loveland, CO

> Taxiway B&D and General Aviation Taxilanes Rehabilitation
> Runway 15-33 Widening
> New Terminal
> Commercial Aircraft Ramp Expansion and New Taxiway E

Salida Airport - Harriet Alexander Field (ANK) | Salida , CO

> Taxiway A & Apron Rehabilitation
> AWOS Relocation
> New Fuel Farm
> Taxiway A Extension

La Junta Municipal Airport (LHX) | La Junta, CO

> Runway 8-26 Rehabilitation
> Apron Rehabilitation
> Runway 8-26 NAVAIDS

Vance Brand Municipal Airport (LMO) | Longmont, CO

> New Taxilane
> Runway Safety Area Improvements
> Sewer Line at South Hangars

Mineral County Airport (C24) | Creed, CO

> Airfield Pavement Maintenance

Skypark Airport (BTF) | Woods Cross, UT

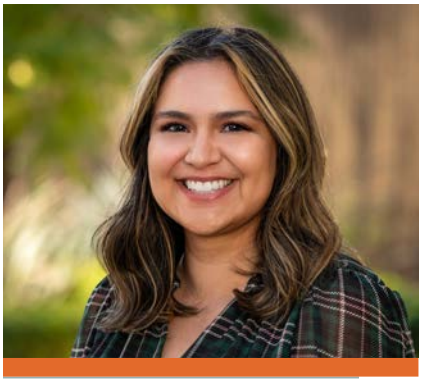
> Apron Reconstruction Phase I
> Airfield Drainage Improvements
> Apron Reconstruction Phase II

Chandler Municipal Airport (CHD) | Chandler, AZ

> Runway/Taxiway Safety Area Drainage Improvements
> Precision Approach Path Indicators (PAPIs)
> Taxiway A Lighting
> Santan Ramp Rehabilitation
> Erosion Control Improvements
> New AWOS

Mesa-Falcon Field (FFZ) | Mesa, AZ

> Runway 4L-22R Blast Pads
> Taxiway A & C Realignment
> PAPI/REIL Upgrades/Relocation
> Runway Guard Light System
> Taxiway Bravo Reconfiguration



ERYN GUEVARA

Environmental Planner

Eryn has six years of civil engineering experience designing airport infrastructure, water, and wastewater. She provides constructible, cost-effective designs that meet state, local, and federal regulations. Her responsibilities include project documentation, permitting, and limited post-design services. Eryn's regulatory knowledge will support the environmental categorical exclusion determination phase, while will help accurately represent the scope for the client.

YEARS OF EXPERIENCE

With Dibble: 6
In the Industry: 6

EDUCATION

BS, Environmental Engineering, Northern Arizona University

RELEVANT EXPERIENCE

Durango-La Plata County Airport (DRO) | Durango, CO

> North General Aviation Development CATEX

Central Colorado Regional Airport (AEJ) | Buena Vista, CO

> AWOS Relocation CATEX

Northern Colorado Regional Airport (FNL) | Loveland, CO

> Site C General Aviation Hangar Development CATEX
> General Planning & Engineering Services

Salida Airport - Harriet Alexander Field (ANK) | Salida , CO

> Taxiway A Extension
> General Aviation Hangar Development CATEX
> AWOS Relocation
> New Fuel Farm

Telluride Regional Airport (TEX) | Telluride, CO

> South Side Hangar Development CATEX

Tuscon Airport Authority (TAA) | Tuscon, AZ

> Sustainability and Management Plan

Show Low Regional Airport (SOW) | Show Low, AZ

> Crosswind Runway Focused Planning Study

Prescott Regional Airport (PRC) | Prescott, AZ

> Embry-Riddle Aeronautic University (ERAU) Strategic Academic Flight Education (SAFE) Complex CATEX
> Land Acquisition Support Services
> New Dual-Lane Taxiway
> North Ranch CATEX

Pinal Airpark (MZJ) | Marana, AZ

> Airport Master Plan Update
> Airfield Improvements Phase I
> Ascent Aviation MRO Hangar CATEX
> Land Acquisition CATEX & Environmental

Marana Regional Airport (AVQ) | Marana, AZ

> East Hangar Apron Reconstruction Phase II
> Taxiway C Reconstruction Design
> AWOS Replacement
> West Hangar Apron Rehabilitation

Buckeye Municipal Airport (BXK) | Buckeye, AZ

> Apron & Taxiway Reconstruction Phase II
> Taxiway/South Apron Reconstruction Phase II
> Temporary Fabric Hangar

Chandler Municipal Airport (CHD) | Chandler, AZ

> Runway 4R-22L Rehabilitation
> Runway 4L-22R & Taxiway B Electrical Upgrades



VICENTE SOLIS, CM

Aiprort Planner/GIS Analyst

Vicente combines his lifelong enthusiasm for aviation with his engineering and GIS background to provide a unique skill set for Dibble's clients in airport design and planning. He is passionate about harnessing GIS and bringing data to life through maps for client benefit. He created an interactive mapping application for Prescott Regional Airport to support current and future development, allowing staff to quickly visualize and understand data. He has worked with datasets for capital improvement projects, emergency plans, and master plans at general aviation and regional airports in Arizona and Colorado.

YEARS OF EXPERIENCE

With Dibble: 11
In the Industry: 11

EDUCATION

BS, Civil Engineering, Arizona State University

RELEVANT EXPERIENCE

Central Colorado Regional Airport (AEJ) | Buena Vista, CO
> Apron Rehabilitation

Durango-La Plata County Airport (DRO) | Durango, CO
> Terminal Area Plan
> Release Land & Prepare CATEX
> Hangar Development
> Terminal Expansion Phase I
> Taxiway A

Salida Airport - Harriet Alexander Field (ANK) | Salida , CO
> Taxiway A & Apron Rehabilitation

La Junta Municipal Airport (LHX) | La Junta, CO
> ALP Update and Narrative Report

Pinal Airpark (MZJ) | Marana, AZ
> Airport Master Plan Update

Prescott Regional Airport (PRC) | Prescott, AZ
> Airport Master Plan and Cutter Aviation Improvements
> ERAU SAFE Complex
> Land Acquisition Support Services

Pueblo Memorial Airport (PUB) | Pueblo, CO
> Airport Master Plan

Show Low Regional Airport (SOW) | Show Low, AZ
> Crosswind Runway Focused Planning Study

Northern Colorado Regional Airport (FNL) | Loveland, CO
> Fuel Farm Siting Analysis
> Terminal Site Analysis

Tucson International Airport (TUS) | Tucson, AZ
> Airfield Safety Enhancement (ASE) Program

Buckeye Municipal Airport (BXK) | Buckeye, AZ
> Airport Master Plan
> Land Acquisition Support Services
> Taxiway/South Apron Reconstruction Phase II
> Temporary Fabric Hangar
> Apron & Taxiway Reconstruction Phase II
> Runway 17-35 Non-Precision Approaches

Marana Regional Airport (AVQ) | Marana, AZ
> East Hangar Apron Reconstruction Phase I
> AWOS Replacement
> West Hangar Apron Rehabilitation

Chandler Municipal Airport (CHD) | Chandler, AZ
> Runway 4R-22L Rehabilitation CATEX
> North Terminal Apron Rehabilitation
> Taxiway B Improvements Phase II
> Taxiway C Rehabilitation
> Wildlife Exclusion Perimeter Fence
> Drainage Improvement Design



SAMANTHA ANDRES

Assistant Planner

Samantha provides planning and technical support for aviation engineering and planning projects, helping teams develop accurate, well-coordinated deliverables that support informed decision-making and successful project execution. Drawing on her background in architecture and construction management, she contributes expertise in CAD, BIM, GIS, project scheduling, technical documentation, cost estimating, and quality control. She works closely with engineers, planners, and project managers to maintain consistency, accuracy, and schedule alignment, delivering high-quality work that supports planning, design, and construction administration efforts.

YEARS OF EXPERIENCE

With Dibble: 1
In the Industry: 1

EDUCATION

BS, Architectural Studies,
Arizona State University

RELEVANT EXPERIENCE

Salida Airport - Harriet Alexander Field (ANK) | Salida , CO

> Hangar Development CATEX

Pinal Airpark (MZJ) | Marana, AZ

> Airport Master Plan Update

Prescott Regional Airport (PRC) | Prescott, AZ

> Runway 12-30 Electrical Improvements
> Taxiway F Realignment
> Land Acquisition Support Services
> New Dual-Lane Taxiway

Pueblo Memorial Airport (PUB) | Pueblo, CO

> Airport Master Plan

Safford Regional Airport (SAD) | Safford, AZ

> Hangar Complex Infrastructure
> Passenger Terminal Phase II

Buckeye Municipal Airport (BXK) | Buckeye, AZ

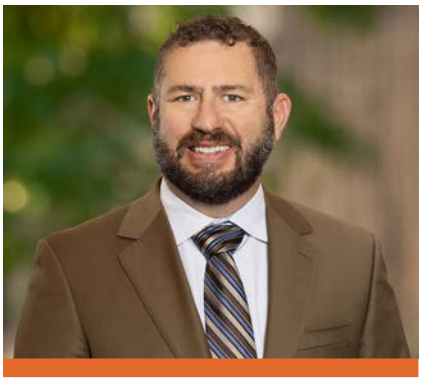
> Airport Master Plan

Cottonwood Airport (P52) | Cottonwood, AZ

> Runway 14-32 Guidance Signage Rehabilitation
> Taxiway A Reconstruction
> Obstruction Mitigation Phase I

Chandler Municipal Airport (CHD) | Chandler, AZ

> Hangar Area Pavement Rehabilitation
> Runway 4L-22L Rehabilitation
> Taxiway B Improvements Phase i
> Runway 4L-22R & Taxiway B Electrical Upgrades



JOHN CESSAR, PE

Lead Aviation Engineer

John has 23 years of experience in design, construction management, and quality control administration for airport and roadway improvements. He brings more than 17 years of aviation-specific programming, planning, design, and construction administration experience across large hub, regional, and general aviation airports, as well as military airfields.

He is well versed in FAA advisory circulars and has managed airport capital improvement planning and programming, DBE programming and goal setting, runway, taxiway, and apron rehabilitation and reconstruction in both concrete and asphalt, airfield drainage, airfield electrical, airfield service roads, construction safety and phasing plans, and construction inspection and administration.

YEARS OF EXPERIENCE

With Dibble: 7
In the Industry: 23

EDUCATION

BS, Civil Engineering, University of Colorado at Denver

REGISTRATIONS

Colorado, Registered Professional Engineer, No. 45315

Utah, Professional Engineer No. 13117363-2202

AFFILIATIONS

Colorado Airport Operators Association

Utah Airport Operators Association

REPRESENTATIVE PROJECTS

Fremont County Airport (1V6) | Penrose, CO

> AWOS Replacement

Central Colorado Regional Airport (AEJ) | Buena Vista, CO

> Apron Rehabilitation & Expansion
> Runway 15-33 Rehabilitation
> New AWOS

Northern Colorado Regional Airport (FNL) | Loveland, CO

> Commercial Aircraft Apron Expansion and New Taxiway E
> Runway 15-33 Widening
> New Terminal Construction
> Taxiway B & D and GA Taxilanes Design
> New Fuel Farm Siting Analysis

Salida-Harriet Alexander Field (ANK) | Salida, CO

> Taxiway A Extension
> New Fuel Farm
> Taxiway A & Apron Rehabilitation

La Junta Municipal Airport (LHX) | La Junta, CO

> Runway 8-26 Rehabilitation
> Apron Rehabilitation
> Taxiway A Seal Coat

Vance Brand Municipal Airport (LMO) | Longmont, CO

> New Taxilane
> Runway Safety Area Improvements

Mineral County Airport (C24) | Creed, CO

> Airfield Pavement Maintenance
> New Wind Cone and Segmented Circle

Durango-La Plata County Airport (DRO) | Durango, CO

> Runway 3-21 Rehabilitation
> Taxiway A Reconstruction
> Air Carrier Apron Phase 1 & 2 Rehabilitation
> South GA Apron Taxilane Rehabilitation
> GSE Pavement Expansion
> New Terminal Area Plan
> Terminal Renovation & Expansion Phases 1A and 1B
> GA Hangar Taxilane Reconstruction

Telluride Regional Airport (TEX) | Telluride, CO

> South Side Development
> Airfield Pavement Maintenance
> Hanger 30 Project Owner Review
> VSR Grading Design

Skypark Airport (BTF) | Woods Cross, UT

> Apron Reconstruction Phase I



JASON GRAHAM, PLS

Survey Manager

Jason has 28 years of land surveying experience in Colorado, Arizona, and the greater Southwest region. He has performed a wide variety of surveys that include large scale control and topographic surveys for airports and highways, as well as legal boundary definition and title surveys. Jason has spent the last 13 years leading the Dibble Survey group in offering several types of survey services to multiple Colorado and Arizona airports including Durango – La Plata County Airport, Pueblo Memorial Airport, Northern Colorado Regional Airport, and KGWS Sumers Airpark. Dibble Survey has been a part of numerous ALP projects, as well as ensuring that all deliverables meet the FAA GIS Advisory Circular specifications for both horizontal and vertical control when applicable and required by the project.

YEARS OF EXPERIENCE

With Dibble: 13
In the Industry: 28

EDUCATION

Surveying, Phoenix College

REGISTRATIONS

Colorado, Professional Land Surveyor, No. 38775

Arizona, Registered Land Surveyor, No. 47537

AFFILIATIONS

Arizona Professional Land Surveyors

RELEVANT EXPERIENCE

Pueblo Memorial Airport (PUB) | Pueblo, CO

> Runway 8R-26L Rehabilitation & Taxiway Removal

Durango-La Plata County Airport (DRO) | Durango, CO

> Runway 3-21 Rehabilitation
> Taxiway A Reconstruction
> Terminal Area Plan & Expansion

Prescott Regional Airport (PRC) | Prescott, AZ

> Drainage Master Plan
> Cutter Improvements Phase I
> ERAU SAFE Complex
> New Terminal Supplemental Survey
> North Ramp Reconstruction & Relocation
> Obstacle Survey
> Runway 3L-21R PAPIs
> Taxiway C Relocation
> Taxiway D Rehabilitation
> Taxiway F Realignment

Sedona Airport (SEZ) | Sedona, AZ

> Drainage Master Plan
> Hangar Design Repairs
> Apron D Reconstruction
> Taxiway A Extension

KGWS Sumers Airpark (GWS) | Glenwood Springs, CO

> Airport Layout Plan and Narrative

Chandler Municipal Airport (CHD) | Chandler, AZ

> Rehabilitate Hangar Area Pavement
> Runway 4R-22L Rehabilitation
> South Apron Topographic Survey
> Taxiway B Improvements
> Taxiway C Lighting Improvements
> Taxiway C Rehabilitation
> Terminal Apron Rehabilitation

Mesa-Falcon Field (FFZ) | Mesa, AZ

> Runway 4L-22R High-Speed Taxiways

Tucson International Airport (TUS) | Tucson, AZ

> Taxiway D Reconstruction

Ryan Airfield (RYN) | Tucson, AZ

> Runway 6R, 6L, and 24R PAPIs
> Runway 15-33 Lighting/Signing

Safford Regional Airport (SAD) | Safford, AZ

> Hangar Complex Infrastructure
> Passenger Terminal Phase II
> Hangar Infrastructure



MIKE SWEARINGEN, PE, LSIT

Engineering and Land Survey Support

Mike has 16 years of broad experience in engineering consulting, including surveying, general civil engineering, land development, construction inspection and observations, and airport development. He is well-versed in the use of various survey equipment and the application of civil design programs, such as AutoCAD Civil 3D, HEC-RAS and Flowmaster. Mike is experienced in the use and application of FAA Advisory Circulars for the design of airport improvements, especially in the areas of geometric standards, grading and drainage, and then applies that experience to the field where he often inspects and oversees projects during construction. He is also an FAA-certified Remote Pilot-in-Command for drones, and appreciates the complexities of the active airfield environment. Mike is an experienced survey crew chief and has performed ALTA, boundary, construction, and other miscellaneous survey types. Proficient with CAD and other point processing software.

YEARS OF EXPERIENCE

With Dibble: 8
In the Industry: 16

EDUCATION

BS, Civil Engineering, Northern Arizona University

REGISTRATIONS

Colorado, Professional Engineer, No. 69081

Arizona, Land Surveyor In Training, No. 12840

RELEVANT EXPERIENCE

Fremont County Airport (1V6) | Penrose, CO

> AWOS Replacement

Central Colorado Regional Airport (AEJ) | Buena Vista, CO

> Apron Rehabilitation & Expansion
> Runway 15-33 Rehabilitation
> New AWOS

Northern Colorado Regional Airport (FNL) | Loveland, CO

> Apron Expansion and New Taxiway
> New Terminal
> Runway 15-33 Widening

Salida Airport - Harriet Alexander Field (ANK) | Salida , CO

> Taxiway A & Apron Rehabilitation
> AWOS Relocation
> New Fuel Farm
> Taxiway A Extension
> Runway 6-24 Pavement Maintenance

La Junta Municipal Airport (LHX) | La Junta, CO

> Runway 8-26 Rehabilitation
> Apron Rehabilitation
> Runway 8-26 Rehabilitation
> Runway 8-26 NAVAIDS
> Taxiway A Seal Coat

Durango-La Plata County Airport (DRO) | Durango, CO

> Runway 3-21 Rehabilitation
> Taxiway A Lighting Rehabilitate
> Terminal Area Plan & Expansion
> Runway 3 PAPI Replacement

Pueblo Memorial Airport (PUB) | Pueblo, CO

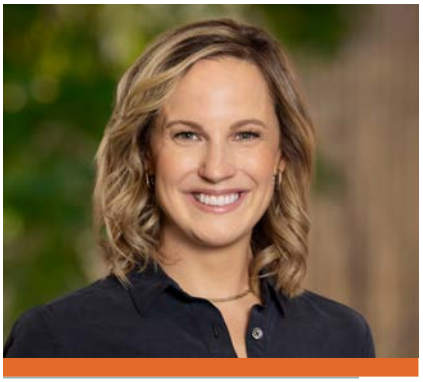
> Apron Reconstruction
> East Apron (North) Rehabilitation
> Landside Drainage Improvements
> Master Plan Update
> Runway 8L-26R Rehabilitation
> Taxilane Rehabilitation and New Hangar
> Taxiway A Seal Coat
> Wildlife Perimeter Fence

Telluride Regional Airport (TEX) | Telluride, CO

> South Side Development

Prescott Regional Airport (PRC) | Prescott, AZ

> Taxiway C Relocations
> Security Upgrades Design Refresh



EMILY GRUBB

Grant Administrator

Emily brings 13 years of experience in executive support and project management. She offers a background in supporting large, multi-phase projects and is proficient in various data systems, project documentation, and scheduling. Emily's experience includes coordinating logistics and reporting for federally funded programs and working closely with the FAA to support compliance and delivery of technical documentation. Emily has supported the Colorado airport grant programs in 2024-2025 by preparing federal grant applications, coordinating with airport clients, and managing Capital Improvement Program data and reporting Her organizational skills and experience in aviation-related projects enable her to facilitate communication and collaboration among project teams and external partners.

YEARS OF EXPERIENCE

With Dibble: 3
In the Industry: 13

EDUCATION

BS, Human Sciences, East Tennessee State University

RELEVANT EXPERIENCE

Fremont County Airport (1V6) | Penrose, CO

> AWOS Replacement

Central Colorado Regional Airport (AEJ) | Buena Vista, CO

> Apron Rehabilitation & Expansion
> New AWOS
> New Fuel Farm

Northern Colorado Regional Airport (FNL) | Loveland, CO

> Taxiway B&D and General Aviation Taxilanes Rehabilitation
> Runway 15-33 Widening
> New Terminal
> Fuel Farm Siting Analysis

Salida Airport - Harriet Alexander Field (ANK) | Salida , CO

> AWOS Relocation
> Taxiway A Extension

La Junta Municipal Airport (LHX) | La Junta, CO

> Runway 8-26 Rehabilitation
> Taxiway A Seal Coat
> Runway 8-26 NAVAIDS

Telluride Regional Airport (TEX) | Telluride, CO

> South Side Development
> Airfield Pavement Maintenance
> Hanger 30 Project Owner Review
> VSR Grading Design

Durango-La Plata County Airport (DRO) | Durango, CO

> Commercial Airport Expansion
> Hangar Development CATEX
> Rehabilitate Taxiway Lighting
> Runway 3 PAPI Replacement
> Snow removal Equipment Acquisition
> Taxiway A Safety Area Grading Design
> Taxiway A Electrical Upgrades

Pueblo Memorial Airport (PUB) | Pueblo, CO

> Land Acquisition Support Services
> East Apron (North) Rehabilitation
> Runway 8R-26L Rehabilitation and Taxiway A2 Removal
> SRE Acquisition
> Taxilane Rehabilitation & New Hangar CATEX
> Terminal Remodel and Expansion
> Taxiway A Seal Coat

Buckeye Municipal Airport (BXK) | Buckeye, AZ

> Airport Master Plan
> Land Acquisition Support Services

Subconsultants

NV5 GEOSPATIAL | AGIS & AERIAL SURVEY MAPPING

NV5 brings more than 50 years of experience delivering geospatial services to airports nationwide, with photogrammetry completed for over 1,000 airport projects in accordance with FAA guidelines. As a leader in geospatial intelligence, NV5 helps clients leverage data and analytics to manage resources, mitigate risk, and support informed decision-making. In Colorado, NV5 has supported numerous general aviation, regional, and commercial service airports, including San Luis Valley Regional Airport (ALS), Aspen/Pitkin County Airport (ASE), Northern Colorado Regional Airport (FNL), and Grand Junction Regional Airport (GJT).

GENESIS | AIRPORT FINANCIAL & BUSINESS PLANNING

Genesis brings more than 50 years of aviation management and operations experience at commercial and general aviation airports. A trusted Dibble partner on more than a dozen projects over the past six years, Genesis has provided strategic planning, business and marketing plans, operational support, and regulatory compliance services, including airport standards, rules and regulations, rates and charges, and civil rights programs. Genesis is a certified Small Business Enterprise (SBE) in Arizona.

TECTONIC | HANGAR DEVELOPMENT

Tectonic Management Group is a nationwide, architect-led design-build firm specializing in general and business aviation facilities. With more than 30 years of experience, Tectonic provides turnkey planning, design, construction, and value engineering services, delivering cost-effective projects that meet owner goals, schedules, and budgets. Utilizing BIM and Revit technology, Tectonic's multidisciplinary team develops fully coordinated designs and high-quality visualizations to support informed project decisions.

PINYON ENVIRONMENTAL | ENVIRONMENTAL

Pinyon Environmental (Pinyon) brings highly knowledgeable staff that regularly prepare NEPA documents in accordance with Council of Environmental Quality (CEQ) NEPA Guidelines and with specific FAA NEPA requirements, such as FAA Order 1050.1G, FAA National Environmental Policy Act Implementing Procedures and FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions.

YEH & ASSOCIATES | GEOTECHNICAL

Yeh & Associates is a 140-person geotechnical engineering and construction management firm with offices throughout Colorado and California. Established in 1999, Yeh provides geotechnical engineering, pavement design, construction management, inspection, and materials testing services for transportation and infrastructure projects. Its growing aviation practice supports airports across Colorado and Utah, with extensive experience in FAA requirements, airfield investigations, and airport infrastructure projects.

HARRIS MILLER MILLER & HANSON (HMMH) | NOISE & AIR QUALITY

HMMH, a certified DBE, is an internationally recognized leader in environmental and transportation planning, specializing in noise and vibration, air quality, airport and airspace planning, and sustainable energy consulting. Serving a wide range of transportation and infrastructure sectors, HMMH has acted as the noise consultant for more than 25 U.S. airports within the past five years.

BACHMAN PR | PUBLIC INVOLVEMENT & COMMUNITY OUTREACH

Bachman pr, based in Monument, Colorado, is a public involvement and communications firm specializing in transportation, infrastructure, and community development projects. Since 2009, its team has provided strategic public outreach, stakeholder engagement, communications, and facilitation services, helping deliver successful projects through a systematic, community-focused approach.



DAVE GEHLEY | NV5
AGIS & Aerial Survey
Education: BA, Geography, Virginia Tech

Dave provides project management, QA/QC oversight, and technical leadership for FAA deliverables, including ALP mapping and obstruction analyses. With more than 30 years of geospatial experience and involvement in over 700 airport projects, he brings extensive expertise supporting federal, state, and private-sector clients in aviation and geospatial programs.



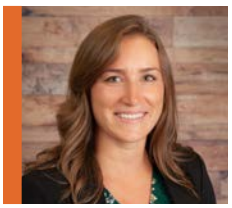
RICHARD CROSMAN | GENESIS
Airport Financial & Business Planning
Education: BS, Air Commerce, Florida Institute of Technology

Richard is an airport management and planning expert with extensive experience in aviation planning, regulatory compliance, airport operations, and financial management. He played a key leadership role in the development and commissioning of the new St. George Municipal Airport and brings deep knowledge of Colorado's aviation market, including service on the Colorado Airport Operators Association Board.



FRANK JACOBSON | TECTONIC
Hangar Development
Education: MA, Architectural Studies, University of Nebraska - Lincoln

Frank has more than 23 years of architectural experience and serves as Director of Architecture at Tectonic, overseeing design and construction document production. He has led the design of aviation facilities nationwide, including FBOs, maintenance and paint hangars, and corporate flight department facilities.



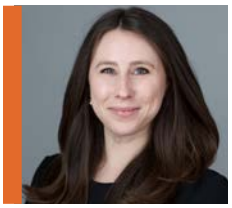
JILLIAN MAUER | PINYON
Environmental
Education: BA, Environmental Studies, Connecticut College

Jillian has 18 years of experience specializing in environmental permitting and NEPA documentation for aviation, roadway, and transit projects. She has extensive experience managing CATEX projects and numerous Environmental Assessments for large scale projects. Jillian has both managed and completed technical evaluations for NEPA-related resources, including hazardous materials, Section 4(f) and (f), historic, biological, and wetlands/waters. Her interdisciplinary background enables her to effectively manage environmental permitting, agency coordination, impact analysis and mitigation, and project delivery from planning through construction.



BOB LAFORCE, PE | YEH & ASSOCIATES
Geotecnical
Education: BS, Chemistry, Louisiana State University
Professional Engineer: CO No. 19192

Bob brings 33 years of CDOT experience and 21 years with Yeh & Associates, with expertise in materials engineering, pavement design, testing, and research. As former Region 1 Materials Engineer, he oversaw project testing and pavement programs, supported by extensive experience in pavement performance, asphalt recycling, geotechnical studies, and construction evaluation.



RHEA A. HANRAHAN | HMMH
Noise & Air Quality
Education: BS, Physics, Ithaca College

Rhea joined HMMH in 2009 with a strong background in math and physics. She oversees a wide range of aviation noise consulting projects involving system-wide studies and comprehensive environmental documents. Rhea manages projects that have included noise modeling analysis for airports, aviation noise field measurements, and technical support to community noise forums and roundtables. She provided technical assistance on various projects by performing aircraft noise measurements and analysis, radar data analysis, and aircraft noise modeling.



LISA BACHMAN, APR | BACHMAN PR
Public Involvement & Community Outreach
Education: BA, Communications, Wright State University

Lisa brings extensive experience leading nearly 100 public communication processes for federal agencies, municipalities and private organizations throughout Colorado and the US. She has an impeccable reputation for providing effective and strategic public communications and engagement programs and is highly valued for her ability to build trust between the public and project team/owner.

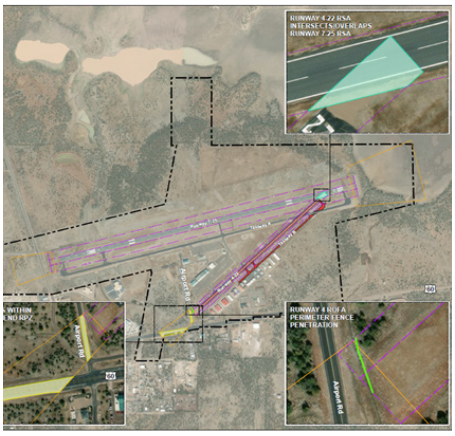


SECTION 05 |
REPRESENTATIVE PROJECTS



REPRESENTATIVE PROJECTS

Dibble brings a wealth of experience in delivering a variety of projects on some of the most active and diverse airfields in the U.S. Our Airport Development team currently holds more than 20 general services/on-call contracts providing airport planning, engineering, and construction management services across Colorado, Arizona, and Utah.



SHOW LOW REGIONAL AIRPORT (SOW)

CROSSWIND RUNWAY FOCUSED PLANNING STUDY

Show Low, AZ

The purpose of the Proposed Crosswind Runway Replacement project at SOW was to provide a crosswind runway that better aligns with the prevailing wind conditions, as well as a runway that provides adequate length based on the elevation of the airfield, which will enhance the overall safety and usability of the runway system (primary and crosswind runway). The project aimed to correct the runway safety area design standards associated with the existing primary runway (Runway 7-25) and crosswind runway (Runway 4-22). Dibble completed a focused planning study, which included reviewing several runway alignment alternatives and establishing the purpose and need ahead of the environmental review. The study concluded with a robust evaluation process that included more criteria than the previously completed master plan. The screening criteria chosen included, development costs, funding opportunity, safety and capability, airfield compatibility and efficiency, construction phasing and operational impacts, impacts to one or more NEPA resources, site compatibility with engineering design, and conformance to the airport's goals.

REFERENCE

Jake Allen, Airport Manager, City of Show Low
Email: jallen@showlowaz.gov
Phone: 9282.532.4091



SALIDA AIRPORT - HARRIET ALEXANDER FIELD (ANK)

CHAFFEE COUNTY LAND USE CODE UPDATE

Salida, CO

Salida Airport - Harriett Alexander Field requested that Dibble review and provide recommended narrative and drawings updates to Section 7.7.2, Airport Overlay District of the Chaffee County Land Use Code, as amended. The then-current Chaffee County Land Use Code, Airport Overlay District needed to be revised and updated to more adequately address and protect the airspace in the vicinity of the Airport and to comply with Federal grant assurances.

Compatible land use and height restriction zoning ordinance and drawings were developed specifically for the existing and planned airport configuration depicted on the approved Airport Layout Plan (ALP). A series of draft drawings and narratives were prepared and submitted for review by the Airport, FAA and implementation by the County.

Dibble attended several meetings with Chaffee County to present the Airport Overlay District to the County and address any questions or comments before finalizing. The Overlay District was ultimately adopted by the County in 2021.

REFERENCE

Zechariah Papp, Airport Manager, Chaffee County
Email: zpapp@chaffeecounty.org
Phone: 719.221.3374

ADDITIONAL RELEVANT EXPERIENCE AT ANK

> Hangar Development CATEX (x2)
> AWOS - III P/T Relocation CATEX
> Taxiway A Extension Phase I
> New Fuel Farm CATEX

KGWS SUMERS AIRPARK (GWS)

Glenwood Springs, CO



KGWS Sumers Airpark

AIRPORT LAYOUT PLAN UPDATE AND NARRATIVE REPORT

For over 70 years, Glenwood Springs Municipal Airport served the local community's aeronautical needs. It was operated by the City of Glenwood Springs, a popular and heavily visited mountain resort city on the I-70 mountain corridor. Recent city expansion plans generated traction for a local nonprofit to take over the management of the airport (completed in April 2024), now KGWS Sumers Airpark. KGWS is committed to remain a local amenity and cementing its role as a critical economic driver for the entire Glenwood Springs community.

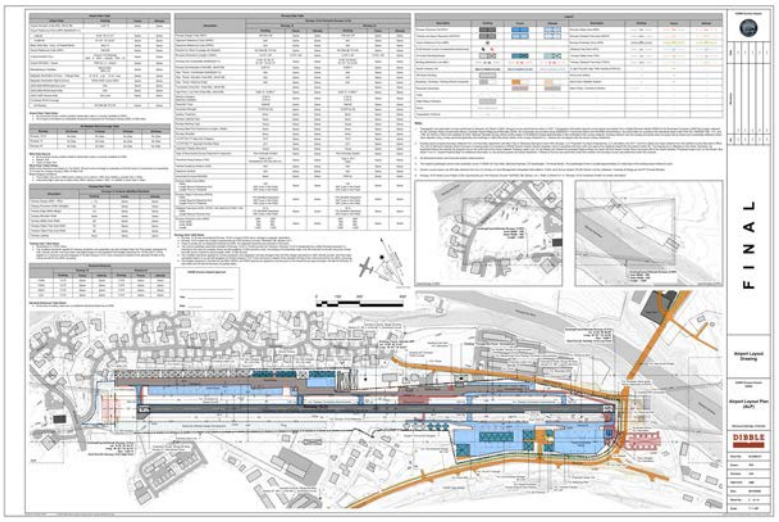
Eager to set the course for airport development and to ensure compatibility with City development, the newly elected Airport Board initiated an update to the airport layout plan, last updated in 1999. Serving as a "mini-master plan", the study will serve as a guide for future development for the next 20 years. This planning document will provide the airport with solutions to mitigate the anticipated impacts of the South Bridge Project, which will provide a new link across the Roaring Fork River from Airport Road to CO 82, greatly enhancing access to the Airport and to the local communities west of the Roaring Fork River. Slated for construction in 2026/2027, the project is expected to impact existing on-airport facilities including a maintenance hangar that is vital to tenants and the overall success of the Airport, as well as runway safety areas near the south end.

Resembling more a mini master plan than an ALP Update, the study included a full inventory of existing conditions, including new base mapping using state-of-the-art drone technology and a boundary survey, aviation activity forecasts, a facility requirement evaluation, alternatives development and refinement, as well as an implementation plan and the development of a detailed CIP. The project was completed over the course of 2025 and 2026, with final documentation delivered in September 2026, including a new up-to-date ALP drawing set that depicts existing and recommended airport development, along with the final narrative report.

In addition to the update to their ALP, Dibble assisted KGWS Sumers Airpark with their state-funded CIP, attended meetings with CDOT to go over development plans and potential future funding opportunities, and helped secure additional funding from CDOT.

REFERENCE

Amy Helm, Airport Manager, KGWS Sumers Airpark
Email: kgwsairport@gmail.com
Phone: 970.987.5916





MINERAL COUNTY MEMORIAL AIRPORT (C24)

AIRPORT LAYOUT PLAN UPDATE AND NARRATIVE REPORT

Creede, CO

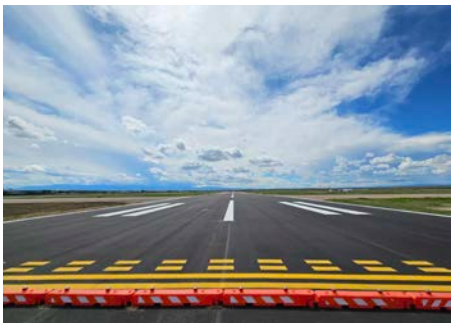
Mineral County Memorial Airport's last ALP was completed in 2005. In 2024, the airport worked with CDOT Division of Aeronautics to fund an update to their ALP drawing set. Critical for the development of the airport, upgrades of NAVAIDs and land acquisition, the project was completed over the course of 2024, with a final presentation to the County approximately a year after the project started. In addition to the update to their ALP, Dibble assisted the County with their state-funded CIP and attended meetings with CDOT to go over development plans and potential future funding opportunities.

Resembling more a mini master plan than an ALP Update, the study included a full inventory of existing conditions, detailed aviation activity forecasts, facility requirement evaluations, alternatives development and refinement, as well as an implementation plan and the development of a detailed CIP which lists all proposed airport improvement projects along with costs and potential sources of funding. Deliverables included the ALP drawing set that depicts existing and recommended airport development, along with the final narrative report.

Dibble also has a standing agreement for professional consulting services at C24 and provides planning and engineering services for all proposed projects in their CIP.

REFERENCE

Janelle Kukuk, County Administrator, Mineral County
Email: countyadmin@mincocolo.com
Phone: 719.658.2360



PUEBLO MEMORIAL AIRPORT (PUB)

MASTER PLAN UPDATE

Pueblo, CO

Dibble was a strategic partner in the development of the Airport Master Plan Update at PUB. Dibble participated in the airport inventory task, review of the proposed demand forecasts, assisted with facilitating the public engagement process, and prepared the Airport Layout Plan drawing set. This project resulted in a 20-year development plan that includes a new general aviation runway, apron, and hangar development.

Dibble worked closely with the FAA Denver Airports District Office while preparing the ALP drawing set. As a result, the ADO issued no comments on the set and gave Dibble high praise on the quality of the drawings, in particular the Exhibit A, and the Future Airport Layout Drawing.

Dibble also has the on-call engineering contract at PUB and provides planning and environmental support services for all proposed projects in their capital program.

REFERENCE

Greg Pedroza, Director of Aviation, City of Pueblo
Email: gpedroza@pueblo.us
Phone: 719.553.2760

ADDITIONAL RELEVANT EXPERIENCE AT PUB

> Terminal Remodel and Expansion
> New Wildlife Perimeter Fence CATEX
> Taxilane Rehabilitation and New Hangar CATEX

TELLURIDE REGIONAL AIRPORT (TEX)

Telluride, CO



Completed South Side Development Phase 1

SOUTH SIDE DEVELOPMENT SITE MASTER PLANNING AND CATEX

The South Side Development project at TEX has been one of the most anticipated capital developments for the famous mountain airport. Slated to unlock a whole new area for aircraft parking and hangar storage, the project is an excellent example of Dibble's ability to offer specialized planning services in anticipation of major engineering projects. As the on-call engineer, Dibble was also responsible for the conceptual design phase including planning and environmental clearance of the ultimate, complete South Side Development. Following approval of the conceptual development, Dibble developed final design plans and construction documents ahead of Phase I implementation.

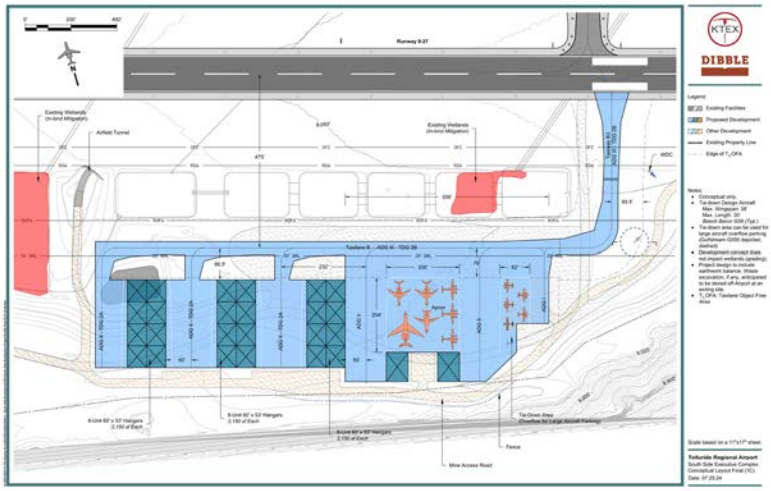
One of the project challenges was met early in conceptual development. The layout of proposed facilities showed on the then-current ALP was neither realistic nor met the needs of the airport. The Dibble planning team set out to craft a highly-detailed concept that reflected the airport's need for large aircraft overflow parking as well as private box hangars for storing large jets.

Similar to the workflow of an airport master plan update, several alternatives were proposed based on updated facility requirements, exploring various solutions to maximize the use of space and avoid north-facing hangars on the south side of the runway. After refinement, a preferred concept was selected and presented to officials for approval. Because of the challenges presented by the local topography and geotechnical characteristics, internal cooperation between the planning and engineering teams at Dibble was instrumental to the success of the project. The preferred development layout was ultimately forwarded to the airport's planning consultant for integration in an airport layout plan update.

As the on-call engineer, Dibble also developed and submitted a CATEX to the FAA for the ultimate buildout of the South Side Development. The CATEX required cultural, biological, and aquatic environmental field surveys, and permitting required a Special Use Permit (SUP) from the County to cover work within wetland buffer areas. When developing the ultimate layout of the facility, the planning team was very deliberate in their effort not to impact the wetlands themselves.

REFERENCE

Kenny Maenpa, Airport/FBO Manager,
Telluride Regional Airport Authority
Email: kenny@tellurideairport.com
Phone: 970.728.8600





BUCKEYE MUNICIPAL AIRPORT (BXK)

Buckeye, AZ

Aircraft on the flightline at the Buckeye Air Fair

MASTER PLAN

The first update since the 2007 Airport Master Plan, this project was driven by population and employment growth in the western Phoenix metropolitan area. With this growth comes increased interest in the airport and surrounding land uses, as well as more aviation traffic, notably flight training. The Dibble team led the master plan effort, including an inventory of existing conditions, aviation forecasts, facility evaluations, alternatives analysis, environmental overview, cost estimating and programming, public involvement, and a new airport layout plan. Because the plan needed to lay the foundation for a runway extension, a new air traffic control tower, and a potential crosswind runway, forecasting and conceptual development analyses were key. Drawing on Dibble's experience in scenario forecasting and airport infrastructure, a comprehensive yet flexible plan was developed that met airport needs while adhering to FAA guidance.

LAND ACQUISITION

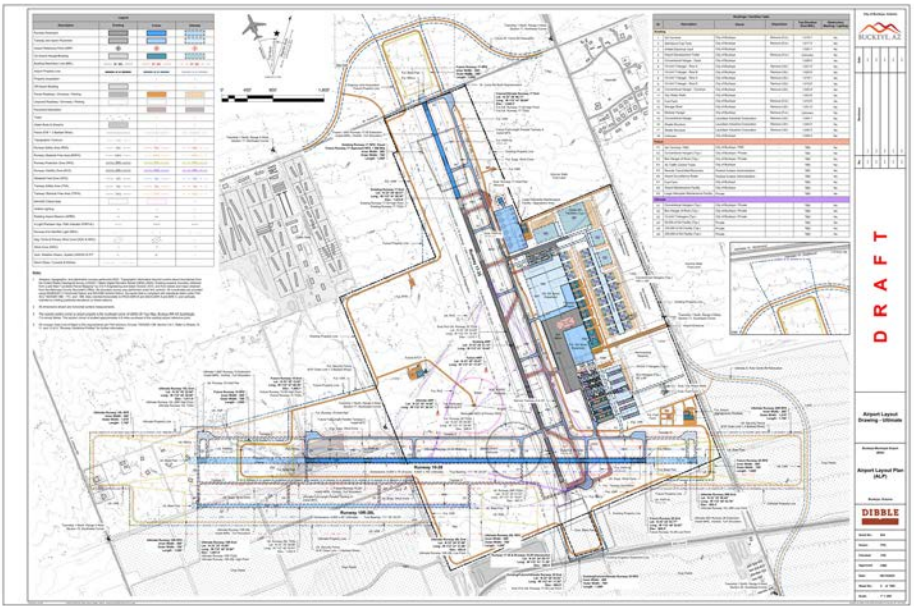
Our team provided comprehensive land acquisition services to support current and future airport development at BXK while ensuring compliance with FAA requirements, Arizona law, and industry-recognized acquisition practices. Acting as the City's acquisition representative, we managed the full acquisition process, from initial property identification and ownership research through appraisal coordination, negotiations, closing, and final documentation.

Our work included reviewing airport planning documents, title records, surveys, and property information to identify affected parcels and develop acquisition strategies. We coordinated ownership and title reviews, resolved property interest issues, supported appraisal and valuation activities, and conducted negotiations with property owners to secure necessary land and easement rights. Throughout the process, we prepared and managed acquisition documentation, including purchase agreements, easements, right-of-entry agreements, and closing materials.

In addition, we maintained detailed parcel tracking and reporting systems to monitor acquisition progress, identify schedule risks, and support informed decision-making. Where FAA funding was involved, we coordinated closely with the FAA Airports District Office to ensure compliance with Federal acquisition requirements and grant obligations. Through this integrated approach, we successfully delivered a single, coordinated acquisition program that advanced airport development objectives while protecting public interests, maintaining transparency, and fostering positive stakeholder relationships.

REFERENCE

Scott Gray, Aviation Director, City of Buckeye
Email: sgray@buckeyeaz.gov
Phone: 623.349.6000



MARANA REGIONAL AIRPORT (AVQ)

Marana, AZ

REFERENCE

Galen Beem, Airport Superintendent, Town of Marana
Email: gbeem@maranaaz.gov
Phone: 520.382.8053

ADDITIONAL RELEVANT EXPERIENCE AT AVQ

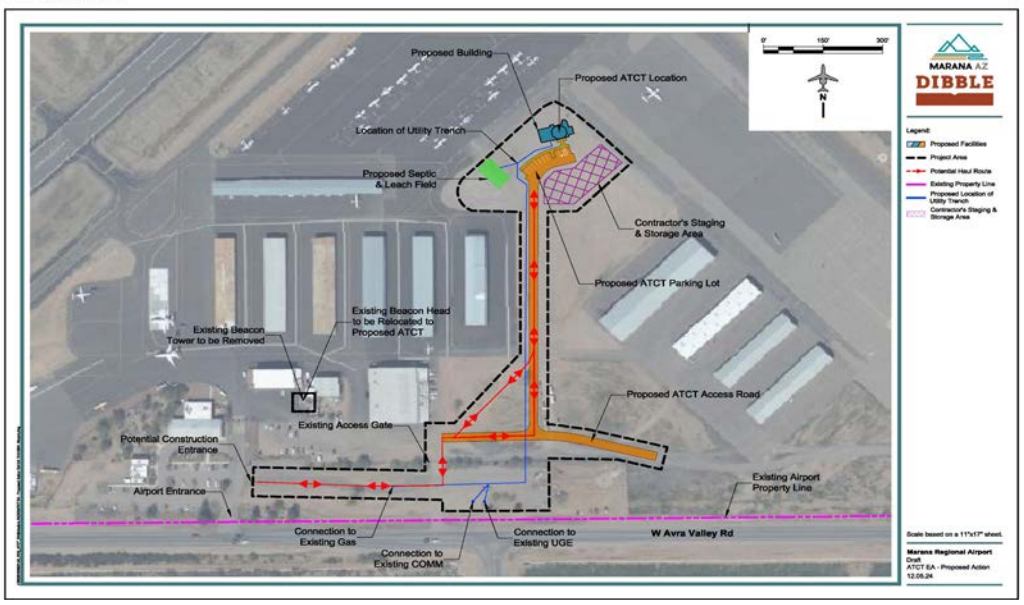
> Runway Safety Area Study

NEW AIRPORT TRAFFIC CONTROL TOWER (ATCT) ENVIRONMENTAL ASSESSMENT

Dibble facilitated and managed the NEPA process for the proposed Airport Traffic Control Tower Environmental Assessment at AVQ. Alternatives developed and evaluated for this project include the No Action alternative and the Proposed Action (i.e., the project). The No Action alternative served as a benchmark to compare against the Proposed Action's environmental effects. The Siting Report initially included eight candidate sites for the Proposed Action that were analyzed by the siting team and airport staff.

For context, the proposed ATCT would be centrally located south of the intersection of Runways 12/30 and 3/21. The proposed ATCT would measure 112 feet tall to top of the cab—totaling 123 feet tall inclusive of antennae, rotating beacon, and lightning protection system—and includes an octagonal (eight-sided) 35-foot-tall cab mounted at 99.2 feet above ground level. The project also includes construction of a 1,015-square-foot base building.

A challenge that we overcame was the important or visually valued Section 4(f) resource identified as having potential views of the Proposed Action was the Santa Cruz River Trail (SCRT), a paved, off-street bicycle and pedestrian trail amenity located north of and parallel to the Santa Cruz River. Notably, the improved SCRT within the town of Marana follows the recognized alignment of the Juan Bautista de Anza National Historic Trail, the 1,200-mile route of an eighteenth-century expedition from Sonora, Mexico, to San Francisco, California (National Park Service 2020). Through our analysis it was determined that the Proposed Action would affect but not change the visual character and would not present strong contrasts to the analysis area. No views would be blocked as a result of the Proposed Action and concluded that the Proposed Action, in combination with other cumulative actions, would not result in changes to the characteristic landscape or visual character of the area, either during the daytime or nighttime (due to light emissions).



Proposed ATCT Site Plan

A more creative option to mitigate the potential visual impacts was facilitated by Dibble to develop and install an interpretive sign panel along the SCRT in collaboration with the National Parks Service to provide trail users with information associated with the Juan Bautista de Anza National Historic Trail as well as the historical evolution of the landscape over time, to present day. The strategic placement of the sign could possibly reduce the discernibility of the proposed ATCT where there are gaps in the existing vegetation.

PINAL AIRPARK (MZJ)

Marana, AZ



Pinal Airpark

REFERENCE

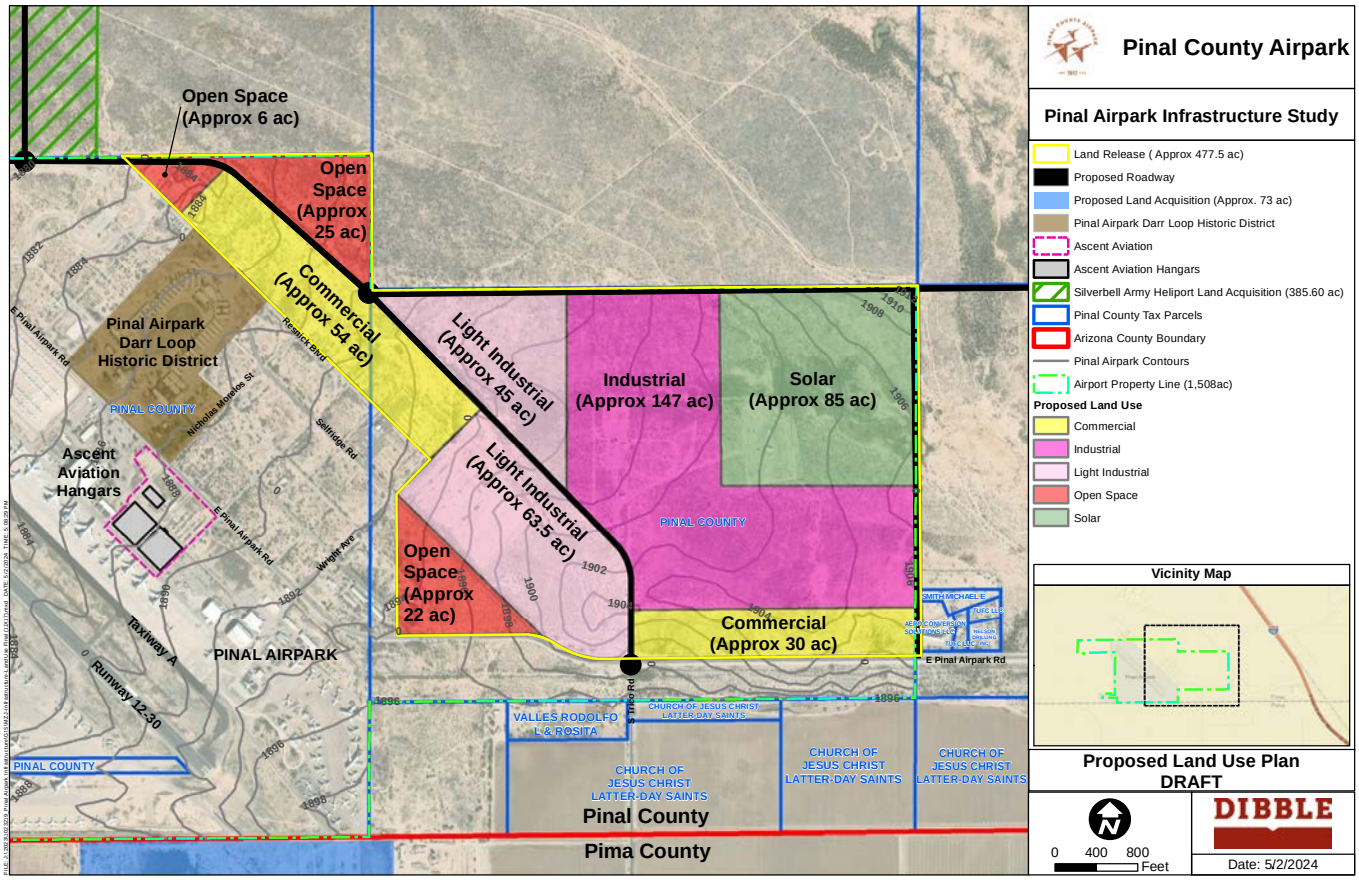
Jim Petty, AAE, Airport Director, Pinal County
Email: jim.petty@pinal.gov
Phone: 520.866.6545

ADDITIONAL RELEVANT EXPERIENCE AT AVQ

> Airport Master Plan Update (Ongoing)

AIRPARK LAND USE DEVELOPMENT PLANNING

To support ongoing operations and future growth at Pinal Airpark, significant infrastructure replacement and rehabilitation were needed, including improvements for previously undeveloped areas. As part of the Phase 1 project, Dibble conducted land use, transportation, and drainage planning, along with ground and aerial surveys. Dibble developed an updated land use development plan for 477 acres of Airpark property recently released by the FAA for non-aeronautical use. Three draft land use plan alternatives were presented in a workshop, and based on feedback, a finalized Land Use Plan was created. This plan provides a framework for efficient and economical nonaeronautical development.



PRESCOTT REGIONAL AIRPORT (PRC)

Prescott, AZ



Runway 3R

AIRPORT MASTER PLAN

Prescott Regional Airport is a dynamic aviation facility with both commercial service and very strong general aviation activity. As part of a multi-year Planning On-Call contract, the City of Prescott initiated an update to the Master Plan to provide a development template for future airport improvements. As a Strategic Partner, Dibble was involved in every aspect of the Airport Master Plan update, including inventory, pavement analysis, alternatives analysis, cost estimating, public involvement, and led the effort on the Runway Incursion Mitigation (RIM) component of the Master Plan. Dibble was responsible for preparing the RIM Analysis component to the Master Plan.

LAND ACQUISITION SERVICES

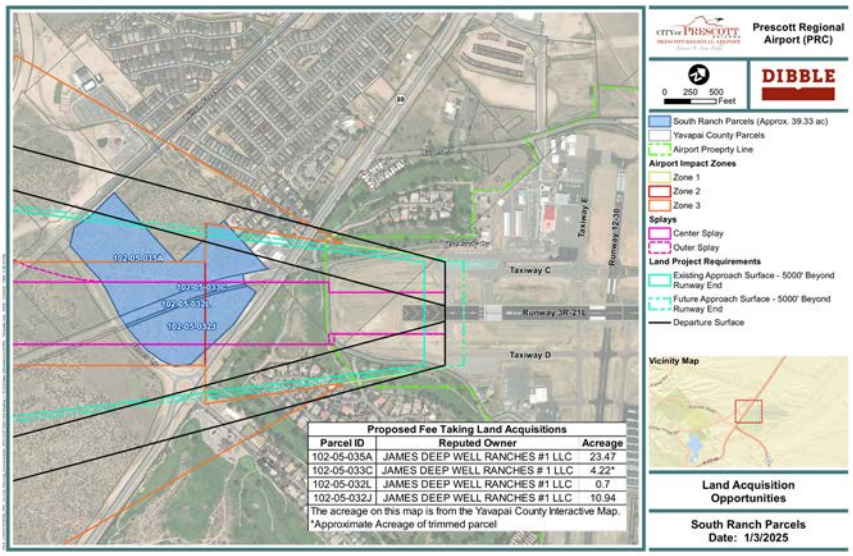
Prescott Regional Airport ranks among the top 20 busiest airports in the United States based on total aircraft operations (takeoffs and landings). Depending on the specific annual data and inclusion criteria, PRC frequently ranks as high as the 18th busiest airport overall nationwide and one of the top 50 busiest, driven heavily by intensive flight training and corporate aviation. Designated by the FAA as a non-primary commercial service airport, the field serves a range of aeronautical activities to include recreational flying, corporate aviation, aviation businesses, flight training, and commercial airline service. Prescott is also home to Embry-Riddle Aeronautical University, one of the largest and fastest growing flight schools in the nation.

As part of a multi-year Planning and Environmental On-Call contract, Dibble prepared a focused planning study to evaluate the extension of the commercial service runway, updated demand forecasts, prepared benefit costs analysis, updated noise contours, and led the effort to acquire nearly 700 acres of land around the airport to achieve land use compatibility. Prescott has a nearly $1.2 million five-year capital improvement program that Dibble facilitates from the planning, environmental, and engineering perspectives.

Dibble has provided land acquisition support to PRC. Examples include South Ranch, a 37.75-acre parcel acquisition and the Northeast Land, a transfer of 15.51 acres of land to the airport, completed in accordance with FAA guidelines to protect the existing approaches to the airport, promote compatible land use and support of the continued growth and development at PRC. These are two examples of the 700+ acre program that Dibble has helped secure for the airport.

REFERENCE

John Kuebrich, Airport Capital Projects Manager, City of Prescott
Email: john.kuebrich@prescott-az.gov
Phone: 928.777.1114



SECTION 06 | DEMONSTRATED CAPABILITIES



Demonstrated Capabilities

Internal Measures

Dibble employs several tools to help keep projects and programs on track, the use of these has consistently resulted in projects progressing on schedule, thereby allowing the subsequent implementation phase to occur on schedule. Our Project Manager, Thibault Sirigu will be responsible for monitoring the progress on all planning assignments relative to deadlines, and does this routinely with the following tools and processes:

- **Development of a Critical Path Method (CPM) Schedule with date milestones,**
- **Weekly senior/project manager staff meetings for resource sharing and allocation**
- **Use of dedicated software to provide accurate projections of work-hour needs**

Timely Responses to County Requests

We know that responsiveness is important to the County, especially when the FAA and CDOT are seeking answers to fund or progress projects before established fiscal year grant deadlines. When email requests come in from the County or other stakeholders, our goal is to respond within 24 hours. We also believe in an elevated professional connection with our clients, which is why Thibault, and our Contract Principal, Jared Bass, are available by cell phone at any time during extended business hours. When the County issues a request for services, Thibault will notify and gather the key team members and necessary subconsultants to have an on-site scoping meeting within one week of the request for services.

Timely Completion of Work

In addition to the internal measures listed above, the most important mechanism we have to maintain timely completion of work is proactive communication. We use multiple mechanisms that help facilitate accountability and ultimately achieve alignment by the entire team. These include:

- **Monthly coordination meetings with the County with updated schedules and milestones,**
- **Comprehensive project milestone review meetings**
- **Proactive project hand-offs when key members are out of the office, including the advance preparatory work to keep the project progressing successfully.**

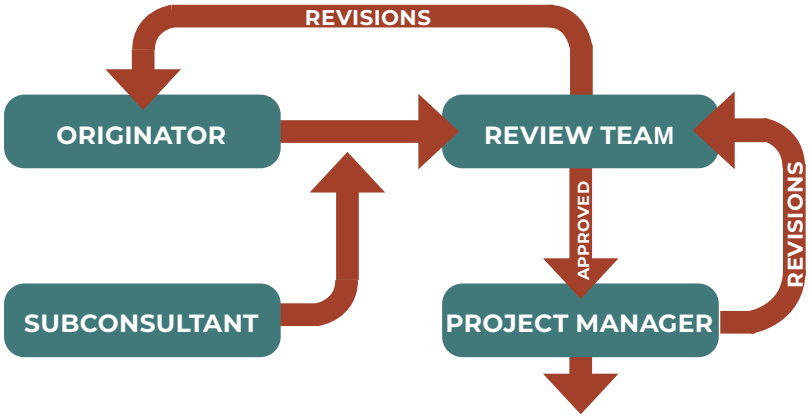
Demonstrated Ability to Prevent Cost Escalation & Overruns

Scope, budget, and schedule are the cornerstones of every project and effective project management is essential to a project's success. The first crucial step to a seccessful project begins with the scoping process. Led by Thibault, Dibble's approach is centered around collaborative and effective communication to ensure all areas of specific concern for the airport sponsor that warrant a deeper analysis are identified and included in the scope of work. Another important step in the scoping process is to establish the goals and objectives for the project so that all team members are aware of, and agree upon them, before moving forward. Identifying crucial areas of concern and clearly establishing agreed upon goals and objectives at the onset is imperative.

During the project kick-off meeting, we will revisit your goals, objectives, and expectations to ensure the process begins smoothly. To keep the project on schedule, we will conduct monthly calls to review study progress, make scope adjustments as needed, update the schedule as appropriate, and review the budget. Key individuals will be present at these meetings to present the status and address any questions.

Quality Assurance & Quality Control Measures

We will use a Quality Assurance/Quality Control (QA/QC) process that outlines checking, back-checking, and review procedures, and is flexible enough to respond to the specific assignment goals. A significant emphasis is placed on the quality of initial planning documents, which are checked by the project manager and our independent QA reviewer, enabling significant time and cost savings. After each project, we hold a lessons-learned session, for any issues encountered during the preparation of the planning or environmental projects.





SECTION 07 | INSURANCE

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 10/20/2025

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
Stuckey Insurance
2850 E Camelback Rd
Suite 325
Phoenix AZ 85016

CONTACT NAME: Teresa Alvarado
PHONE (A/C, No, Ext): 602-264-5533 **FAX (A/C, No):**
E-MAIL ADDRESS: teresa.alvarado@stuckeyinsurance.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Hartford Underwriters Insurance Company	30104
INSURER B : Nutmeg Insurance Company	39608
INSURER C : Rated by Multiple Companies	914
INSURER D : Palomar Excess & Surplus Ins	16754
INSURER E : Berkley Insurance Company	32603
INSURER F :	

INSURED DIBB&AS-01
Dibble & Associates Consulting Engineers, Inc
DBA Dibble Engineering
3020 E Camelback Rd Ste 201
Phoenix AZ 85016

COVERAGES **CERTIFICATE NUMBER:** 541658989 **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.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X **COMMERCIAL GENERAL LIABILITY** CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY [X] PRO-JECT [ ] LOC OTHER:			84SBWAU4V1X	11/1/2025	11/1/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG 	$ 2,000,000 $ 1,000,000 $ 10,000 $ 2,000,000 $ 4,000,000 $ 4,000,000 $
B	**AUTOMOBILE LIABILITY** X ANY AUTO OWNED AUTOS ONLY HIRED AUTOS ONLY SCHEDULED AUTOS NON-OWNED AUTOS ONLY			84UEGAF8948	11/1/2025	11/1/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) 	$ 1,000,000 $ $ $ $
A	X **UMBRELLA LIAB** [X] OCCUR **EXCESS LIAB** [ ] CLAIMS-MADE DED [X] RETENTION $ 10,000			84SBWAU4V1X	11/1/2025	11/1/2026	EACH OCCURRENCE AGGREGATE 	$ 5,000,000 $ 5,000,000 $
C	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** Y / N ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? [N] **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		84WEGBW3GP4	11/1/2025	11/1/2026	X PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
D E	Cyber Liability Professional Liability			PLM-CB-SFL0760BU-003 AEC-9085020-07	2/28/2025 2/28/2025	2/28/2026 2/28/2026	Limit Per Claim Aggregate	3,000,000 5,000,000 5,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Professional Liability - Claims Made - Retro Date 10/31/1962
RE: PROOF

CERTIFICATE HOLDER

Dibble & Associates Consulting Engineers
3020 E. Camelback Rd, #201
Phoenix AZ 85016
USA

CANCELLATION

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
Mary Lodwick

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