



STATE OF DELAWARE
EXECUTIVE DEPARTMENT
DELAWARE ECONOMIC DEVELOPMENT OFFICE

May 16, 2014

TO: ALL OFFERORS

FROM: JEFF STONE
DELAWARE ECONOMIC DEVELOPMENT OFFICE

SUBJECT: ADDENDUM TO CONTRACT NO. DEDO14303-DAFB_RAMP
Development & Expansion Delaware Civil Air Terminal Aircraft Parking
Ramp

ADDENDUM #1 UPDATED

The following are the vendor questions and answers for the Delaware Civil Air Terminal Aircraft Parking Ramp contract solicitation.

Question #1:

Over the past 5 years, what has been the average number of civilian charter aircraft to use the Civil Air Terminal (CAT) during non-NASCAR weeks?

Answer #1

YEAR	NON-NASCAR AC	NASCAR AC	
		SPRING	FALL
2009	8	12	9
2010	2	14	10
2011	2	5	5
2012	2	4	5
2013	6	7	4

AC – Air Charter

Question #2:

Over the past 5 years, what has been the average number of civilian charter aircraft to use the CAT during NASCAR weeks?

Answer #2

YEAR	NON-NASCAR AC	NASCAR AC	
		SPRING	FALL
2009	8	12	9
2010	2	14	10
2011	2	5	5
2012	2	4	5
2013	6	7	4

AC – Air Charter

Question #3:

Over the past 5 years, what has been the average per month/year number of civilian air cargo carriers under contract with the USAF and serving DAFB to have had to reposition aircraft due to the five-hour window restriction, and what type/model/series aircraft were they?

Answer #3

Dover Air Force Base data does not capture this information; however, based on experience and knowledge, on average the Base has had the crew reposition 3-5, 747s a year due to crew duty day or maintenance, to make other parking available.

Question #4:

Over the past 5 years, what is considered the “peak days” of the week and what is the “peak” five-hour window requirement, (i.e. by aircraft type, how many aircraft are there at the same time) for civilian cargo carriers under contract with the USAF and serving DAFB to have had to reposition aircraft due to the five-hour window restriction?

Answer #4

After reviewing the data available Dover Air Force Base states that there are no peak times or peak five hour windows. During the height of the commercial traffic inbound to Dover, the times were spread through the 24 hour period.

Question #5:

Over the past 5 years, who were the civilian air cargo carriers, by company name, under contract with the USAF and serving DAFB to have had to reposition aircraft due to the five-hour window restriction?

Answer #5

Dover Air Force Base is unable to provide this information.

All other terms and conditions remain the same.

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