



With a bit of engineering, site prep and adequate materials, this interim Parking Area can be leveled and repurposed as expanded Ramp Area in the full build out

Starlifter Ave

50' Clearance between tail & Starlifter Ave.

Ground Service Equipment Building

Future U.S. Customs & Agriculture Inspection

Gate should slide behind GSE Building

It is entirely feasible to accommodate up to seven 747-8 aircraft during emergencies or brief periods of extreme activity, although four will be the normal practical configuration.

300' Diameter Clearance

747 Tail Height Line

Drainage Area

Power out for take-off

MD-82 power in to full stop near terminal for load/unload

201 Spaces this Lot

Terminal Expansion

This version permits temporary access-egress for an air carrier using MD-82 sized aircraft, while construction of a new reinforced air cargo ramp area for 747s takes place. This plan will permit self-powered ground movement with no need for a motorized tug during construction. Due to possible jet blast however, it may be necessary to utilize a tug.

Dover Air Force Base / Civil Air Terminal

REVISED PHASE ONE
Minimum Paved Area

R.A. Wiedemann & Associates, Inc.
AVIATION CONSULTANTS

FIGURE
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