

Loring Airport Master Plan RFP Questions and Responses

The LDA received several questions regarding the RFP for the development of the Airport Master Plan. The questions have been consolidated below with responses shown in *italics*.

1. It appears the completion of the Master Plan is expected to be within 1 year. The approval of a forecast and ALP is controlled by the FAA. We assume the Authority understands this and will keep this under consideration?

Answer: Yes

2. Would the LDA prefer that obstructions and infrastructure are evaluated with sUAS, AGIS?

Answer: That will be at the discretion of the proposer.

3. Should we assume that the development of instrument approach procedures will be done after the airport enters the NPIAS or should it be part of this effort?

Answer: Approach procedures will be developed after NPIAS designation, but with recommendations made as part of the planning process.

4. The airport portion of Loring was transferred to LDA in fee title. Do you have current property boundary mapping? Can you share these documents with us?

Answer: The total former base property was transferred to the LDA by the US Air Force. Actual airport boundary recommendations will be part of the planning process.

5. Has the Airport conducted any underdrain and utility mapping since the BRAC transfer? Is mapping expected as part of the Master Plan base bid?

Answer: The LDA possesses "as built" plans for airfield drainage, topography, electrical system, pavements, etc. Most of this remains in the state it was left after the Air Force's departure.

6. Will the Airport accept the utilization of the 2018 PCI study as a way to determine pavement condition?

Answer: Yes

7. Have any environmental assessments or studies been done for the Airport proper and can you share them?

Answer: The US Air Force has conducted numerous environmental studies on the former base (some currently in progress), as part of the BRAC process and their requisite statutory responsibilities. This information is available on the Air Force's administrative record (AR) website: <https://ar.afcec-cloud.af.mil/>.

8. Please clarify Pg 4 Q 10- Demonstrate capability to meet the requirements set forth in the scope of work related to meter reading, billing and managing customer accounts.

Answer: This section was placed in the RFP by mistake. Please disregard.

9. With regard to Item 4 in the scope of work, are you looking for a full business/strategic plan or a feasibility analysis, market assessment. Did you intend to have a business plan coming out of this?

Answer: The level of detail will be at the discretion of the proposer. However, the planning process will need to make a strong business case for the appropriate reuses of the aviation complex.

10. Is this solicitation based on federal procurement rules outlined in FAA Advisory Circular (AC) 150/5100-14E, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects? Could you clarify if the LDA will require a proposed cost of services?

Answer: The federal funding received for the development of the Airport Master Plan does not come from the FAA. It is part of a defense diversification planning grant from the DoD. Under this program, the cost of services is a required decision element.

11. Has there been any previous discussion with the FAA and MaineDOT concerning LDA's potential application for inclusion in the NPIAS? If so, can you expand on this discussion? Will the FAA and MaineDOT participate in developing the master plan, such as reviewing draft documents? Will the FAA have to approve the forecasts, a requirement under AC 5070-6B, Airport Master Plans? Will the FAA and MaineDOT be expected to sign the ALP?

Answer: The Maine DOT and FAA are both well aware of the RFP and the future aviation vision of Loring. We envision that they will be actively involved in this process in all phases.

12. The development of an airport master plan typically requires a series of meetings with the sponsor and a planning advisory committee (assuming one is formed). Do you expect these meetings to be in person or virtual over TEAMS or Zoom?

Answer: the number of meetings will be at discretion of the proposer. However, some meetings should be in person. The formation of a regional aviation advisory committee is also envisioned.

13. Under Proposed Requirements, item 6 (page 4), will the proposer's scope of work become the property of LDA for later use with the winning firm?

Answer: This is not anticipated.

14. Are there any known airspace obstructions?

Answer: No

15. Will you expect a complete aeronautical survey that would include planimetrics?

Answer: That will be at the discretion of the proposers. The LDA desires to obtain as much as possible with the budget provided.