

## Aircraft Maintenance & Repair Services Provider RFP - Question Responses

1. Can the Authority provide recent and at least a 3-year historical utility cost data (electric, gas, water, sewer, Wi-Fi, etc.) for Hangar 2041?

Answer: The facility is separately meter and managed/paid directly by the tenant, therefore, the airport does not have utility information. However, utility information on similar spaces, Hangar 2043 (24,130 SF) and Building 2044 (Fort Wayne Aero Center FBO) is displayed below. The water costs shown below are likely higher than can be anticipated in 2041 due the heavy public use of the building.

<b>Average Monthly Cost</b>	<b>Electricity (Hangar 2043)</b>	<b>Gas (Hangar 2043)</b>	<b>Water (FBO Building)</b>
2024	\$ 1,187.74	\$ 1,513.76	\$ 394.74
2023	\$ 1,216.20	\$ 1,400.00 est.	\$ 402.66
2022	\$ 1,191.15	\$ 1,473.60	\$ 360.85

2. Are utilities for Hangar 2041 separately metered or shared with other facilities? (re RFP 10.4)

Answer: All utilities to the facility are separately metered. The tenant is responsible for setting up and paying for desired services.

3. Is there a current floor plan or facility diagram available showing the layout of hangar, shop, office, and mezzanine areas?

Answer: The original construction drawings exist, however, a current floor plan of the facility does not exist. If desired, the original construction drawings can be viewed by visiting the Fort Wayne International Airport Administration Offices. An appointment must be made in advance.

4. What is the current condition of major systems (roof, HVAC, hangar doors, lighting, plumbing, etc.)?

Answer: No system issues have been conveyed to the airport and all are believed to be in used but functional condition. The roof has/is being replaced by end of 2025. Many of the lighting fixtures have been upgraded to LED.

5. Is a facility inspection report or list of deferred maintenance items available?

Answer: A facility inspection will be conducted upon the existing tenant's end of term.

6. Are property taxes, user fees, or other facility-related charges anticipated, and what are the current annual amounts, if applicable? (per Appendix A, 5.1)

Answer: As a generalized statement, lease rent is likely the only fee that would be due to airport by the Aircraft Maintenance & Repairs Services Provider. Proposals should refer to the 2025 Rates and Charges Ordinance posted to the airport's website at <https://fwairport.com/properties-development> to determine if any applicable fees will be due to the airport beyond the lease rent.

7. Will operations at airports like SMD, GWB, and GSH satisfy the eligibility requirement per RFP 5.3 paragraph A?

Answer: Yes

8. Does the Authority have a desired beginning date within the given range in the RFP of March 1st – May 1st of 2026?

Answer: The date range was given to provide flexibility to proposals based upon their business plan. Any date within that range is acceptable to the airport.

9. Are utility hookups and/or equipment (e.g., compressed air, electrical cords, waste oil, etc.) already available?

Answer: Yes

10. What (if any) tools and equipment does the Authority own, that may be utilized by the operator for the recovery of stranded or accident aircraft on the airfield?  
(Appendix B, page 18)

Answer: The Fort Wayne Aero Center owns 4 tugs, a Lektro, and a set of skates. If the aircraft is unable to be tugged, a wrecker will need to be called for removal.

- Tug 14,000 lb. Tow Capacity
- 2 - TT-8 AWD Tug 90,000 lb. Tow Capacity
- 1 TT-12 AWD Tug 130,000 lb. Tow Capacity
- Lektro 75,000 lb. Tow Capacity
- Towbars
  - TB1 – 60,000 tow capacity
  - TB125 – 1250,000 tow capacity
  - 2 universal towbars 14,000 tow capacity
- Towheads
  - All Aero Specialties: SBL, CNA2, FAL1, HS1, PC12, FAL2, CNA3, BEC3, CL3R, G200, G5, CL1R, G100, EMB100, P180, EMB300, CNA4, BEC2, UNIVERSAL TOW PIN
- Skates (2)
  - 3,000 lb. capacity each

11. To assist in evaluating the requirements for providing appropriate airline AOG (Aircraft on Ground) support, could the Authority please provide a historical overview of the activity level needed to maintain this support? Specifically, we are

looking for data such as the average number of callouts per month and the percentage of those callouts that occurred "after hours."

Answer: This information is not tracked by the airport. It is estimated that, on average, it occurs a several times per week. These are estimated to occur primarily around the peak flight times of 6am-8am, 11am-1pm, 4:30pm-6:30pm, and 9pm-11pm.

12. Are there any existing service or maintenance contracts that the selected operator would need to assume or coordinate with?

Answer: No

13. Would subleasing portions of the facility for specialty maintenance services or aircraft storage be permitted with Authority approval?

Answer: Subleasing for specialty maintenance services is permissible with airport approval. Subleasing for aircraft storage only would not be permitted.

14. Does the Authority have specific expectations for upgrades, such as lighting, energy efficiency, ADA compliance, or office finishes?

Answer: The airport does not have any specific requirements or expectations for facility improvements. Any facility improvement should be based upon the needs, desires, and offerings of the proposal.

15. Are there any known environmental conditions or prior site assessments for Hangar 2041?

Answer: No

16. Regarding Appendix A, Environmental Compliance, (d) – What is the definition of "storage tanks" – i.e. waste oil (Appendix B, paragraph f on page 24), de-icing fluid, etc.?

Answer: Including but not limited to exterior tanks storing fuel or other hazardous material. The purpose of this clause is to limit the potential locations that pose a leak risk but may be modified based upon business needs as necessary.

17. Are there currently unmet maintenance demands from based or transient aircraft that the Authority is aware of?

Answer: Unknown. The airport does not have this information.

18. Can the Authority provide any information on recent maintenance requests or inquiries by aircraft type (piston, turboprop, jet)?

Answer: No. The airport does not have this information.