



**2022 Delaware Freight
Emphasis Area Summary:
Military Freight**

D.9 Military Freight

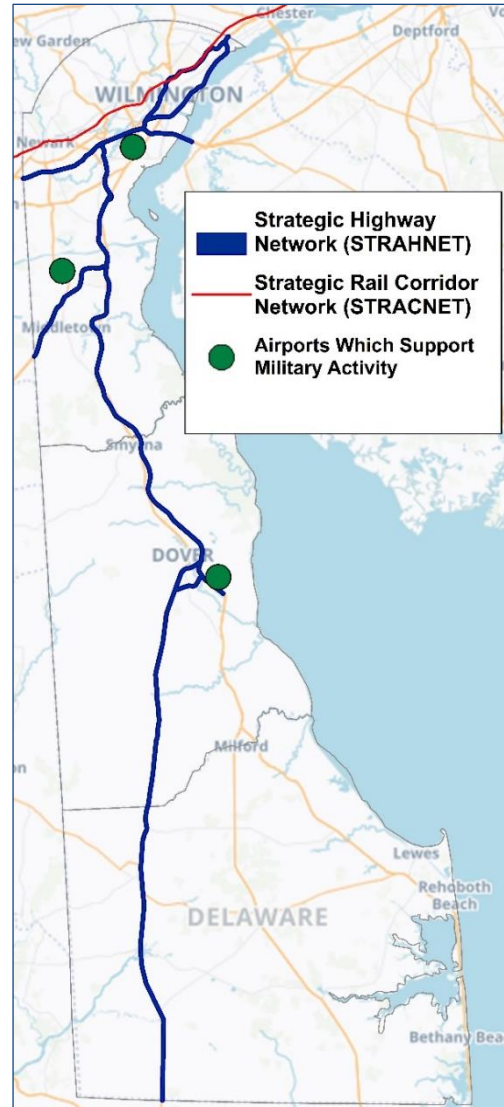
Military installations in the state of Delaware include:

- **Dover Air Force Base (DAFB)** – 436th Airlift Wing and Air Force Reserve 512th Airlift Wing
- **Air National Guard** – 166th Airlift Wing at Wilmington ILG (New Castle) Airport
- **Army Reserve** – 11 units in 3 facilities (Dover, Newark, Lewes)
- **Army National Guard** – 34 units in 4 facilities (Wilmington, Newark, Dover, Georgetown)

From a freight perspective, DAFB in Dover, Kent County, has a significant presence as the “Department of Defense’s largest aerial port” (see callout box below). DAFB is directly linked to the U.S. DOD’s Strategic Highway Network (STRAHNET), with is a federal system of public highways that provide access, continuity, and emergency transportation of personnel and equipment for defense purposes. STRAHNET connections include access in Dover via SR 10 to SR 1 to/from the north, and US 13 to/from the south (Exhibit D-21). These connections link with broader portions of the STRAHNET that include the I-95, I-295, and I-495 interstate routes through New Castle County, as connection to US 301 near Biddles Corner.

The Strategic Rail Corridor Network (STRACNET) also passes through New Castle County in Delaware (Exhibit D-21). Similar to the STRAHNET, the STRACNET is a federally designated network of interconnected and continuous rail lines that links defense installations and provides for the U.S. DOD’s rail transportation needs for defense purposes, notably including access for heavy and tracked vehicles to seaports of embarkation.

Exhibit D-21: Delaware Strategic Defense Network Routes (STRAHNET-STRACNET)



Dover Air Force Base (DAFB)

DAFB is home to the Department of Defense's largest aerial port and approximately 11,000 Airmen and joint service members, civilians and families. Its personnel are responsible for global airlift aboard assigned C-5M Super Galaxy and C-17 Globemaster III aircraft. Additionally, the 436th Airlift Wing hosts key partners, such as the Air Force Reserve's 512th Airlift Wing, Air Force Mortuary Affairs Operations (AFMAO), the Armed Forces Medical Examiner System (AFMES) and the Joint Personal Effects Depot (JPED), jointly responsible for the dignified return of fallen American service members.

Source: Dover Air Force Base, <https://www.dover.af.mil/>.

Beyond the existing military installations and formal STRAHNET and STRACNET connections in Delaware, additional military freight issues may also encompass the topics listed below.

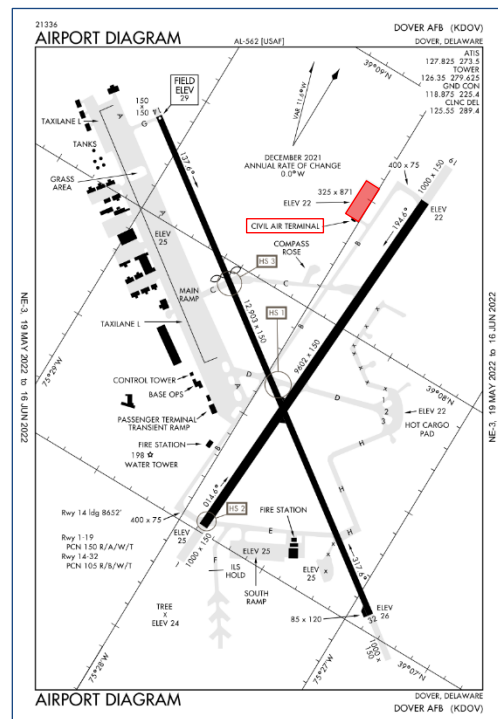
STRAHNET Refinement: Essentially all components of the STRAHNET and STRACNET routes overlap other portions of the state’s freight network (as defined in Chapter 3). As such, prioritization of freight needs and opportunities along this network will benefit both general freight and military freight simultaneously. However, a closer review of the formal STRAHNET reveals that the federal maps may require updating to align consistently with the current roadway network/connections in Delaware. Specifically, the current alignment and more recently constructed sections of US 301 near its junctions with SR 896 and SR 1 may not be accurately reflected on the federal NHS and STRAHNET mapping. FHWA Division and FTA regional offices encourage MPOs and state DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. To this end, a procedural implementation task to refine the formal NHS and STRAHNET mapping has been incorporated into the action planning elements in Chapter 6 of this freight plan.

Aviation Fuel and DAFB Pipeline Access: As noted under the discussions of the Delaware River/Bay system in Section D.6 of this appendix, and as highlighted on pipeline mapping in Chapter 3.6, a small section of localized pipeline and supply connections east of DAFB allows for ship/barge connections to support fuel delivery and storage at the base.

Future Rail Connectivity/Feasibility: Delaware’s current rail network in the Dover area includes north-south access via the Delmarva Central Railroad Company (DCR)’s Delmarva Sub lines. These lines are generally located on the west side of Dover (west of US 13) and currently do not provide connections or access to the east side of SR 1. Though no specific plans to provide future rail access/connections to DAFB have been recorded, stakeholder/agency comments during the development of the state freight plan raised a question as to whether such connections would be beneficial (e.g., for heavy equipment deliveries) or feasible. Further discussion would be required to determine if long-term interests or feasibility considerations would merit such efforts.

Joint Use Agreements: DAFB’s Civil Air Terminal (CAT), envisioned as the future Central Delaware Aviation Complex (CDAC), is of special freight interest. Considering the base’s heavy airlift mission and military cargo requirements, its longest runway length at 12,903 feet (Exhibit D-22)¹⁹ is designed to handle all types of aircraft, from the biggest aircraft landings to the smallest. Currently, however, civilian operations at DAFB are limited due to prior clearance admissions; although they can still take place under a Joint Use Agreement (JUA), and active negotiations for a new JUA are ongoing.

Exhibit D-22: DAFB Civil Air Terminal ¹⁹



¹⁹ Aircraft Owners and Pilots Association, (KDOV) Dover Air Force Base Airport, updated as of May 19, 2022, <https://www.aopa.org/destinations/airports/KDOV/details>.



The JUA is an agreement between the U.S. DOD and DeIDOT that authorizes DeIDOT's use of DAFB's runways for civil operations from/to the Dover CAT / future CDAC. The agreement allows for most civilian operations (general aviation aircraft, air cargo, charter flights, etc.) with the exception of student-pilot training. The current JUA expires on 12/18/2022, and DeIDOT is actively engaged with the DOD to negotiate a new agreement. Updated terms in the draft JUA tentatively include:

- A 50-year agreement term (previously 25 years)
- Increase in civilian aircraft operations (an operation is either a take-off or a landing), including a daily increase from 37 to 150 operations, and an annual increase from 13,500 to 25,000 operations.
- Removal of the prior permission requirement allowing for the CAT / future CDAC to be designated by the FAA as part of the National Plan of Integrated Airport Systems in the future
- An updated fee structure based on percentage of usage and fair share of maintenance costs

Business Park Development: In addition to pursuing broader/ongoing air cargo opportunities through DAFB based on JUA discussions and CAT / future CDAC operations, the City of Dover has also made major investments in the nearby Garrison Oak Business and Technology Center (Garrison Oak). These investments reflect significant efforts by both the City of Dover and Kent County to realize the full economic potential of the future CDAC at DAFB. Completion of the 2021 Dover Air Cargo Freight Access Study (noted in **Chapter 1** of this freight plan) identified potential roadway network improvements to facilitate access to SR 1 and support the continued growth of both Garrison Oak and the CDAC at DAFB.

