



Agenda Commentary

Item Title/ Subject: Jet A Refueler

Staff Source: City Manager, Steve Hewitt

Date: April 12, 2013

Background/Subject Information:

Attending the OAOA/FAA conference this week, Victor Bird, Director, Oklahoma Aeronautics Commission (our last year's OAC grant for runway \$500,000), and Ed Agnew, Manager FAA AR/OK ADO just spoke (provided \$500,000 for tarmac) and for Clinton to remain a Regional Airport Status Facility, we must have a 5000 foot runway, JetA Fuel, and minimum of 15 based aircraft.

FAA OAC will help us with the Runway grant, once we meet our other criteria. We have 24 based aircraft, but no Jet A fuel. To get future 90% \$150,000 per year grants we need to move forward on our criteria. Agnew is willing to help fund us a full permit fueling storage facility if we show commitment. It is the OAC emphasis to get the JetA fueling for the last two Regional Sites, before they are lost.

Now, each week we get a request for Jet A. Weatherford, Elk City, & Burns Flat has Jet A. We lose business and good first impression of professional amenities of our community. It's a commitment City's need to make. Just last week we had a local oil/gas large corporate jet come to Clinton very low in fuel. We didn't have Jet A and we are a Regional Airport. They were forced to fire back up and go to Burn Flat, get fuel and then come back to Clinton for business. This is a safety issue and business view. Our community can give up our Regional Status but that won't help grow us professionally.

This is another needed element for our community. Airport is infrastructure with Economic development. This will help us justify to FAA OAC on our 5 year plan that the runway needs extended from 4300 to 5000. We are one of two Regional Airports left under 5000.

At the national level FAA is hearing talk that they may stop funding small airports that don't have the Regional requirements. Being between Elk City and Weatherford could kill us.

Recommendation:

Airport manager spoke with many different Managers of different airports. See her recommendation which I support.

Price/Cost: \$70,996.00 **Capital Improvement Fund**

Lisa-

After reviewing the submitted bids and researching the pros and cons of each I recommend American Refueler Equipment Co., Inc., 1997 Model F-700.

We did receive a lower bid from Omega Aviation Service Inc.; however, after discussions with other airport managers and FBO owners, I do not feel it is necessarily the best bid. I outlined the reasons below.

1. Omega Aviation Service Inc. sent us bids on **“used”** refuelers. (which means used tank components)

American Refueler Equipment Co., Inc. sent us bids on **“refurbished”** trucks. This is where the price difference is. When we are talking about refueling \$5 million dollar pieces of equipment, I would feel better about having all new parts on our pumping system.

2. Omega’s tanks are stainless; however, they are painted.

American Refueler’s tanks are unpainted stainless steel. In the long run, this will save us the maintenance and upkeep on painting of all surfaces.

3. The warranty time on Omega was 60 days on the chassis and tank parts.

Warranty time on American Refueler is 90 days on the powertrain and **1 year** on the tank and major fueling components. After speaking with several airport operators, this is a major issue. Problems with tank components can easily cost thousands of dollars. The warranty is 3 times as long, and I think this is very important.

4. American Refueler’s truck is a gasoline engine and it does contain hydraulic breaks instead of air brakes. I have heard pros and cons on both sides of these issues.- They did give us a bid on another truck that is 5 years newer and a diesel engine, but there was a \$19,000 difference.

Lastly, American Refuelers has sold several trucks to various airports in Oklahoma. They have a very good reputation and all of the airports I visited with are extremely happy with the finished product.