

Question and Answers for FBO RFP, 9/18/2025.

- What equipment will be provided via the FCAA to perform the duties of the FBO / Airport Manager (i.e. Will a 1.2 ton pickup be provided by the FCAA to perform inspections or is the supply of a vehicle the responsibility of the contractor)?

Current equipment:

Fuel Truck – Jet

Fuel Cart – 100LL

There currently is no vehicle to perform inspections or move aircraft owned by the Airport.

- Is the operation of the Jet A fuel truck a responsibility of the FBO/Airport Manager?

Yes, ramp service of Jet A is a responsibility of the FBO. An additional margin on fuel is negotiable in the contract phase.

- What are the required hours of operation for the FBO/Airport Manager (is it simply Monday - Friday or 7 days a week and from what hours)?

Current hours are 7 days dusk until dawn. Actually staffing is weather dependent and can be negotiated in the contract phase.

- Are there any minimum staffing numbers required (i.e. minimum of 2 people on-site at all times)?

There is not a minimum staffing level at this time.

- Is the contractor responsible to purchase the fuel for the fuel farm on behalf of the FCAA or do we simply facilitate the process for ordering such as notifying the FCAA when a new delivery is required and payment for the fuel is completed by the FCAA and the third-party fuel provider?

Just facilitate. All fuel is paid for by Airport funds.

- Is the FBO/Airport Manager the one who determines the fuel price or is that set by the FCAA?

Both. The FCAA board member appointed to FBO management and the Manager/FBO continually monitor price paid and area pricing of fuel to remain competitive.