



**BID: LRA-12 AVIATION FUEL SUPPLIER
WALTERBORO-COLLETON COUNTY AIRPORT COMMISSION
LOWCOUNTRY REGIONAL AIRPORT**

ADDENDUM 3

Date: September 30, 2026

This addendum forms part of the **Request for Proposals** and modifies the original RFP only as noted below. Failure to acknowledge this addendum in the submittal may subject the submitter to being deemed non-responsive.

This Addendum consists of 4 pages in total.

IMPORTANT: The purpose of this Addendum is to (1) provide that all proposal pages shall be single-sided and clarify the thirty (30) pages proposal limit requirement in the RFP, and (2) provide responses to questions posed in an email received September 30, 2026, with questions in black ink and the responses in red ink.

(1) PAGE LIMIT CLARIFICATION: All pages submitted in a proposal must be **single-sided**. For the purposes of the requirement in the RFP that proposals be limited to no more than thirty (30) pages, any page submitted with content on both the front and back of the page counts as two (2) pages toward the thirty (30) pages limitation.

(2) ANSWERS TO QUESTIONS:

Refuelers / Fuel Farm

1. Additional Refueling Equipment:

Is the Airport considering the need for additional refueling equipment beyond the minimum requirements specified in the RFP? If so, please provide the anticipated number of additional refuelers and the desired tank capacity for each. **ANSWER: Undecided**

2. Airport-Owned vs. Leased Equipment:

Does the Airport intend to retain its existing Airport-owned refueling equipment in conjunction with the leased equipment, or is the Airport seeking to transition to a fully leased refueling fleet? **ANSWER: The airport intends to keep airport owned refueling equipment in conjunction with equipment leased in the future.**

3. Preventive Maintenance:

Who is currently responsible for performing preventive maintenance on the Airport's refueling equipment? **ANSWER: Operations staff and independent contractor mechanic vendors.**

4. Product Filter Changes:

Who is currently responsible for performing product filter changes on the Airport's refueling equipment? **ANSWER: Operations staff**

5. Fuel Metering Equipment:

Does the Airport have a preference for mechanical registers or digital TCS registers for fuel metering? **ANSWER: The airport prefers both on the trucks.**

6. JET A Refueler Flow Rate:

The RFP specifies a 350 GPM flow rate for the JET A refueler. Would a JET A refueler with a 300 GPM flow rate be acceptable to the Airport as that is more common? **ANSWER: a JET A refueler with a 300 GPM flow rate is acceptable to the Airport.**

7. Lease Agreement / Proposal Page Limitation:

The RFP establishes a 30-page limitation for proposals excluding the county required forms. Would a copy of a sample refueler lease agreement be included within the 30-page limit, or may it be submitted as a separate attachment or exhibit? **ANSWER: Sample refueler lease agreements will be accepted as separate exhibits and will NOT count against the 30-page limit.**

Fuel Price & Payment Terms

1. JET-A Fuel Additive:

Does the Airport require JET A with FSII additive premixed, or would straight JET A without additive be acceptable? **ANSWER: The Airport requires JET A with FSII additive premixed.**

FBO Software

1. Current FBO Software:

What FBO management or processing software does the Airport currently utilize? **ANSWER: None**

2. Software Costs:

Does the Airport currently incur a fee for its FBO management or processing software? **ANSWER: Not Applicable**

3. Mobile Fuel Transaction Capability:

Is the Airport interested in having mobile fuel transaction capabilities utilizing either TCS 3000 meters or a mobile tablet that allow fuel transactions to be entered directly from the refueling trucks and integrated with the Airport's FBO software? **ANSWER: No**

Fuel Sales / Contract Fuel

1. Contract Fuel Volume:

On average, how many gallons of JET fuel are sold annually through the current fuel supplier's Contract Fuel program? **ANSWER: Please refer to the RFP for historical total fuel sales data estimates.**

2. Pilot Rewards Program:

Does the Airport currently participate in a pilot rewards or loyalty program through its existing fuel supplier? **ANSWER: All respondents to the RFP are welcome to submit in their proposal any rewards programs they would offer to pilots.**

Credit Cards

1. Credit Card Processing Rates:

What credit card processing rates are the Airport currently paying through its existing provider? **ANSWER: All respondents to the RFP are welcome to submit in their proposal any proposed credit card rates they would charge if selected.**

Value-Added Services

1. Safety Training:

Does the Airport currently participate in the NATA PLST Safety 1st Training program or utilize any other third-party aviation safety training programs? **ANSWER: Airport staff participates in the NATA Safety 1st training program.**

2. Airport Staffing:

Approximately how many employees does the Airport currently have? **ANSWER: Seven.**

3. Uniform Program:

Does the Airport currently have a uniform vendor or employee uniform program in place? **ANSWER:** The Airport does not participate in a vendor-based uniform exchange program. Uniforms are purchased by the Airport directly as needed.

4. Airport Priorities / Projects:

Are there any upcoming projects or specific areas of focus that the Airport has identified as priorities where a fuel supplier or FBO partner could provide additional support or value? **ANSWER: No response provided.**

***All other terms and conditions of the original Request for Proposals not inconsistent with this Addendum remain in effect. ***