MEMORANDUM

The City of
OKLAHOMA CITY
Police Department

TO: Michael Stroope
Finance, Business Manager

FROM: Tim Ballard, Lieutenant
Air Support Unit

DATE: August 13, 2024

SUBJECT: Purchase of Airbus H125 Helicopter

We are requesting the purchase of an Airbus H125 single engine helicopter. This helicopter will be a replacement for the Air Support Unit's highest flight time aircraft N720KC. Plans are being made to sell N720KC this winter via the services of an aircraft broker. This addition will be outfitted in the same manner as N740KC allowing the Air Support Unit to expand mission growth beyond surveillance and routine patrol flights.

Purchasing an Airbus H125 will save the city money by reducing the cost of recurrent flight training. Currently the Air Support Unit spends approximately sixty-five thousand dollars ($65,000) annually in recurrent training. By adding a different make and model to our fleet, we would need to double our existing annual training budget. Currently it takes approximately eighteen to twenty-four months to train a new pilot to replace one that retires. The cost to train a new pilot is approximately ninety ($90,000) to one-hundred thousand dollars ($100,000) using our current aircraft. A new pilot would also be required to learn to fly the other model, causing a greater expense to the city.

The maintenance technicians would also require training on a different model of helicopter. The maintenance schools are two to three weeks in duration, for both the airframe and engine manufacturers. In addition to additional training expenses, the unit would need to purchase specialized tooling and maintenance stands that are aircraft specific to the model chosen if other than an H125. Additional tooling and equipment would cost approximately twenty-five thousand dollars ($25,000).

Additional parts inventory would be required for a new model as parts between different models are not interchangeable. This would require rearranging the current parts room and the purchase of additional shelving and parts bins to accommodate the new inventory. Aircraft parts are not cheap. The more models of aircraft you operate the larger your inventory must be. The larger your inventory the more money it costs. There would be a potential issue that vendors

might be able to supply parts for one aircraft but not both models as we require our parts vendors to be certified repair stations of the aircraft manufactures. This could cause a logistics nightmare.

During heavy inspections, it is not uncommon for an aircraft to be down for several months. This leaves the other aircraft as our only available resource. If anything happens to the available aircraft, the maintenance technicians can take parts off the aircraft in major maintenance to get the other aircraft returned to service. With multiple models of aircraft this would become more complicated, potentially leaving aircraft grounded. The new aircraft will need to be able to seamlessly accept mission equipment that is currently installed on the Air Support Unit's aircraft. This will include hoist, searchlight, camera, Bambi bucket and external mirrors. Different aircraft utilize different mounting systems for this equipment and don't always align properly.
A smaller aircraft or one that doesn't have the same power to weight ratio as the Airbus H125 will not meet the specifications to perform aerial firefighting requirements.

Finally, it comes down to safety! Our current aircraft's main rotor turns in a clockwise direction. In the event of power failure, the pilot will enter an autorotation. The autorotation is an emergency procedure designed to land the aircraft safely without engine power. During this procedure the pilot must push on left foot pedal to maintain directional control of the aircraft. Other aircraft main rotors turn in the opposite direction. If the pilot was to accidentally push the wrong foot pedal while doing an autorotation, the results would be catastrophic. This has happened in real world situations when pilots are transitioned back and forth between different models of aircraft.

The total cost to the city for the purchase of a new H125 helicopter is $4,124,459.00.

Finance Use Only	REQ:		PO:		RCVR:	

OCPD PURCHASE ORDER REQUEST

Date: 08/13/24 **Budget Year:** 24/25

Dept: 4200621 POLICE PATROL

Ship To: PDA OCPD Air Support, 5505 S Portland Ave, Oklahoma City, OK 73119

Vendor and Contract Information

Procurement's Vendor & Contract Listings

Vendor Code	Vendor Name			Contract	
	Airbus Helicopters, Inc.			C227030	
Address	**City**	**St**	**Zip**	**Phone**	**Fax**
2705 N. Forum Drive	Grand Prairie	TX	75052	972-641-000	

Accounting Information

Line	Account Code	Operating Unit	Fund	Dept	Program
1			1001	4200621	11059

Commodity Information

Comm Line	Acct Line	Description / Mfg Name / Contract Item	Category	Qty	Unit Cost	Total
1	1	Purchase of 2025 H125 Helicopter		1	$3,873,000.00	$3,873,000.00
2		Battery Relocation Modification		1	$51,543.00	$51,543.00
3		Extended Seat Rails		1	$35,736.00	$35,736.00
4		Stainless Steel Rub Strips RH & LH Doors		1	$11,426.00	$11,426.00
5		RH FWD Door, Tour, Short, Clear		1	$44,807.00	$44,807.00
6		LH FWD Door, Tour, Short, Clear		1	$44,807.00	$44,807.00
7		Dual Controls		1	$45,668.00	$45,668.00
8		SICMA 159 Seats, Pilot and Copilot		1	$80,281.00	$80,281.00
9		Commercial Gesture (Discount)		1	-$62,809.00	-$62,809.00
						$0.00
						$0.00
						$0.00
						$0.00
					Page Total:	**$4,124,459.00**

APPROVED
By pdds1237pc at 1:33 pm, 8/13/24

AUTHORIZED REQUISITIONER (SIGNATURE)

Contact Person: **Marc Foreman**

Contact Number: **405-297-1182**

APPROVED
By pdbj0891pc at 1:36 pm, 8/13/24