

# ***DEPARTMENT OF PUBLIC SAFETY***

## ***AIRCRAFT SECTION RE-ORGANIZATION***



DPS House  
Finance  
Subcommittee  
Presentation  
02/10/2015

# ORGANIZATIONAL FACTS

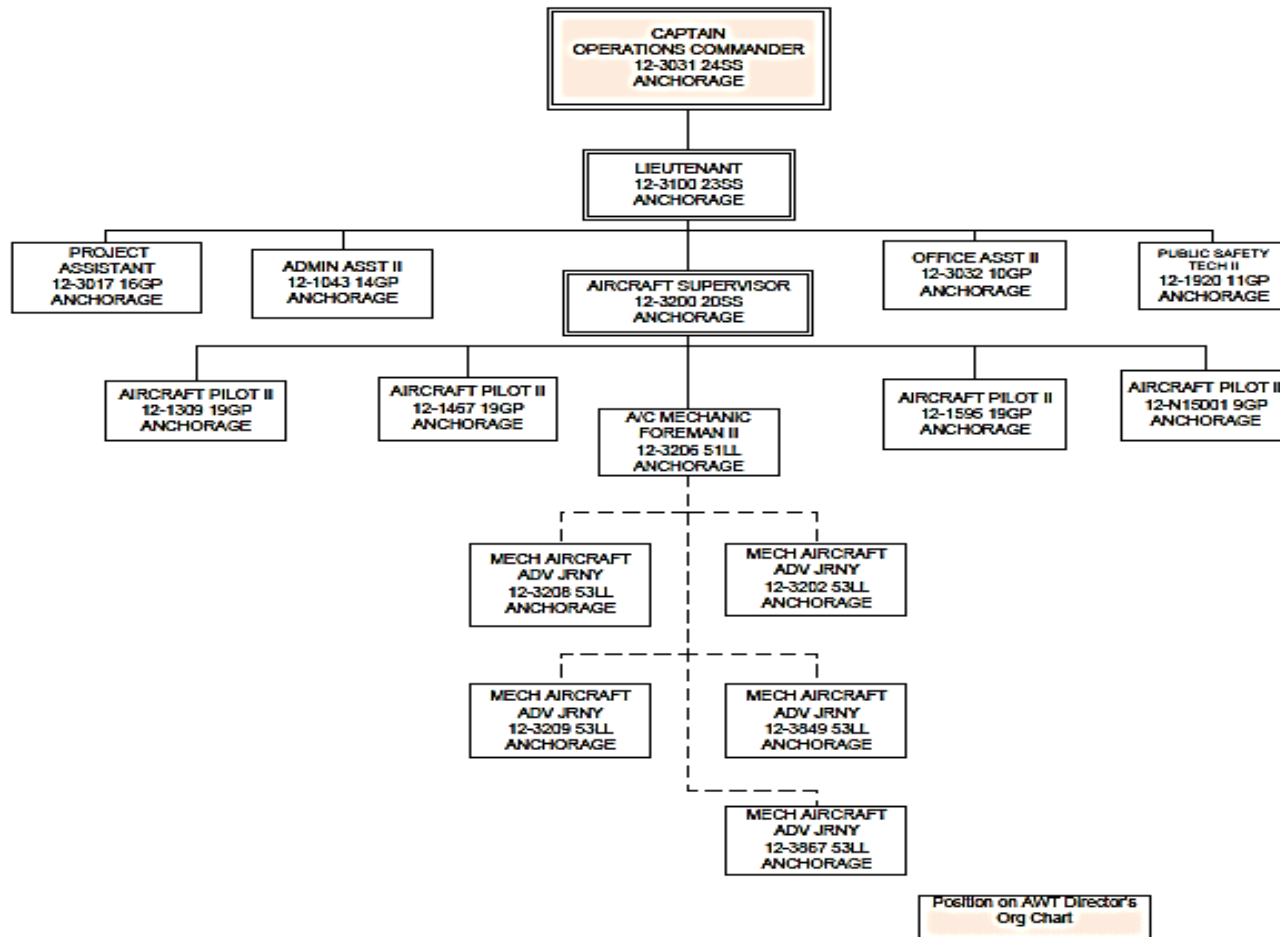
## DPS AIRCRAFT SECTION

- Housed within the Division of Alaska Wildlife Troopers
- AWT Aircraft Section manages 44 aircraft across the State of Alaska
- Aircraft types include:
  - 2-Turboprop King Air's (King air 200 and 350)
  - 2-Turboprop C 208's (Caravans)
  - 2-Turbine helicopters (A-Star)
  - 3-Robinson R44 helicopters
  - 35-Single engine reciprocating aircraft.
- Largest and most diversified flying armed aircraft fleet in the nation.
- Responsible for 46 DPS pilots commissioned and civilian.

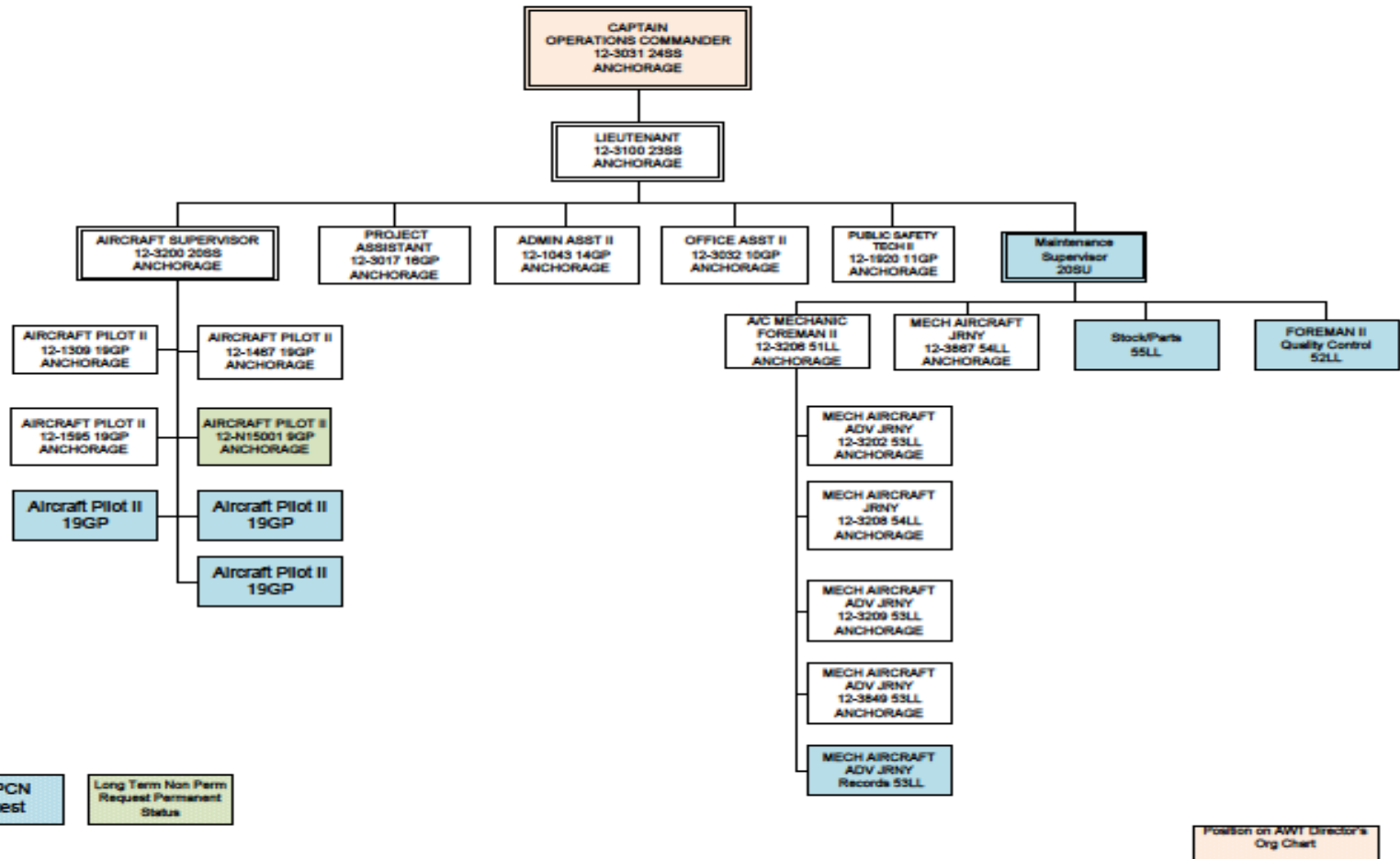
# DPS AIRCRAFT SECTION OVERVIEW

- On average over 7000 hours annually and over 20,000 take-off and landing cycles. FY2000-FY2014-110,000 hours flown.
- Aircraft fleet maintenance and major repairs.
- Mission Priorities:
  1. Emergencies concerning life, property or search and rescue.
  2. Governor's office or VIP transport.
  3. General patrol missions, law enforcement support, prisoner transport, training.
  4. Other DPS missions.
  5. Other state or other governmental support.

# EXISTING ORGANIZATIONAL STRUCTURE



# PROPOSED REORGANIZATION AND STRUCTURE



# WHY WE ARE HERE...

- Helo 1 Crash- March 30, 2013
- National Transportation Safety Board (NTSB) investigation. 18 recommendations.
- Two separate audits (maintenance/safety and operations/safety) conducted
- NTSB hearing November 2014.
- 10 recommendations. Three to the FAA and seven recommendations to 44 states, Puerto Rico and the District of Columbia.

# BUDGET INCREASE REQUEST

- Two main parts:

1. Personal services - \$874.1 – Eight new positions
2. Contractual for third party vendors- DPS plans on contracting maintenance with third party vendors for six complicated aircraft;
  - \*King Air 200 and 350 (Anchorage)
  - \*A-Star Helicopters (Anchorage and Fairbanks)
  - \*C-208 Caravans (Fairbanks and Bethel)Estimated cost \$1,500.0

# DPS AIRCRAFT FLEET MAINTENANCE

## 14CFR PART 145 REPAIR STATION

- Maintenance and safety audit conducted March 2014
- Responsible for maintenance on all 44 DPS aircraft either directly at Lake Hood base or through sub-contractors.
- Current staffing not acceptable per independent audit and industry standard.
- Increase in staffing A&P mechanics needed for actual maintenance and monitoring of third party vendor contracts.
- DPS is asking for:
  1. One advanced aircraft mechanic
  2. One Director of maintenance
  3. One Quality control mechanic
  4. One stock and parts warehouse



# OPERATIONS AIRCRAFT SECTION

- Operations and safety audit conducted August 2014
- Inadequate personnel for mission requests
- Identified need for crew endurance, crew rest and proper staffing to ensure safe operation.
- Identified need for additional pilot training and proficiency.
- DPS is asking for:
  - 1. One pilot II -A-Star helicopter instructor pilot
  - 2. One Pilot II -Light fixed wing instructor pilot
  - 3. Two Pilot II's – King Air 200 and King air 350 pilots.

# ADDITIONAL ISSUES

- DPS core functions of law enforcement in most areas of the state require air transport.
- DPS does charter other private aircraft statewide on a regular basis for some types of missions.
- Chartering aircraft for most missions will not work due to sensitivity of the mission, availability of private aircraft for emergencies and increasingly stringent regulations placed upon 135 and 121 private operators.
- Lack of funding support will result in reduced availability of DPS aircraft, reduction of DPS fleet, and inability for DPS to conduct core functions of law enforcement

# WITH NEW POSITIONS... KING AIR OPERATIONS

## *Missions We Can Accomplish*

### *Operations/Training*

- Increase mission support for JS/DOC prisoner transport (Initial goal of 10 mission days per month).
- Meet the support missions for the Department & other state agencies.
- Allow for the Aircraft Section to conduct proficiency training and flight evaluations of DPS pilots.

### *Aircraft Maintenance*

- With the Maintenance Section reorganization and establishing a *“contract maintenance”* program, the operational readiness and maintenance management will improve to allow for us to meet our goal of 800 flight hours split between both King Air airframes.

# WITH NEW POSITIONS...HELICOPTER OPERATIONS

## ***Missions We Can Accomplish***

### ***Operations/Training***

- Reduce the “Grounding” of the SAR Helicopter due to shortage of pilots (Increase the coverage & duty times for helicopter SAR support)
- Allows for the potential to develop and implement industry standards for **night VFR & NVG helicopter** flight program.
- Conduct pilot recurrent and proficiency training for helicopter operations.

### ***Aircraft Maintenance***

- Reduces the helicopter down time due to helicopter maintenance requirements.
- Allows for maintenance contract monitoring and management for the turbine helicopter fleet.

# WITH NEW POSITIONS... TRAINING PILOTS (LIGHT FIXED WING FLIGHT OPERATIONS)

## *Missions We can Accomplish*


### *Operations/Training*

- Meet the training and evaluation needs of all DPS pilots statewide.
- Develop an aircrew training program and ***standardize the Department's light fixed wing flight operations tactics, techniques and procedures (TTP's).***
- Support the requirement for periodic state aircraft repositioning and the accomplishment of maintenance test flights for Department aircraft.

# WITH NEW POSITIONS... MAINTENANCE

## *Missions We can Accomplish*

### ***Aircraft Maintenance Section***

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- Establish a way ahead in order to improve the capability, efficiency and accuracy of the Aircraft Maintenance Section in an effort to support the Department of Public Safety.

# CONCLUSION

**“The Alaska Department of Public Safety Aviation Division Maintenance Department is tasked with a tremendous challenge of maintaining the largest state law enforcement aircraft fleet in the country. Their effort is handicapped by extremely limited staffing, limited access to the aircraft, inadequate contract vendor support and insufficient funding to set up the programs and hire adequate staffing to meet the minimum support requirements for the department.”**

***- Audit Report, Aviation Risk Management Solutions Inc.  
March, 2014***