

ALASKA LEGISLATURE SPECIAL COMMITTEE / SUBJECT FILES 8672
2706 SCOMM 122: COMMISSION ON PRIVATIZATION. ., 1999

10/22/1999 08:08

Statewide Equipment Fleet
DEPARTMENT OF PUBLIC SAFETY BY COLLOCODE
Fleet Assignment and Usage

600 Page: 15

Veh No	Bill Clas	Veh Description	Bill Stat	Op Rate	Repl Rate	FUR Rate	IFUR Rate	Mi Hr	YTD Usage	LTD Usage
2406	052	1990 CHV UTIL WAGON STD 4X4	WZ	252	25	0.00	0.00	M	0	39,420
30576	052	1992 DDG UTIL WAGON STD 4X4	WX	252	0	0.00	0.00	M	603	32,095
32852	052	1998 FRD UTIL WAGON STD 4X4	W05	252	433	0.00	0.00	M	0	14,172
32854	052	1998 FRD UTIL WAGON STD 4X4	W05	252	432	0.00	0.00	M	833	4,945
30002	055	1991 CHV PU STD XCAB 4X4 3/4T	WZ	252	-14	0.00	0.00	M	419	35,789
30919	062	1993 FRD PU STD CCAB 4X4 3/4T	DZ	0	36	0.00	0.00	M	0	7,836
31911	108	1995 FRD SEDAN MID	W07	144	214	0.00	0.00	M	0	36,073
31182	109	1994 FRD SEDAN STD	W07	144	222	0.00	0.00	M	0	27,987
10236	846	1993 WBS A SNOWFLOW LT TRK	W07	152	-1	0.00	0.00	H	0	0

CC 12750041 Totals: 9 Vehs 1,700 1,347

Collocode: 12800650 AK POLICE STANDARDS COUNCIL

90463	028	1998 FRD UTIL WAGON MID 4X4	N02	0	0	0.00	0.00	M	0	8,690
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CC 12800650 Totals: 1 Vehs 0 0

Collocode: 12830111 COMMISSIONER'S OFFICE

31326	108	1994 BCK SEDAN MID	W07	144	207	0.00	0.00	M	0	21,044
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CC 12830111 Totals: 1 Vehs 144 207

Collocode: 12840617 PUBLIC SAFETY ACADEMY

0794	022	1988 CHV PU STD RCAB 4X2 1/2T	DX	0	0	0.00	0.00	M	0	51,377
31315	037	1994 CHV VAN 4X2 3/4T	DZ	0	30	0.00	0.00	M	0	17,953
32056	037	1993 FRD VAN 4X2 3/4T	D05	0	71	0.00	0.00	M	0	21,302
30475	109	1992 CHV SEDAN STD	DX	0	0	0.00	0.00	M	0	23,094
30321	115	1992 FRD POLICE INTERCEPTOR	DZ	0	-17	0.00	0.00	M	0	11,530
30327	115	1992 FRD POLICE INTERCEPTOR	DX	0	0	0.00	0.00	M	0	8,285
31583	115	1994 FRD POLICE INTERCEPTOR	DZ	0	255	0.00	0.00	M	0	9,208
32893	128	1998 CHV MINIVAN, AWD	D07	0	225	0.00	0.00	M	0	3,839
31728	137	1995 CHV VAN CARGO/W 4X2 3/4T	D07	0	298	0.00	0.00	M	0	11,552
31954	163	1984 CHV PU STD RCAB 4X4 1T	N07	0	0	0.00	0.00	M	0	25,948
31157	610	1993 WCO TRLR CARGO	NX	0	0	0.00	0.00	H	0	0
31156	921	1986 EEL TRLR BOAT	NX	0	0	0.00	0.00	H	0	0

CC 12840617 Totals: 12 Vehs 0 862

Collocode: 12850146 ANCHORAGE SUPPLY

10/22/1999 08:08

Statewide Equipment Fleet
DEPARTMENT OF PUBLIC SAFETY BY COLLOCODE
Fleet Assignment and Usage

600 Page: 16

Veh No	Bill Class	Veh Description	Bill Stat	Op Rate	Repl Rate	FUR Rate	IFUR Rate	Mi Hr	YTD Usage	LTD Usage
31257	128	1994 CHV MINIVAN, AWD	W07	144	240	0.00	0.00	M	0	12,743
CC 12850146 Totals:				1 Vehs	144	240				
Collocode: 12860287 CRIME LAB										
31862	028	1995 CHV VAN 4X2 1/2T	W05	144	368	0.00	0.00	M	0	11,615
30540	155	1992 CHV PU STD RCAB 4X4 3/4T	W07	252	181	0.00	0.00	M	0	13,913
7167	165	1984 FRD VAN STEP CRIMELAB	WZ	144	338	0.00	0.00	M	1,137	15,860
CC 12860287 Totals:				3 Vehs	540	887				
Collocode: 12870306 INFORMATION SYSTEMS										
30255	128	1992 CHV MINIVAN, AWD	WX	144	0	0.00	0.00	M	3,138	42,261
CC 12870306 Totals:				1 Vehs	144	0				
Report Totals:				466 Vehs	78,991	112,394				

APPENDIX D

DPS Memo dated September 20, 1999 **PRIVATIZATION ISSUES***

*Not available in electronic format. To see original, please contact one of the following:

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(907) 465-4940; Senator Jerry Ward@legis.state.ak.us
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After the end of the 2nd Session of the 21st Legislature in the year 2000, contact:
(907) 465-3808; Legislative Reference Library, State Capitol, Juneau, AK 99801-1182

DEPARTMENT OF PUBLIC SAFETY SUBCOMMITTEE

COMMISSION ON PRIVATIZATION AND
DELIVERY OF GOVERNMENT SERVICES

MEMORANDUM**State of Alaska**

TO: Kenneth E. Bischoff, Director
Division of Administrative Services
Department of Public Safety

DATE: September 20, 1999

FILE NO: g:\budget\historic\Privatization\ FY2000 Privatization Issues

TELEPHONE #: 465-3223

FROM: Maggie Hamley, Budget Analyst *MH*
Division of Administrative Services
Department of Public Safety

SUBJECT: Privatization Issues

You have asked for the following information:

1. What percentage of the department's budget is currently expended on the private sector?

For FY1999, the department's total operating and capital expenditures as of September 16, 1999 were approximately \$93,800,000. Of that, we spent approximately \$63,500,000 on public sector costs. These costs included employee wages and benefits, contractual and grant agreements with other governmental agencies, and journal entries for government-provided services, e.g., long distance expenses paid to Division of Information Services, Correctional Industries purchases, and state equipment fleet costs paid to DOT/PF. For FY1999, the percentage of our expenditures that went to public sector entities was 68%, and 32% was paid to the private sector. We have included payments to private non-profit agencies in our private sector calculations.

2. Provide a copy of the latest study looking at leased vs. owned aircraft.

Attachment #1.

3. Identify all budget items included in the FY1999 and FY2000 Governor's Budgets (operating and capital) that we did not get.

Attachment #2

4. Where did we spread the FY2000 unallocated and miscellaneous reductions?

Attachment #3

5. The DPS Privatization Committee indicated that the department's official number of PFTs for FY2000 is 740.

(a) Of that, how many are funded?

The department's official FY2000 Management Plan in the Alaska Budget System (ABS) agrees with 740 permanent, full-time positions. We have six unfunded positions in Fish and Wildlife Protection, and two unfunded positions in the Crime Lab, for a total of eight unfunded positions. Seven hundred thirty two (732) permanent, full-time positions are funded.

(b) Which ones are filled vs. vacant?

Of the department's 740 authorized positions, 67 were vacant on August 12, 1999, and 673 were filled.

6. What are the funding sources for all 740 PFTs?

Attachment #4

1
COK. J. GLASS

**A COMPARATIVE STUDY OF OWNING, CHARTERING AND
LEASING AIRCRAFT BY
THE DEPARTMENT OF PUBLIC SAFETY**

**State of Alaska
Department of Public Safety
Ronald Otte, Commissioner
October 1996**

**A COMPARATIVE STUDY OF OWNING, CHARTERING AND LEASING
AIRCRAFT BY THE DEPARTMENT OF PUBLIC SAFETY**

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PURPOSE

The purpose of this report is to compare the advantages and disadvantages of continuing to maintain an Aircraft Section within the Department of Public Safety. This report contains a brief history of the Aircraft Section, present uses of its aircraft and an outline of the differences between state-owned, chartered and leased aircraft, to include cost comparisons.

SUMMARY

The utilization of Trooper/Pilots within the Department of Public Safety has proven to be an extremely effective and efficient practice since 1972. Both the Division of Alaska State Troopers and the Division of Fish and Wildlife Protection rely heavily on departmental aircraft and pilots to perform law enforcement and resource protection duties statewide. Without immediate access to well-equipped and well-maintained aircraft, DPS members would be tremendously hampered in their ability to serve and protect all Alaskans.

In most instances, state owned, operated and maintained aircraft are less expensive to fly for daily law enforcement business. The state-owned King Air rates are \$460 per hour compared to the King Air available in Nome for charter at \$1308 per hour. Departmental Jet Ranger helicopters cost about \$300 per hour to operate compared to \$599 from a charter operator. In emergency situations, state aircraft are always less expensive because costly standby fees are not incurred.

DPS LEASED AT LEAST ONE AIRPLANE (a 185, 206 and 207) IN THE BETHEL REGION FOR 23 YEARS. OVER 10 CESSNA 206s COULD HAVE BEEN PURCHASED AND MAINTAINED WITH THE MONEY SPENT ON THOSE LEASED AIRCRAFT FOR THE BETHEL REGION.

DPS LEASED A NAVAJO FOR 11 YEARS. OVER 5 NAVAJOS COULD HAVE BEEN PURCHASED AND MAINTAINED WITH THE MONEY SPENT ON THAT AIRCRAFT DURING THE LEASE PERIOD.

There are no air taxi operators in the state who can meet the conditions, or special needs, for DPS' use of a Super Cub due to its limited load carrying capacity. It is not cost effective to charter aircraft for routine law enforcement and fish and wildlife protection duties nor is it usually an efficient practice for conducting criminal investigations by AST.

Cost, however, should not be the primary focus in the examination of the Aircraft Section. The ability to quickly, and confidentially, perform law enforcement services for Alaskans should be the focus of the examination.

The King Air has been an invaluable addition to the Aircraft Section. It can fly at high altitudes above bad weather and be used to locate missing persons on the ground or water. Used in conjunction with patrol vessels, the King Air's capabilities have vastly expanded the fisheries enforcement potentials. The King Air has been used many times for prisoner transport and is especially advantageous when several prisoners, or those with special needs, require moving. Not only is the King Air less expensive in most instances, it offers secure and controlled conditions for safe movement of prisoners when bypassing crowded public terminals and aircraft cabins.

DPS pilots and aircraft are nearly always available. DPS pilots can legally fly at times and in conditions when Part 135 (charter operators) cannot. DPS aircraft are equipped with specialized tools, such as police radio, GPS and communications capabilities that not only assist in job completion, but are safety features as well. The FLIR sensors have expanded the capabilities for day and night fisheries patrol and can be used in search and rescue operations when other aircraft cannot.

The fleet of Super Cubs used primarily by Fish and Wildlife Protection Troopers offers accessibility to remote areas and varying terrain. Tundra tires, wheel skis, straight skis and floats allow F&WP Troopers to gain access to the same places hunters and fishermen are. Aircraft allow Troopers to cover large areas and provide increased enforcement presence to potential violators. Hundreds more resource user contacts can be made by F&WP Troopers with Super Cubs and the R-22 helicopter than by any other means.

DPS aircraft are not a luxury or merely a convenience for the Department. Aircraft are an indispensable tool for patrol and investigations work, as well as for prisoner transport and other support and training details. Trooper/Pilots can be credited with saving many lives while flying departmental aircraft in search and rescue missions.

There is no price that can be attached to immediate pilot and aircraft availability in an emergency. The professionalism, experience and high standards of the pilots and mechanics in the Department help insure that emergency response, enforcement of state laws and resource enforcement duties take place daily in the manner that the citizens of Alaska are entitled to and have come to expect.

HISTORY

Prior to Alaska statehood, the United States Fish and Wildlife Service (USF&WS) provided resource management and enforcement within the state. That agency owned several aircraft which were used in conducting their business statewide.

The Alaska Statehood Act authorized the state to take over fish and game management from the federal government. The USF&WS turned over its aircraft, which included Super Cubs, a Grumman Goose and Cessna 180s, to the state. The act set forth provisions for what other equipment would be turned over to the state to enhance the Fish and Wildlife enforcement program. Several housing units were turned over to the state and some federal wildlife protection employees also came to work for the state.

The hangar at Lake Hood, which was on USF&WS land, belonged to the Department of Interior. Congress required that the hangar be turned over with the plot of land to provide access to Lake Hood for the newly formed State Department of Fish and Game.

The State Department of Fish and Game created an Enforcement Section and an Aircraft Section. Both sections were made up of Conservation Officers who were stationed throughout the state. Over the years, the state received additional aircraft from the USF&WS. The Aircraft Section continued to grow and evolve from statehood until 1972 under the Department of Fish and Game.

During this time the State Troopers, when traveling to the bush for criminal investigations or other purposes, usually chartered aircraft. Some Troopers owned their own airplanes and used them for departmental business. The State paid the Trooper for the use of his airplane.

In 1972, the Governor moved the Department of Fish and Game Enforcement Section to the Department of Public Safety and it was re-named the Division of Fish and Wildlife Protection. The Department of Public Safety was then made up of two commissioned divisions, the Alaska State Troopers (AST) and Fish and Wildlife Protection (F&WP). Over thirty airplanes were transferred from the Department of Fish and Game to the Department of Public Safety, leaving the Department of Fish and Game with a limited number of pilots and no airplanes.

The Aircraft Section was supervised by F&WP within the Department of Public Safety. A section administrator was appointed and the task of overhauling the Section was undertaken. The standards concerning pilots and airplanes were raised and the Grumman Gooses were completely refurbished.

More sophisticated instruments were installed in the aircraft and some pilots became instrument trained as more money became available to the Section. Modern communications systems were installed in the aircraft. The result was well trained law enforcement pilots/officers with better equipped and maintained aircraft.

During the time that F&WP and the Aircraft Section was growing, AST found their needs for rural travel increasing. The planes began to be used jointly by F&WP and AST for law enforcement, search and rescue, prisoner transport, fish and wildlife patrols and traffic enforcement.

Eventually the helicopter program was created. Refurbished helicopters were put into service to enhance the Aircraft Section's support services capabilities. The helicopters were used during the "heyday" of the Pipeline as well as for crime suppression in Anchorage, particularly at night. F&WP Troopers found they could work the herring fisheries in the Bristol Bay and Norton Sound areas especially well with the helicopters and specialized instrumentation.

Today the Department of Public Safety has 322 commissioned personnel within the Division of Alaska State Troopers and the Division of Fish and Wildlife Protection. There are 42 year-round posts and one seasonal post in the State providing police protection for 274 communities. Approximately 60 of the commissioned personnel are Trooper/Pilots. The Aircraft Section operates and maintains 43 various aircraft with a budget of approximately \$1.5 million. Although F&WP supervises the unit, several of the airplanes are stationed at AST posts. The Divisions of F&WP and AST cooperate and communicate well when planning for use of and logistics of the various aircraft, and most aircraft are used extensively for diverse assignments.

AIRCRAFT USES

The size of the State is 586,412 square miles. It is larger than the three largest U.S. states combined. About half of the 12,000 miles of public roads in Alaska are paved. Therefore, police service in the state is performed by using automobiles, aircraft, and watercraft, and snowmachines.

Alaska Statute 18.65.080-085 authorizes the powers and duties for the Department of Public Safety's commissioned officers. That law empowers commissioned officers to enforce all criminal laws of the state and to assist other law enforcement agencies in preserving law and order in the state. Troopers are also authorized under Alaska Statute 16.05.150 to accomplish resource enforcement duties statewide.

The following is a list of the primary areas where aircraft are used:

- Commercial Fisheries
- Criminal Investigations
- Drug Enforcement/Intelligence
- Fish and Wildlife Patrol
- Prisoner Transport
- Search and Rescue
- Special Emergency Response Team (SERT)
- State Medical Examiner's Office

In addition, aircraft are used to provide assistance to federal, state and municipal agencies for law enforcement purposes; serve criminal and civil processes; serve Title 47 (mental incapacitation) commitments; and to support the Village Public Safety Officer program.

COMMERCIAL FISHERIES

The Division of Fish and Wildlife Protection utilizes the King Air to enhance commercial fisheries enforcement statewide, however most of its time is spent in the Bering Sea and Aleutian Islands areas. Between September and March, the enforcement focus is primarily on crabbing and bottom fisheries. However, the King Air is extremely versatile and can be deployed to cover any area where enforcement problems exist.

The aircraft and vessel enforcement sections work in tandem to provide more thorough and effective enforcement in thousands of square miles of water. Although sea days continue to be expensive for the F&WP enforcement vessels, the use of the King Air has made those days more productive.

An hour of King Air time can cover what a boat can cover in a day. F&WP Trooper/pilots now are able to grid a pattern and determine whether there are fishing vessels in that area. Detecting none, they relay that information to the enforcement boats and move to the next area. Countless time is saved by F&WP Troopers in patrol vessels by not having to search the area themselves.

Violators can be spotted from the King Air, and while airborne F&WP Troopers are unable to make contact with them, that information can be passed on to enforcement personnel in boats. The F&WP vessel crews can go from violator to violator rather than spending time looking for violators.

The King Air has been an invaluable addition to the F&WP commercial fishing enforcement efforts. It has been successful in the detection of commercial fishermen who set gear prior to the season opening or who continue to fish after a closure. The King Air can cover approximately 400 square miles per hour while searching for gear and up to 4000 square miles checking for vessels.

In comparison, a 10 knot vessel can cover approximately 10-15 square miles per hour while searching for gear and a maximum of 200 square miles per hour of searching for vessels with radar. The combined capabilities of aircraft and vessels has greatly increased the overall efficiency of F&WP enforcement programs.

Until the acquisition of the King Air, there was little chance of detecting nighttime violations in the Bering Sea. Nearly all fishing boats have radar that will detect any vessel that comes within ten miles of them. If they are doing anything unlawful, they have at least one hour to cease the illegal activity or to begin leaving the area. DPS patrol vessels have followed suspects for long periods of time without being able to catch the violators.

Aircraft has given the F&WP Troopers the ability to catch up with those vessels and positively identify them for enforcement actions, if necessary. The ability of the King Air crew members to videotape any violations which are encountered, both day and night, has appreciably increased the effectiveness of the entire fisheries enforcement program.

Some types of violations necessitate direct contact with the violator or with his gear. An example of this type of violation is the storage of, or fishing with gear in water that is too deep according to regulations. The King Air does not have the capability for determining water depth, however crew members can notify patrol vessels to verify the depths where the gear is located. Appropriate action can be taken at that time, if necessary.

Without the King Air and its specialized equipment (FLIR, Global Positioning System and communications capabilities), commercial fishermen in many areas of the state would again be able to act with near impunity and have little fear of being caught. The F&WP enforcement vessels are effective; coupled with specialized aircraft and enforcement-minded pilots, the commercial fisheries enforcement program has become truly notable.

CRIMINAL INVESTIGATIONS

Most of rural Alaska is inaccessible by the road system and a few villages can be reached by boat during summer months. Nearly all travel by bush DPS personnel is conducted by aircraft. To the bush Trooper, the airplane is a patrol car. Weather permitting, law enforcement in villages can be conducted in a timely manner, affording rural Alaskans the same quality of service provided their urban counterparts. Anything less should be considered unfair and discriminatory to rural Alaskans.

Almost all villages are serviced by some type of daily scheduled airline service. At first glance, commercial travel by DPS members would appear to be a viable option when conducting all criminal investigations in the bush. However, there are serious considerations and drawbacks in insisting that Troopers fly scheduled service only.

With use of a state airplane, a DPS Trooper/Pilot can fly to more than one village each day. The ability to spend two hours in the first village, three hours in another village, and stop at a third village to serve a civil process is not only efficient, but cost effective as well. It is not unusual for a pilot to drop one or more other Troopers off at a village before traveling to another to conduct business. The pilot returns for the Trooper(s) and possibly a prisoner, and they can continue elsewhere if time allows.

Traveling on scheduled commercial flights usually does not allow the flexibility for stopping at more than one village a day. Some villages are part of a "milk run" route that can take up to three hours to get to. Investigations and interviews often cannot be completed prior to the scheduled afternoon flight (if there is one). This results in the Trooper spending the night in the village and waiting until midday the next day to return to Post. Such practices result in a drain on Post resources as the Trooper is unavailable to conduct other business or respond to emergencies elsewhere. A conservatively rough estimate by two outpost Troopers indicates they spent about ten forty-hour weeks waiting for scheduled aircraft and other delays during a twelve month period.

Delays are often encountered due to weather conditions for both DPS and commercial carriers. However, weather minimums for air taxis services (which are governed by Part 135 regulations) are more strict than Part 91 minimums which most DPS pilots and aircraft are regulated by. The less restrictive minimums allow DPS pilots more leeway when considering whether to fly in marginal weather conditions. Commercial carriers are not authorized that flexibility.

State owned or leased aircraft provide the pilots flexibility in determining when the plane will leave at the beginning and end of each day, weather notwithstanding. DPS members can spend as much time as necessary in their investigations and not be dependent upon the scheduled airline service.

Case security is generally enhanced when DPS members fly their own aircraft. The likelihood of exposing any part of an ongoing investigation is minimized when members have the ability to bypass the scheduled routes. It is often necessary to arrive in a village unannounced to surprise a suspect or witness who is reluctant to be interviewed to conclude an investigation or to serve an arrest warrant.

DPS members are occasionally called upon to respond to a village wherein someone is discharging a firearm. An example of this occurred two years ago when an air taxi pilot was shot in the face by a highly agitated individual on a private airstrip. DPS had to fly in to arrest the shooter and investigate the incident. Should the state expect a civilian air taxi service to willingly respond to situations such as these because the Troopers need transportation in order to do their job? Charter companies would be fully justified in prohibiting their pilot and plane to land in a potentially life threatening and property damaging situation. Would the state assume liability for damages in that instance?

It would seem reasonable that when a call to a village or remote location is known to be dangerous, the only appropriate response is to send DPS Troopers trained in officer safety and use of deadly force. The risk is then only to the Troopers and the airplane.

If DPS' response time were delayed by a charter service for any reason, the potential for further escalation of violence and degradation of crime scene evidence increases. Availability of state aircraft allows for a necessarily immediate response.

There are some areas of the state which are not serviced by commercial carriers. For example, there is no scheduled air service between King Salmon and the villages north of King Salmon; Levelock, Kokhanok, Iliamna/Newhalen, Nondalton, Keys Point, Port Alsworth and Pedro Bay are villages that are serviced by DPS and can be reached only by chartered or state owned aircraft for police service. South of King Salmon, winter service is limited to one commercial flight a day to Port Heiden, Chignik Lake, Chignik Lagoon, Chignik Bay, Perryville and Ivanoff Bay.

Regardless of how quickly an investigation could be completed in any of those villages, an overnight stay would be required in the absence of a state airplane. Chartered air taxi service is available, and the King Salmon post typically pays about \$1000 per trip/investigation. Standby time charged by the local operators increases the cost of the charter significantly.

There are also numerous hunting and fishing lodges in the state which are not serviced by scheduled carriers. Response to any of those locations for a criminal investigation would necessitate a chartered flight.

Many DPS Troopers report that charters are not always available when needed. Charter services often reduce the number of available airplanes and pilots during winter months which results in a limited number of aircraft available for charter. Troopers have had to wait for several hours before a plane became available. During summer months, when the fishing and tourist industries increase, airplanes for charter are sometimes unavailable at any cost.

A problem arises with charter aircraft when the particular destination or environment is not suitable for charter-type aircraft. For instance, for some air taxi services, landings at any area other than a maintained state airport are prohibited by F.A.A. regulations or insurance carriers. Frequently search and rescue operations, criminal investigations at fish camps and other remote areas require aircraft equipped with landing gear other than small wheels. Some village airstrips are not snow plowed in winter and during break up, and are inaccessible by small wheeled planes. Many state aircraft provide year-round versatility because big wheels, floats and skis are added and changed as required by conditions.

In many cases, it is less expensive to fly seat fare to villages to conduct DPS business than to fly the state plane or charter. In those instances, members do travel commercially. The two Galena Troopers spent \$34,507.52 in a twelve month period on regularly scheduled commercial and charter flights to conduct post business.

The following scenario was given to DPS pilots in Fairbanks, King Salmon, Dillingham and Kotzebue. The purpose of the common scenario was to compare costs for responding to an emergency in various parts of the state.

"Your work week is Monday through Friday, 8 a.m. to 5 p.m. A shooting occurs on Friday at 4:30 a.m. in a village about 75 miles from your Post. Let's agree that your immediate response is necessary. The investigation can be handled by one Trooper, and takes 6.5 hours to complete. An arrest is made and you have one prisoner to be transported to a holding facility."

The pilots were asked to provide an estimate of total manpower and airplane hours for:

- 1) state aircraft
- 2) a chartered flight
- 3) regularly scheduled commercial service.

Fairbanks to Stevens Village:	State aircraft: \$374
	Charter: \$863
	Commercial: \$460
Kotzebue to Selawik:	State aircraft: \$308
	Charter: \$1496
	Commercial: \$365
King Salmon to village 75 miles away:	State aircraft: \$286
	Charter: \$936
	Commercial: \$195
Dillingham to village 70 miles away:	State aircraft: \$242
	Charter: \$1370
	Commercial: \$450

Addendum 1 has an itemized description of what the actual costs are. Some of the costs that have not been noted in the above costs include per diem, overtime, prisoner guard hire and miscellaneous costs. The above noted costs are only for hourly rates to charter or operate an aircraft. Some of the investigations in this scenario will take nearly two days to complete because scheduled flight times do not coincide with the time the investigation is concluded.

DRUG ENFORCEMENT/INTELLIGENCE

The Intelligence Unit and Drug Enforcement has a Cessna 172 assigned to it. Members often work under the task force concept, with members of Anchorage Police Department, FBI, AST, U.S. Customs and other enforcement agencies involved in drug eradication.

The plane is budgeted out of the Narcotics Unit and no reimbursement is accepted from any other agency. Unit members have found that the plane is especially useful in aerial surveillance and intelligence-gathering on targeted drug dealers. Without a state aircraft, either leased or owned, unit members feel their operation would be dramatically crippled.

Because of the sensitive nature of their assignment, unit members require a confidential method for communications. The 172 has a specially installed police radio system in it that eliminates background and engine noises and allows members to communicate with ground units from all agencies. Without that system, unit members have to rely on portable radios and cellular telephones and confidential transmissions are not guaranteed. More importantly, officers cannot hear one another because of external noises.

During summer months, the 172 is used as an air watch for traffic enforcement. The pilot and spotter watch particularly for speeding and unsafe lane changes and are able to contact a uniformed Trooper in a patrol car to effect a traffic stop. This program has been especially helpful in traffic enforcement on certain areas of the Seward Highway.

The Narcotics Unit has rented an airplane from a Merrill Field (Anchorage) air taxi operator when the state plane was down for maintenance. Without the ability to effectively communicate with ground personnel, the exercise was not considered successful.

FISH AND WILDLIFE PATROL

DPS members assigned to fish and wildlife protection duties have thousands of square miles to cover. Much of the area they are assigned to patrol is in extremely remote areas that are inaccessible by any other means than aircraft. Sport hunters and fishermen get to their camps by aircraft, and DPS members need to be able to get to those same sites. There are 128 commercial wilderness lodges in Alaska with the majority of those being accessible only by air.

Most fish and wildlife investigations result from unreported violations. Unlike their AST counterparts, F&WP Troopers often have to *find* violations to begin an investigation. AST normally have the luxury of receiving notification of a criminal violation and respond to a particular place for a particular reason. F&WP Troopers have to be more proactive and aggressive in seeking out violations. Aircraft allow them the ability to go anywhere a guide, hunter or sport fisherman can go.

Essentially, the Super Cub is the patrol car of the Fish and Wildlife Protection Trooper. Most of the Super Cubs are used in one-person posts to cover their particular seasonal enforcement program such as sport or commercial fishing in the summer months. There is traditionally heavy use of Super Cubs and Cessna 185s during the fall months, as F&WP Troopers are monitoring extensive big games hunts throughout the state.

State owned Super Cubs have great flexibility for landing at remote sites during various climactic conditions. Wheel skis, straight skis, floats and tundra tires are installed when appropriate and expand the versatility of the plane as well as the Troopers' enforcement capabilities.

F&WP Troopers need to be able to respond immediately to reported violations when they are received. For instance, a civilian pilot might report that he passed by a lake two hours prior and did not see anyone. On his return trip, he saw a float plane at the edge of the lake and some hunters who appeared to be dressing out a moose. The F&WP Troopers need to fly immediately to that lake to contact the hunters and determine whether they have been camped there, and investigate before the evidence is destroyed. Without confirming the information, a game violation case may not be made.

A gill net stretched across the mouth of a creek would destroy an entire run of king salmon. Immediate response to that creek is necessary to assure that valuable resources are not completely eliminated. Much of the evidence that F&WP Troopers obtain is perishable evidence and must be captured before it is destroyed.

To illustrate the use of state owned aircraft by F&WP personnel, three Troopers supplied the following information:

McGrath F&WP Trooper flew in calendar year 1995:
389 Super Cub hours
14 hours in the Cessna 185

Aniak F&WP Trooper flew in calendar year 1995:

255 Super Cub hours

Cessna 180, 185 and 206 96 hours

R-22 helicopter 65 hours

Iliamna/Yakutat F&WP Trooper flew in calendar year 1995:

214 Super Cub hours

Total citations (3 F&WP Troopers): 62

Total warnings: 55

Resource user contacts: 1903 with state aircraft

Total flying hours for DPS Super Cubs in FY 1995 was 3,592. Although the Cubs are shared between Divisions, the primary users are F&WP.

The department's cost for the Super Cub is \$140 per hour. That rate includes personal services, maintenance, insurance and administrative costs. A detailed fee schedule can be found on page 32.

PRISONER TRANSPORT

DPS commissioned personnel provide the majority of the prisoner transport within the state and all the out of state transports. DPS Court Services Officers handle all of the daily transports to and from court in the larger court jurisdictions. Organizing the logistics for moving prisoners between various correctional facilities to meet court appearances continues to be an immense task, particularly since the Department of Corrections is being fined daily when their institutions are overcrowded. The fines have provided an incentive for DOC and DPS to insure prisoners are moved quickly and efficiently.

The Prisoner Transport Desk at Judicial Services in Anchorage arranges the majority of travel arrangements for prisoners and their escorts traveling into and out of the Anchorage area. Most of the travel is accomplished on commercial flights, however state planes are used whenever available. There is no data available in Judicial Services that supplies the number of prisoner transports on commercial flights versus those completed on state aircraft.

Several examples were provided which illustrate how the use of the King Air has saved DPS thousands of dollars per flight.

In March 1996, Judicial Services asked that the King Air and pilot be made available to transport six prisoners and two officers to Arizona and return the next day with the same two officers and six other prisoners. If commercial flights were used for these transports, a minimum of six officers would be required for the movement of the twelve prisoners. Because the King Air provides a controlled environment for the DPS escorts, the officer/prisoner ratio is extended.

The King Air's operating costs for FY '96 are \$366 per hour and total flight time to and from Arizona is estimated at 21 hours. To compare the use of the King Air and DPS personnel versus commercial flights:

King Air	Commercial 0-7 days	7-14 days	14+ days
\$7686	\$17,592	\$13,932	\$13,594
	Savings of \$9906	Savings of \$6246	Savings of \$5908

Airline ticketing policy requires that the names of all passengers be submitted at the time of ticketing. It is often impossible for Judicial Services to provide the names of the escort officers two weeks ahead of time, and frequently that office does not have fourteen days' notice that the prisoner move must occur. When possible, the least expensive tickets are purchased. With few exceptions, the less than 7-day tickets are purchased, however, and the prisoner transport takes place within the week.

In February 1996, the King Air was utilized to fly one escort and four prisoners from Anchorage to Kodiak. The escort returned to Anchorage with one prisoner. The King Air cost was \$878.40 for 2.4 aircraft hours. If those prisoners had been transported via commercial airlines, the cost would have been \$1386, or \$507.60 more.

Also in February 1996, a commercial carrier refused to fly a mental health patient from Ketchikan for safety reasons. The King Air was available that day and was dispatched with a Trooper for the transport. Six King Air hours were expended, at a cost of \$2196. Had the Trooper flown round trip and purchased a one-way fare for the patient, the cost would have been \$897. Obviously flying commercially would have been more cost effective in this instance. However, the airlines refused the patient and DPS still had the obligation to transport him.

If the King Air were not available, a chartered flight could probably have been arranged. Navajo Chieftains are available for charter at an average of \$535 per hour and the flight would have taken considerably longer than the six hours in the King Air. The Navajo would require additional fuel stops and, unlike the King Air, is not capable of high altitude flight to avoid poor weather conditions.

The King Air recently was returning to Anchorage from a commercial fisheries patrol in the Saint Paul area when it was diverted to Dutch Harbor to pick up three prisoners. The King Air prisoner transport time was 2.2 hours or \$805.20. DPS commissioned personnel were already on board to provide the escort.

Had the prisoners been transported via commercial flight, the cost for two escorts (round trip) and three prisoners (one-way) would be \$2175. This cost is based on less than seven days notice with no Saturday overnight stay.

In July 1995, Judicial Services had to make arrangements for ten prisoners to be taken to Arizona to replace ten who were scheduled to return to Alaska. A cost and security analysis was conducted to determine the most efficient way for moving the prisoners.

Had the 14+ day notice for ticketing the less expensive bulk tickets been an option, the prisoner move could be completed commercially for about \$14,800. Since it was not, the cost was estimated to be \$24,500 for the prisoners and their escorts. The commercial option required the use of seven transport officers in three separate moves.

The total cost for moving the prisoners in two separate moves with two transport officers in the King Air was \$14,650. The decision to use the King Air for the transports was easily justified in that instance.

There are security considerations that prisoner transport planners must be mindful of. Maximum risk prisoners require a minimum of two escort officers according to airline, F.A.A. and DPS regulations. "Some airlines restrict the use of restraints on their aircraft or in their terminals and may require officers to leave the premises if restraints are visible. This practice is within the airlines rights. Travel may have to be rescheduled or rerouted if circumstances make it impossible to remove prisoner restraints when dealing with one of these airlines" (DPS Operating Procedures Manual, 216-2). In some instances it is necessary to keep the prisoner in restraints for his safety and comfort as well as for that of other passengers. Travel in departmental aircraft eliminates the possibility of commercial airlines personnel requiring the removal of all visible restraints.

An extremely volatile mental health patient/prisoner needed to be returned to Alaska because the federal mental health correctional facility in Springfield, MO refused to care for him any longer. Any time the man was moved within the maximum security institution, six correctional officers were assigned to him. It was clear that this man could not be transported on a commercial airline by DPS. A plane was chartered from Security Aviation in Anchorage for about \$17,000 to transport four officers and one medic. Had DPS owned the King Air at that time, the move would have cost less than half the price of the charter.

In another instance, four of the five prisoners that were being returned to Alaska from Arizona had planned to demonstrate at the Phoenix terminal prior to boarding the airline. This may have caused the airlines to refuse to transport them. As a result of not wanting to return to Alaska, the prisoners demonstrated on the tarmac of a private airport. These prisoners were subsequently boarded on the King Air and returned to Anchorage. The potential for a serious security problem in a public airport was averted by using the DPS King Air.

Departmental aircraft used for prisoner transport offers a controlled and safe travel environment for all persons concerned. Unruly or loud prisoners have no chance to disturb passengers other than the escorts and may be less likely to be disorderly without an "audience." Walking through an airport with prisoners often draws unwanted attention and the likelihood for a pre-planned, assisted escape is much higher in commercial transports.

Persons arrested may find it embarrassing having to wait with a Trooper in the passenger standby area to board a commercial flight, particularly in bush regions where s/he is known to everyone in the village. Transportation on a non-scheduled flight, such as a DPS aircraft, would help maintain personal and/or case security.

SEARCH AND RESCUE

The Department of Public Safety, as mandated under Alaska Statute 18.60.120, is the authority responsible for search and rescue in Alaska. This requirement, as well as the number and availability of departmental aircraft and pilots in the field, often permits DPS members to be first responders in search and rescue operations throughout the state. Depending on the reported circumstances, weather, daylight, and the area to be searched, a DPS member can launch a search and rescue mission immediately. The scope of the mission can be dramatically changed depending on the need and resource availability.

Frequently, one DPS member can expend an hour or two in a state airplane and find the missing person(s). Often, the traveler has lost the trail, run out of gas, stopped to rest, or experienced mechanical difficulty. Upon finding the subject of the search and his/her safety is insured, the search and rescue mission is terminated and the DPS member returns to Post.

In more complicated search and rescue missions, other individuals and agencies become involved. The Rescue Coordination Center (RCC) in Anchorage is normally named the search and rescue coordinator on behalf of the Alaskan Air Command. The United States Coast Guard is designated the search and rescue coordinator when the focus of the search is south of 58 degrees north latitude (Alaska Peninsula/Aleutians) and east of 141 west longitude (southeast Alaska), in addition to U.S. waters and the high seas.

When RCC launches a mission in conjunction with DPS, both authorities may decide if the local Army National Guard unit has the most available assets (aircraft conducive to type and area for search). Prior to June 1996, their participation would be reflected in a bill for \$2360 per hour for an H-60 helicopter. When the Air National Guard responds from Anchorage, they do not charge for their services or aircraft.

The Army National Guard interpreted their roles and missions in a strict sense, which did not necessarily include peace time rescues as their designated mission. Because peace time search and rescues are not a designated mission, a fee was assessed for the Army National Guard's services and aircraft. A mandate of the Alaska Air National Guard is to effect combat rescues, and when available, peace time SARs are also accomplished. Since search and rescues are included as roles and missions for the Air National Guard, a fee is not assessed for their services or aircraft.

The Adjutant General recently ruled that SARs will become part of the Army National Guards' designated mission, which means federal SARs will be conducted without charge to the State of Alaska in most instances. A Memorandum of Understanding has been drafted, and when formally signed, will eliminate the charge to the state for the use of Army National Guard aircraft except in special circumstances. Nearly all search and rescue operations are deemed to be federal missions.

Should a SAR be terminated by the federal government (through the Alaska Air National Guard), the Governor of the State of Alaska can request that the mission be continued. Once the governor makes that request, the mission may be extended, and the state will be billed (\$2360 per hour) for the use of Guard aircraft. The fee of \$2360 per hour will be assessed only if and when the federal government terminates the search and the State of Alaska wishes to continue using military aircraft and personnel.

An example of federal versus state missions is this: several walrus hunters are reported missing in bad weather. After a lengthy search, the Air National Guard withdraws from the SAR because that one mission is draining their allocated flying reserves for the year. The governor may intercede and request the Guard's continued involvement. At that time, the mission leaves federal status, reverts to a state SAR, and the state assumes responsibility for all future costs of the SAR.

The Department of Public Safety does not wish to compete with private air carriers nor engage other government entities in competition for search and rescue, or other aircraft-related business. It is the policy for DPS personnel to hire local air charter services whenever they are available and weather conditions permit their inclusion into a search and rescue operation.

Local Civil Air Patrol squadrons often are asked to participate in search and rescue operations in their regions. Many areas, however, have no local CAP squadron. The assistance of civilian pilot volunteers can be enlisted as well as from volunteer ground search crews. Aircraft and watercraft may be chartered from local commercial operators for search and rescue purposes.

The Search and Rescue Fund provided for in A.S. 18.60.145 was established to offer reimbursement for search and rescue expenditures. The Army National Guard had been the only state or governmental agency that billed the State of Alaska (DPS) for their participation in search and rescue missions. Volunteer expenses, charter services and other related SAR expenses are reimbursed from the search and rescue fund. In calendar year 1995, \$173,432.11 was paid to outside agencies and individuals to reimburse their SAR expenses.

The average rental rate of a Cessna 185 is \$251 per hour from a commercial charter service (with fuel, but not including minimum daily hours or standby time). The hourly rate for DPS owned aircraft for a 185 is \$220 per hour (cost includes personal services, maintenance, insurance and administrative costs). DPS personnel often fly a department owned Super Cub on search and rescue missions at a cost of \$140 per hour; the Cub is essentially a one-person airplane and is not practicable for charter purposes. The King Air rates are \$460 per hour compared to the King Air available in Nome for charter at \$1308 per hour. Departmental Jet Ranger helicopters cost about \$300 per hour to operate compared to \$599 from a charter operator. Please see Page 33 for additional aircraft cost comparisons.

Chartered aircraft are not normally equipped with the specialized equipment that state aircraft have, and which greatly assist in locating missing persons.

In addition to the cost savings in utilizing departmental aircraft, there are several other factors that make DPS owned aircraft attractive in search and rescue operations. Depending on the season, many DPS aircraft are equipped with wheel skis, straight skis, floats, or large wheels and have the capability for landing in locations where charter operators are not authorized to land due to insurance restrictions and F.A.A. regulations.

The Bell Jet Ranger helicopters have the capacity for carrying two injured persons in two litters in addition to the pilot and spotters. A chartered helicopter may not have that immediate capability; a leased helicopter could be ordered to include that capability (an exclusive use lease for six months costs \$27,500 per month plus \$265 an hour with pilot and fuel).

Availability of a pilot and well-equipped aircraft are probably the most positive features of what DPS can offer to a search and rescue mission. Often planes are not available from charter services because they are being flown for scheduled commercial or other charter purposes. Valuable time can be lost waiting for a plane to become available for chartering for a search and rescue operation.

Charter company pilots may not be available for search and rescue missions at the end of their work day because the F.A.A. strictly regulates and monitors the number of hours a pilot may fly and be on duty. Even if an airplane were available, there is no guarantee that there is a pilot available with a few hours left in his/her F.A.A. regulated duty day.

Currently, most DPS pilots and airplanes work under the F.A.A. public aircraft regulations and are not restricted in the number of hours flown each day. In the very near future, there will be some DPS planes and pilots that will be regulated by Part 135 of the F.A.A. Regulations and their flight and duty hours will be restricted. An explanation of Part 135 requirements and how it will affect DPS is shown on page 29.

The King Air 200 has been found to be a uniquely capable airplane for search and rescue operations. It was recently equipped with a state of the art Forward Looking Infra Red (FLIR) system. The newly acquired FLIR sensor has further enhanced the King Air's capability for daylight searches and has added the unique capability for night patrols and searches. The aircraft allows searchers to fly above poor weather conditions enroute to the search area, and fly at low altitudes during the search mission.

Once the missing subjects are located, the King Air's advanced electronic equipment can pinpoint exactly where the subjects in distress are. Although the King Air cannot land off airport, its crew can easily direct ground searchers, boat operators or an aircraft with off airport landing capabilities to the area to effect the rescue.

In 1995, the DPS King Air and personnel had just finished a fishery patrol and were departing St. Paul with a non-critical medivac patient who had been injured on a ship. The King Air crew was notified by Troopers aboard the Patrol Vessel Wolstad that a brief mayday call had been heard by a ship 150 miles northwest of St. Paul.

The weather conditions at the time included below freezing temperatures, 40 knot winds, 25-40 foot seas and ceilings less than 300 feet. Visibility was less than one mile due to blowing snow. Within fifty minutes, the King Air had responded to the area and located the capsized vessel. The aircraft stayed on scene for over two hours keeping the two life rafts in sight until the Coast Guard arrived. In this type of weather, a swift response greatly increases the likelihood of a successful outcome.

In April 1995, the lives of two Scammon Bay people were saved when a DPS pilot decided to spend the remaining two hours of daylight looking for the overdue snowmachiners. A formal search and rescue mission had been authorized, however bad weather precluded a search by charter services. Ground search parties had been unable to locate the husband and wife between Scammon Bay and Mountain Village.

The couple were separated from one another on a Friday night during blizzard conditions. On Saturday, Civil Air Patrol pilots were unable to search the area the couple was thought to be in because of heavy fog banks and reduced visibility. A simultaneous search had been launched for some Scammon Bay teens and ground parties were split looking for both groups.

The bad weather continued on Sunday and the couple was not located. On Monday, the state plane was unavailable due to scheduled maintenance. The Civil Air Patrol was still unable to conduct a thorough search of the area because of the weather. On Tuesday, the Bethel DPS pilot called other rescue parties to find out where the air and ground searches had taken place. He left Bethel and located the couple about sixteen miles south of Chevak.

The pilot was able to land the state airplane about fifty feet from the snowmachiners because the airplane was equipped with wheel skis. The couple were wet and suffering from hypothermia and frostbite. They were flown to the Chevak clinic and because of the seriousness of their injuries, the pilot then flew them to the hospital in Bethel. Medical personnel believed that the couple would not have survived another night outside.

The Bethel DPS pilot located the couple in one and one-half hours. He is native to the Bethel region and has spent his entire flying career in the area. With his knowledge and understanding of local weather and terrain, in addition to a well equipped airplane, he was able to land and save the couple from freezing to death.

In February 1996, two Anchorage Troopers were flying back from Seldovia in a state aircraft when they heard an Emergency Locator Transmitter discharge. They notified the tower and spent an hour searching for the source of the ELT. The search was called off by tower personnel when it was determined that the ELT had discharged accidentally. At the time, the two Troopers had the only aircraft in the area and responded immediately to the signal. Had the ELT discharge been an actual emergency, the Troopers were already in the area.

According to 1995 DPS data, there were 172 formal search and rescue missions launched and 258 people were saved. Those numbers reflect only search and rescue missions wherein search and rescue funds were expended and not missions which were coded differently to other activity/allocation codes. Instances which do not incur costs are often coded and documented as overdue motorists, overdue boaters or agency assists and not actual SAR missions. Of the money reimbursed from the Search and Rescue Fund (\$173,432.11), approximately \$50,000 was paid to the Army National Guard for their participation in various search and rescue missions.

SPECIAL EMERGENCY RESPONSE TEAM (SERT)

The SERT team has utilized state aircraft about ten times in the last year. Most recently, the team used state airplanes and helicopters to search for a suspected murderer who was thought to be hiding in the woods and hills in the Nancy Lake area. In addition to the state aircraft, several other planes were chartered from local air taxi services to assist in the search.

The use of chartered aircraft worked reasonably well during that mission except that several Troopers were left stranded overnight by one charter service. Apparently the operator had several other businesses to attend to and the Trooper mission was not kept at the top of his priority list. By the time he could return, darkness prohibited his ability to land. The Troopers spent the night at considerable additional cost.

The Navajo was used to fly several members of the SERT Team to Homer in the fall of 1995 and allowed them to respond quickly to a potentially dangerous situation to the public. The King Air has been used to fly Team members to a hostage situation in Yakutat. The hostage-taker surrendered after SERT arrived and negotiated for the safety of everyone involved.

The SERT Team continues to utilize Helo I for training missions. Members have found that the specialized equipment, such as the FLIR, spot light, public address system and scrambled police radios on state aircraft allow them to conduct their missions more safely and effectively.

STATE MEDICAL EXAMINER'S OFFICE

When available, state aircraft are used to transport human remains from the villages to the hub where they are stored until shipped to Anchorage for autopsy. The 185s and 206 are an ideal means for transport, as the rear seats can be taken out prior to flight and room made for the body. Since a Trooper investigation may already be involved, removal of the body from the village can be combined with the investigation. The need for a charter fare for the body is eliminated.

The State Medical Examiner's Office pays for the transportation of human remains, regardless of how it occurs.

CHARTERING AIRCRAFT

In most situations, it is not cost effective to charter aircraft for routine law enforcement and fish and wildlife protection duties. Due to security concerns, it is not reasonable to notify an air taxi service or charter operator that an operation of a sensitive nature is about to take place. Covert operations and surveillance would be jeopardized. The security of an entire operation could be risked by notifying a local air taxi service that a stakeout team needs to be dropped off at a certain location. Asking for strict confidentiality from a company which makes its money transporting customers to remote hunting and fishing locations is an unreasonable expectation.

There are no air taxi operators in the state who can meet the conditions, or special needs, for DPS' use of a Super Cub due to its limited load carrying capacity. As a result, there are no suitable Super Cubs in the State of Alaska that are available for charter to DPS. Comparing the cost of a charter for a larger plane, such as a 180/185, is futile. Other aircraft are not suited for landing at off airport sites. The Super Cub has been selected for its versatility that other aircraft do not offer.

Charter aircraft are not normally equipped with law enforcement equipment, such as police radios, spot light, or capability for installation of the FLIR system. F&WP Troopers need accessibility to aircraft during the same peak seasons that charter operators are catering to tourists, hunters and fishermen and often aircraft are not available for last minute charter to DPS members.

The Department of Public Safety recognizes that occasionally a situation arises when law enforcement presence or actions are required, but not necessarily welcomed. In those instances, DPS is extremely reluctant to place air taxi operators in the problematical position of flying enforcement personnel into a village and risk being boycotted by local residents for "supporting" the Troopers.

LEASING AIRCRAFT

BETHEL

Leasing aircraft is a non-viable option for F&WP patrol work. There are no Super Cubs available in the state that can meet the bid specifications required by DPS. Insurance restrictions for off-airport landings make the Super Cub unavailable for air taxi operators to lease to DPS.

There are Cessna 180s, 185s and 206s available for lease to DPS. Department records indicate that DPS leased an aircraft for the Bethel region since 1974. Specific information prior to the 1982-1985 contract period is unavailable. Between 1985 and 1992, DPS paid \$313,000 for a Cessna 206. Additionally in contract period 1982 to 1985, DPS paid \$142,635 for a Cessna 207 as well as \$129,000 for a Cessna 185. These figures are based upon 300 flight hours per year, which were consistently flown. The additional hourly rates paid for hours flown in excess of 300 are not included in those rates.

The cost for engine oil for those 300 hours (1985-1992) was \$2695 and avgas for those planes (for 300 hours/year only) cost \$180,000. Insurance for the 206 through the years 1987 through 1992 was \$9308.

Since 1982, DPS has paid a minimum of \$776,660.50 in lease costs, plus gas, oil and insurance. **DPS LEASED AT LEAST ONE AIRPLANE IN THE BETHEL REGION FOR 23 YEARS. OVER FIVE 206s** could have been purchased during the 11 year period between 1982-1992, as the current used price for a properly equipped Cessna 206 is about \$145,000. It is probably safe to assume that **AN ADDITIONAL FIVE AIRCRAFT** could have been purchased with the money spent between the years 1974 and 1982.

NAVAJO

The twin-engine Navajo was leased from 1982-1993 when DPS purchased an aircraft through the VPSO program. In 1990 lease prices, DPS guaranteed fees of over \$66,000 per year for the Navajo plus fuel, insurance, heat and storage. In 1991 alone, over \$96,000 was spent on the annual lease fee, including fuel, oil and insurance.

DPS leased a Navajo for 11 years and paid over \$975,000 for that lease during those 11 years, according to DPS documents. The purchase price of a Navajo averaged about \$175,000 during the term of the lease and the current price of a properly equipped, used Navajo is about \$225,000.

DPS COULD HAVE PURCHASED 5.5 NAVAJOS WITH THE MONEY SPENT ON A LEASED AIRCRAFT DURING THE 11 YEARS THE AIRCRAFT WAS LEASED.

Over the life of the lease for the Navajo, the VPSO program continued to request funds to purchase the plane under CIP and the request was denied until the funds were approved and an airplane was purchased in 1993.

HELICOPTERS

The Department of Public Safety owns 3 helicopters, including two Bell Jet Rangers and one Robinson R-22. The Division of Alaska State Troopers purchased the Bell helicopters and has them posted in Anchorage and Fairbanks. The R-22 is owned by the Division of Fish and Wildlife Protection and is posted in Aniak.

The Anchorage-based Bell was flown 310.2 hours in calendar year 1995. The majority of its time (32%) was spent in search and rescues. Twenty-four percent of its time was spent flying during the course of investigations and criminal apprehension. Both the Anchorage and Fairbanks Bells were used for general law enforcement patrol, F&WP support, training, administrative support, and other local and state agency support. In addition, the Fairbanks Bell was used for Village Public Safety Officer remote support duties.

The Anchorage Bell was used in over one thousand personal contacts in 1995. Sixteen persons were rescued and there were four medivacs completed in it. There were five criminal arrests made and the remains of fourteen deceased persons were transported in that helicopter.

The Bell helicopters are useful in the King Salmon area during the commercial fishing openings. The FLIR can be installed in them, which enhances overall productivity and effectiveness of the vessel enforcement units.

The R-22 has been found by F&WP Troopers to be extremely effective for patrolling areas of high activity. It is a slow helicopter, and has about a three-hour range. The R-22 works well for "short hops." F&WP Trooper/Pilots can go from contact to contact in a short amount of time, drastically increasing time spent in the field, number of contacts made per day and enforcement presence to potential violators. The R-22 affords F&WP Troopers the opportunity to make several contacts per flight hour instead of few or none when using snowmachines or four-wheelers in areas of difficult terrain.

The R-22 has shown itself to be extremely valuable during sheep, caribou and other big game hunting seasons in the Alaska Range where it is impossible to reach hunters by any other means, including the Super Cub. At crime scenes, evidence can be seized and transported in the R-22 to secured storage.

It is not uncommon for F&WP Troopers to have to hike several hours to get to a crime scene. One Trooper said he and another Trooper hiked eleven hours uphill to get to a crime scene and seize the hind quarter of a sheep. They brought the evidence back to clinch a wanton waste case. At days' end, the two Troopers worked twenty hours each. Had the R-22 been available, they could have flown to the crime scene and back to their Post within a couple of hours with the evidence.

A very attractive safety feature about the R-22 is that it can land on airstrips or areas with questionable conditions that would be extremely marginal, even in a Super Cub. In those questionable conditions, the R-22 can land with a highly acceptable safety margin which increases its all-around versatility in remote areas of Alaska.

The estimated hourly cost for the R-22 helicopter is \$125 per hour. Those helicopters are available in Fairbanks for charter at \$245 per hour. Chartering an R-22 is unacceptable, as its payload is not large enough for a pilot, one F&WP Trooper and accompanying gear and fuel. Like the Super Cub, the R-22 is primarily a one-person aircraft. Leasing an R-22 would cost \$165 per hour including fuel.

The DPS hourly cost for operating the Bell helicopters is \$300. The average statewide cost for chartering a similar helicopter is \$599 per hour. An exclusive use lease contract would insure that a helicopter is always available for immediate response and meet the emergency needs situations required by the department. Such a contract is available, and would cost \$27,500 per month for a minimum of six months plus \$265 per hour including pilot and fuel. Presently, if the departmental helicopters do not fly, they cost nothing. Under a lease, DPS would be obligated to pay \$333,000 per helicopter per year whether or not the helicopters were used.

Cost comparison for owning, leasing and chartering Bell helicopters:

DPS Owned:

\$300/hr x 515.8 hrs flown by Helo I and Helo II in 1995 = \$154,740
(Cost includes insurance, maintenance and fuel).

Charter:

\$599/hr x 515.8 hrs flown by Helo I and Helo II in 1995 = \$308,964
(Reflects actual hours flown, no standby time).

Exclusive Lease:

\$27,500/mo x 12 = \$330,000 for one helicopter (plus \$265/hr)
\$27,500/mo x 12 = \$330,000 for second helicopter (plus \$265/hr)

\$265/hr x 515.8 (number of Helo I and II hours flown in 1995)
\$265 x 515.8 = \$136,687

\$660,000 lease for helicopters
\$136,687 pilots and fuel
\$796,687 per year for two helicopters

DPS Owned

\$154,740

Charter

\$308,964
(no standby)

Lease

\$796,687

FEDERAL AVIATION REGULATION PART 135

The King Air is currently in transition to become a Part 135 aircraft. The F.A.R. states that aircraft which transport people or freight for money must abide by the requirement of 14 CFR (Code of Federal Regulations) Federal Aviation Regulations Part 135. DPS had maintained that the exclusion for law enforcement purposes precluded it from adhering to Part 135. The strict interpretation of Part 135 prohibits the transfer of funds from different treasuries unless the carrier is Part 135 authorized. DPS has voluntarily complied with this interpretation, and is in the process of obtaining Part 135 authorization for the King Air and four other aircraft.

Simply stated, if money or services are accepted from another agency (with a non common treasury) for the use of a particular aircraft and/or pilot, Part 135 applies. For example, if DPS enters into a joint financial venture with the National Marine Fisheries or the Drug Enforcement Administration that involves an airplane, the plane and pilot must adhere to the tighter restrictions imposed by Part 135. When a plane and pilot fly as part of a Part 135 venture, DPS can accept funds from the other agency. Only when the plane and pilot are actually involved in the joint mission do they have to meet the 135 requirements. For daily departmental work, the less restrictive Part 91 applies.

For practical purposes, the more restrictive the requirements, the more it will cost to meet those requirements. The King Air currently meets Part 135 standards, as do its pilots. Only the King Air, one Cessna 185, possibly the Navajo, the Cessna 404, and a Super Cub are now targeted as becoming Part 135 planes. All other aircraft will not be authorized and will remain Part 91. There may be some additional costs incurred for the upgrades to include pilot training and support documentation that will be generated to meet F.A.A. standards for the Part 135 operation as required by U.S. Congress.

The benefit in having Part 135 authorized aircraft and pilots is that DPS can operate joint law enforcement missions with various federal and municipal agencies and those agencies can contribute to the cost of the operation. The National Park Service, U.S. Fish and Wildlife Service, U.S. Marshal's Office and the National Marine Fisheries are examples of agencies with whom DPS will be able to enter into joint ventures. There is no intention of becoming Part 135 to compete with, or eliminate DPS' continued use of commercial air taxi services.

INSURANCE

State aircraft are self insured through the Office of Risk Management. The cost of insurance for the entire fleet of 43 operational airplanes is \$104,000 for hull and liability insurance. The cost per plane, regardless of its value, or number of hours flown, is \$2418.60. That figure has been included in the cost per hour to operate all DPS aircraft. Any leased aircraft, such as the Cessna 206 that was stationed in Bethel, require an additional \$2418.60 per year in addition to its annual lease fee.

AIRCRAFT SECTION MECHANICS

The DPS Aircraft Section is an F.A.A. approved repair station. The five DPS professional mechanics are long-time employees who meet the high standards and expectations of the Aircraft Section and the Department of Public Safety. There have been no departmental aircraft that have been damaged as a result of mechanical failure or faulty repair work. DPS pilots have expressed a great deal of confidence in the quality of maintenance produced by Section mechanics, particularly when flying in the rigorous conditions they often find themselves.

DPS mechanics are always available, even on short notice, to perform necessary repairs. There have been a number of times a DPS mechanic has flown commercially to repair a DPS airplane in the bush when or where no local mechanics were available. Unlike some repair stations, the DPS Aircraft Section does not have contracts with other charter services. DPS mechanics work exclusively on DPS airplanes and do not have to delay maintenance in order that repair work for others is completed first.

OUTSIDE CONTRACT REPAIRS

In FY 95, the DPS Aircraft Section spent \$370,189 for outside contract repair work on various aircraft, including the Bell helicopters. Additionally, over \$52,000 was spent for the repair of avionics equipment in the aircraft (excluding Bell helicopters). The contractual services for the two Bell helicopters, which includes all repair and maintenance work, was \$106,608 in 1995.

Contract repair work is performed in different areas in the state, depending on the availability of mechanics and shops which are certified by the F.A.A. as repair stations and their existing workload. Emergency inspections, repairs and mandatory 100-hour inspections and repairs are often contracted out to local repair services to reduce aircraft ferrying time to and from Anchorage.

Primary contractors for additional maintenance support are Smith Aero in Fairbanks, Alaska Aircraft Sales in Anchorage, Dan's Aircraft Repair in Anchorage and Glacier Aircraft Parts in Palmer for engine replacements. Other vendors are utilized for small parts, purchases and services that are not on contract.

AIRCRAFT COST COMPARISONS BETWEEN DPS, CHARTER, AND LEASE OPTIONS

Aircraft Type	DPS Costs Per Hour	Charter Costs Per Hour*	Lease Costs Per hour
Piper Super Cub	\$140	\$170	No bidders due to lease requirements by DPS for type of work anticipated.
Cessna 172, 180, 185, 206, PA 32	\$220	\$251	\$220 dry-for Cessna 185 \$260 wet-for Cessna 185
Navajo Chieftain	\$250	\$535	1990 dry lease: \$220 for less than 300 hours; \$190 for over 300 hours; or \$300 wet
King Air	\$460	\$1,308 Nome only	\$18,000 for 40 hour month plus \$150 per hour for maintenance reserve. Over 120 hours per quarter=\$325 per hour. Three year lease=\$16,500 per month dry.
Bell 206 Helicopter	\$300	\$599	Exclusive use for 6 months: \$27,500 per month plus \$265 per hour wet with pilot
R-22 Mariner Helicopter	\$125	\$245 Fairbanks	1995 DPS Lease: \$145 dry, \$165 wet
Cessna 404	\$250 estimate	\$535	Compare with Navajo Chieftain
* Average statewide costs per hour. Does not include minimum daily hours or standby time.			

The DPS costs per hour include personal services, aircraft maintenance, insurance and administrative costs. Personal services consist of salaries and benefits for the Aircraft Section Supervisor, five mechanics and two clerical support staff. Travel, contractual services, supplies, equipment and Capital Improvement Projects are not included in the DPS cost per hour. Capital Improvement Project funds are utilized to purchase or make major repairs to aircraft or other equipment.

The cost/hour figures supplied by the Aircraft Section are calculated in the following way: The cost per hour to operate the aircraft is based upon the expenses for the entire "class" of aircraft. For example, costs are compiled for the Super Cubs as a group. Overhead items are divided among the groups of planes based upon the number of flying hours by the group of planes as a percentage of the total hours. Overhead items include Personal Services (salaries and benefits), hangar and office maintenance expenses, items purchased for all aircraft, hangar rentals, etc.

The total of the group's operating expenses plus the percentage of the overhead amount is divided by the flying hours flown by that group of aircraft.

ADDENDUM 1

Calculation of Actual Costs for Scenario Investigation

FAIRBANKS

To Stevens Village: 79 miles in state aircraft. Total flight time is 1.7 hours ($\$220/\text{hr} \times 1.7 = \$374$). Flight time plus investigative time equals an 8.2 hour day. There are no other costs associated with this investigation.

To Stevens Village: 79 miles by charter service. Total flight time is 1.7 hours plus 6.5 hours standby (charged at $\$70/\text{hr}$). $\$240/\text{hr} \times 1.7 \text{ hours} = \$408$. $6.5 \text{ hr} \times \$70/\text{hr} \text{ standby} = \$455$. $\$408 + \$455 = \$863$. Man hours remains at 8.2.

To Stevens Village: 79 miles by scheduled air carrier. Arrival at the scene would be delayed seven hours. Round trip airfare for the DPS member is $\$175$ and one-way fare for the prisoner is $\$85$. The member and prisoner would have to remain overnight awaiting commercial transportation the following day. An additional expense of $\$200$ is incurred for guard hire. Total cost: $\$460$. Not included in this figure are per diem, overtime expenses and guard hire.

State aircraft: $\$374$
Charter: $\$863$
Commercial: $\$460$

KOTZEBUE

To Selawik: 70 miles in state aircraft. Total flight time is 1.4 hours ($\$220 \times 1.4 = \$308$). Flight time plus investigative time equals an 8 hour day. There are no other costs associated with this investigation.

To Selawik: 70 miles by charter service. Total flight time is 1.4 hours plus 6.0 hours standby (first thirty minutes on the ground are free, remaining time is charged at $\$150/\text{hr}$). $1.4 \times \$275/\text{hr} = \$385$ plus $\$75$ pilot call out fee, and 10% added to the entire bill for a non-scheduled nighttime flight, or one that originated before 7:00 a.m. $\$385 + \$75 \text{ call-out} + \$900 \text{ standby} = \$1360 \times 10\% = \$136$. $\$136 + \$1360 = \$1496$. There are no other costs associated with this investigation.

To Selawik: 70 miles by scheduled air carrier. Arrival at the scene would be delayed seven hours. Round trip airfare for the DPS member is $\$110$ and one-way for the prisoner is $\$55$. The member and prisoner would have to remain overnight awaiting commercial transportation the following day. An additional expense of $\$200$ is incurred for guard hire. Total cost: $\$365$. Not included in this figure are per diem, guard hire and overtime expenses.

State aircraft: $\$308$
Charter: $\$1496$
Commercial: $\$365$

KING SALMON

To village 75 miles away in state aircraft. Total flight time is 1.3 hours ($\$220 \times 1.3 = \$286$). Flight time plus investigative time equals a 7.8 hour day. There are no other costs associated with this investigation.

To village 75 miles away by charter service: Total flight time is 1.3 hours plus 6.5 hours standby. \$936 includes \$286 flight time and \$650 per hour standby cost (\$100 per hour). There are no other costs associated with this investigation.

To village 75 miles away by scheduled air carrier. Arrival at the scene would be delayed for 6.5 hours. Round trip airfare for the DPS member is \$130 and one-way fare for the prisoner is \$65. Total cost: \$195. The member and prisoner would have to remain overnight awaiting commercial transportation the following day. There are no holding cells or Village Public Safety Officers in villages south of King Salmon, so the member would have to remain with the prisoner the entire time. Nineteen hours overtime would be charged plus one night's per diem. Note: This trip could be made only if the shooting occurred in a village south of King Salmon. There are no northbound commercial flights.

State aircraft: \$286
Charter: \$936
Commercial: \$195

DILLINGHAM

To village 70 miles away in state aircraft. Total flight time is 1.1 hours ($\$220 \times 1.1 = \$242$). Flight time plus investigative time equals a 7.6 day. There are no other costs associated with this investigation.

To village 70 miles away by charter service: \$1370 includes \$500 call out fee, \$220 flight time and \$650 standby fee. There are no other costs associated with this investigation.

To village 70 miles away by scheduled air carrier. Arrival at the scene would be delayed for 7.5 hours. Round trip airfare for the DPS member is \$100 and \$50 one-way fare for the prisoner. An additional expense for guard hire is \$300. Total cost \$450. Not included in this figure are per diem, guard hire and overtime expenses.

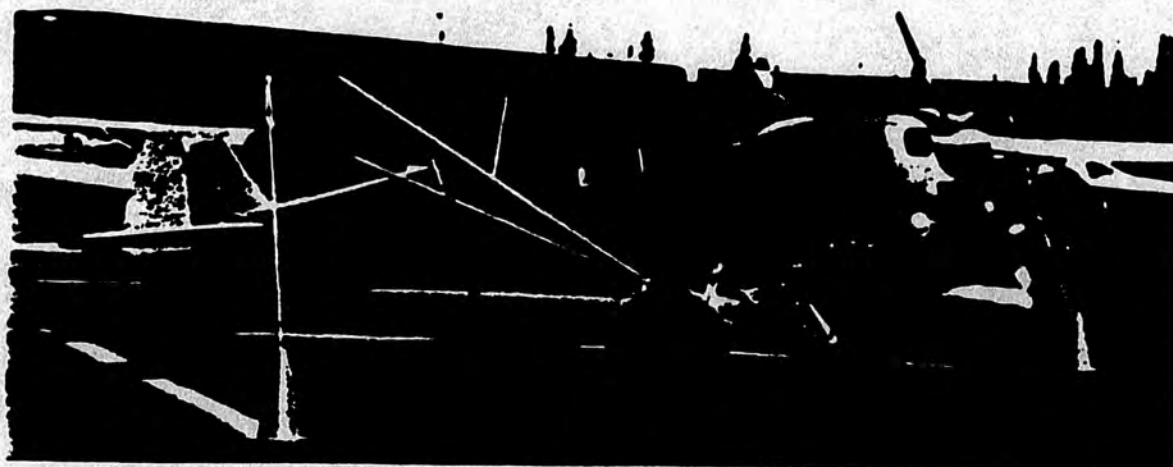
State aircraft: \$242
Charter: \$1370
Commercial: \$450

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DEPARTMENT OF PUBLIC SAFETY



N2355H

Aircraft is Based at Ketchikan

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence;
Search and Rescue.

Aircraft Make/Model - Piper Cub PA-18-150
Manufactured - 1979
Acquired Date - 1986 Purchased Used
Appraised Value - \$90,000

Airframe Total Time - 3162 hours
Last Airframe Major Overhaul - July 1991
Next Projected Airframe Overhaul 12 year - 2003

Powerplant - Lycoming O-320-B2B 160 horsepower
Powerplant Total Time - 729 hours
Powerplant Required Overhaul - 1800 hours
Powerplant Time Remaining to Overhaul 1071 hours
Powerplant Replacement Cost - (1996 data) \$16,000
Projected Date of Replacement/Overhaul - Year 2002

Propeller Replacement Year - 2002, Est. Cost \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KX 175 -	Yes	EDO 2000 Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	No
Police Radio, Uniden 400 -	Yes	Landis 2500 Straight Skis -	No
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	No

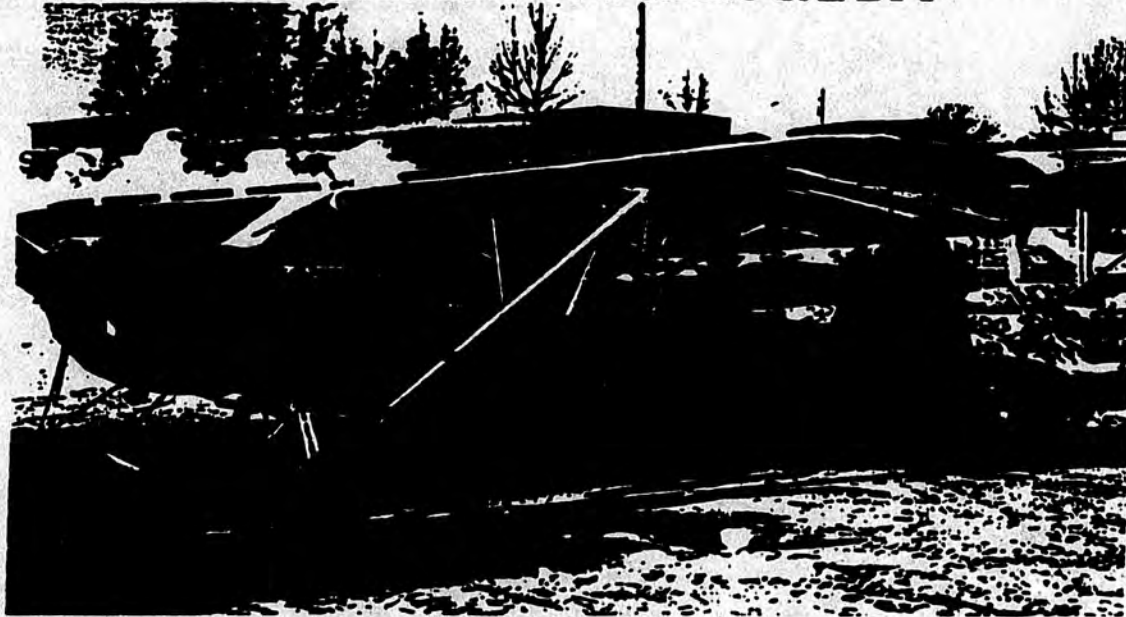
Aircraft Post Support Requirements:

220-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	No
Wing and Engine Covers -	No	Float Tie Down and Docking -	Yes
Hangar Storage -	Yes (4 month Rental)		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N2400S

Aircraft is Based at Coldfoot

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing;
Search and Rescue.

Aircraft Make/Model - Piper Cub PA-18-150
Manufactured - 1979
Acquired Date - 1990 Purchased Used
Appraised Value - \$100,000

Airframe Total Time - 2616 hours
Last Airframe Major Overhaul - January 1999
Next Projected Airframe Overhaul 12 year - 2011

Powerplant - Lycoming O-320-B2B 160 horsepower
Powerplant Total Time - 0 hours
Powerplant Required Overhaul - 1800 hours
Powerplant Time Remaining to Overhaul - 1800 hours
Powerplant Replacement Cost - (1996 data) \$16,000
Projected Date of Replacement/Overhaul - Year 2007

Propeller Replacement Year - 2003, Est. Cost \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	No
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	Yes
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

Aircraft Post Support Requirements -

1000-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	No
Hangar Storage -	Yes		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate

DEPARTMENT OF PUBLIC SAFETY



N4151T

Aircraft is Based at Talkeetna

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing;
Search and Rescue.

Aircraft Make/Model - Piper Cub PA-18-150
Manufactured - 1989
Acquired Date - 1991 Purchased Used
Appraised Value - \$100,000

Airframe Total Time - 1288 hours
Last Airframe Major Overhaul - 1994
Next Projected Airframe Overhaul 12 year - 2006

Powerplant - Lycoming O-320-B2B 160 horsepower
Powerplant Total Time - 1288 hours
Powerplant Required Overhaul - 1800 hours
Powerplant Time Remaining to Overhaul - 512 hours
Powerplant Replacement Cost - (1996 data) \$16,000
Projected Date of Replacement/Overhaul - Year 2000

Propeller Replacement Year- 1999, Est. Cost \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	Yes
Oversize Tundra Tires -	Yes	Engine Winter Heater, Tannis -	Yes

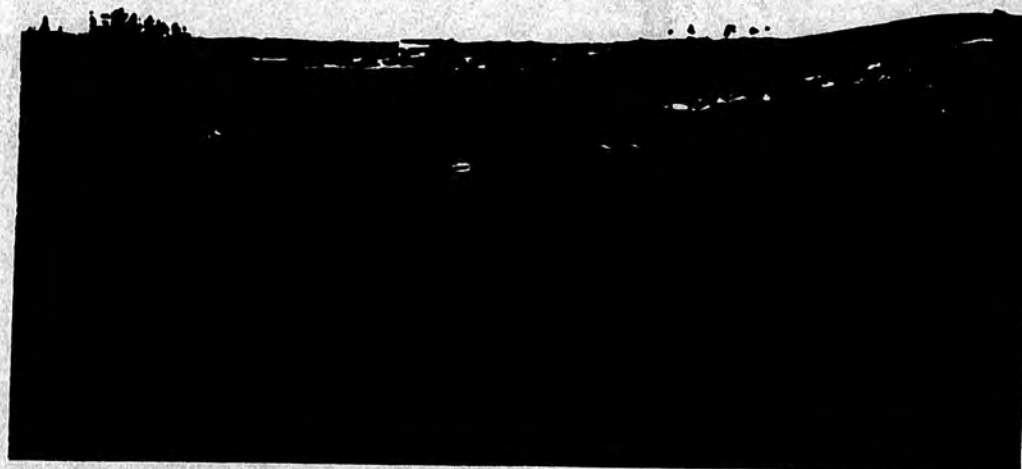
Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -	Yes	Float Tie Down and Docking -	Yes
Wing and Engine Covers -	Yes	Wheel Tie Down -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N4387Z

Aircraft is Based at Soldoma

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing;
Search and Rescue.

Aircraft Make/Model - Piper Cub PA-18-150
Manufactured - 1968
Acquired Date - 1993 Forfeited to the State
Appraised Value - \$100,000

Airframe Total Time - 3520 hours
Last Airframe Major Overhaul - November 1
Next Projected Airframe Overhaul 12 year - 2008

Powerplant - Lycoming O-320-B2B 160 horsepower
Powerplant Total Time - 696 hours
Powerplant Required Overhaul - 1800 hours
Powerplant Time Remaining to Overhaul 1104 hours
Powerplant Replacement Cost - (1996 data) \$16,000
Projected Date of Replacement/Overhaul - Year 2003

Propeller Replacement Year - 2002, Est. Cost \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	Yes
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

Aircraft Post Support Requirements -			
220-Gallon Bulk Fuel Support Tank -	No	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N54741

Aircraft is Based at Tok

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing; Search and Rescue.

Aircraft Make/Model - Piper Cub PA-18-150
 Manufactured - 1976
 Acquired Date - 1976 Purchased New
 Appraised Value - \$100,000

Airframe Total Time - 3322 hours
 Last Airframe Major Overhaul - May 1998
 Next Projected Airframe Overhaul 8 year - 2001

Powerplant - Lycoming O-320-B2B 160 horsepower
 Powerplant Total Time - 542 hours
 Powerplant Required Overhaul - 1800 hours
 Powerplant Time Remaining to Overhaul - 1258 hours
 Powerplant Replacement Cost - (1996 data) \$16,000
 Projected Date of Replacement/Overhaul - Year 2003

Propeller Replacement Year - 2003, Est. Cost \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	No
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	No
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -	No	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N5582C

Aircraft is Based at Fairbanks

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing; Search and Rescue.

Aircraft Make/Model -	Piper Cub PA-18-150	Airframe Total Time -	7031 hours
Manufactured -	1967	Last Airframe Major Overhaul -	July 1995
Acquired Date -	1979 Transfer (US Fish & Wildlife)	Next Projected Airframe Overhaul 12 year -	2004
Appraised Value -	\$90,000		

Powerplant -	Lycoming O-320-B2B 160 horsepower
Powerplant Total Time -	1334 hours
Powerplant Required Overhaul -	1800 hours
Powerplant Time Remaining to Overhaul -	466 hours
Powerplant Replacement Cost - (1996 data)	\$16,000
Projected Date of Replacement/Overhaul -	Year 2000

Propeller Replacement Year - 2000, Est. Cost \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KX175 -	Yes	EDO 2000 Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Police Radio, Uniden 400 -	Yes	Landis 2500 Straight Skis -	Yes
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N7049

Aircraft is Based at Anchorage

Aircraft Primary Use:

Fish and Wildlife Enforcement of Commercial Fishing, Hunting, Sport Fisheries, Subsistence Hunting and Fishing; Search and Rescue.

Aircraft Make/Model -	Piper Cub PA-18-150	Airframe Total Time -	8544 hours
Manufactured -	1952	Last Airframe Major Overhaul -	1998
Acquired Date -	1973 Forfeited to State of Alaska	Next Projected Airframe Overhaul 12 year -	2010
Appraised Value -	\$100,000		

Powerplant -	Lycoming O-320-B2B 160 horsepower
Powerplant Total Time -	100
Powerplant Required Overhaul -	1800
Powerplant Time Remaining to Overhaul -	1700
Powerplant Replacement Cost - (1996 data)	\$16,000
Projected Date of Replacement/Overhaul -	2008

Propeller Replacement Year -	2003, Est. \$2000
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Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	Yes
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

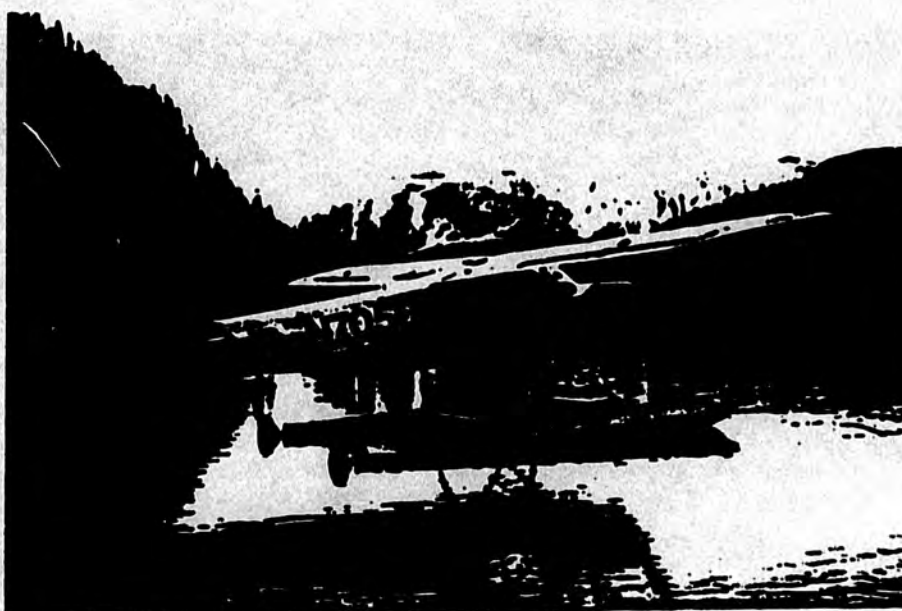
Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -	No	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N7050

Aircraft is Based at Anchorage

Aircraft Primary Use:

Fish and Wildlife Enforcement of Commercial Fishing, Hunting, Sport Fisheries, Subsistence Hunting and Fishing;
Search and Rescue.

Aircraft Make/Model - Piper Cub PA-18-150
Manufactured - 1961
Acquired Date - 1961 New Purchase
Appraised Value - \$100,000

Airframe Total Time - 9396 hours
Last Airframe Major Overhaul - 1999
Next Projected Airframe Overhaul 8 year - 2011

Powerplant - Lycoming O-320-B2B 160 horsepower
Powerplant Total Time - 1159 hours
Powerplant Required Overhaul - 1800 hours
Powerplant Time Remaining to Overhaul - 641 hours
Powerplant Replacement Cost - (1996 data) \$16,000
Projected Date of Replacement/Overhaul - Year 2001

Propeller Replacement Year - 2000, Est. Cost \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	No
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	No
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	No

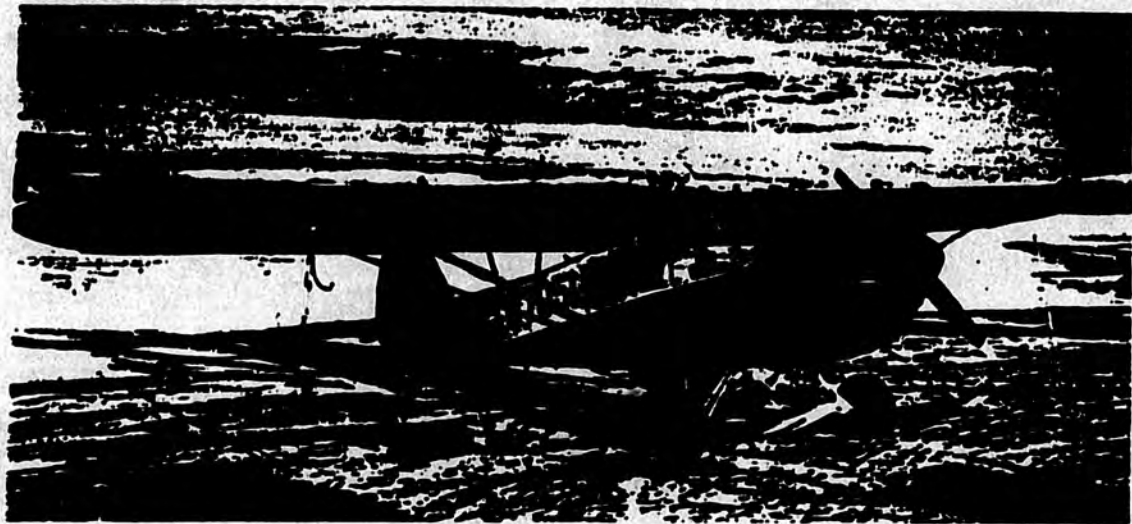
Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -	No	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N7051

Aircraft is Based at Nome

Aircraft Primary Use:

Fish and Wildlife Enforcement of Commercial Fishing, Hunting, Sport Fisheries, Subsistence Hunting and Fishing;
Search and Rescue.

Aircraft Make/Model -	Piper Cub PA-18-150	Airframe Total Time -	12,217 hours
Manufactured -	1953	Last Airframe Major Overhaul -	March 1997
Acquired Date -	1961 Transfer (U.S. Fish & Wildlife)	Next Projected Airframe Overhaul	12 year - 2009
Appraised Value -	\$100,000		

Powerplant -	Lycoming O-320-B2B 160 horsepower
Powerplant Total Time -	394 hours
Powerplant Required Overhaul -	1800 hours
Powerplant Time Remaining to Overhaul -	1406 hours
Powerplant Replacement Cost - (1996 data)	\$16,000
Projected Date of Replacement/Overhaul -	Year 2006

Propeller Replacement Year - 2001, Est. Cost \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KX 197 -	Yes	EDO 2000 Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	Yes
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

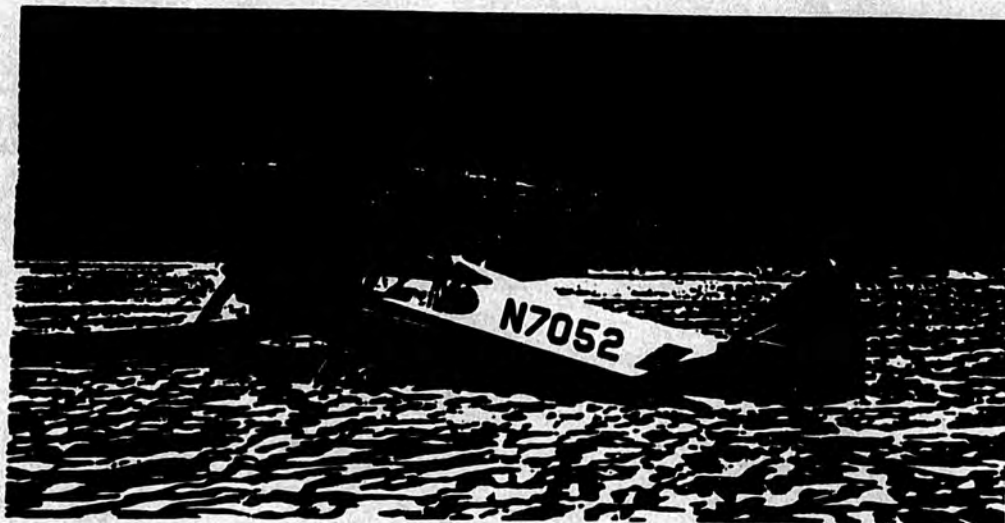
Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N7052

Aircraft is Based at Tok

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing, Search and Rescue.

Aircraft Make/Model - Piper Cub PA-18-150
 Manufactured - 1967
 Acquired Date - 1968 New Purchase
 Appraised Value - \$75,000

Airframe Total Time - 8625 hours
 Last Airframe Major Overhaul - March 1993
 Next Projected Airframe Overhaul 12 year - 2005

Powerplant - Lycoming O-320-B2B 160 horsepower
 Powerplant Total Time - 1445 hours
 Powerplant Required Overhaul - 1800 hours
 Powerplant Time Remaining to Overhaul - 355 hours
 Powerplant Replacement Cost - (1996 data) \$16,000
 Projected Date of Replacement/Overhaul - Year 1998

Propeller Replacement Year - 1998, Est. Cost \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	No
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	No
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	Yes
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -	No	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	No
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N7053

Aircraft is Based at Delta Junction

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing;
Search and Rescue.

Aircraft Make/Model - Piper Cub PA-18-150
Manufactured - 1967
Acquired Date - 1968 New Purchase
Appraised Value - \$75,000

Airframe Total Time - 5778 hours
Last Airframe Major Overhaul - May 1992
Next Projected Airframe Overhaul 12 year - 2004

Powerplant - Lycoming O-320-B2B 160 horsepower
Powerplant Total Time - 745 hours
Powerplant Required Overhaul - 1800 hours
Powerplant Time Remaining to Overhaul - 1055 hours
Powerplant Replacement Cost - (1996 data) \$16,000
Projected Date of Replacement/Overhaul - Year 2002

Propeller Replacement Year - 1999, Est. Cost. \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	No
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic wheel ski -	No
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	Yes
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

Aircraft Post Support Requirements -

500-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	No
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N7054

Aircraft is Based at King Salmon

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing;
Search and Rescue.

Aircraft Make/Model - Piper Cub PA-18-150
Manufactured - 1970
Acquired Date - 1971 Purchased New
Appraised Value - \$100,000

Airframe Total Time - 7388 hours
Last Airframe Major Overhaul - April 1993
Next Projected Airframe Overhaul 12 year - 2005

Powerplant - Lycoming O-320-B2B 160 horsepower
Powerplant Total Time - 192 hours
Powerplant Required Overhaul - 1800 hours
Powerplant Time Remaining to Overhaul - 1618 hours
Powerplant Replacement Cost - (1996 data) \$16,000
Projected Date of Replacement/Overhaul - Year 2005

Propeller Replacement Year - 2000, Est. Cost \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	Yes
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

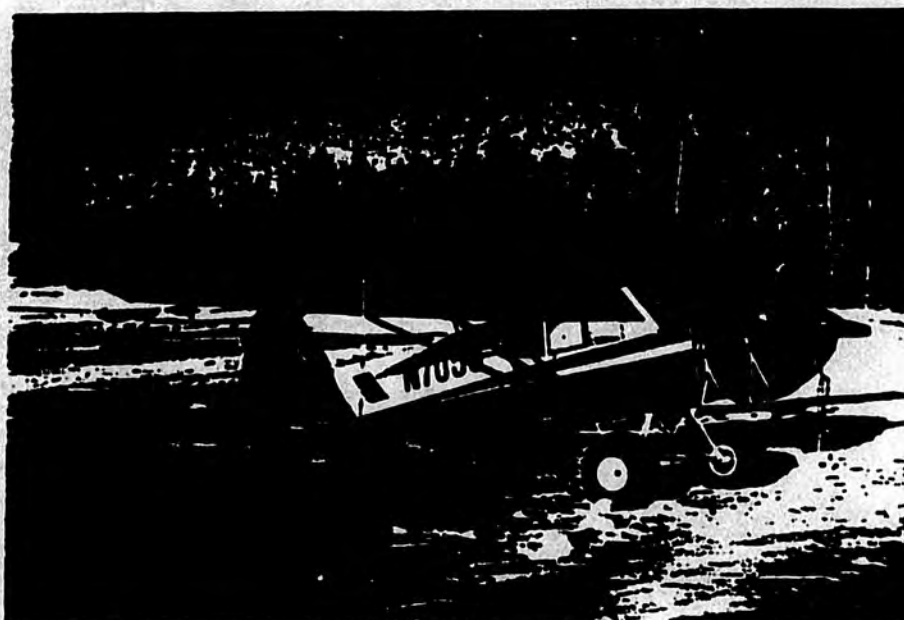
Aircraft Post Support Requirements -

1000-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N7055

Aircraft is Based at Cordova / Glennallen

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing; Search and Rescue.

Aircraft Make/Model - Piper Cub PA-18-150
 Manufactured - 1970
 Acquired Date - 1971 Purchased New
 Appraised Value - \$75,000

Airframe Total Time - 7164 hours
 Last Airframe Major Overhaul - April 1993
 Next Projected Airframe Overhaul 12 year - 2005

Powerplant - Lycoming O-320-B2B 160 horsepower
 Powerplant Total Time - 1661 hours
 Powerplant Required Overhaul - 1800 hours
 Powerplant Time Remaining to Overhaul - 139 hours
 Powerplant Replacement Cost - (1996 data) \$16,000
 Projected Date of Replacement/Overhaul - Year 1999

Propeller Replacement Year - 1999, Est. Cost \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	No
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	Yes
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	No
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N7056

Aircraft is Based at Dillingham

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing; Search and Rescue.

Aircraft Make/Model Piper Cub PA-18-150
 Manufactured - 1970
 Acquired Date - 1971 Purchased New
 Appraised Value - \$90,000

Airframe Total Time - 7668 hours
 Last Airframe Major Overhaul - May 1995
 Next Projected Airframe Overhaul 12 year - 2007

Powerplant - Lycoming O-320-B2B 160 horsepower
 Powerplant Total Time - 0 hours
 Powerplant Required Overhaul - 1800 hours
 Powerplant Time Remaining to Overhaul - 1800 hours
 Powerplant Replacement Cost - (1996 data) \$16,000
 Projected Date of Replacement/Overhaul - Year 2007

Propeller Replacement Year - 2000, Est Cost \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	No
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

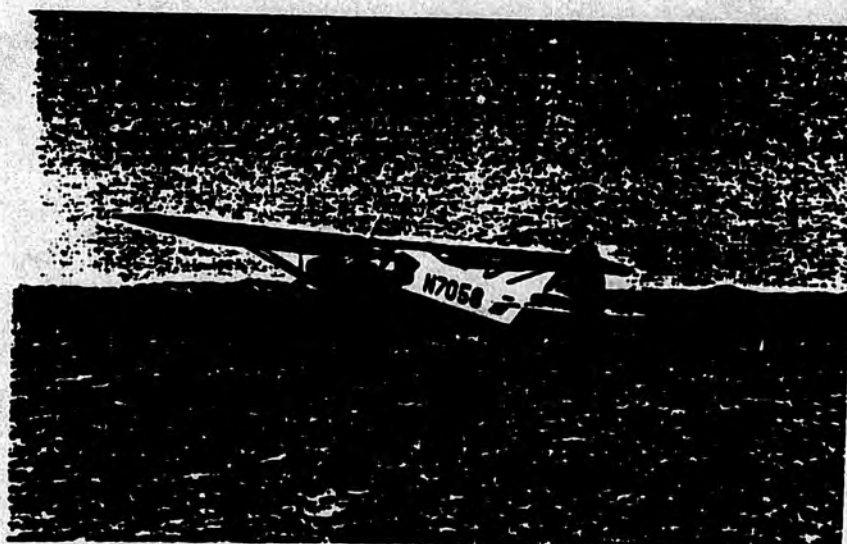
Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N7058

Aircraft is Based at Iliamna

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing:
Search and Rescue.

Aircraft Make/Model - Piper Cub PA-18-150
Manufactured - 1959
Acquired Date - 1960 Purchased New
Appraised Value - \$90,000

Airframe Total Time - 9754 hours
Last Airframe Major Overhaul - September 1992
Next Projected Airframe Overhaul 12 year - 2004

Powerplant - Lycoming O-320-B2B 160 horsepower
Powerplant Total Time - 1708 hours
Powerplant Required Overhaul - 1800 hours
Powerplant Time Remaining to Overhaul - 92 hours
Powerplant Replacement Cost - (1996 data) - \$16,000
Projected Date of Replacement/Overhaul - Year 1999

Propeller Replacement Year - 2000, Est. Cost \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	No
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N7059

Aircraft is Based at Galena

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing;
Search and Rescue.

Aircraft Make/Model - Piper Cub PA-18-150
Manufactured - 1962
Acquired Date - 1963 Purchased New
Appraised Value - \$100,000

Airframe Total Time - 9334 hours
Last Airframe Major Overhaul - November 1993
Next Projected Airframe Overhaul 12 Year - 2005

Powerplant - Lycoming O-320-B2B 160 horsepower
Powerplant Total Time - 1319 hours
Powerplant Required Overhaul - 1800 hours
Powerplant Time Remaining to Overhaul 481 hours
Powerplant Replacement Cost - (1996 data) \$16,000
Projected Date of Replacement/Overhaul - Year 2000

Propeller Replacement Year - 2000, Est. Cost \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	Yes
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

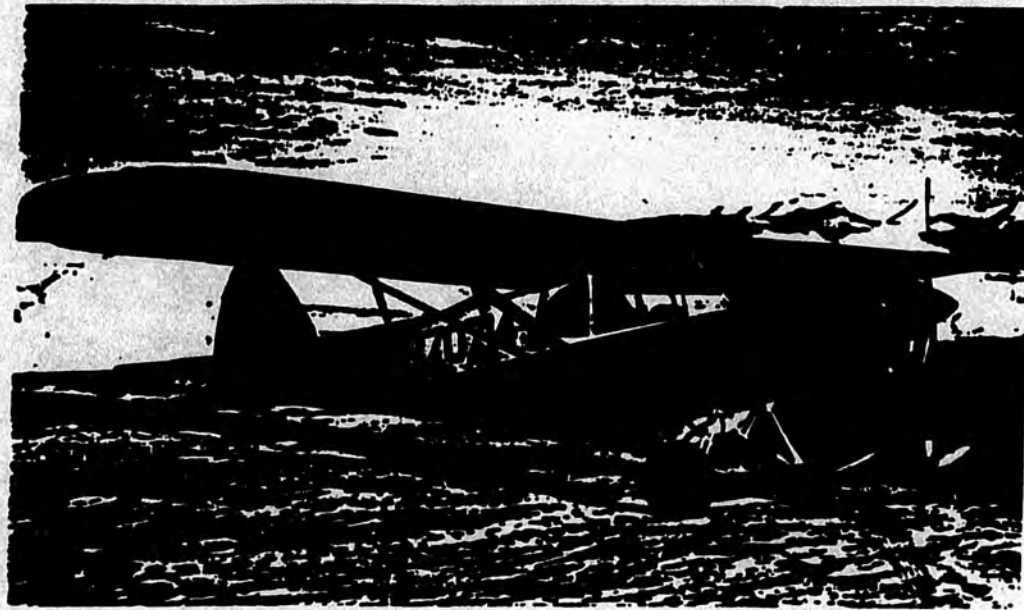
Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N70714

Aircraft is Based at Kotzebue

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing;
Search and Rescue.

Aircraft Make/Model - Piper Cub PA-18-150
Manufactured - 1979
Acquired Date - 1993 Forfeited to the State
Appraised Value - \$100,000

Airframe Total Time - 3560 hours
Last Airframe Major Overhaul - April 1995
Next Projected Airframe Overhaul 12 year - 2007

Powerplant - Lycoming O-320-B2B 160 horsepower
Powerplant Total Time - 1060 hours
Powerplant Required Overhaul - 1800 hours
Powerplant Time Remaining to Overhaul 740 hours
Powerplant Replacement Cost - (1996 data) \$16,000
Projected Date of Replacement/Overhaul - Year 2001

Propeller Replacement Year- 2000, Est. Cost. \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	Yes
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N7085

Aircraft is Based at Palmer/Big Lake

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing; Search and Rescue.

Aircraft Make/Model -	Piper Cub PA-18-150	Airframe Total Time -	10,675 hours
Manufactured -	1964	Last Airframe Major Overhaul -	April 1990
Acquired Date -	1974 Forfeited to the State	Next Projected Airframe Overhaul 12 year -	2002
Appraised Value -	\$90,000		

Powerplant -	Lycoming O-320-B2B 160 horsepower
Powerplant Total Time -	575 hours
Powerplant Required Overhaul -	1800 hours
Powerplant Time Remaining to Overhaul -	1225 hours
Powerplant Replacement Cost - (1996 data)	\$16,000
Projected Date of Replacement/Overhaul -	Year 2003

Propeller Replacement Year -	2000, Est. Cost \$2000
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Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	Yes
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N82732

Aircraft is Based at Anchorage

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing;
Search and Rescue.

Aircraft Make/Model - Piper Cub PA-18-150
Manufactured - 1977
Acquired Date - 1981 Forfeited to the State
Appraised Value - \$100,000

Airframe Total Time - 4283 hours
Last Airframe Major Overhaul - March 1992
Next Projected Airframe Overhaul 12 year - 2004

Powerplant -
Powerplant Total Time -
Powerplant Required Overhaul -
Powerplant Time Remaining to Overhaul -
Powerplant Replacement Cost - (1996 data)
Projected Date of Replacement/Overhaul -

Lycoming O-320-B2B 160 horsepower
912 hours
1800 hours
888 hours
\$16,000
Year 2002

Propeller Replacement Year -

2002, Est. Cost \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -
Global Position Navigation Radio, Trimble 2000 -
Police Radio, King KFM 985 -
Engine Winter Heater, Tannis -

Yes	EDO 2000 Floats -	Yes
Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Yes	Landis 2500 Straight Skis -	Yes
Yes	Oversize Tundra Tires -	Yes

Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -
Wing and Engine Covers -
Hangar Storage -

No	Wheel Tie Down -	Yes
Yes	Float Tie Down and Docking -	Yes
No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N82735

Aircraft is Based at Bethel

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing;
Search and Rescue.

Aircraft Make/Model - Piper Cub PA-18-150
Manufactured - 1977
Acquired Date - 1977 Purchased New
Appraised Value - \$100,000

Airframe Total Time - 5128 hours
Last Airframe Major Overhaul - February 1995
Next Projected Airframe Overhaul 12 year - 2007

Powerplant - Lycoming O-320-B2B 160 horsepower
Powerplant Total Time - 597 hours
Powerplant Required Overhaul - 1800 hours
Powerplant Time Remaining to Overhaul - 1203 hours
Powerplant Replacement Cost - (1996 data) \$16,000
Projected Date of Replacement/Overhaul - Year 2003

Propeller Replacement Year - 2003, Est. Cost. \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	Yes
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

Aircraft Post Support Requirements -

800-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	Yes (Civil Air Patrol Hangar)		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N82736

Aircraft is Based at Palmer

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing;
Search and Rescue.

Aircraft Make/Model - Piper Cub PA-18-150
Manufactured - 1977
Acquired Date - 1977 Purchased New
Appraised Value - \$85,000

Airframe Total Time - 4590 hours
Last Airframe Major Overhaul - April 1994
Next Projected Airframe Overhaul 12 year - 2006

Powerplant - Lycoming O-320-B2B 160 horsepower
Powerplant Total Time - 790 hours
Powerplant Required Overhaul - 1800 hours
Powerplant Time Remaining to Overhaul - 1010 hours
Powerplant Replacement Cost - (1996 data) \$16,000
Projected Date of Replacement/Overhaul - Year 2002

Propeller Replacement Year - 1999, Est. Cost \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	Yes
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	Yes		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N83403

Aircraft is Based at Kodiak

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing;
Search and Rescue.

Aircraft Make/Model -	Piper Cub PA-18-150	Airframe Total Time -	4421 hours
Manufactured -	1976	Last Airframe Major Overhaul -	March 1996
Acquired Date -	1981 Forfeited to the State	Next Projected Airframe Overhaul 12 year -	2008
Appraised Value -	\$100,000		

Powerplant -	Lycoming O-320-B2B 160 horsepower
Powerplant Total Time -	1156 hours
Powerplant Required Overhaul -	1800 hours
Powerplant Time Remaining to Overhaul -	644 hours
Powerplant Replacement Cost - (1996 data) -	\$16,000
Projected Date of Replacement/Overhaul -	Year 2000

Propeller Replacement Year - 2001, Est. Cost \$2000

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	No
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	No
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

Aircraft Post Support Requirements -

2500-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N88AK

Aircraft is Based at King Salmon

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries, Subsistence Hunting and Fishing;
Search and Rescue.

Aircraft Make/Model -	Piper Cub PA-18-150	Airframe Total Time -	4517 hours
Manufactured -	1965	Last Airframe Major Overhaul -	November 1995
Acquired Date -	1982 Forfeited to the State	Next Projected Airframe Overhaul 12 year -	2007
Appraised Value -	\$100,000		

Powerplant -	Lycoming O-320-B2B 160 horsepower
Powerplant Total Time -	512 hours
Powerplant Required Overhaul -	1800 hours
Powerplant Time Remaining to Overhaul -	1288 hours
Powerplant Replacement Cost - (1996 data)	\$16,000
Projected Date of Replacement/Overhaul -	Year 2004

Propeller Replacement Year -	2001, Est. Cost \$2000
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Aircraft is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	EDO 2000 Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Fluidyne 2200 Hydraulic Wheel Ski -	Yes
Police Radio, King KFM 985 -	Yes	Landis 2500 Straight Skis -	Yes
Engine Winter Heater, Tannis -	Yes	Oversize Tundra Tires -	Yes

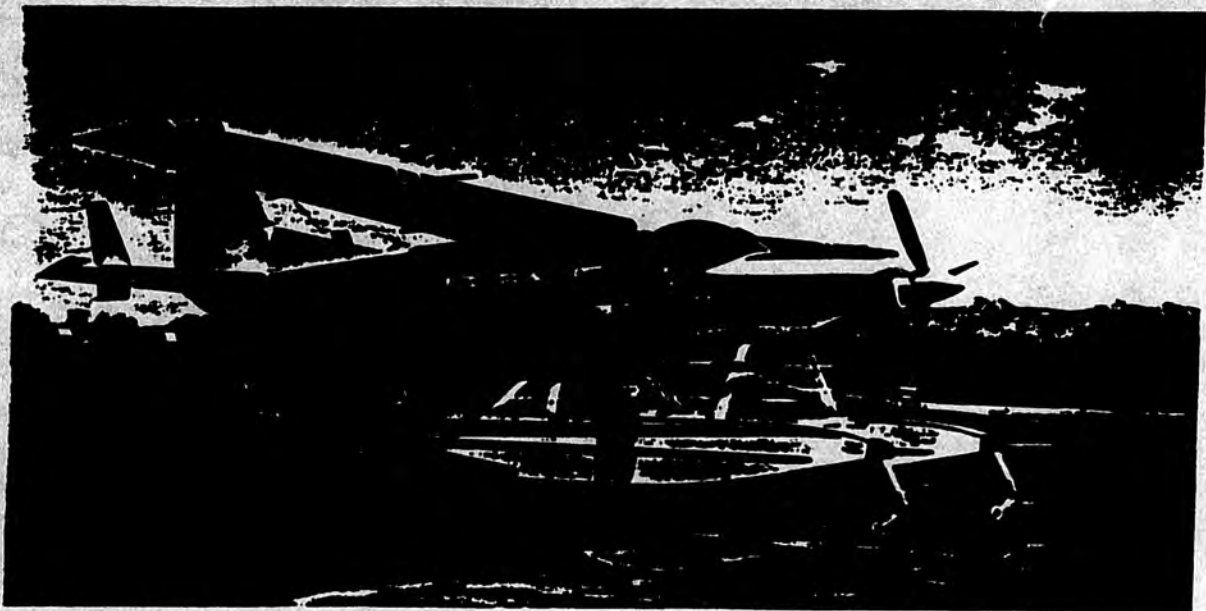
Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land and Sea Ratings, 200 hours flight time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N70715

Aircraft is Based at Anchorage/Cold Bay

Aircraft Primary Use:

Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries; Search and Rescue;
Alaska State Trooper and Village Public Safety Enforcement.

Aircraft Make/Model -	Cessna 208 Caravan	Airframe Total Time -	4230 hours
Manufactured -	1990	Last Airframe Major Overhaul -	New
Acquired Date -	2/21/97 Purchased (Used)	Next Projected Airframe Overhaul -	As Required
Appraised Value -	\$1,410,000		

Powerplant -	Pratt & Whitney PT6A-114A
Powerplant Time (since major overhaul)	310 hours
Powerplant Overhaul Estimated Due -	3500 hours
Powerplant Replacement Cost - (2007 est. cost)	\$200,000
Projected Date of Replacement/Overhaul -	Year 2007

Propeller Required 5-Year Overhaul Due -	June 2002, Est. Cost \$3400
Propeller Total Time -	398 hours , Overhaul Due -June 2002

Aircraft is equipped with following support equipment:

VHF FM Communication Radio, NPX 138 -	Yes	Wipline 8000 Amphiban Floats -	Yes
Global Position Navigation Radio, Trimble 2000 AP -	Yes	Oversize Tires -	Yes
Police Radio, King KFM 950 -	Yes	Engine Winter Heater, Tannis -	Yes

Aircraft Post Support Requirements -

Wing and Engine Covers -	Yes
Wheel Tie Down -	Yes
Hangar Storage -	No

Pilot Minimum Experience:

FAA Certificated Commercial/Instrument Pilot with Airplane Single Engine Land and Sea Rating, 200 hours of sea time, 100 hours high performance and/or complex time, 1000 hours flight time, 200 hours Alaska time, 100 hours of instrument PIC, 50 hours of night PIC, 25 hours in make/model, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N145PL

Aircraft is Based at Kodiak

Aircraft Primary Use:

**Fish and Wildlife Enforcement of Hunting, Sport Fisheries, Commercial Fisheries; Search and Rescue;
Alaska State Trooper and Village Public Safety Enforcement.**

Aircraft Make/Model -	Cessna 206	Airframe Total Time -	2148 hours
Manufactured -	1981	Last Airframe Major Overhaul -	1995
Acquired Date -	1995 Purchased (Used)	Next Projected Airframe Overhaul 10 year -	2005
Appraised Value -	\$242,000		

Powerplant -	Continental IO-520-F 300 horsepower
Powerplant Total Time -	708 hours
Powerplant Overhaul Estimated Due -	1500 hours
Powerplant Replacement Cost - (1996 data)	\$17,800
Projected Date of Replacement/Overhaul -	Year 2001

Propeller Required 5-Year Overhaul Due -	Oct. 2001, Est. Cost \$1500
Propeller Total Time -	329 hours , Overhaul Due - 1700 hours

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KX 155 -	Yes	Wipline 4000 Amphiban Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Oversize Tundra Tires -	No
Police Radio, King KFM 985 -	Yes	Engine Winter Heater, Tannis -	Yes

Aircraft Post Support Requirements -

Wing and Engine Covers -	Yes
Wheel Tie Down -	Yes
Hangar Storage -	Yes

Pilot Minimum Experience:

**FAA Certificated Private Pilot with Airplane Single Engine Land and Sea Rating, high performance and complex time,
350 hours flight time, 200 hours Alaska time, second class medical certificate.**

DEPARTMENT OF PUBLIC SAFETY



N20786

Aircraft is Based at Cordova

Aircraft Primary Use:

Fish and Wildlife Enforcement of Sport Hunting, Sport and Commercial Fisheries, Subsistence;
Alaska State Trooper and Village Public Safety Enforcement; Search and Rescue.

Aircraft Make/Model -	Cessna 185F	Airframe Total Time -	4135 hours
Manufactured -	1976	Last Airframe Major Overhaul -	1999
Acquired Date -	1982 Forfeited to the State	Next Projected Airframe Overhaul 14 year -	2013
Appraised Value -	\$179,000		

Powerplant -	Continental IO-520 300 horsepower
Powerplant Total Time -	0 hours
Powerplant Overhaul Estimated Due -	1600 hours
Powerplant Time Remaining to Overhaul -	1600 hours
Powerplant Replacement Cost - (1996 data)	\$17,800
Projected Date of Replacement / Overhaul -	Year 2008
Propeller 5-Year Overhaul, Due -	Nov 2002
Propeller Total Time -	314 hours, Due Overhaul at 1700 hours

Aircraft is equipped with following support equipment:

VHF Communication Radio KX 175 -	Yes	Fluidyne 3600 Hydraulic Wheel Ski -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	EDO 3430 Floats -	Yes
Police Radio, King KFM 985 -	Yes	Oversize Tundra Tires -	Yes
Engine Winter Heater, Tannis -	Yes		

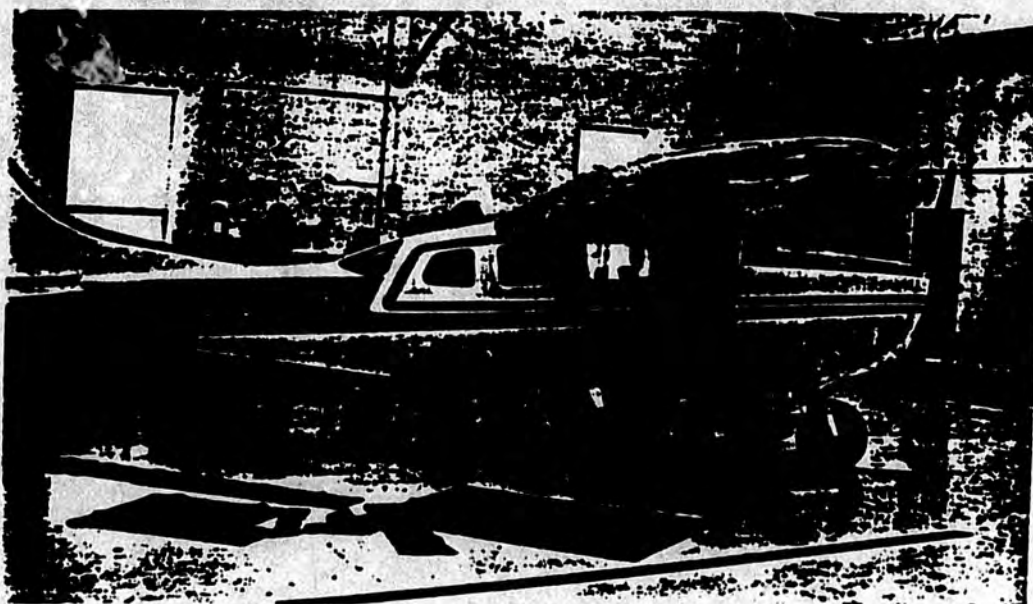
Aircraft Post Support Requirements :

220-gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA Certificated Private Pilot with Airplane Single Engine Land and Sea Rating, high performance and complex time. 350 hours flight time, 200 hours Alaska time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N4994F

Aircraft is Based at Bethel

Aircraft Primary Use:

Alaska State Trooper and Village Public Safety Enforcement; Search and Rescue

Aircraft Make/Model -	Cessna U206B	Airframe Total Time -	1961 hours
Manufactured -	1964	Last Airframe Major Overhaul -	1967
Acquired Date -	1998 (Transfer from US Marshalls)	Next Projected Airframe Overhaul 10 year -	As needed
Appraised Value -	\$138,000		

Powerplant -	Continental IO-520-F 300 horsepower
Powerplant Total Time -	362 hours
Powerplant Overhaul Estimated Due -	1700 hours
Powerplant Replacement Cost - (1996 data)	\$17,800
Projected Date of Replacement/Overhaul -	Year 2005

Propeller Required 5-Year Overhaul Due -	Oct. 2005, Est. Cost \$1500
Propeller Total Time -	362 hours , Overhaul Due - 1700 hours

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KX 155 -	Yes	Wipline 4000 Amphiban Floats -	No
Global Position Navigation Radio, Trimble 2000 -	Yes	Oversize Tundra Tires -	No
Police Radio, King KFM 985 -	Yes	Engine Winter Heater, Tannis -	Yes

Aircraft Post Support Requirements -

Wing and Engine Covers -	Yes
Wheel Tie Down -	Yes
Hangar Storage -	No

Pilot Minimum Experience:

FAA Certificated Private Pilot with Airplane Single Engine Land Rating, high performance and complex time, 350 hours flight time, 200 hours Alaska time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N5217U

Aircraft is Based at Kotzebue

Aircraft Primary Use:

Alaska State Trooper and Village Public Safety Enforcement: Search and Rescue

Aircraft Make/Model -	Cessna 206	Airframe Total Time -	3500 hours
Manufactured -	1964	Last Airframe Major Overhaul -	1964
Acquired Date -	1998 (Transfer from US Marshalls)	Next Projected Airframe Overhaul 10 year -	As needed
Appraised Value -	\$138,000		

Powerplant -	Continental IO-520-F 300 horsepower
Powerplant Total Time -	10 hours
Powerplant Overhaul Estimated Due -	1700 hours
Powerplant Replacement Cost - (1996 data)	\$17,800
Projected Date of Replacement/Overhaul -	Year 2005

Propeller Required 5-Year Overhaul Due -	Oct. 2005, Est. Cost \$1500
Propeller Total Time -	10 hours , Overhaul Due - 1700 hours

Aircraft is equipped with following support equipment:

VHF Communication Radio, King KX 155 -	Yes	Wipline 4000 Amphiban Floats -	No
Global Position Navigation Radio, Trimble 2000 -	Yes	Oversize Tundra Tires -	No
Police Radio, King KFM 985 -	Yes	Engine Winter Heater, Tannis -	Yes

Aircraft Post Support Requirements -

Wing and Engine Covers -	Yes
Wheel Tie Down -	Yes
Hangar Storage -	No

Pilot Minimum Experience:

FAA Certified Private Pilot with Airplane Single Engine Land Rating, high performance and complex time, 350 hours flight time, 200 hours Alaska time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N6476H

Aircraft is Based at Bethel

Aircraft Primary Use:

Alaska State Trooper and Village Public Safety Enforcement, Search and Rescue.

Aircraft Make/Model - Cessna 207
Manufactured - 1979
Acquired Date - 1979 Purchased New
Appraised Value - \$151,000

Airframe Total Time - 5684 hours
Last Airframe Major Overhaul - Original
Next Projected Airframe Overhaul 20 year - 2000

Powerplant - Continental IO-520 300 horsepower
Powerplant Total Time - 841 hours
Powerplant Required Overhaul - 1700 hours
Powerplant Time Remaining to Overhaul - 859 hours
Powerplant Replacement Cost - (1996 data) \$17,800
Projected Date of Replacement/ Overhaul - Year 2005

Propeller 5-Year Overhaul Due - 2005,
Propeller Total Time - 0 hours, New 4/99, Due Overhaul at 1700 hours

Aircraft is equipped with following support equipment:

VHF Communication Radio KX 175 -	Yes	Fluidyne 3600 Hydraulic Wheel Ski -	No
Global Position Navigation Radio, Trimble 2000 -	Yes	EDO 3430 Floats -	No
Police Radio, King KFM 985 -	Yes	Oversize Tundra Tires -	Yes
Engine Winter Heater, Tannis -	Yes		

Aircraft Post Support Requirements :

1000-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	No
Hangar Storage -	Yes		

Pilot Minimum Experience:

FAA Certificated Private Pilot with Airplane Single Engine Land and Sea Rating, high performance and complex time, 350 hours flight time, 200 hours Alaska time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N6705H

Aircraft is Based at Anchorage

Aircraft Primary Use:

Alaska State Trooper and Village Public Safety Enforcement; Search and Rescue;

Secondary Use - Fish and Wildlife Enforcement of Sport Hunting, Sport and Commercial Fisheries.

Aircraft Make/Model -	Cessna 185F	Airframe Total Time -	3880 hours
Manufactured -	1976	Last Airframe Major Overhaul -	1994
Acquired Date -	1990	Next Projected Airframe Overhaul 18 year -	2012
Appraised Value -	\$179,000		

Powerplant -	Continental IO-520 300 horsepower
Powerplant Total Time -	518 hours
Powerplant Required Overhaul -	1700 hours
Powerplant Time Remaining to Overhaul -	1182 hours
Powerplant Replacement Cost - (1996 data)	\$17,800
Projected Date of Replacement/Overhaul -	Year 2005

Propeller 5-Year Overhaul Due -	August 2002
Propeller Total Time -	800 hours, Due Overhaul at 1700 hours

Aircraft is equipped with following support equipment:

VHF Communication Radio KY 197 -	Yes	Fluidyne 3600 Hydraulic Wheel Ski -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	EDO 3430 Floats -	No
Police Radio, King KFM 985 -	Yes	Oversize Tundra Tires -	Yes
Engine Winter Heater, Tannis -	Yes		

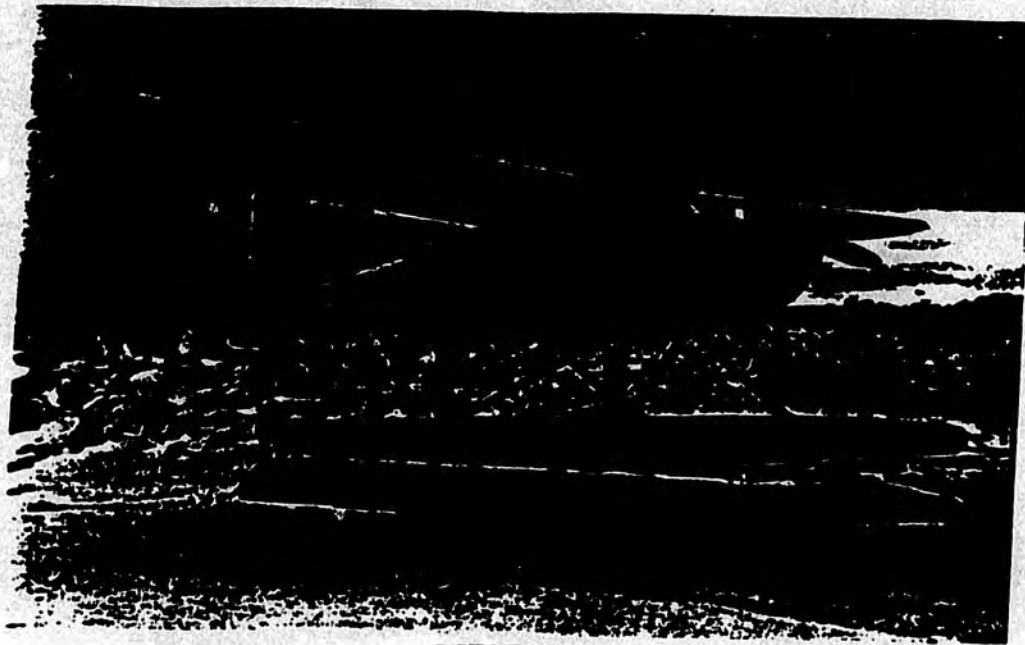
Aircraft Post Support Requirements :

220-Gallon Bulk Fuel Support Tank -	No	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA Certificated Private Pilot with Airplane Single Engine Land and Sea Rating, high performance and complex time, 350 hours flight time, 200 hours Alaska time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N70712

Aircraft is Based at McGrath

Aircraft Primary Use:

Fish and Wildlife Enforcement of Sport Hunting, Sport and Commercial Fisheries, Subsistence;
Alaska State Trooper and Village Public Safety Enforcement; Search and Rescue.

Aircraft Make/Model -	Cessna 185F	Airframe Total Time -	3501 hours
Manufactured -	1976	Last Airframe Major Overhaul -	1985
Acquired Date -	1985 Forfeited to the State	Next Projected Airframe Overhaul 12 year -	2000
Appraised Value -	\$179,000		

Powerplant -	Continental IO-520 300 horsepower
Powerplant Total time -	352 hours
Powerplant Estimated Overhaul Due -	1500 hours
Powerplant Time Remaining to Overhaul -	1148 hours
Powerplant Replacement Cost - (1996 data)	\$17,800
Projected Date of Replacement/Overhaul -	Year 2002

Propeller 5-Year Overhaul Due -	June 2001
Propeller Total Time -	400 hours, Due Overhaul at 1700 hours

Aircraft is equipped with following support equipment:

VHF Communication Radio KY 175 -	Yes	Fluidyne 3600 Hydraulic Wheel Ski -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	EDO 3430 Floats -	Yes
Police Radio, King KFM 985 -	Yes	Oversize Tundra Tires -	Yes
Engine Winter Heater, Tannis -	Yes		

Aircraft Post Support Requirements :

110-gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA certificated Private Pilot with Airplane Single Engine Land and Sea Rating, high performance and complex time, 350 hours flight time, 200 hours Alaska time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N70713

Aircraft is Based at King Salmon

Aircraft Primary Use:

Fish and Wildlife Enforcement of Sport Hunting, Sport and Commercial Fisheries, Subsistence; Alaska State Trooper and Village Public Safety Enforcement; Search and Rescue.

Aircraft Make/Model -	Cessna 185E	Airframe Total Time -	5607 hours
Manufactured -	1971	Last Airframe Major Overhaul -	1995
Acquired Date -	1992 Forfeited to the State	Next Projected Airframe Overhaul 18 year -	2013
Appraised Value -	\$179,000		

Powerplant -	Continental IO-520 300 horsepower
Powerplant Total Time -	707 hours
Powerplant Overhaul Estimated Due -	1400 hours
Powerplant Time Remaining To Overhaul -	693 hours
Powerplant Replacement Cost - (1996 data)	\$17,800
Projected Date of Replacement/Overhaul -	Year 2000

Propeller 5-Year Overhaul Due -	Nov 1999, Due New Blades, Est. Cost \$6500
Propeller Total Time -	707 hours, Due Overhaul at 1700 hours

Aircraft is equipped with following support equipment:

VHF Communication Radio KY 197 -	Yes	Fluidyne 3600 Hydraulic Wheel Ski -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	EDO 3430 Floats -	No
Police Radio, King KFM 985 -	Yes	Oversize Tundra Tires -	Yes
Engine Winter Heater, Tannis -	Yes		

Aircraft Post Support Requirements :

1000-Gallon Bulk Fuel Support Tank -	No	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA Certificated Private Pilot with Airplane Single Engine Land and Sea Rating, high performance and complex time, 350 hours flight time, 200 hours Alaska time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N714NK

Aircraft is Based at Anchorage

Aircraft Primary Use -

Fish and Wildlife Protection hunting and fishing enforcement; Alaska State Trooper and Village Public Safety Enforcement; Search and Rescue.

Aircraft Make/Model -	Cessna 185F	Airframe Total Time -	2493 hours
Manufactured -	1983	Last Airframe Major Overhaul -	Original
Acquired Date -	1984 Purchased New	Next Projected Airframe Overhaul 20 year -	2003
Appraised Value -	\$179,000		

Powerplant -	Continental IO-520 300 horsepower
Powerplant Total Time -	1376 hours
Powerplant Required Overhaul -	1700 hours
Powerplant Time Remaining to Overhaul -	324 hours
Powerplant Replacement Cost - (1996 data)	\$17,800
Projected Date of Replacement/Overhaul -	Year 1999

Propeller 5-Year Overhaul Due -	July 1999, Due New Blades, Est. Cost \$6500
Propeller Total Time -	489 Hours, Due Overhaul at 1700 hours

Aircraft is equipped with following support equipment:

VHF Communication Radio KX 175 -	Yes	Fluidyne 3600 Hydraulic Wheel Ski -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	EDO 3430 Floats -	No
Police Radio, King KFM 985 -	Yes	Oversize Tundra Tires -	Yes
Engine Winter Heater, Tannis -	Yes		

Aircraft Post Support Requirements :

220-Gallon Bulk Fuel Support Tank -	No	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	N/A
Hangar Storage -	No		

Pilot Minimum Experience:

FAA Certificated Private Pilot with Airplane Single Engine Land and Sea Rating, high performance and complex time, 350 hours flight time, 200 hours Alaska time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N7326S

Aircraft is Based at Aniak

Aircraft Primary Use:

Alaska State Trooper and Village Public Safety Enforcement; Search and Rescue.

Aircraft Make/Model -	Cessna 182P	Airframe Total Time -	1545 hours
Manufactured -	1976	Last Airframe Major Overhaul -	1976
Acquired Date -	1998 Purchased Used	Next Projected Airframe Overhaul 12 year -	As needed
Appraised Value -	\$123,000		

Powerplant -	Continental IO-520 300 horsepower
Powerplant Total time -	100
Powerplant Estimated Overhaul Due -	1700
Powerplant Time Remaining to Overhaul -	1600
Powerplant Replacement Cost - (1996 data)	\$17,800
Projected Date of Replacement/Overhaul -	Year 2008

Propeller 5-Year Overhaul Due -	Sept 2003
Propeller Total Time -	100 hours, Due Overhaul at 1700 hours

Aircraft is equipped with following support equipment:

VHF Communication Radio KY 155 -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes
Police Radio, King KFM 985 -	Yes
Engine Winter Heater, Tannis -	Yes

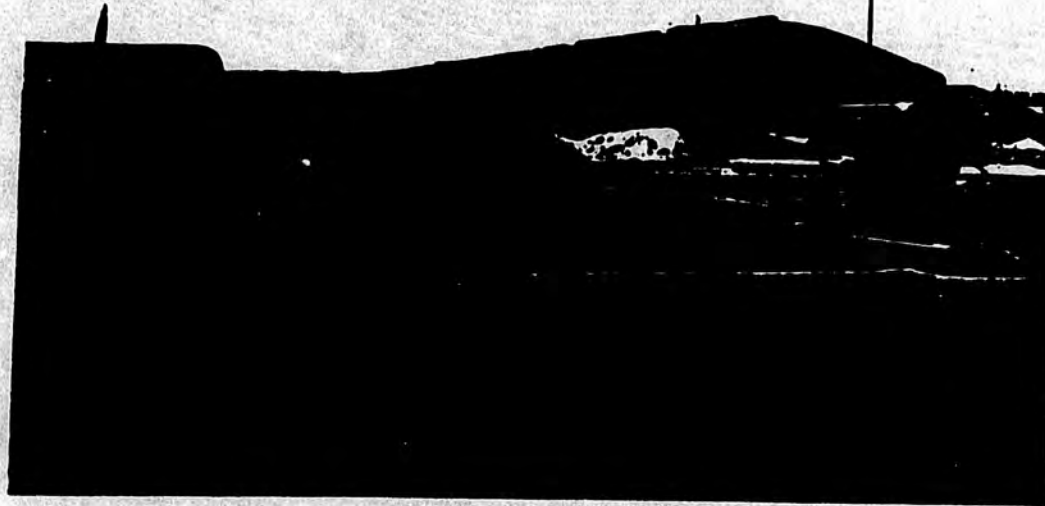
Aircraft Post Support Requirements :

110-gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes		
Hangar Storage -	No		

Pilot Minimum Experience:

**FAA certificated Private Pilot with Airplane Single Engine Land and Sea Rating, high performance and complex time
350 hours flight time, 200 hours Alaska time, second class medical certificate.**

DEPARTMENT OF PUBLIC SAFETY



N739SG

Aircraft is Based at Anchorage

Aircraft Primary Use:

Alaska State Trooper, Village Public Safety Enforcement, Search and Rescue, Pilot Recurrent Proficiency Training.

Aircraft Make/Model -	Cessna 172	Airframe Total Time -	2951 hours
Manufactured -	1978	Last Airframe Major Overhaul -	1994
Acquired Date -	1990 Forfeited to the State	Next Projected Airframe Overhaul 18 year -	2012
Appraised Value -	\$51,000		

Powerplant -	O-320-D 160 horsepower
Powerplant Total Time -	1158 hours
Powerplant Required Overhaul -	2000 hours
Powerplant Time Remaining to Overhaul -	842 hours
Powerplant Replacement Cost - (1996 data)	\$16,800
Projected Date of Replacement/Overhaul -	Year 2004

Propeller Replacement Estimated Year -	2002 Estimated Cost \$2200
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Aircraft is equipped with following support equipment:

VHF Communication Radio KX 155 -	Yes	Fluidyne 3600 Hydraulic Wheel Ski -	No
Global Position Navigation Radio, Trimble 2000 -	Yes	EDO 3430 Floats -	No
Police Radio, King KFM 985 -	Yes	Oversize Tundra Tires -	Yes
Engine Winter Heater, Tannis -	Yes		

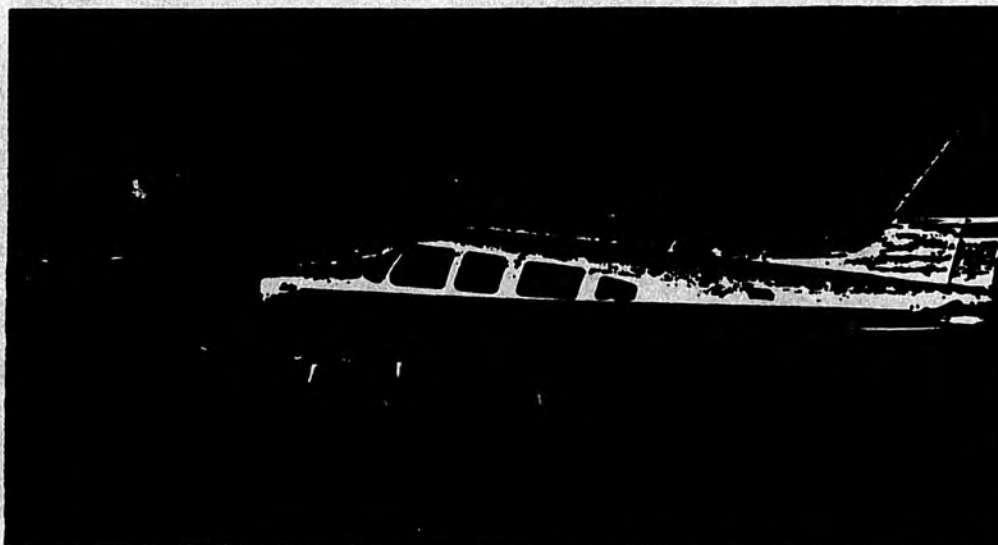
Aircraft Post Support Requirements :

220-Gallon Bulk Fuel Support Tank -	No	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	No
Hangar Storage -	No		

Pilot Minimum Experience:

FAA Certificated Private Pilot with Airplane Single Engine Land Rating, 200 hours flight time, 200 hours Alaska time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N9084J

Aircraft is Based at King Salmon.

Aircraft Primary Use:

Alaska State Trooper and Village Police Enforcement; Search and Rescue.

Aircraft Make/Model - Piper Saratoga PA-32-301
Manufactured - 1985
Acquired Date - Purchased Used 1995
Appraised Value - \$152,500

Airframe Total Time - 4234 hours
Last Airframe Major Overhaul - 1995
Next Projected Airframe Overhaul 20-Year - 2015

Powerplant -
Powerplant Total Time -
Powerplant Required Overhaul Due -
Powerplant Time Remaining to Required Overhaul -
Projected Powerplant Overhaul Year 1999

Lycoming IO-540K 300 horsepower
1656 hours
2000 hours
344 hours
\$18,000 Estimated Cost

Propeller Required 5-Year Overhaul Due -

Oct 2001, Estimated Cost \$1500

Aircraft is equipped with following support equipment:

VHF Communication Radio - KY 197 -
Global Position Navigation Radio - Trimble 2000
Police Radio, King KFM 985 -

Yes
Yes
Yes

Oversize Tundra Tires -
Engine Winter Heater, Tannis

Yes
Yes

Aircraft Post Support Requirements -
Wing and Engine Covers -
Hangar Storage -

Yes
Yes

Wheel Tie Down -

Yes

Pilot Minimum Experience:

FAA certificated Private Pilot with Single Engine Land Rating, high performance and complex time, 350 hours flight time, second class medical.

DEPARTMENT OF PUBLIC SAFETY



N9452N

Aircraft is Based at Anchorage

Aircraft Primary Use:

Fish and Wildlife Enforcement of Sport Hunting, Sport and Commercial Fisheries, Subsistence;
Alaska State Trooper and Village Public Safety Enforcement; Search and Rescue.

Aircraft Make/Model -	Cessna 185F	Airframe Total Time -	3930 hours
Manufactured -	1982	Last Airframe Major Overhaul -	Original
Acquired Date -	1982 Purchased New	Next Projected Airframe Overhaul 18 year -	2000
Appraised Value -	\$179,000		

Powerplant -	Continental IO-520 300 horsepower
Powerplant Total Time -	1128 hours
Powerplant Required Overhaul -	1500 hours
Powerplant Time Remaining to Overhaul -	372 hours
Powerplant Replacement Cost - (1996 data)	\$17,800
Projected Date of Replacement/Overhaul -	Year 1999

Propeller 5-Year Overhaul Due -	1999, Due New Blades, Est. Cost \$6500
Propeller Total Time -	978 hours, Due Overhaul at 1700 hours

Aircraft is equipped with following support equipment:

VHF Communication Radio KX 175 -	Yes	Fluidyne 3600 Hydraulic Wheel Ski -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	EDO 3430 Floats -	Yes
Police Radio, King KFM 985 -	Yes	Oversize Tundra Tires -	Yes
Engine Winter Heater, Tannis -	Yes		

Aircraft Post Support Requirements :

220-gallon Bulk Fuel Support Tank -	No	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	No		

Pilot Minimum Experience:

FAA Certificated Private Pilot with Airplane Single Engine Land and Sea Rating, high performance and complex time, 350 hours flight time, 200 hours Alaska time, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N9380N

Aircraft is Based at Fairbanks

Aircraft Primary Use:

Fish and Wildlife Enforcement of Sport Hunting, Sport and Commercial Fisheries, Subsistence;
Alaska State Trooper and Village Public Safety Enforcement; Search and Rescue.

Aircraft Make/Model -	Cessna 185F	Airframe Total Time -	2839 hours
Manufactured -	1982	Last Airframe Major Overhaul -	Original
Acquired Date -	1982 Purchased New	Next Projected Airframe Overhaul 18 year -	2000
Appraised Value -	\$179,000		

Powerplant -	Continental IO-520 300 horsepower
Powerplant Total Time -	463 hours
Powerplant Estimated Overhaul Due -	1500 hours
Powerplant Time Remaining to Overhaul -	1037 hours
Powerplant Replacement Cost - (1996 data)	\$17,800
Projected Date of Replacement/Overhaul -	Year 2001

Propeller 5-Year Overhaul Due -	June 2000, Due New Blades, Est. Cost \$6500
Propeller Total Time -	152 hours, Due Overhaul at 1700 hours

Aircraft is equipped with following support equipment:

VHF Communication Radio KX 175 -	Yes	Fluidyne 3600 Hydraulic Wheel Ski -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	EDO 3430 Floats -	Yes
Police Radio, King KFM 985 -	Yes	Oversize Tundra Tires -	Yes
Engine Winter Heater, Tannis -	Yes		

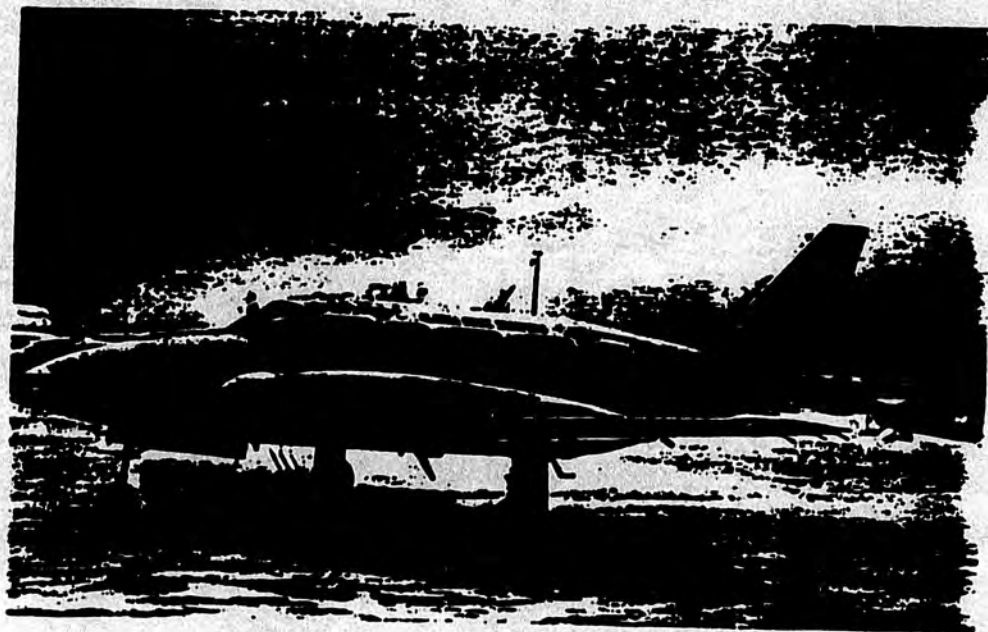
Aircraft Post Support Requirements :

220-Gallon Bulk Fuel Support Tank -	Yes	Wheel Tie Down -	Yes
Wing and Engine Covers -	Yes	Float Tie Down and Docking -	Yes
Hangar Storage -	Yes		

Pilot Minimum Experience:

**FAA certificated Private Pilot with Airplane Single Engine Land and Sea Rating, high performance and complex time
350 hours flight time, 200 hours Alaska time, second class medical certificate.**

DEPARTMENT OF PUBLIC SAFETY



N4106A

Aircraft is Based at Fairbanks

Aircraft Primary Use:

Village Public Safety Officer Enforcement, Alaska State Trooper Transport, Search and Rescue, SERT Team Deployment, Prisoner Transport.

Aircraft Make/Model -	Piper PA-31-350 Chieftain, Twin-Engine Non-Pressurized, 9 Passenger, IFR All-Weather Model.		
Manufactured -	1983	Airframe Total Time -	3073 hours
Acquired Date -	1992 Purchased used	Last Airframe Major Overhaul -	Original
Appraised Value -	\$332,000.	Next Projected Airframe Overhaul 2 year -	2000

Powerplants -	2 Lycoming TIO-540-J2BDM 350 horsepower each
Powerplants Time Since Overhaul -	#1- 1452hours, #2- 1452 hours
Powerplants Time Remaining to Overhaul -	348 hours
Powerplants Required Overhaul -	1800 hours
Powerplant Overhaul Cost Estimate- (1996 data)	\$37,000 ea. = \$74,000
Projected Date of Replacement/Overhaul -	Year 2000

Propellers 5-Year Overhaul Due -	December 2001, Est. \$2500 ea. = \$5500
Propeller Total Time -	496 Due Overhaul 1800 hours

Aircraft is equipped with following support equipment:

VHF Communication Radio -	Yes	Police Radio, King KFM 985 -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Microwave Landing System -	Yes

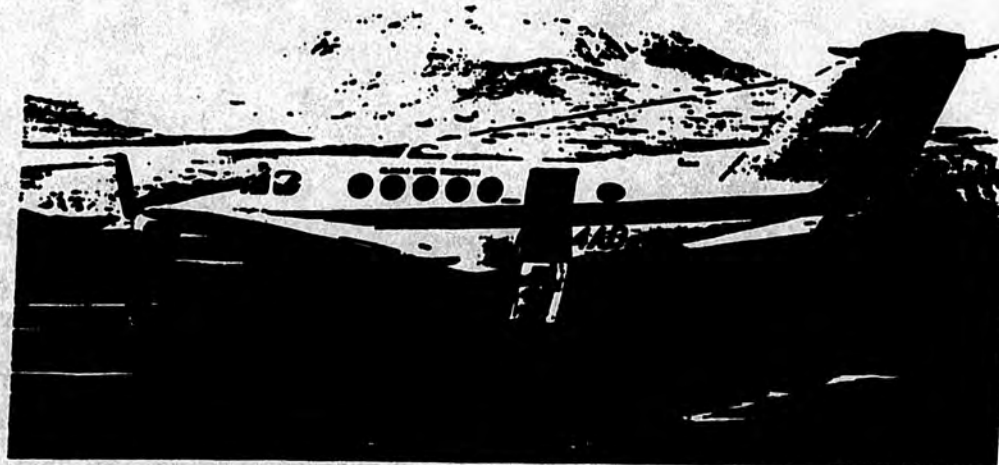
Aircraft Post Support Requirements :

Engine Winter Heater, Tannis -	Yes	Hangar Storage -	Yes
Wing and Engine Covers -	Yes		

Pilot Minimum Experience:

FAA certificated Commercial Pilot with Multi-Engine and Instrument Rating, 1000 hours flight time, 200 hours Alaska time, 25 hours multi-engine time, 100 hours instrument time, 50 hours night-time, and second class medical.

DEPARTMENT OF PUBLIC SAFETY



N444AD

Aircraft is Based at Anchorage

Aircraft Primary Use:

Fish and Wildlife Commercial Fisheries Enforcement; Search and Rescue; SERT Team Deployment; Prisoner Transport.

Aircraft Make/Model -	Beechcraft King Air 200, Twin-Engine Pressurized, 9 Passenger, IFR All-Weather Model.		
Manufactured -	1980		
Acquired Date -	1992 Purchased Used	Last Airframe Major Overhaul -	May 1992
Appraised Value -	\$1,825,000	Airframe Total Time -	8165 hours.
		Next Projected Airframe Overhaul 15 year -	2007

Powerplants -	2 Pratt & Whitney PT6A-41 850 horsepower each
Powerplants Time Since Overhaul -	2585 hours, Time Remaining: 415 Hours
Powerplants Overhaul:	3000 hours
Powerplants Installed -	January 1993
Powerplant Overhaul Cost Estimate- (1996 data)	\$150,000 ea. = \$300,000
Projected Date of Replacement/Overhaul -	May-June 1999
Powerplants Hot Section Inspection/Repair each 1500 hours	\$20,000 ea. = \$40,000
Powerplants Hot Section Due -	3000 hours or Year 1999

Propellers 5-Year Overhaul Due -	2003, Est. \$3500 ea. = \$7000
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Aircraft is equipped with following support equipment:

FLIR - Thermal-Imaging and Video VHS Camera with recording system -	Yes
Police Radio, NAT 138 -	Yes
Global Position Navigation Radio -	Yes
VHF Communication Radio -	Yes
Microwave Landing System -	Yes

Aircraft Post Support Requirements :

Engine Winter Heater , Tannis -	Yes	Hangar Storage -	Yes (Anchorage Only)
Wing and Engine Covers -	Yes	550-gallon Bulk Fuel Support Tank -	Yes (St. Paul)

Pilot Minimum Experience:

FAA certificated Commercial Pilot with Multi-Engine and Instrument Rating, Airline Transport Pilot (ATP) Rating, 3000 hours flight time, 1000 hours Alaska time, 1000 hours multi-engine, 500 hours actual instrument, 200 hours night-time, and second class medical

King Air 200

The State of Alaska, Department of Public Safety, Fish and Wildlife Protection Division, operates a Beech King Air 200 for search and rescue missions, fisheries enforcement patrols, prisoner transports, and other logistical support as needed throughout Alaska.

Call Sign: N444AD

Patrol Endurance: Low Altitude – 4.0 to 4.5 hours
High Altitude – 5.5 hours

Maximum Range: Approximately 1000 nautical miles

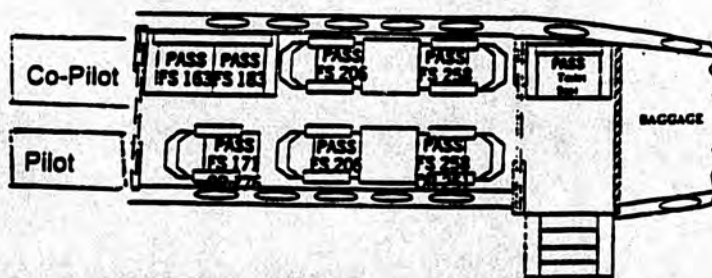
Altitudes: Normal Overwater Patrol – 200 to 2000 feet
Maximum Altitude - 35,000 feet

Speeds: Maximum – 250 knots

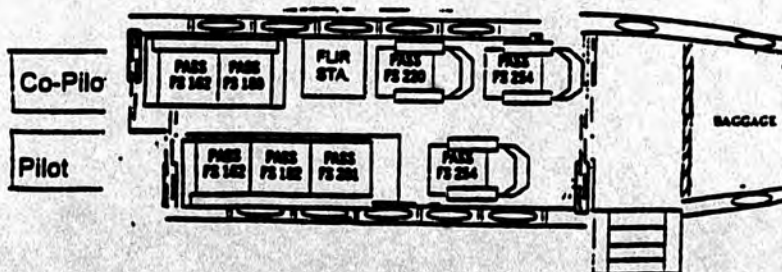
Capability: Direction Finding Receiver to locate ELT signals (Frequency 121.5)
Dual GPS (Global Positioning System)
Forward Looking Infra Red (FLIR) Camera *
Color TV Camera *

*Used to document evidence of violations and for search and rescue

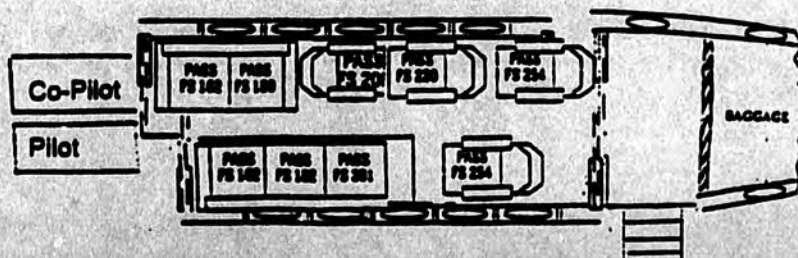
Crew: Minimum is 2 pilots and 1 camera operator during patrols and search and rescue operations. Minimum is 2 pilots for prisoner transports and other logistics flights.



Original King Air
Configuration
For Passenger Compartment



Current Configuration
With FLIR Station Installed



Configuration with
FLIR Station Removed and
Aft-Facing Seat Installed