

ALASKA LEGISLATURE SPECIAL COMMITTEE/SUBJECT FILES 8672

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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:

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

Charter:

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

Exclusive Lease:

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

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

\$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.

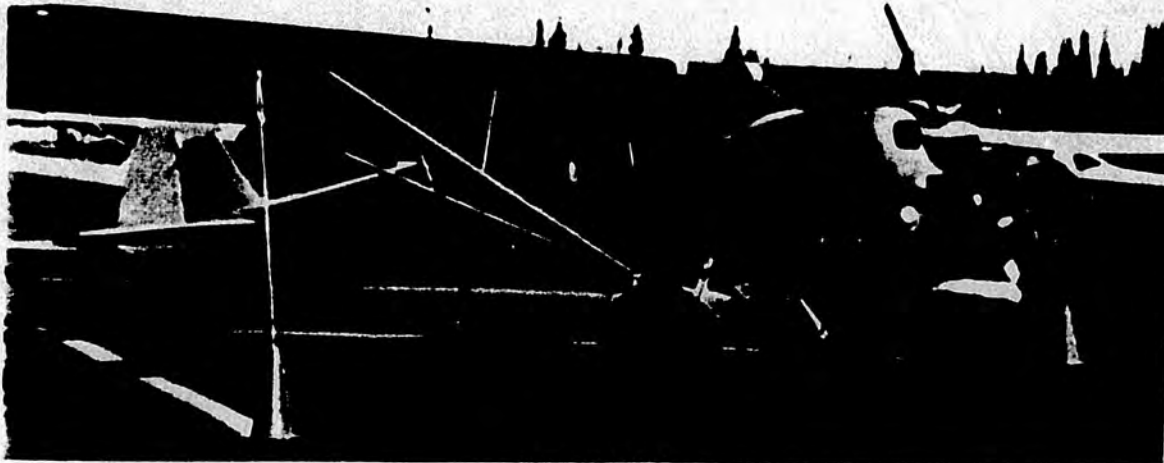
State aircraft: \$242
Charter: \$1370
Commercial: \$450

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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

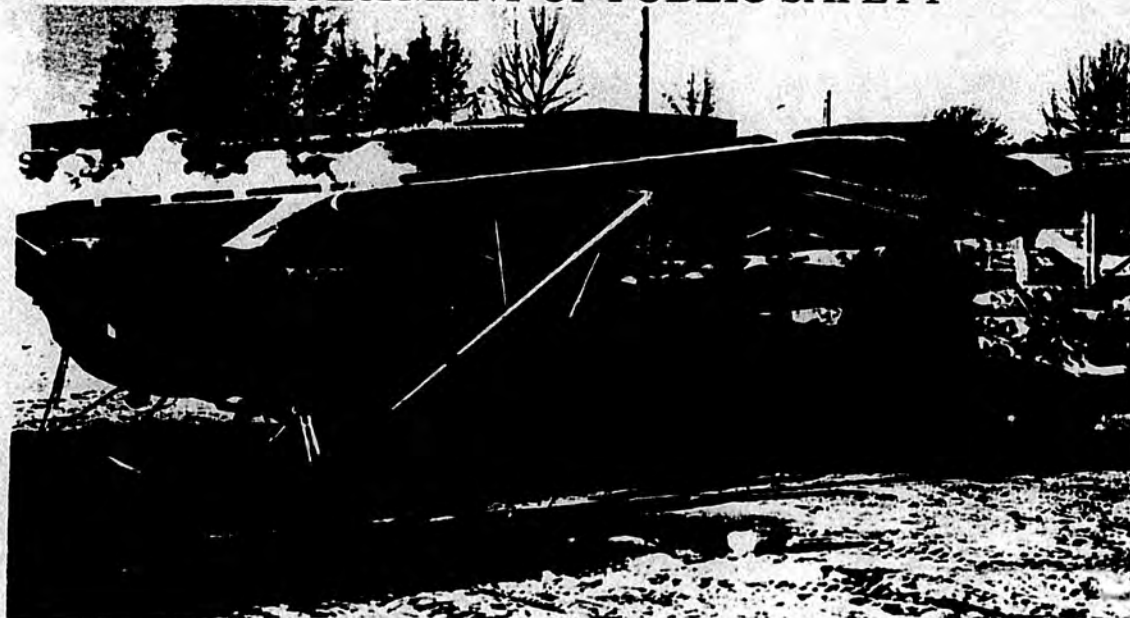
Aircraft Post Support Requirements:

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

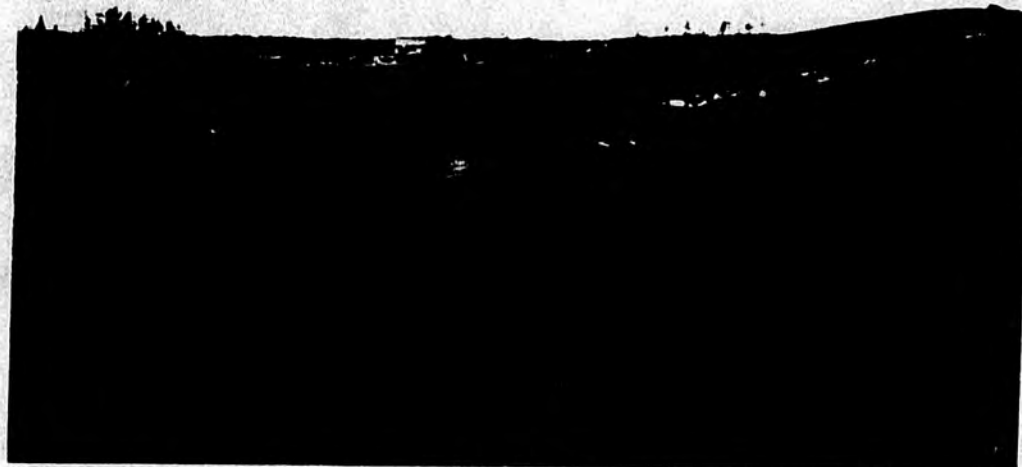
Aircraft Post Support Requirements -

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 Soldotna

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 -	3520 hours
Manufactured -	1968	Last Airframe Major Overhaul -	November 1996
Acquired Date -	1993 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 -	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

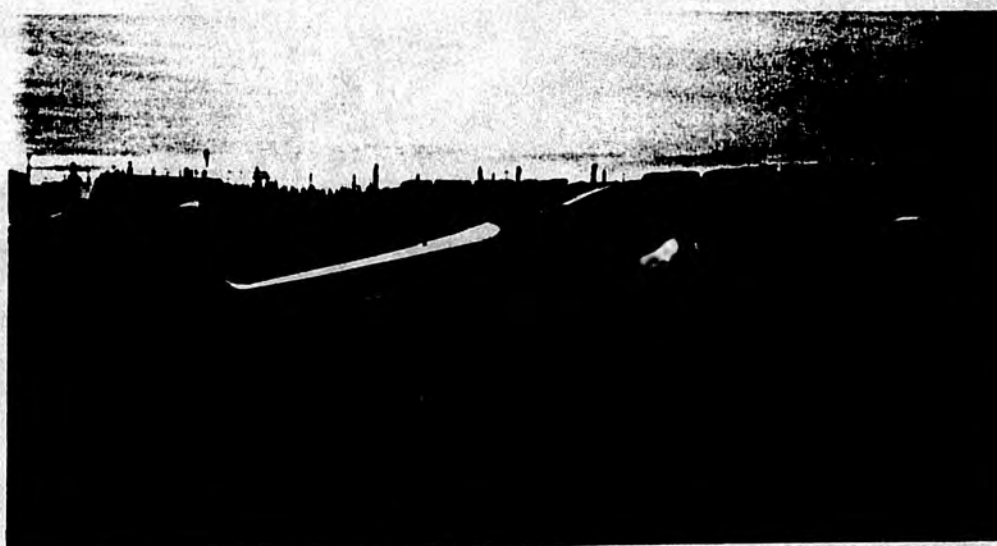
Aircraft Post Support Requirements -

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 1992
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

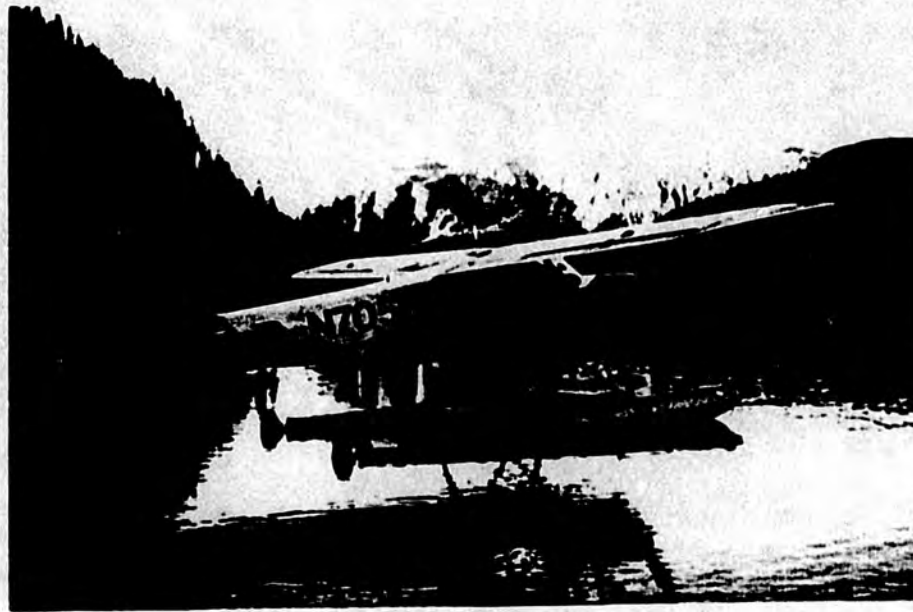
Aircraft Post Support Requirements -

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

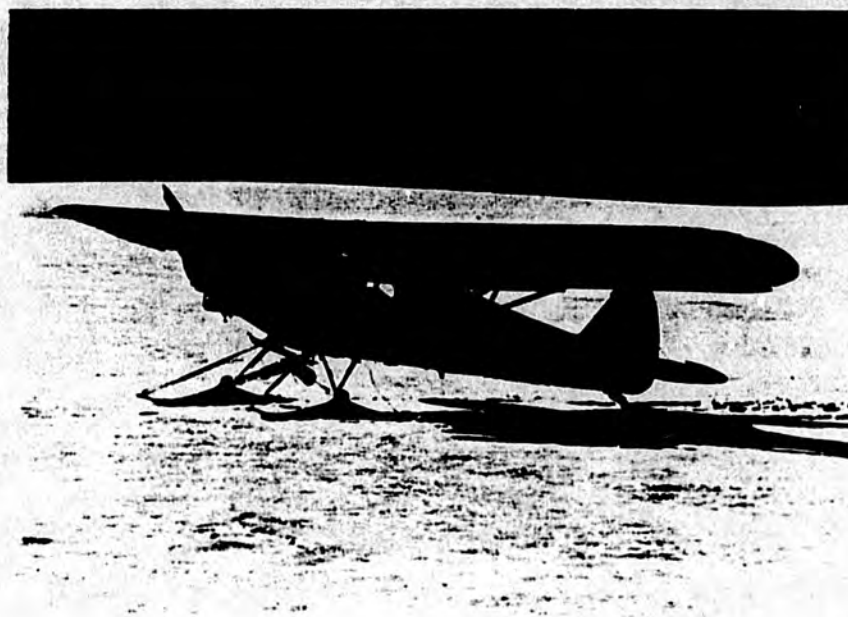
Aircraft Post Support Requirements -

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 - 7888 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

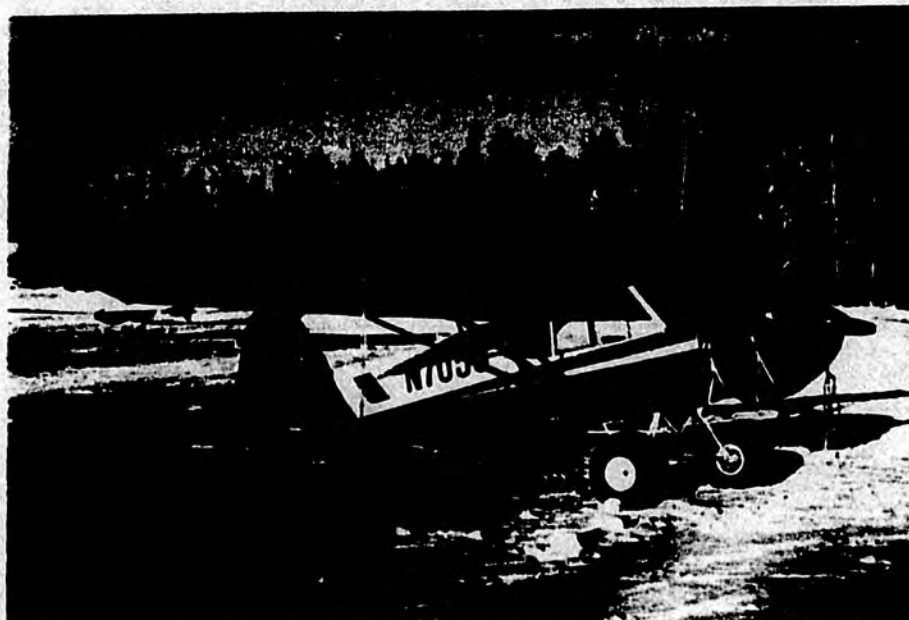
Aircraft Post Support Requirements -

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

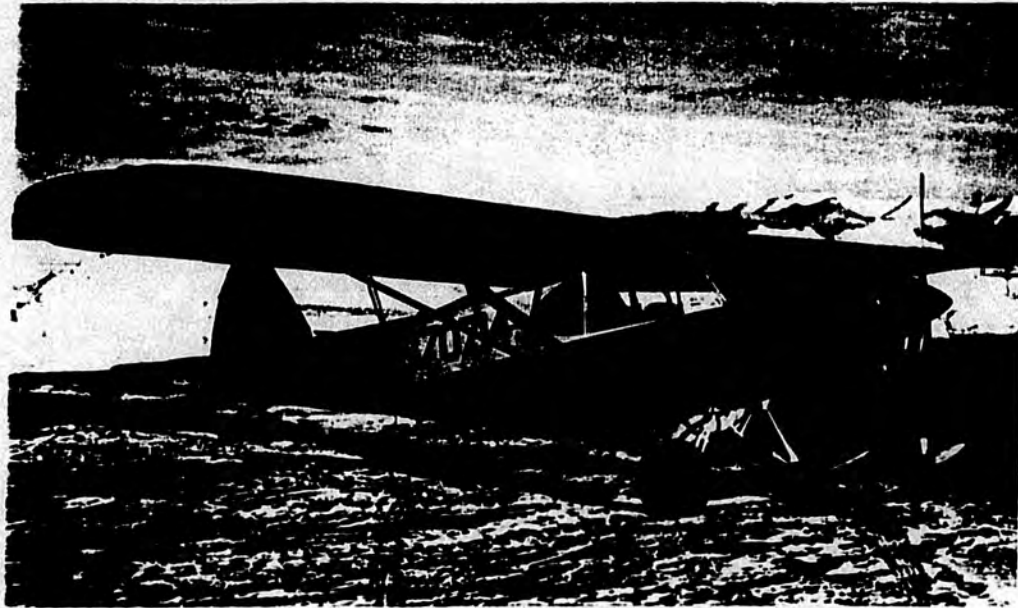
Aircraft Post Support Requirements -

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 0-320-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 Hanger)		

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
Manufactured - 1976
Acquired Date - 1981 Forfeited to the State
Appraised Value - \$100,000

Airframe Total Time - 4421 hours
Last Airframe Major Overhaul - March 1996
Next Projected Airframe Overhaul 12 year - 2008

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

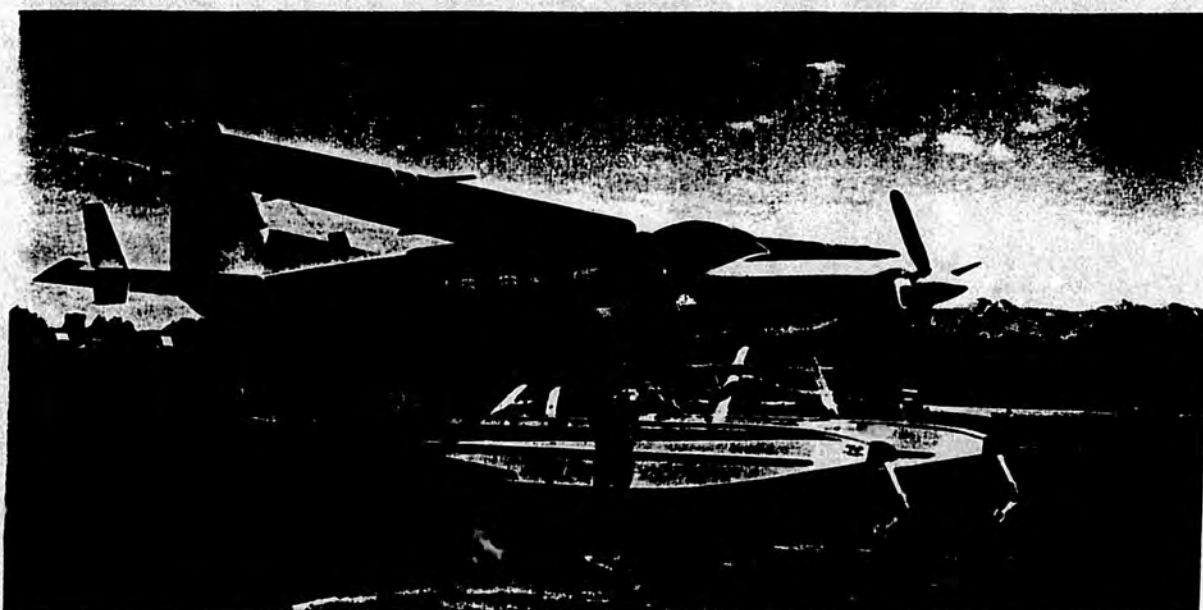
Aircraft Post Support Requirements -

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		

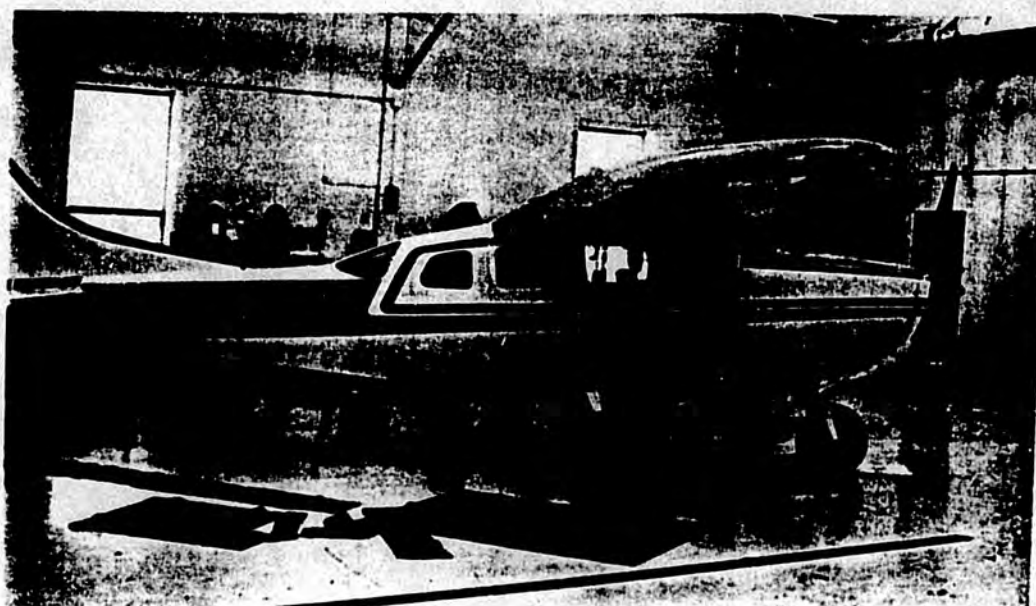
Aircraft Post Support Requirements :

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 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



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	Airframe Total Time -	5684 hours
Manufactured -	1979	Last Airframe Major Overhaul -	Original
Acquired Date -	1979 Purchased New	Next Projected Airframe Overhaul 20 year -	2000
Appraised Value -	\$151,000		

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 Replacemen/ 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		

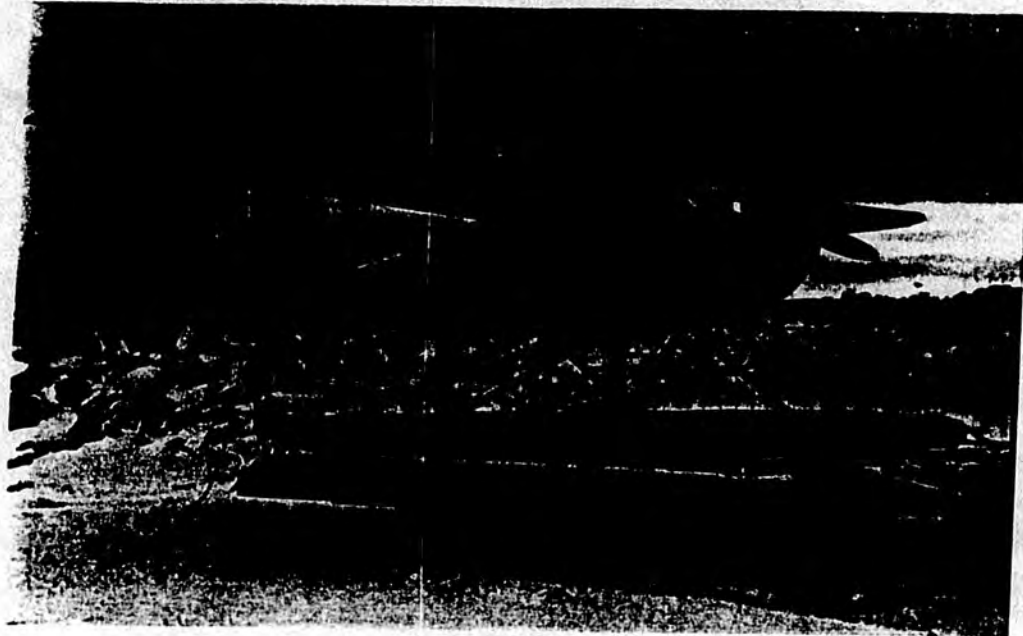
Aircraft Post Support Requirements :

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		

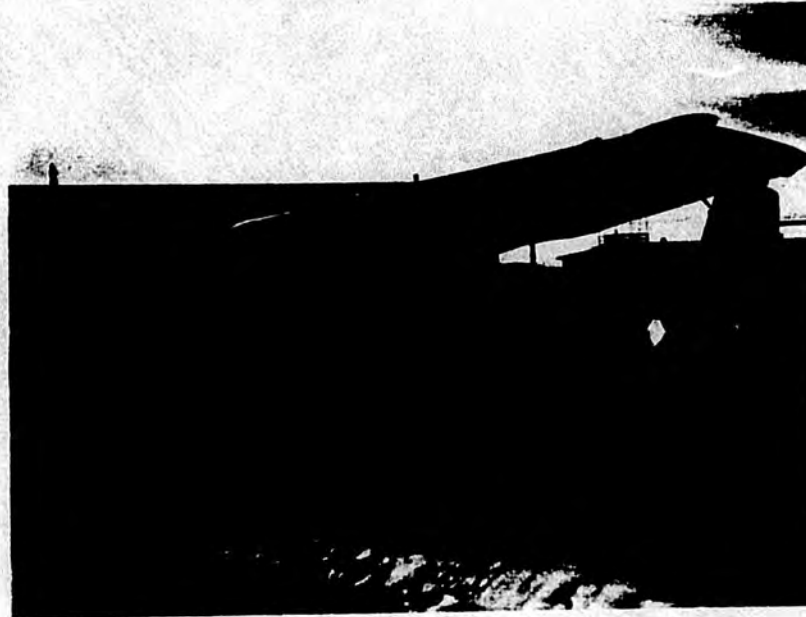
Aircraft Post Support Requirements :

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
 Manufactured - 1983
 Acquired Date - 1984 Purchased New
 Appraised Value - \$179,000

Airframe Total Time - 2493 hours
 Last Airframe Major Overhaul - Original
 Next Projected Airframe Overhaul 20 year - 2003

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		

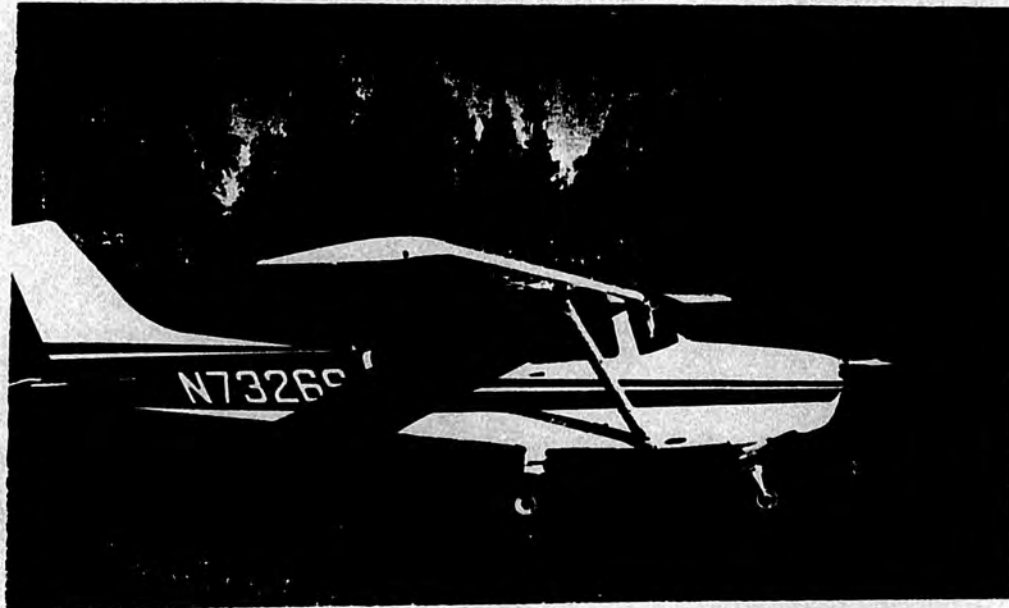
Aircraft Post Support Requirements :

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

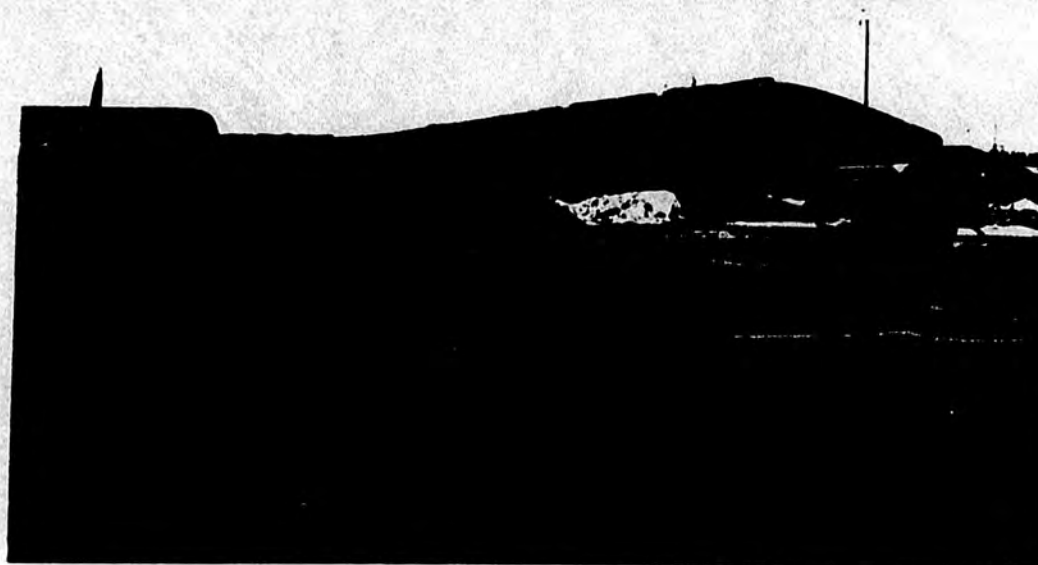
Aircraft Post Support Requirements :

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		

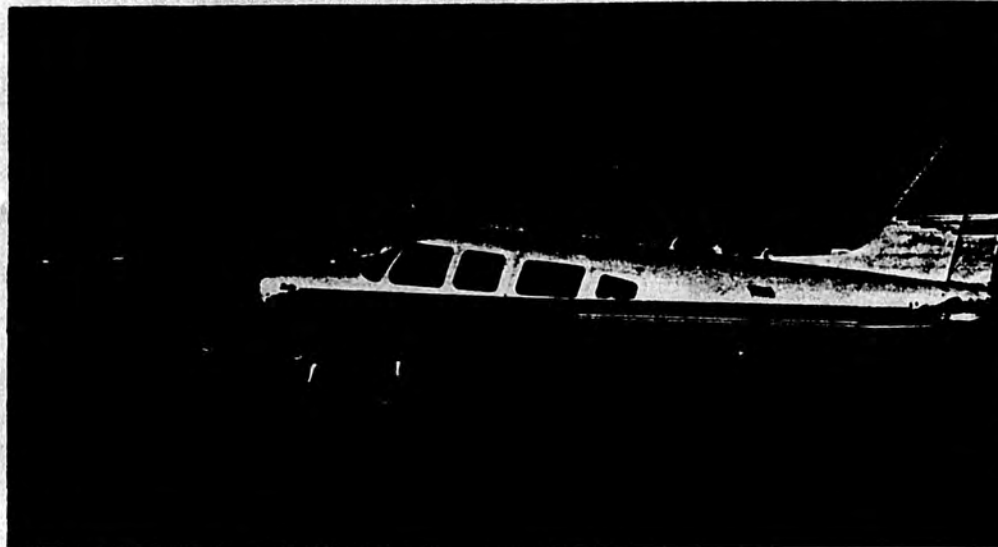
Aircraft Post Support Requirements :

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	Airframe Total Time -	4234 hours
Manufactured -	1985	Last Airframe Major Overhaul -	1995
Acquired Date -	Purchased Used 1995	Next Projected Airframe Overhaul 20-Year -	2015
Appraised Value -	\$152,500		

Powerplant -	Lycoming IO-540K 300 horsepower
Powerplant Total Time -	1656 hours
Powerplant Required Overhaul Due -	2000 hours
Powerplant Time Remaining to Required Overhaul -	344 hours
Projected Powerplant Overhaul Year 1999	\$18,000 Estimated Cost

Propeller Required 5-Year Overhaul Due -	Oct 2001, Estimated Cost \$1500
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Aircraft is equipped with following support equipment:

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

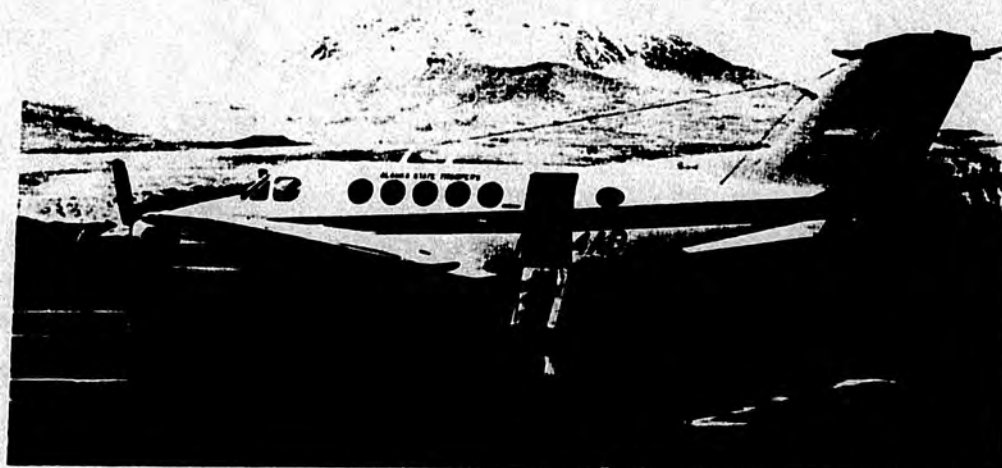
Aircraft Post Support Requirements :

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		

Aircraft is equipped with following support equipment:

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

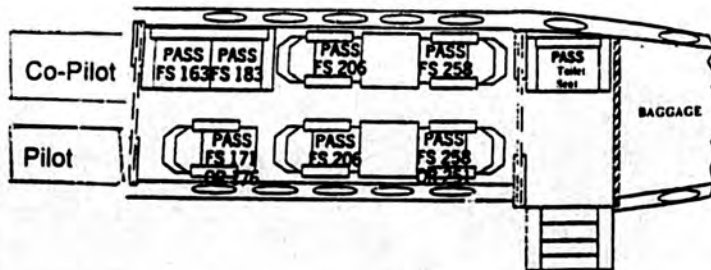
Altitudes: Normal Overwater Patrol – 200 to 2000 feet
Maximum Altitude - 35,000 feet

Speeds: Maximum – 250 knots

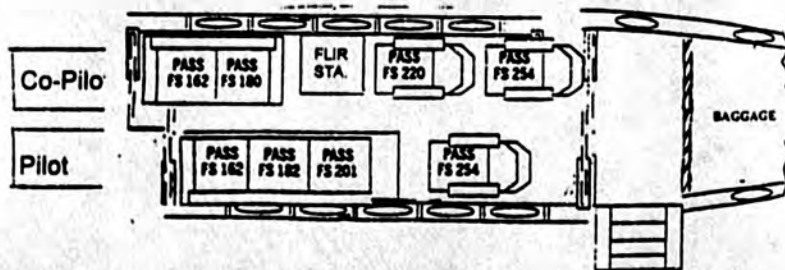
Capability: Direction Finding Receiver to locate ELT signals (Frequency 121.5)
Dual GPS (Global Positioning System)
Forward Looking Infra Red (FLIR) Camera *
Color TV Camera *

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

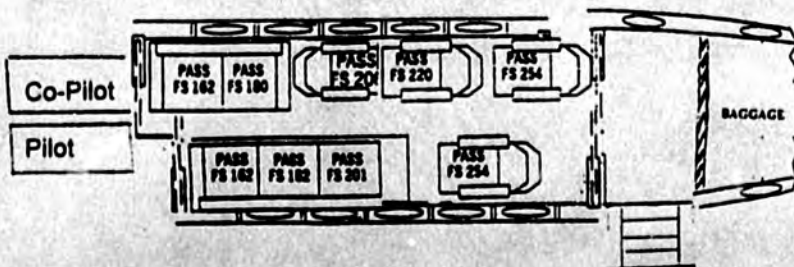
Crew: Minimum is 2 pilots and 1 camera operator during patrols and search and rescue operations. Minimum is 2 pilots for prisoner transports and other logistics flights.



Original King Air
Configuration
For Passenger Compartment

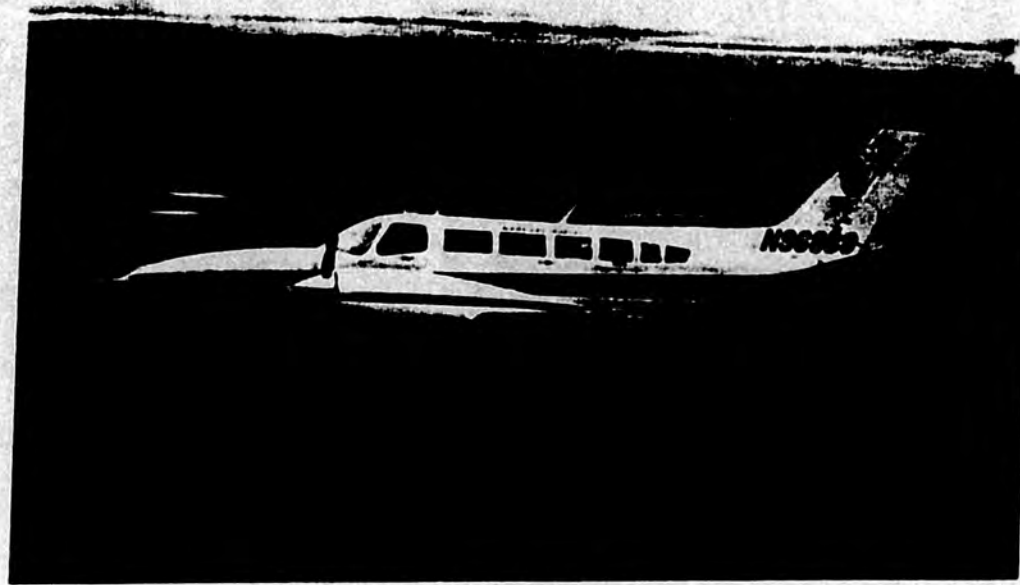


Current Configuration
With FLIR Station Installed



Configuration with
FLIR Station Removed and
Aft-Facing Seat Installed

DEPARTMENT OF PUBLIC SAFETY



N96869

Aircraft is Based at Anchorage

Aircraft Primary Use:

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

Aircraft Make/Model - Cessna 404 Titan, Twin-Engine Non-pressurized, 9 Passenger, IFR All-Weather Model.

Manufactured - 1979

Acquired Date - 1995 Federal DEA Transfer

Appraised Value - \$315,000

Last Airframe Major Overhaul - Original

Airframe Total Time -

7083 hours

Next Projected Airframe Overhaul -

As Needed

Powerplants -

2 Continental GTSIO-520-M 375 horsepower

Powerplants Time Since Overhaul -

#1-818, #2-718 hours

Powerplants Required Overhaul -

1600 hours

Projected Date of Replacement/Overhaul -

Year 2001

Powerplant Overhaul Cost Estimate- (1996 data)

\$37,000 ea. = \$74,000

Propellers 5-Year Overhaul Due -

February 2001, Est. \$2500 ea. = \$5500

Propellers Total Time -

718 hours

Due Overhaul at 1600 hours

Aircraft is equipped with following support equipment:

VHF Communication Radio -

Yes

Microwave Landing System -

Yes

Global Position Navigation Radio, Tri. ble 2000 -

Yes

Police Radio, King KFM 985 -

Yes

Aircraft Post Support Requirements :

Engine Winter Heater , Tannis-

Yes

Hangar Storage -

No

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



N70711

Helicopter is Based at Fairbanks

Helicopter Primary Use:

Alaska State Trooper Search and Rescue, SERT Team Deployment, Village Public Safety Enforcement,
Secondary Use for Fish and Wildlife Enforcement.

Aircraft Make/Model -	Bell Helicopter 206B	Airframe Total Time -	14,175 hours
Manufactured -	1974	Main Transmission Hours to Overhaul -	0 hours
Acquired Date -	1992 Purchased Used	Transmission Overhaul Year -	1999
Appraised Value -	\$550,000	Hours Remaining to Main Rotor Head Overhaul -	625 hours
		Next Projected Main Rotor Overhaul Due Year-	2000
			Est. Cost \$12,000

Powerplant -	Allision 250-C20 420 horsepower Turboshaft engine
Powerplant Total Time -	12,808 hours
Powerplant Power Turbine Hours Remaining to Overhaul -	1298 hours
Projected Power Turbine Overhaul Due -	2002, Est. Cost \$54,000

Helicopter is equipped with following support equipment:

VHF Communication Radio KY 196 -	Yes	Floats, Pop Out -	No
Global Position Navigation Radio, Trimble 2000 -	Yes	Litter Capabilities for 2 Patients -	Yes
Police Radio, Wulfsburg 9600 -	Yes	Night Sun Lights -	Yes
FLIR Thermal-Imaging Camera-	Yes		

Aircraft Post Support Requirements :

Hangar Storage -	Yes
500-Gallon Bulk Fuel Support Tank -	Yes

Pilot Minimum Experience:

FAA certified Commercial Pilot with Rotorcraft-Helicopter Rating, 1000 hours flight time, 200 hour Bell 206B, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N206MP

Helicopter is Based at Anchorage

Helicopter Primary Use:

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

Secondary Use includes Fish and Wildlife Enforcement.

Helicopter Make/Model -	Bell Helicopter 206L-3	Airframe Total Time -	4,176 hours
Manufactured -	1982	Main Transmisson Hours to Overhaul -	3350 hours
Acquired Date -	1998 Purchased Used	Projected Transmission Overhaul Year -	2006, Est. \$25,000
Appraised Value -	\$600,000	Hours Remaining to Main Rotor Head Overhaul -	1835 hours
		Next Projected Main Rotor Overhaul Due Year -	2003 Est. \$6,000

Powerplant -	Allision 250-C30 Turboshift engine
Powerplant Total Time -	4,148 hours
Powerplant Power Turbine Hours Remaining to Overhaul -	200 hours
Projected Power Turbine Overhaul Due Year-	1999, Est. Cost \$58,000

Helicopter is equipped with following support equipment:

VHF Communication Radios -	Yes	Floats, Pop Out -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Litter Capabilities for 2 Patients -	Yes
Police Radio, Wulfsburg Flexcom -	Yes	Night Sun Lights -	Yes
FLIR Thermal-Imaging Camera -	Yes	Cargo Hook -	Yes
Public Address (PA) System -	Yes		

Aircraft Post Support Requirements :

Hangar Storage -	Yes
220-Gallon Bulk Fuel Support Tank -	Yes

Pilot Minimum Experience:

FAA certified Commercial Pilot with Rotorcraft-Helicopter rating, 1000 hours flight time, 200 hours Bell 206B, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N7183P

Helicopter is Based at Anchorage

Helicopter Primary Use:

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

Helicopter Make/Model -	Robinson R-44 Clipper	Airframe Total Time -	93 hours
Manufactured -	1998	Last Airframe Major Overhaul -	New
Acquired Date -	New 1998	Next Projected Airframe Overhaul at 2000 hours -	Year 2004
Appraised Value -	\$311,000	Hours Remaining to Required Overhaul -	1907 hours
		Factory Overhaul Cost -	Estimated \$160,000

Powerplant -	Lycoming 260 horsepower
Powerplant Total Time -	93 hours
Powerplant Time Remaining to Overhaul -	1907 hours
Powerplant Replacement Due -	2000 hours
Powerplant Replacement Cost - (1996 data)	\$25,000
Projected Date of Replacement/Overhaul -	Year 2004

Helicopter is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	Mariner Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Tundra Pads -	Yes
Police Radio, King KFM 985 -	Yes		

Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -	No	Hangar Storage -	No
Rotor and Engine Covers -	Yes		

Pilot Minimum Experience:

FAA certificated Commercial Pilot with Rotorcraft-Helicopters, 1000 hours flight time, 200 hours in R-44, second class medical certificate.

DEPARTMENT OF PUBLIC SAFETY



N8324U

Helicopter is Based at Aniak

Helicopter Primary Use:

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

Helicopter Make/Model -	Robinson R-22 Mariner	Airframe Total Time -	1117 hours
Manufactured -	1995	Last Airframe Major Overhaul -	New
Acquired Date -	New 1995	Next Projected Airframe Overhaul at 2000 hours -	Year 2000
Appraised Value -	\$139,500	Hours Remaining to Required Overhaul -	883 hours
		Factory Overhaul Cost -	Estimated \$80,000

Powerplant -	Lycoming 160 horsepower
Powerplant Total Time -	407 hours
Powerplant Time Remaining to Overhaul -	1117 hours
Powerplant Replacement Due -	2000 hours
Powerplant Replacement Cost - (1996 data)	\$16,000
Projected Date of Replacement/Overhaul -	Year 2000

Helicopter is equipped with following support equipment:

VHF Communication Radio, King KY 197 -	Yes	Mariner Floats -	Yes
Global Position Navigation Radio, Trimble 2000 -	Yes	Tundra Pads -	Yes
Police Radio, King KFM 985 -	Yes		

Aircraft Post Support Requirements -

220-Gallon Bulk Fuel Support Tank -	Yes	Hangar Storage -	No
Rotor and Engine Covers -	Yes		

Pilot Minimum Experience:

FAA certificated Commercial Pilot with Rotorcraft-Helicopters, 1000 hours flight time, 100 hours in R-22, second class medical certificate.

Agency Totals - FY00 Operating Budget

Agency: Department of Public Safety

	FY98 Act	FY99 CC	FY99Auth	Gov Amd	House	Senate	ConfComm	FY99Auth to ConfComm	
Totals for Agency	90,452.2	93,640.6	94,791.5	98,597.8	98,144.1	96,260.4	97,410.5	2,619.0	2.8%
Objects of Expenditure:									
Personal Services	51,350.4	55,185.1	55,530.5	55,674.6	55,492.1	54,122.0	54,334.3	-696.2	-1.3%
Travel	4,039.5	4,135.4	4,135.4	4,393.6	4,368.5	4,001.8	4,365.5	230.1	5.6%
Contractual	19,849.5	20,609.7	21,211.4	17,745.6	17,717.2	17,246.3	17,802.2	-3,409.2	-16.1%
Commodities	3,070.3	2,802.8	2,805.1	2,967.4	2,965.7	2,929.7	2,934.5	129.4	4.6%
Equipment	2,311.5	551.7	551.7	566.2	557.7	557.7	557.7	6.0	1.1%
Lands/Buildings	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	%
Grants, Claims	9,631.0	10,557.4	10,557.4	17,250.4	17,042.9	17,402.9	17,077.9	6,520.5	61.8%
Miscellaneous	0.0	-201.5	-0.0	-0.0	-0.0	-0.0	-161.6	-161.6	%
Funding Sources:									
1000 Restrtd GF	253.8							0.0	%
1002 Fed Rcpts	6,767.0	8,807.3	8,841.5	10,117.3	10,237.3	10,237.3	10,237.3	1,395.8	15.8%
1003 G/F Match	541.0	525.7	527.3	527.3	527.3	527.3	527.3	0.0	0.0%
1004 Gen Fund	73,905.5	74,308.5	75,006.2	77,135.4	76,232.9	74,164.2	75,414.3	408.1	0.5%
1005 GF/Prgm	1,491.6	1,750.9	2,077.3	2,077.3	2,077.3	1,852.3	1,852.3	-225.0	-10.8%
1007 I/A Rcpts	3,878.5	3,996.3	4,002.4	4,524.0	4,524.0	4,524.0	4,524.0	521.6	13.0%
1024 Fish/Game	885.0	1,135.0	1,135.7	1,060.7	1,060.7	1,060.7	1,060.7	-75.0	-6.6%
1050 PFD Fund	2,119.1	2,904.4	2,905.2	2,905.2	3,234.0	3,334.0	3,234.0	328.8	11.3%
1053 Invst Loss	481.6		83.1	0.0	0.0	-0.0	0.0	-83.1	-100.0%
1055 IA/OIL HAZ	45.2	49.0	49.3	49.3	49.3	49.3	49.3	0.0	0.0%
1108 Stat Desig	83.9	163.5	163.5	201.3	201.3	511.3	511.3	347.8	212.7%
Positions:									
Perm Full Time	738.0	757.0	757.0	746.0	745.0	745.0	745.0	-12.0	-1.6%
Perm Part Time	27.0	28.0	28.0	27.0	27.0	27.0	27.0	-1.0	-3.6%
Non-Perm	0.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0%

Component Summary - FY00 Operating Budget

Agency: Department of Public Safety

Page	Budget Component	FY98 Act	FY99 CC	FY99Auth	Gov Amd	House	Senate	ConfComm	FY99Auth to ConfComm	
Fish and Wildlife Protection										
1	Enforcement/Investigative Svcs	11,145.1	11,016.6	11,042.8	11,352.3	11,330.1	11,042.8	11,220.6	177.8	1.6%
2	Director's Office	246.9	247.0	247.8	247.8	247.8	247.8	247.8	-0.0	-0.0%
3	Aircraft Section	2,194.3	1,627.8	1,629.8	1,629.8	1,629.8	1,629.8	1,629.8	0.0	0.0%
4	Marine Enforcement	2,577.5	2,925.3	2,928.0	2,928.0	2,928.0	2,928.0	2,928.0	0.0	0.0%
5	AK Fish & Wildlife Safeguard					15.0	15.0	15.0	15.0	%
	* BRU Total	16,163.8	15,816.7	15,848.4	16,157.9	16,150.7	15,863.4	16,041.2	192.8	1.2%
Dalton Highway Protection										
6	Dalton Highway Protection	90.1	90.0	90.2	90.2	90.2	90.2	90.2	0.0	0.0%
	* BRU Total	90.1	90.0	90.2	90.2	90.2	90.2	90.2	0.0	0.0%
Fire Prevention										
7	Fire Prevention Operations	1,449.2	1,436.9	1,442.7	1,442.7	1,442.7	1,442.7	1,442.7	0.0	0.0%
8	Fire Service Training	545.6	564.1	565.5	643.3	643.3	643.3	643.3	77.8	13.8%
	* BRU Total	1,994.8	2,001.0	2,008.2	2,086.0	2,086.0	2,086.0	2,086.0	77.8	3.9%
Highway Safety Planning Agency										
9	Hwy Safety Planning Operations	134.8	188.6	189.5	142.3	142.3	142.3	142.3	-47.2	-24.9%
10	Federal Grants	780.8	1,193.2	1,193.8	1,457.7	1,457.7	1,457.7	1,457.7	263.9	22.1%
	* BRU Total	915.6	1,381.8	1,383.3	1,600.0	1,600.0	1,600.0	1,600.0	216.7	15.7%
Alaska State Troopers										
11	Detachments	31,361.9							0.0	0.0%
12	Special Projects	1,160.8	1,077.1	1,077.6	1,385.3	1,385.3	1,385.3	1,385.3	307.7	28.6%
13	Criminal Investigations Bureau	2,983.2	3,203.0	3,211.7	3,211.7	3,211.7	3,211.7	3,211.7	0.0	0.0%
14	Director's Office	651.5	648.5	651.8	651.8	651.8	651.8	651.8	0.0	0.0%
15	Judicial Services-Anchorage	1,974.9	2,048.2	2,054.3	1,985.2	1,985.2	1,985.2	1,985.2	-69.1	-3.4%
16	Prisoner Transportation	1,477.2	1,476.7	1,476.7	1,476.7	1,476.7	1,476.7	1,476.7	0.0	0.0%
17	Search and Rescue	260.4	283.1	283.1	283.1	283.1	283.1	283.1	0.0	0.0%
18	Rural Trooper Housing	433.8	528.6	528.9	540.2	540.2	625.2	625.2	96.3	18.2%
19	Narcotics Task Force	3,064.5	3,221.2	3,224.9	3,224.9	3,224.9	3,224.9	3,224.9	0.0	0.0%
20	Commercial Vehicle Enforcement	130.3	131.6	131.8	89.9	89.9	89.9	89.9	-41.9	-31.8%
	* BRU Total	43,498.5	12,618.0	12,640.8	12,848.8	12,848.8	12,933.8	12,933.8	293.0	2.3%
Alaska State Trooper Detachments										
21	AST Detachments		32,964.4	33,413.3	34,503.3	34,458.2	33,413.3	34,425.0	1,011.7	3.0%
	* BRU Total	0.0	32,964.4	33,413.3	34,503.3	34,458.2	33,413.3	34,425.0	1,011.7	3.0%

Component Summary - FY00 Operating Budget

Agency: Department of Public Safety

Page	Budget Component	FY98 Act	FY99 CC	FY99Auth	Gov Amd	House	Senate	ConfComm	FY99Auth to ConfComm	
Village Public Safety Officer Program										
22	Contracts	5,611.1	5,275.5	5,523.5	5,766.0	5,523.5	5,523.5	5,523.5	0.0	0.0%
23	Support	1,686.5	1,699.4	1,702.7	1,721.0	1,721.0	1,721.0	1,721.0	18.3	1.1%
24	Administration	282.0	270.6	271.8	253.5	253.5	253.5	253.5	-18.3	-6.7%
	* BRU Total	7,579.6	7,245.5	7,498.0	7,740.5	7,498.0	7,498.0	7,498.0	-0.0	-0.0%
Alaska Police Standards Council										
25	Ak Police Standards Council	525.0	524.3	846.4	846.4	846.4	846.4	718.0	-128.4	-15.2%
	* BRU Total	525.0	524.3	846.4	846.4	846.4	846.4	718.0	-128.4	-15.2%
Violent Crimes Compensation Board										
26	Violent Crimes Comp Board	1,194.6	1,270.7	1,271.5	1,296.9	1,296.9	1,456.9	1,356.9	85.4	6.7%
	* BRU Total	1,194.6	1,270.7	1,271.5	1,296.9	1,296.9	1,456.9	1,356.9	85.4	6.7%
Council on Domestic Violence and Sexual Assault										
27	Domestic Viol/Sexual Assault	8,274.5	8,591.5	8,592.6	9,155.4	9,030.4	9,057.8	8,832.8	240.2	2.8%
	* BRU Total	8,274.5	8,591.5	8,592.6	9,155.4	9,030.4	9,057.8	8,832.8	240.2	2.8%
Batterer's Intervention Program										
28	Batterers Intervention Program	60.0	200.0	200.0	200.0	345.0	320.0	320.0	120.0	60.0%
	* BRU Total	60.0	200.0	200.0	200.0	345.0	320.0	320.0	120.0	60.0%
Statewide Support										
29	Commissioner's Office	686.4	653.4	654.9	654.9	632.6	632.6	632.6	-22.3	-3.4%
30	Training Academy	1,391.1	1,372.2	1,374.4	1,374.4	1,374.4	1,374.4	1,374.4	0.0	0.0%
31	Administrative Services	1,755.7	1,806.3	1,815.1	1,815.1	1,815.1	1,815.1	1,815.1	-0.0	-0.0%
32	Alaska Wing Civil Air Patrol	503.1	503.1	503.1	503.1	503.1	503.1	503.1	0.0	0.0%
33	Laboratory Services	2,200.8	2,103.6	2,005.4	2,243.9	2,177.9	2,103.0	2,103.0	97.6	4.9%
34	APSIN	1,694.4	1,749.0	1,785.0	2,011.3	1,920.7	1,920.7	1,920.7	135.7	7.6%
35	Alaska Criminal Records and ID	1,874.2	2,754.1	2,760.9	2,760.9	2,760.9	2,760.9	2,760.9	0.0	0.0%
36	Unallocated Reduction		-105.0	0.0	0.0	0.0	-824.0	-410.0	-410.0	0.0%
	* BRU Total	10,105.7	10,836.7	10,898.8	11,363.6	11,184.7	10,285.8	10,699.8	-199.0	-1.8%
Facility Maintenance										
37	Facility Maintenance				608.8	608.8	608.8	608.8	608.8	%
	* BRU Total	0.0	0.0	0.0	608.8	608.8	608.8	608.8	608.8	%
Victims for Justice										
38	Victims for Justice	50.0	100.0	100.0	100.0	100.0	200.0	200.0	100.0	100.0%

Component Summary - FY00 Operating Budget

Agency: Department of Public Safety

<u>Page</u>	<u>Budget Component</u>	<u>FY98 Act</u>	<u>FY99 CC</u>	<u>FY99Auth</u>	<u>Gov Amd</u>	<u>House</u>	<u>Senate</u>	<u>ConfComm</u>	<u>FY99Auth to ConfComm</u>	
	Victims for Justice									
	* BRU Total	50.0	100.0	100.0	100.0	100.0	200.0	200.0	100.0	100.0%
	*** Total Agency Expenditure	90,452.2	93,640.6	94,791.5	98,597.8	98,144.1	96,260.4	97,410.5	2,619.0	2.6%
	Federal Funds	6,767.0	8,807.3	8,841.5	10,117.3	10,237.3	10,237.3	10,237.3	1,395.8	15.8%
	General Funds	75,938.1	76,585.1	77,610.8	79,740.0	78,837.5	76,543.8	77,793.9	183.1	0.2%
	Other Funds	7,747.1	8,248.2	8,339.2	8,740.5	9,069.3	9,479.3	9,379.3	1,040.1	12.5%

Privatization Subcommittee Department of Public Safety

9-10-99 10:30 AM
Anchorage LIO Building
Chair: Debra Luper
AGENDA

- 1) Call to Order
- 2) Introduction & Organization
 - a) Secretary
 - b) Tree-Phone Person
 - c) Member Contact Sheets
- 3) Briefing from Commission Staff
 - a) Goal Of Legislature
 - b) Scope Of Legislature
 - c) End Result Desired – Outline for Report
- 4) Department Overview
 - a) Mission Statement
 - b) Goals & Measures (outcome based budgeting)
- 5) Next Meeting Schedule

October 25, 1999

To: Deborah Luper

From: Del Smith

Subject: DPS privatization sub-committee request

In regard to the request for information on the Governor's office and other agency use of DPS' aircraft, specifically the King Air, please see below:

King Air hourly rate information for FY00 is based on 600 hours of anticipated use for all purposes during the year. This formula to determine the cost of operating the King Air has been used for the past three-(3) years. Hourly rates of operation for each of the department aircraft are reached by similar formulas.

Pilot refresher per diem/travel (8 pilots)	\$ 10,200
Hangar rental at FAA	\$ 5,100
Pilot recurrency/simulator training (8 pilots)	\$ 16,000
Insurance	\$ 4,992
200 hour inspection	\$ 36,000
Starter overhaul (yearly cost)	\$ 4,800
5 yr landing gear overhaul (yearly cost)	\$ 1,800
Avionics repairs/sat phone	\$ 8,250
Navigation data card subscriptions	\$ 1,100
5 year prop overhaul (yearly cost)	\$ 2,500
Jet A (\$200/hour)	\$120,000
Charts	\$ 90
Oil	\$ 750
Replacement aircraft parts	\$ 25,500
Total direct cost	<u>\$237,082</u>
Direct cost per hour (600 hours)	<u>\$ 395</u>

In FY99 DPS received \$60,192 from the Office of the Governor for use of state aircraft, specifically the King Air, Cessna 404, Navajo and Caravan. The total includes aircraft hours (119.4) plus overtime, per diem, etc.

Other agencies use of DPS operated aircraft during FY99 amounted to 21.5 hours. The agencies are:

Department of Administration-Information Technology Group
Department of Transportation-Airport Security

Department of Commerce
Civil Air Patrol
U.S. Marshals Office
Wasilla Police Department

I asked Colonel Glass about the use of our aircraft by agencies outside of state government and collecting funds for that use. Colonel Glass provided the following information:

"As we spoke on Friday I wanted to remind you of the Federal Law (PL 103-11) which became law about 5 years ago after a plane crash in which a U.S. Senator was killed in South Dakota.

This law makes it near impossible to receive monies from any outside source to assist in the operation of our aircraft. This means that the only money we can take is from a common treasury. i.e.: another state agency may pay us but a Municipality or Federal agency may not. The rationale behind this thinking is that if we take money from another outside agency then we are a Part 135 operation. We are then competing against the private sector. The real problem with a Part 135 operation is the training that would be required to stay current under the regulations. I do not recall the exact number of hours that would be required but it is substantial for the King Air. It made it so cost prohibitive that we decided not to continue trying to obtain Part 135 certification. In a Part 135 operation you are also required to do crew rests, etc that really do not fit our operation at all."

It appears the use by other Departments was very limited and the creation of reimbursable services agreements (RSA) with each of those agencies would not have been cost effective.

Information

As an aside, I mentioned in one of the earlier meetings that two years ago, the King Air was involved in a case involving early crab fishing which resulted in \$200,000 seizure and forfeiture to the state.

Again, this year the aircraft has proved pivotal to our enforcement efforts on the crab fisheries. The King Air just completed a crab fishery patrol in the Aleutians this past Friday, October 22, where it was instrumental in making a case for fishing early which will likely amount to at least \$150,000 or more going into the State of Alaska's coffers.

Agenda**SOA Commission on Privatization
Public Safety**

10/7/99

10:30 AM to 12:20 PM

LIO Conf. Room

Meeting called by: Deborah Luper, Chair**Type of meeting:** Regular Meeting**Note taker:** Dick Barrett**Attendees: (circle those in attendance)** *Deborah Luper, Dick Barrett, Victor Gunn, , Chick Rollins, Capt. Chris Stockard (Dept. Contact), Dave Williams, Mike Clemens, Eleanor, Robin Simmerman*
Italics--tele

Location--LIO Conference Room

Agenda topics

10:35 AM	Deborah called the meeting to order; roll taken; minutes from 9/30 faxed to out of town areas.	
Luper	Asked about BRU reports	
Gunn	Fairbanks-- Just received information and will need more time. Leg Budget and audit reports were received	
Williams	Most important statement--pl of Ak State Leg Audit--Mar 24, 1995 "With few exceptions, in our opinion, the state is not receiving good value for fleet of vehicles.	
Luper	Which BRU's are you (Fbks) addressing?	
Williams	Would like information from the Fire Marshall's office	
Rollins	Asked who is best contact for information on his BRU--?F & W	
Juneau	Will provide--please make specific requests	
Williams	Asked when reports will be required	
Luper	By end of October	
Gunn	Will assist with final report	
Luper	We should have a draft by the last meeting of the month	
Gunn	Will send some observations	
Stockard	Clarified what BRU's Fairbanks is looking for	
Luper	F & W	
Stockard	Fias chair received information on aircraft--contracted private or military	
Luper	Will check with Annette	
Gunn	Asked about some additional information--maintenance S & marine	
Stockard	Will check it out	
Luper	Thinks the answer may be in last weeks minutes	

