

SCOMM

122:58

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

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ABOUT US

NEWS

MEMBERS

RESOURCES

SCHEDULE

SUBCOMMITTEES

CONTACT



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The Commission on Privatization and Delivery of Government Services.

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716 W. 4th Ave. Anchorage, AK 99501

This page was last updated 8/16/99; Direct corrections and technical inquiries to

Web Site Updated Daily
Great resource for links, meeting
schedules, subcommittee
membership information, and
contact information.

www.privatizealaska.org

Department of Public Safety Subcommittee Membership							
Luper	Deborah	684-7700	684-7760	Consultant	dluper@aol.com		
Barrett	Dick	777-3884	777-3886	1st National Bank of Anchorage			
Britten	Eric	263-5611	263-5620	SeaLand	Eric_Britten@sealand.com		
Gunn	Victor	456-8161	451-9293	Sen. P. Kelly	Victor_Gunn@legis.state.ak.us		
Homer	Brian	563-4463	563-9185	LTR Training	survival@alaska.net		
Hume	Hal	479-6724	479-6777	Retired State Trooper	hnh@alaska.net		
Rollins	Chuck	488-6414		Parks Department, Fairbanks North Slope Borough	chuck@mosquitonet.com		Fairbanks
Smith	Del	465-4322	465-4362	Dept of Public Safety - Department Contact			Juneau
Valesko	Don	276-7211	279-7171	Public Employees Local 71 AFLCIO	local71@alaska.net		
Williams	Dave	455-6652	455-6652	Former Military Policeman	dwillms@mosquitonet.com		Fairbanks
Yakopatz	Jay	745-1248	269-5465	APEA			

PUBLIC SAFETY Subcommittee
Contact Information Sheet

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STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

August 11, 1999

The Honorable John Cowdery
Alaska State Legislature
716 W. 4th Ave.
Suite 320
Anchorage, Alaska 99501-2133

Dear Rep. *John* Cowdery:

The Knowles Administration is committed to working with you and the entire Commission of Privatization and Delivery of Government Services to make the process spelled out in SB 33 as productive as possible. Towards that end I am enclosing a report produced by the Administration last year that may be of use to you.

In this document, titled "Knowles/Ulmer Administration Accomplishments in Budget Discipline and Government Efficiencies", each state agency has identified privatization efforts that have been accomplished or are underway. I think the Commission and its subcommittees will find this information helpful.

The report has not been updated since May 1998 so there are undoubtedly some new efforts underway that are not described in this document. I expect the Commission and subcommittee deliberations will provide agency personnel the opportunity to discuss any new developments not covered in the report.

As you know Mike Abbott, Special Assistant to the Governor, is the Administration's primary point of contact for the Commission. If you have further requests for information please make contact with Mike at your convenience.

Sincerely,

Pat
Pat Pourchot
Legislative Director

Enclosure

Knowles/Ulmer Administration

Accomplishments in Budget Discipline and Government Efficiencies

Compiled in May 1998

Office of Management and Budget

Department of Public Safety

Efficiency Innovations:

- DPS automated the sex offender registry (SOR) and made it available on the Internet. By distributing the information electronically, we were able to respond to 440,000 record queries over the past year – an average of more than 1,300 queries per day – and were also able to eliminate the \$10 fee for requesting information.
- We obtained over \$2 million in federal grant funds to upgrade the state's criminal history and automated fingerprint record systems, with which we:
 - ❑ filled two positions, assigned full-time to criminal record audits and training – in addition to improving record quality, this enables the state to comply with state and federal laws requiring regular audits;
 - ❑ wrote specifications and software that will allow police, prosecutors, courts, and corrections to update our central repository of criminal history records electronically instead of mailing us paper reports for entry by our clerical staff – this will reduce duplicate data entry and make our records more timely and accurate;
 - ❑ arranged to replace the state's own obsolete Automated Fingerprint Identification System by joining a regional service bureau – this will lower overall costs, ensure on-going access to up-to-date technology, and improve identification of suspects and criminals -- Alaskan fingerprints will be compared against a multi-state database containing over 3 million fingerprint records; and
 - ❑ arranged with the Department of Corrections to equip three more booking facilities with electronic fingerprint machines, and to transmit the images over the state's wide area network instead of phone lines – this will allow faster and cheaper data exchange to positively identify suspects being booked into jail.
- The Information Systems section enhanced the Alaska Public Safety Information Network (APSIN) for more efficient use by state and local criminal justice agencies across the state:
 - ❑ The Department of Corrections can now enter probation/parole status into the system so it's available on-line to statewide law enforcement agencies. Previously, police would have to phone a probation officer during normal business hours to get this information, and in many cases would never find out that a suspect was on probation or parole at all.
- When the Division of Motor Vehicles was moved to the Department of Administration, we built an automated interface with their new information system. APSIN is automatically updated with key information that allows police agencies and other users to query DMV records directly from APSIN, through a seamless interface.
- We wrote software automating the identification of people who are ineligible for a Permanent Fund Dividend based on criminal conviction records in APSIN.
- The Records and Identification Bureau reorganized its workflow procedures to attain the following efficiencies without any additional staff:
 - ❑ We entered into agreements with local police agencies so they can give local citizens copies of their own APSIN criminal history records instead of having to mail fingerprints into our

Anchorage headquarters. This lets people in outlying areas get faster, cheaper service and reduces our workload

- ❑ We reduced, from hours to minutes, the amount of time people stand in line waiting to get copies of their own criminal records at our Anchorage headquarters – this was achieved in spite of the fact that more people are showing up for this service.
- ❑ We eliminated a backlog of over 1,000 requests for criminal history reports requested from employment/licensing applicants.
- ❑ We made criminal records more accurate and complete by adding Appeals Court decisions – in the past, once a person was convicted, the record was not updated even if the conviction was eventually overturned. This saves time by reducing the need to research and correct incomplete records.
- ❑ Without any additional staff, we absorbed a 50% increase in requests for criminal history records for licensing and employment background checks.
- ❑ We organized backlogged booking photos into a working file so law enforcement officers can use them efficiently to identify suspects.

SUGGESTED OUTLINE FOR SUBCOMMITTEE REPORTS

I. Agency & Department Name

II.. BRU and Component Names as listed in state budget

III Total Budget, all funds

- identify fund sources

IV. Total Revenue derived

- net cost/income to state

V. Identify Constitutional and Statutory Provisions Governing Agency Operation

VI. Agency Mission, Goals and Objectives

- do reality check

VII. Number of Employees

- Identify Specialized Expertise Needed for Mission

VIII. Describe Technology Used to Perform Mission

- Identify Specialized Equipment Needed for Mission

IX. List Existing Agency Contracts including amount, contractor, purpose, term, and procurement method

X. Identify Existing Privatization Practices, if any. Evaluate them for effectiveness and public accountability

XI. Make Recommendations per Section 5 in SB 33, including suggestions for new legislation.

XII. Explain rationale for each recommendation, the number of votes for and against it.

XII. List problems or barriers to implementing proposed privatization.

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	54,834.3	-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	9,831.0	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	43,496.5	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	2.8%
	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%

Department of Public Safety Privatization Sub-Committee Meeting

October 21, 1999

Present:

Deborah Luper	Dick Barrett	Victor Gunn	Chuck Rollins	Dave Williams
Jay Yakopatz	Capt. Al Cain	Capt. William Gause	Col. John Glass	
Frances Allen	Ken Bischoff	Gretchen Pence	Eleanor Vinson	

Deborah Luper

Rural Trooper Housing: How much is owned and how much from private sector?

Ken Bischoff

According to FY2000 budget, it is 50/50.

There are thirty units. Fifteen are owned by DPS and fifteen are leased.

Deborah Luper

Asked about USFS contracts in the Special Projects Component

Frank Allen

Reported that the Troopers have contracts for work in Federal forests that DPS is reimbursed for.

There was a discussion on consolidating the administrative portion of grants to make it more efficient. Ms. Luper pointed out that there are personnel in all Departments that are working on the administration of grants. Perhaps this could be consolidated to one source.

Deborah Luper

Little can be identified that can be privatized except housing and the state equipment fleet.

Questioned the \$608,000 for facility maintenance.

What is the procedure for janitorial service? Any building security?

Ken Bischoff

The Legislature passed the facility maintenance law intending to put an infrastructure in place that would track costs. There is no real money. OMB is trying to get it into place. The \$608,000 is interagency receipts. At his point there is no funding sources. With no funding, there is no service.

Juneau building security is paid for by all the agencies that share the buildings.

It is mostly a walk-through security service.

It is done through a private security firm

Deborah Luper

(To Frank Allen) Requesting the statewide fleet report data.

Col. John Glass

Aircraft and vessel maintenance is substantially done by the private sector.

Capt. Al Cain

(Responding to Dave Williams)

The Department uses a great deal of equipment, everything from aircraft and firearms to telephones and all terrain vehicles.

Almost all are purchased in and maintained by the private sector.

Little in-house repair.

Some technology is in the hands of the Federal Government (U. S. Coast Guard, Fish & Wildlife Service, etc.)

There is no single-article large contract. Some of the larger ones are for airplane, vessel repair, moorage, groceries.

Dick Barrett

Spoke of being cautious and not cutting back on technologies that bring in things such as confiscated goods. Technology has rewards.

Dave Williams

Any technology we don't have?

Capt. Cain

We have technology we need, but we need more.

Victor Gunn

Is anyone looking into trying to get equipment from the Feds, especially for beyond the 3 mile limit?

Capt. Cain

We are working on a grant in the amount of \$100,000 to purchase a Juneau patrol boat.

As for the 3 mile limit, we do not have enough of the equipment or manpower needed for that.

We do go on joint patrols with USCG, State Parks, USF&WL, and NMFS.

Dave Williams

Beyond the 3 mile limit is the Federal Government's job and they should pay for it.

Deborah Luper

Recommendations to focus on for the report

--State equipment fleet (Highway Working Fund): Remove from DOT to private sector

--Look at aviation section

(could still use work)

Approved minutes of last meeting except:

Dave Miller

Regarding Deputy Commissioner Smith talking about the King Air—he said \$350 and hour and Mr. Miller wants it specified in the new minutes.

He is also requesting information on the percentage of time the Governor uses the King Air.

Note: Last week's meeting's notes indicate that Deputy Commissioner Smith said that the agencies pay for it when they use it, but he was not certain of the amount, maybe between \$300 and \$400.

Request:

Breakdown of clientele from other departments that use the aircraft.

The Departments and their usage.

Reimbursement rates v. how much it costs, including maintenance.

Next Meeting:

Thursday, October 28th, at 10:30 am

DEPARTMENT OF PUBLIC SAFETY PRIVATIZATION SUB-COMMITTEE MEETING

10/14/99

Present:

Deborah Luper Victor Gunn Hal Hume Chuck Rollins Del Smith Dave Williams Robyn
Zimmerman Chris Stockard Jim Meehan/APSC Captain Norris/AST
Gary Powell/Fire Protection Mark Barker/FP Chuck Weger/FP Eleanor Vinson/minutes

MAIN TOPIC: FAIRBANKS BRUs

Fish & Wildlife Protection

Dave Williams

Has there ever been a study on Privatization done?

Del Smith

Noted that FWP Officers are Alaska State Troopers with their focus on and training in fish and wildlife protection.

--Historically, the Department looked at part-time, summertime enforcement officers, perhaps using retired police officers, troopers. This did not go over well with labor unions.

--There are 87 FWP Troopers. They are sometimes the ONLY law enforcement in their area, which means it would be difficult to privatize (because they are state law enforcement).

--We do use seasonal aides.

Hal Hume

What is on the Dalton Highway? Any "Blue Shirts" from Fairbanks to Coldfoot?

Del Smith

No "Blue Shirts". There is one FWP Trooper in Coldfoot. It is an aircraft equipped post.

Alyeska Pipeline Service Company has tried to get more law enforcement on the Dalton, but they are downgrading themselves, with fewer medic, etc.

Would probably let a Trooper stay at the closest pump station, if it is open.

Dave Williams

1. Asked for clarification on "contractual" in F99, in BRU under Enforcement, there is \$1,398,000.

2. Are there any Federal monies?

3. Any impact with Federal takeover?

Del Smith

1. Clarification: The "contractual" includes vehicles (\$500,000), utilities, housing, office space, charters, and training.

2. No Federal funds in Fish & Wildlife Protection. Sometimes interagency payments, for such things as Fish & Game requesting and funding troopers to go to the Kenai River. Maybe some from Parks.

3. Unknown what Feds will do.

Deborah Luper

Can law enforcement on the Dalton be paid for with tolls?

Del Smith

I am aware that there have been discussions regarding bonds, tolls, etc., but no action has been taken that I am aware of.

Discussion on what areas North Slope Borough patrolled.

Marine Enforcement

Questions arose regarding Marine Enforcement beyond the three-mile limit.
Any legal documents giving state oversight to fisheries management?

Del Smith

No one enforces the crab fisheries except the State of Alaska. This came about through the Magnuson Act, now the Stevens Magnuson Act. The State got "shellfish only" enforcement. No Federal money for this enforcement.

Aircraft

Unknown

Is the King Air ever used for transporting the Governor? What percentage?

Hal Hume

Do other state agencies use the aircraft?

Deborah Luper

What are the major functions of the King Air?

Del Smith

The King Air is used by the Governor's Office and they pay for it when they use it.

If the plane is going to a destination that another agency personnel (such as Probation or H&SS) need to go and there are unused seats, those seats might be offered to those personnel.

Fish and Wildlife Protection is the main function of the King Air, although it is occasionally used by AST for SERT, transport to major crime scenes, etc.

VPSO

Village Public Safety Officer

Overview by Captain Doug Norris

1979/80, DPS looked into the inability to respond immediately to situations in villages.

Established training for a first responder.

There 124 authorized positions; there are currently 84 funded. (The funding has remained the same, but the costs have gone up. Base pay went up 12%.)

In answer to the question of whether or not grant money funds VPSOs, Captain Norris responded that the money is provided by the State and the Federal grant money cannot replace State money. The money is appropriated by the Legislature and there are nine non-profits participating. The DPS distributes the grants and the non-profits hire the VPSO personnel.

The local governments provide the office space, electricity, telephone, transportation, and a holding facility.

VPSOs usually serve only one village, but a few of them are responsible for more.

DPS has received a Federal grant to train Village Police Officers, not Village Public Safety Officers. That training is currently underway.

Hal Hume

What is the difference between the APSC certificates and the in-house certificates that Village Public Safety Officers receive?

Jim Meehan

VPSOs are not certified under Alaska Police Standards Commission.

The screening process for VPSOs is more flexible and there is less training than for fully certified Police Officers, who have a higher level of training.

Captain Norris

VPSOs are hired through the villages. They are unarmed and have no vehicles.

They are selected by the Non-profits and the villages.

Division of Fire Prevention

Gary Powell, Director, gave overview.

The primary responsibility is to promote, regulate, and develop means of protecting life and property against fire and explosion. They are responsible for the entire state of Alaska, except for cities that have received a deferral for complete authority. These cities are Anchorage, Fairbanks, Juneau, Kenai, Kodiak, Seward, Sitka and Soldotna. The Division has a staff of 15 professionals and 6 clerical positions.

Divided into two sections:

1. Operations Section
2. Fire Service Training Section

Operations: (5 areas)

1. Adopt standards for:

-Fire and life safety in commercial, industrial, business, institutional, and other public buildings and residential buildings containing four or more units.

-Activities conducted outside such buildings, including activities where combustible or explosive materials are handled or stored in commercial quantities.

-Fire detection & suppression equipment.

2. Enforcement of laws & regulations relating to fire, fire prevention & protection.

3. Fire prevention education programs

4. Disseminate information on fire prevention & extinguishing

5. Admin of state fire service training program

Some of the activities include:

-Adoption of state building, fire & mechanical codes

-Conduct fire investigations

-Conduct plan checks on fuel tank, fire alarm, and suppression system installations.

-Perform fire and life safety checks for all construction projects larger than 3-plex

-Administer permits/licensing for persons sell/holding displays of fireworks and people working on fire alarms and/or suppression systems.

Fire Service Training Section

- Reviews standards to be used in training and certification programs.

- Develops/adopts training programs.

Instructors for these training classes are independent contractors hired by Fire Service Training specialists.

- Develops testing and certification programs for such levels as firefighter I-III, Instructor I-IV, Hazmat Instructor, and Rural Fire Protection Specialist.

- Accredits local fire departments to train and certify their members.

- Compiles fire incident reports and forwards the annually to FEMA.

Deborah Luper

Fire protection on state lands?

Gary Powell

Done by Division of Forestry

Victor Gunn

Do you certify firefighters throughout the State?

Gary Powell

Only where the local community doesn't.

We do paperwork.

Victor Gunn

Any need for Alaska Fire Council, much like the APSC?

Del Smith

There will be one starting in 2001.

Will be patterned after APSC. Was passed by Legislature, but not, as of yet, funded.

Deborah Luper

Next Week: AST and Personnel Services

**Search and Rescue Data
FY99 Actuals**

During FY99 \$236,964 was expended on Search And Rescue (SAR) operations in the SAR budget component. Most of these funds went to reimburse private vendors and individuals for their support of SAR efforts. Not included in these figures is the cost of operating the two AST Helos and AST funded aircraft during their support of SAR operations. Also excluded is the SAR support received from the Civil Air Patrol.

1) Air Operations – Private Vendor Charters - \$45,810.73:

\$11,448.32 was paid for fixed wing support
\$34,362.41 was paid for helicopter support

2) Air Operations – Military Support (through USPFO)

\$34,616.80 was paid for helicopter support

3) RSAs with other State agencies:

A) \$7,144.70 - DPS/FWP Aircraft Section - use of the King Air fixed wing aircraft and Robinson R44 Helicopter.

B) \$8,040.98 – DNR/Statewide Fire Suppression – use helicopters and other equipment in support of SAR operations.

DEPARTMENT OF PUBLIC SAFETY

FAX COVER SHEET

Fax Number: _____

To: Deborah LuperDate: 10-7-99Time Sent: 11:20Number of Pages Sent: 2 (Including Cover Sheet)

COMMENTS

Deborah -Here is the info you requestedEleanor VinsonFrom: Eleanor Vinson

Telecopies By: _____

Department of Public Safety
Office of the Commissioner

P.O. Box 111200
Juneau, AK 99811-1200

Office: (907) 465-4322
Fax: (907) 465-4362
Sent from a Xerox 7821

Agenda

SOA Commission on Privatization Public Safety

9/24/99

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

Comm. Attendees: *italics-telephonic attendance* Deborah Luper, Dick Barrett, Victor Gunn, Hal Hume, Chuck Rollins, Del Smith (Dept. Contact), Dave Williams, Jay Yakopatz, Gretchen Pence, Eleanor Vinson
Also present for testimony: Frank Allan, Admin Mgr, DPS; Maj. Ted Bachman, AST Div. of Ops.

Speaker

Agenda topics

Luper

Call to order; taking of the roll. Eric Britten has dropped off off the committee
Debra announced that Dick Barrett had agreed to serve as secretary for the sub committee.

Report on funding of DPS vehicles, aircraft, and marine assets

Luper

Requested that Maj. Bachman report on how DPS vehicles are funded and maintained

Bachman

Reported that DPS has approximately 387 units throughout the State, with AST having about 260 units and F&W having about 105. When the program began several years ago, as prescribed by AS 36.30.005, DPS was required to fund \$20,000 for each vehicle required. These funds went to DOT, which purchased the vehicle and then leased it back to DPS. The periodic payments were broken down into two components, standard repairs and maintenance, and a replacement allocation. As an older vehicle was retired, the DOT would use this replacement allocation for the purchase of a new vehicle. The replacement allocation portion was (and is) the same for all units, but maintenance charges varied per geographic location. All maintenance was generally provided by DOT personnel, with some exceptions for remote areas or special circumstances. Non-standard repairs & maintenance (body damage repairs) were charged separately.

Comm. Smith

Commissioner Smith clarified that DPS in effect does not pay twice for a vehicle under this program.

Luper

Stated that the entire process should receive further review by the committee, with input requested from legislative audit.

Rollins

Asked which department received funds from the sale of surplus vehicles.

Bachman

This is factored in to the periodic billing amount (taken to mean the replacement allocation portion).

Williams

What financial information is reported to DPS (by DOT)?

Bachman

DPS receives a monthly billing statement for maintenance and replacement allocation. Accident, tires, non-standard charges are billed separately.

Williams

Asked about average costs for vehicles.

Rollins

Seekins Ford in Fairbanks has offered very competitive rates to the local school district. No up front capital is required, leases for 3 years.

Hume

Does DPS have a review process for billings that would allow them to challenge charges?

Bachman

Did not indicate that challenges were a major issue.

Luper

Asked about quality of service under Seekin's lease; ie, are the district's units serviced

promptly.

Gunn The Fairbanks police dept. has a similar lease with Seekins and seems quite satisfied with the quality of service. Since the police use one vehicle (which they may take home), the officers seem to treat the vehicles better. In general, the leases proved to be competitive and cost effective.

Luper Asked about how new (fleet additions) vehicles are funded.

Allen The fleet has not been increased in the last ten years, so no additional capital funding has been required. (The original capital fund was apparently "tapped" several years ago).

Bachman Responded to a question about the average life of vehicles. He indicated that they were usually retired at between 60,000 and 80,000 miles.

Gunn Asked what "in house solutions" have been suggested (for cutting of expenses).

Bachman Since the procedures for obtaining vehicles is dictated under Alaska statutes, they don't seem to have any alternative.

Comm. Smith Said that Anchorage Police Dept had reviewed different programs years ago and expected that savings were possible. He agreed, however, that DPS is currently bound by statute.

Luper Suggested that our committee request a review by legislative audit.

Comm. Smith Stated that DPS would support the request.

Bachman Asked about seeing State Trooper vehicles in service at private businesses in the past. There was a period of time when DOT had a backlog of vehicles needing service. Former Commissioner Wellington arranged for service in the private sector. Apparently the private service was done timely and economically.

Unknown tele A similar experience worked well in Fairbanks.

Luper Requested that Mr. Allan obtain sample billings from DOT.

Barrett Pointed out that we cannot obtain an overall savings for the State by reducing costs for DPS by reducing revenues for DOT.

Luper Asked about how aircraft maintenance is handled.

Comm. Smith John ?? oversees maintenance of those assets.

Luper Suggested that we review the overhead of in-house repairs and compare with private sector costs.

Comm. Smith Indicated that there is currently some work being done by the private sector. He will get us some knowledgeable testimony on aircraft repairs, as well as marine equipment repairs.

Assignment of BRUs
VPSOs---Chuck Rollins
Alaska Police Standards---Chuck Rollins
Violent Crimes---Dick Barrett
Domestic Assault---Dick Barrett (check w/ Comm. Smith for infor on CDVSA grants)
Statewide Support & Facilities Management---???

Approval of minutes
Luper Requested approval of the minutes of the September 10, 1999 meeting; so moved by Hume, 2nd by Williams; approved unanimously

Date of next meeting: 9/30/99--10:30 AM, same location
Meeting adjourned

Subject: Fwd: 9/2/99 minutes

Date: Thu, 30 Sep 1999 17:56:06 EDT

From: DLuper@aol.com

To: DLuper@aol.com, Annette_Deal@legis.state.ak.us, Marco_Pignalberi@legis.state.ak.us, delbert_smith@dps.state.ak.us, dlwillms@mosquiconet.com, Eric_Britten@sealand.com, hnh@alaska.net, local71@alaska.net, jay_yakopatz@dps.state.ak.us, survival@alaska.net, Victor_Gunn@legis.state.ak.us, chuck@mosquiconet.com

Greetings all,

Here is a clarification to the minutes from last week's meeting submitted by Del Smith.

Deborah

Subject: 9/2/99 minutes

Date: Thu, 30 Sep 1999 13:32:41 -0800

From: Delbert Smith <delbert_smith@dps.state.ak.us>

Organization: Department of Public Safety

To: Deborah Luper <dluper@aol.com>

Deborah,

In the minutes from the 9/24/99 sub-committee meeting the first comments by Major Bachman reflect that he said DPS was initially required to fund \$20,000 for each vehicle. I believe that he was using \$20,000 as an example, not an actual cost and the way it reads implies that it was the actual amount we put in the fund. Probably less than that then and would certainly be a lot more today if we were adding additional vehicles which we haven't done for a long time.

Thanks

--

Del Smith
Deputy Commissioner
Department of Public Safety
907-465-4322
907-465-4362 (fax)
delbert_smith@dps.state.ak.us

begin:vcards
n:Smith;Del
tel;pager:Juneau access 1-907-465-2083 #1344
tel;cell:1-907-321-0252
tel;fax:1-907-465-4362
tel;home:1-907-364-2528
tel;work:1-907-465-4322
x-mozilla-html:FALSE
adr:;;;;;
version:2.1
email;internet:delbert_smith@dps.state.ak.us
fn:Del Smith
end:vcards

Subject: DPS Subcommittee follow-up

Date: Thu, 30 Sep 1999 16:24:16 EDT

From: DLuper@aol.com

To: DLuper@aol.com, Annette_Deal@legis.state.ak.us, Marco_Pignalberi@legis.state.ak.us, delbert_smith@dps.state.ak.us, dlwillms@mosquitonet.com, hmh@alaska.net, local71@alaska.net, jay_yakopatz@dps.state.ak.us, survival@alaska.net, Victor_Gunn@legis.state.ak.us, chuck@mosquitonet.com

The weekly meeting was held today at 10:30 am. I thought I'd send out a follow-up since some of you were not able to be present.

Col. John Glass gave a presentation on both aviation and marine maintenance. Dick Barrett took the minutes, and he will get a copy of today's minutes faxed to Annette Deal soon to be sent out to you. You will also have a copy of last week's minutes to review for approval at our next meeting.

Our next meeting is scheduled for Thursday, October 7th at 10:30 am. Last week, Annette scheduled Thursdays for the duration of October. It met with no objection at today's meeting. I hope that will work for all of you.

If there is anyone at DPS you would like to pose questions to, please let me know. I am out of state beginning this afternoon, and will not be back until late on Monday. You may be able to ask Annette to schedule this person(s) if waiting until Tuesday will not work.

Have a good weekend...

Deborah

Agenda

SOA Commission on Privatization Public Safety

9/30/99

10:30 AM to 12:00 PM

LIO Conf. Room

Meeting called by: Deborah Luper, Chair

Type of meeting: Regular Meeting

Note taker: Dick Barrett

Attendees: Deborah Luper, Dick Barrett, *Hal Hume, Del Smith, Jay Yakopatz, Gretchen Pence, Chris Stockard, Robyn Zimmerman, Eleanor Vinson*
italics - telephonic attendance

Guests: James Armstrong (Sen. Donley's office); Col. John D. Glass (Dir. AST F & W); Maj. Joe Damico, (Enforcement. Commander DPS Div. of F & W Protection)

Location--LIO Conference Room

Agenda topics

10:40 AM	Chair Deborah Luper called the meeting to order.	
Luper	Introduced Col. Glass & Maj. Damico as attending to give a report and answer questions about maintenance & capital costs for DPS aircraft & marine vessels.	
Comm. Smith	The two gentlemen above will present information on existing maintenance policies and procedures with pro's and cons's of in house vs. private contractors.	
Glass	In 1983, DPS had 26 various aircraft and 9 mechanics. Service facility is based at Lake Hood. Today, it has 46 aircraft with 5 mechanics. As much work as is practical is performed by in house personnel at Lake Hood. Some work is contracted as necessary outside of the Anchorage area. This may relate to emergency repairs, the impracticallity of bringing the craft to Anchorage, or requirements due to hours on the craft. The Dept. attempts to bring all aircraft through the Lake Hood facility at least once a year so that their in house mechanics can make sure that they are at least up to #135 standards. In FY 98, \$109,000 in services, repairs, and fuel was contracted in the private sector. This figure was \$132,000 in FY 99. These amounts represent about 7% of the overall budget for these line item expenditures. The Dept's R22 & R44 are serviced primarily by in house mechanics Included in the fleet are 22 Super Cubs, with most maintenance being done in house.	
Luper	Requested more information on helicopter maintenance.	
Glass	Stated that often times the 100 hour inspections are done by private contractors. Some of the budget costs include capital items, such as overhauls. Many of the aircraft are of such an age that original capital costs would have been ammortized in full.	
Barrett	Asked if the annual inspections by in house personnel created a duplication of service performed by the private contractors.	
Glass	Explained that aircraft were examined while in Anchorage, and that special trips were not made for that purpose. Therefore, there has been no duplication (of any significance), or no unnecessary downtime.	
Barrett	Asked about the capital acquisition costs of the aircraft.	
Glass	The fleet includes seizures and some purchases. 13 of the 22 Super Cubs, for example, had been acquired by seizure--many from guide violations. 2 Cessna 206s have been acquired from the Feds for drug seizures. About \$78,000 was paid for 2 aircraft that would have cost about \$150,000 each on the open market. This cost basically reimbursed the Feds for storage fees for up to 5 years. Only 10 fixed wing aircraft have acutally been purchased--some used.	

Luper	Asked about possible savings by standardizing the helicopter fleet.	
Glass	Explained that the R22 & R44 use gasoline, while the others require jet fuel. Operating costs are about \$180/hr for the R22 & R44, while the turbine helicopters cost about \$350/hour to operate. (costs do not include any capital amortization costs.)	
Smith	Pointed out that the R22 & R44 offer much quieter operating characteristics, therefore allowing benefits related to stealth approaches of possible F & W violation situations.	
Luper	Asked about different specs & operation differences between the aircraft.	
Glass	Discussed different payload, range, and altitude capabilities, as well as weather-related performance. Long Ranger has a used cost of about \$600,000, while the R44 cost about \$289,000 new. He then discussed additional "mission specific" features of one aircraft over the other	
Barrett	Pointed out that although some of this information may be known by pilots & mechanics, the sub committee's written report should address them in anticipation of similar questions from the general public who may not be familiar with such issues.	
Hume	Asked about possible overlapping of services between various search & rescue organizations, i.e. DPS (AST), CAP, Coast Guard, and the National Guard.	
Comm. Smith	DPS, by statute, takes primary role for search and rescue within the State. They call in other agencies as deemed necessary. CAP is used extensively, and last year conveyed \$504,000 in pass-through funds to them. The Coast Guard is used in Juneau, but not reimbursed for their efforts. The USAF supplies the CAP with fuel. The National Guard (Air) charges SPS approximately \$2,400/hr for use of their Blackhawk helicopter.	
Hume	Asked if policy had not changed recently so that the Guard no longer charged DPS.	
Glass	Stated that he did not believe they had discontinued their charges.	
Comm. Smith	The Guard is the last agency called in because of their high charges.	
Hume	Said that he thought the Air Guard charged, but that the Army Guard did not.	
Comm. Smith	Clarified that in situations where the need for the Blackhawk helicopter (or other Air Guard services) are considered part of the Guard's "mission", no charges occur.	
Luper	If RCC (Rescue coordination center) calls for the Air Guard, is DPS obliged to pay.	
Comm. Smith	Yes, under some circumstances.	
Barrett	Asked how much has been paid out historically to the Guard. Would the amount approach a figure that might justify the purchase of additional aircraft?	
Damico	Because the needs are spread out over such a wide area, DPS is better off to pay for Guard (or other sources) on an as needed basis. One more aircraft would not offer the geographic or performance flexibility. One or even two new aircraft would not insure that craft would be available at remote locations.	
Glass	In the summer, helicopters from the private sector become harder to acquire since they are in use by the private sector. If the economy is slow, private assets are likely to be relocated to other locations (outside of Alaska).	
Damico	A leased Jet Ranger helicopter costs about \$600/hour.	
	There were no further questions regarding aircraft maintenance, so the discussion turned to the marine fleet of the DPS.	
Glass	The DPS has 17 vessels oof 25' long or more, accounting for 1341 "sea days". Almost all of these vessels are repaired and maintained by the private sector.	
Barrett	Asked if there is an Alaskan vendors bid preference.	
Glass & Damico	Preference is 5%. Alaskan vendors have provided competitive and satisfactory service.	
Damico	Some minor service is performed by in house engineers.	
Glass	Returned to subject of aircraft. The quality of service drops when a vender learns that he will not receive the award for the next fiscal year. The work gets put on "the back burner", taking a lower preference to higher priced private sector work.	
Barrett	Suggested a 2 tier price system that would allow the State to pay a higher price for priority	

**Privatization Subcommittee Meeting
Department of Public Safety
September 10, 1999**

Present: Deborah Luper
Victor Gunn
Hal Hume
Del Smith
Charles Rollins
Dave Williams
Jay Yakopatz
Annette Deal

Secretary

Someone on the Subcommittee needs to be the official secretary.

Tree-phone Person

Victor Gunn will do it in Fairbanks.
Deborah Luper will be the person in Anchorage.

Member contact sheets

Please fill out the member contact sheets.
Fax them to Annette Deal at (907) 269-0223.

Everyone needs to review the Mission Statement.
(Senate Bill 33, Section 5 outlines primary purpose of Subcommittee)

Remember that it is not just Privatization, but also Delivery of Services.

(Annette Deal)

- This Subcommittee needs to have a written report by the last week of October.
- The website is www.privatizealaska.org and lists members, subcommittees, etc.

-In the packet:
The August 11th report is actually from May. The people in Governor Knowles' Office looked at all Departments and it will give you an idea where to start.
There is a general outline and a short version of the DPS operating budget.

Get any information you want sent out for next meeting to Deborah Luper.

DEPARTMENT OVERVIEW
by Deputy Commissioner Del Smith

DPS is comprised of a number of Divisions:

ALASKA STATE TROOPERS (AST)

Headed by a Colonel who reports directly to the Commissioner.

The law enforcement section. Sometimes called "Blueshirts".

It has specialized units such as the Criminal Investigation Bureau, Patrol, and administrative oversight of the Village Public Safety Officers program (VPSO).

The VPSOs are not armed and are not employees of the State. They are employees of the Native Corporations/Organizations. They provide basic law enforcement, medical, and firefighting services.

Do not confuse VPSOs with VPOs. VPOs are Village Police Officers. They are hired by the villages and are usually armed. DPS has received federal money to train VPOs.

FISH & WILDLIFE PROTECTION (FWP)

Headed by a Colonel who reports directly to the Commissioner.

FWP provides resource protection and enforcement.

All "Brownshirts" are commissioned Alaska State Troopers.

Has Aircraft and Marine Enforcement sections.

FIRE PREVENTION

Contains the Fire Marshal's Office.

This office does limited building inspections, fire training, construction plan review, and arson investigations.

ADMINISTRATIVE SERVICES

Oversees preparation of budget, finance, etc., and APSIN (Criminal history repository), and Alaska Automated Fingerprint Identification System (AAFIS).

AAFIS has contracted with WIN (Western States Information Network), does not own computer.

ALASKA POLICE STANDARDS COUNCIL

Housed administratively in DPS.

Overseen by a council appointed by the Governor.

Provides training-surcharge pays for training for municipal police departments and DPS.

HIGHWAY SAFETY PLANNING AGENCY

In charge of oversight of Federal highway funds, which are dispersed to municipalities, agencies, and State Agencies.

COUNCIL ON DOMESTIC VIOLENCE AND SEXUAL ASSAULT

Administratively overseen by DPS.

Directed by a 7-member council, of which Del Smith is one.

This section administers money to community programs, including batterer's intervention.

SCIENTIFIC CRIME DETECTION LAB

The Crime Lab is one of 192 crime labs that are accredited with the American Society of Crime Lab Directors. (There are in excess of 400 crime labs in the United States.)

Provides crime scene services such as DNA, fingerprint, ballistics, and the breath alcohol program.

The current DNA positions are provided by Federal funds.

Due to budget cuts, the Crime Lab cannot provide blood alcohol screening-this is done privately.

PUBLIC SAFETY ACADEMY

(ALETS Academy)

Provides training to AST, municipal police, and private individuals (through the University).

(The Anchorage Police Department has its own academy and Fairbanks Police Department runs an Interior Academy.)

VIOLENT CRIMES COMPENSATION BOARD

Housed administratively with DPS.

Overseen by a three person Board that is appointed by the Governor.

Substantial amount is Federally funded and some of funding comes from the Permanent Fund.

QUESTIONS / COMMENTS

(Charles Rollins)

What percent of the DPS budget is spent in the private sector?

(Answer--Marine over-hauls, engine over-hauls done by the private sector.

Few of the aircraft have been purchased)

Please provide breakdown for next meeting.

Is it possible to integrate database with cities?

(Answer—The agencies that use APSIN are Palmer, Kodiak, State Parks, Airport Safety in Fairbanks, and Airport Safety in Anchorage. Some Departments, such as Anchorage PD, enter information directly into the database. The Departments of Corrections, Law, and Public safety, along with major agencies, are working toward the integration of the criminal justice computer system.)

(Dave Williams)

Any studies conducted into privatization of specific things, such as vehicle maintenance and leasing of marine enforcement vessels?

Would it be cheaper to lease large boats or aircraft?

(Answer—yes. Rental of Cessna was more expensive than owning. There has been a study done on the leasing of helicopters and aircraft.)

Fairbanks requested a copy of the study

Highway Working Capital funds state equipment fleet. Any changes must go through legislation.

(Chuck Rollins)

Is it possible to get budget submissions on things that were not funded?

(Deborah Luper)

Please clarify-the legislature did not fund positions?

(Answer—The position for screening of blood alcohol/drugs was federally funded until 1998. Because of cut in funding, the position was not filled by DPS after that date.)

(Annette)

Can we identify where unallocated cuts are?

(Answer – Yes, in the work plans.)

Regarding the Highway Safety Planning, what do they do?

(Answer – They are federally funded and charged with distributing Federal Highway Safety Grant funds to Alaska agencies and groups.)

(Deborah Luper)

Regarding the Civil Air Patrol, there were significant amounts of money that was to be used for drug counter operations that were not used. Could DPS expand its participation?

(Answer – Yes, DPS currently uses the National Guard in counter drug work.)

QUESTIONS / COMMENTS (continued)

There are 745 full-time positions.

What is funded?

What are the various unfilled positions?

Identify the federal funding for above.

Regarding VPSOs, are there also FWP officers at the same areas?

(Answer – Rarely. VPSOs are usually where there is no other law enforcement. They provide local law enforcement; FWP provides resource enforcement in the surrounding region.)

(Hal Hume)

Is the lab completely equipped for DNA testing?

(Answer – Yes. The Federal Government has been pushing for DNA and DPS has received funding for equipment and for two positions. This allows DPS to do/use DNA indexing system. Will be asking for funding.)

We need to assign Divisions to subcommittee members.

Please e-mail Deborah Luper at dluper@aol.com and let her know what Division you are interested in.

If you have questions, feel free to contact Deputy Commissioner Smith by e-mail at delbert_smith@dps.state.ak.us or by telephone at (907) 465-4322.

NEXT MEETING
SEPTEMBER 24, 1999
10:30 A.M.
PRIVATIZATION SUBCOMMITTEE MEETING
DEPARTMENT OF PUBLIC SAFETY
LIST OF REQUESTS
9/10/99

1. What percent of the DPS budget is spent in the private sector?

(Answer--Marine over-hauls, engine over-hauls done by the private sector. Few of the aircraft have been purchased.)

Please provide breakdown for next meeting.

2. Is it possible to integrate database with cities?

(Answer—Some Agencies use APSIN. Some Departments, such as Anchorage PD, enter information directly into the database. The Departments of Corrections, Law, and Public safety, along with major agencies are working toward it.)

3. Any studies conducted into privatization of specific things, such as vehicle maintenance and leasing of marine enforcement vessels? Would it be cheaper to lease large boats or aircraft?

(Answer—yes. Rental of Cessna was more expensive than owning. There has been a study done on the leasing of helicopters and aircraft.)

Fairbanks requested a copy of the study

4. Any studies conducted into privatization of specific things, such as vehicle maintenance and the leasing of marine enforcement vessels?

Would it be cheaper to lease large boats or aircraft?

5. Is it possible to get budget submissions on things that were not funded?

6. Can we identify where unallocated cuts are? (Work plan)

7. There are 745 full-time positions. What is funded?

8. What are the various unfilled positions?

9. Identify the funding sources for the above full-time and unfilled positions.

Agenda**SOA Commission on Privatization
Public Safety**

9/30/99

10:30 AM to 12:00 PM

LIO Conf. Room

Meeting called by: Deborah Luper, Chair**Type of meeting:** Regular Meeting**Note taker:** Dick Barrett**Attendees:** Deborah Luper, Dick Barrett, Hal Hume, Del Smith, Jay Yakopatz, Gretchen Pence, Chris Stockard, Robyn Zimmerman, Eleanor Vinson*italics - telephonic attendance***Guests:** James Armstrong (Sen. Donley's office); Col. John D. Glass (Dir. AST F & W); Maj. Joe Damico, (Enforcement, Commander DPS Div. of F & W Protection)**Location--**LIO Conference Room**Agenda topics**

10:40 AM	Chair Deborah Luper called the meeting to order.	
Luper	Introduced Col. Glass & Maj. Damico as attending to give a report and answer questions about maintenance & capital costs for DPS aircraft & marine vessels.	
Comm. Smith	The two gentlemen above will present information on existing maintenance policies and procedures with pro's and cons's of in house vs. private contractors.	
Glass	In 1983, DPS had 26 various aircraft and 9 mechanics. Service facility is based at Lake Hood. Today, it has 46 aircraft with 5 mechanics. As much work as is practical is performed by in house personnel at Lake Hood. Some work is contracted as necessary outside of the Anchorage area. This may relate to emergency repairs, the impracticality of bringing the craft to Anchorage, or requirements due to hours on the craft. The Dept. attempts to bring all aircraft through the Lake Hood facility at least once a year so that their in house mechanics can make sure that they are at least up to #135 standards. In FY 98, \$109,000 in services, repairs, and fuel was contracted in the private sector. This figure was \$132,000 in FY 99. Those amounts represent about 7% of the overall budget for these line item expenditures. The Dept's R22 & R44 are serviced primarily by in house mechanics. Included in the fleet are 22 Super Cubs, with most maintenance being done in house.	
Luper	Requested more information on helicopter maintenance.	
Glass	Stated that often times the 100 hour inspections are done by private contractors. Some of the budget costs include capital items, such as overhauls. Many of the aircraft are of such an age that original capital costs would have been amortized in full.	
Barrett	Asked if the annual inspections by in house personnel created a duplication of service performed by the private contractors.	
Glass	Explained that aircraft were examined while in Anchorage, and that special trips were not made for that purpose. Therefore, there has been no duplication (of any significance), or no unnecessary downtime.	
Barrett	Asked about the capital acquisition costs of the aircraft.	
Glass	The fleet includes seizures and some purchases. 13 of the 22 Super Cubs, for example, had been acquired by seizure--many from guide violations. 2 Cessna 206s have been acquired from the Feds for drug seizures. About \$78,000 was paid for 2 aircraft that would have cost about \$150,000 each on the open market. This cost basically reimbursed the Feds for storage fees for up to 5 years. Only 10 fixed wing aircraft have actually been purchased--some used.	
Luper	Asked about possible savings by standardizing the helicopter fleet.	

Glass	Explained that the R22 & R44 use gasoline, while the others require jet fuel. Operating costs are about \$180/hr for the R22 & R44, while the turbine helicopters cost about \$350/hour to operate. (costs do not include any capital amortization costs.)	
Smith	Pointed out that the R22 & R44 offer much quieter operating characteristics, therefore allowing benefits related to stealth approaches of possible F & W violation situations.	
Luper	Asked about different specs & operation differences between the aircraft.	
Glass	Discussed different payload, range, and altitude capabilities, as well as weather-related performance. Long Ranger has a used cost of about \$600,000, while the R44 cost about \$289,000 new. He then discussed additional "mission specific" features of one aircraft over the other.	
Barrett	Pointed out that although some of this information may be known by pilots & mechanics, the sub committee's written report should address them in anticipation of similar questions from the general public who may not be familiar with such issues.	
Hume	Asked about possible overlapping of services between various search & rescue organizations, i.e. DPS (AST), CAP, Coast Guard, and the National Guard.	
Comm. Smith	DPS, by statute, takes primary role for search and rescue within the State. They call in other agencies as deemed necessary. CAP is used extensively, and last year conveyed \$504,000 in pass-through funds to them. The Coast Guard is used in Juneau, but not reimbursed for their efforts. The USAF supplies the CAP with fuel. The National Guard (Air) charges SPS approximately \$2,400/hr for use of their Blackhawk helicopter.	
Hume	Asked if policy had not changed recently so that the Guard no longer charged DPS.	
Glass	Stated that he did not believe they had discontinued their charges.	
Comm. Smith	The Guard is the last agency called in because of their high charges.	
Hume	Said that he thought the Air Guard charged, but that the Army Guard did not.	
Comm. Smith	Clarified that in situations where the need for the Blackhawk helicopter (or other Air Guard services) are considered part of the Guard's "mission", no charges occur.	
Luper	If RCC (Rescue coordination center) calls for the Air Guard, is DPS obliged to pay.	
Comm. Smith	Yes, under some circumstances.	
Barrett	Asked how much has been paid out historically to the Guard. Would the amount approach a figure that might justify the purchase of additional aircraft?	
Damico	Because the needs are spread out over such a wide area, DPS is better off to pay for Guard (or other sources) on an as needed basis. One more aircraft would not offer the geographic or performance flexibility. One or even two new aircraft would not insure that craft would be available at remote locations.	
Glass	In the summer, helicopters from the private sector become harder to acquire since they are in use by the private sector. If the economy is slow, private assets are likely to be relocated to other locations (outside of Alaska).	
Damico	A leased Jet Ranger helicopter costs about \$600/hour.	
	There were no further questions regarding aircraft maintenance, so the discussion turned to the marine fleet of the DPS.	
Glass	The DPS has 17 vessels of 25' long or more, accounting for 1341 "sea days". Almost all of these vessels are repaired and maintained by the private sector.	
Barrett	Asked if there is an Alaskan vendors bid preference.	
Glass & Damico	Preference is 5%. Alaskan vendors have provided competitive and satisfactory service.	
Damico	Some minor service is performed by in house engineers.	
Glass	Returned to subject of aircraft. The quality of service drops when a vendor learns that he will not receive the award for the next fiscal year. The work gets put on "the back burner", taking a lower preference to higher priced private sector work.	
Barrett	Suggested a 2 tier price system that would allow the State to pay a higher price for priority work.	

Subject: DPS Subcommittee follow-up

Date: Thu, 30 Sep 1999 16:24:16 EDT

From: DLuper@aol.com

To: DLuper@aol.com, Annette_Deal@legis.state.ak.us, Marco_Pignalberi@legis.state.ak.us, delbert_smith@dps.state.ak.us, dlwillms@mosquitonet.com, hmh@alaska.net, local71@alaska.net, jay_yakopatz@dps.state.ak.us, survival@alaska.net, Victor_Gunn@legis.state.ak.us, chuck@mosquitonet.com

The weekly meeting was held today at 10:30 am. I thought I'd send out a follow-up since some of you were not able to be present.

Col. John Glass gave a presentation on both aviation and marine maintenance. Dick Barrett took the minutes, and he will get a copy of today's minutes faxed to Annette Deal soon to be sent out to you. You will also have a copy of last week's minutes to review for approval at our next meeting.

Our next meeting is scheduled for Thursday, October 7th at 10:30 am. Last week, Annette scheduled Thursdays for the duration of October. It met with no objection at today's meeting. I hope that will work for all of you.

If there is anyone at DPS you would like to pose questions to, please let me know. I am out of state beginning this afternoon, and will not be back until late on Monday. You may be able to ask Annette to schedule this person(s) if waiting until Tuesday will not work.

Have a good weekend...

Deborah

10-7-99

I have not received actual minutes as of yet for the 9/30 meeting. Mr. Barrett is out of town.

Annette

Re: Reminder about meeting tomorrow

Subject: Re: Reminder about meeting tomorrow

Date: Thu, 7 Oct 1999 01:43:43 EDT

From: DLuper@aol.com

To: hmh@alaska.net

CC: Annette_Deal@legis.state.ak.us

In a message dated 10/6/99 8:53:41 PM Alaskan Daylight Time, hmh@alaska.net writes:

<< I have not received minutes for the last two meetings. If they are available via

FAX, my number is 907-479-6777. >>

I'm hoping that Annette has legible copies. I have faxes from Dick Barrett, but the quality is very poor and it's difficult for me to read. It would probably be impossible to read at all if I faxed a copy of them to you. I'm cc'ing Annette with this reply in hopes that she can provide that for you.

Sorry you can't make it tomorrow!

Deborah

9/24/99 ——— sent
9/30/99 ——— do not have yet
10/7/99 - today

Subject: Reminder about meeting tomorrow

Date: Wed, 6 Oct 1999 19:30:22 EDT

From: DLuper@aol.com

To: DLuper@aol.com, Annette_Deal@legis.state.ak.us, Marco_Pignalberi@legis.state.ak.us, delbert_smith@dps.state.ak.us, dlwillms@mosquitonet.com, Eric_Britten@sealand.com, hmh@alaska.net, local71@alaska.net, jay_yakopatz@dps.state.ak.us, survival@alaska.net, Victor_Gunn@legis.state.ak.us, chuck@mosquitonet.com

CC: eleanor_vinson@dps.state.ak.us

Hello all,

This is a reminder about the DPS committee meeting tomorrow at 10:30am. I have not heard from any of you in regard to whether you have any particular concerns you want addressed. Since I have not, I have not scheduled anyone to appear before the committee.

I understand that Deputy Commissioner Smith is out of town, and will not be available to answer questions. Jay Yakopatz is also otherwise occupied. Dick Barrett is out of state and is anticipated to be on line tomorrow via telephone.

I recommend that we discuss any findings or questions that have resulted from examination of the BRU's being considered by the Fairbanks folks. Please let me know if that meets with your approval.

Deborah

Subject: Fwd: 9/2/99 minutes

Date: Thu, 30 Sep 1999 17:56:06 EDT

From: DLuper@aol.com

To: DLuper@aol.com, Annette_Deal@legis.state.ak.us, Marco_Pignalberi@legis.state.ak.us, delbert_smith@dps.state.ak.us, dlwillms@mosquitonet.com, Eric_Britten@sealand.com, hmh@alaska.net, local71@alaska.net, jay_yakopatz@dps.state.ak.us, survival@alaska.net, Victor_Gunn@legis.state.ak.us, chuck@mosquitonet.com

Greetings all,

Here is a clarification to the minutes from last week's meeting submitted by Del Smith.

Deborah

Subject: 9/2/99 minutes

Date: Thu, 30 Sep 1999 13:32:41 -0800

From: Delbert Smith <delbert_smith@dps.state.ak.us>

Organization: Department of Public Safety

To: Deborah Luper <dluper@aol.com>

Deborah,

In the minutes from the 9/24/99 sub-committee meeting the first comments by Major Bachman reflect that he said DPS was initially required to fund \$20,000 for each vehicle. I believe that he was using \$20,000 as an example, not an actual cost and the way it reads implies that it was the actual amount we put in the fund. Probably less than that then and would certainly be a lot more today if we were adding additional vehicles which we haven't done for a long time.

Thanks

--

Del Smith
Deputy Commissioner
Department of Public Safety
907-465-4322
907-465-4362 (fax)
delbert_smith@dps.state.ak.us

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DPS

September 24, 1999

10:30 a.m.

Chair: Deborah Luper

Agenda-

- 1) Call to order
- 2) Establish role of security
- 3) Approve minutes
- 4) Briefing from the department
- Major Bachman
- 5) Assign BRU's
- 6) Other business
- 7) Next meeting schedule

1
COL. J. GLASS

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

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

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

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PURPOSE

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

SUMMARY

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

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

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

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

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

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

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

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

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

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

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

HISTORY

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

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

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

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

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

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

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

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

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

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

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

AIRCRAFT USES

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

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

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

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

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

COMMERCIAL FISHERIES

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

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

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

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

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

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

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

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

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

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

CRIMINAL INVESTIGATIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Fairbanks to Stevens Village:	State aircraft: \$374
	Charter: \$863
	Commercial: \$460

Kotzebue to Selawik:	State aircraft: \$308
	Charter: \$1496
	Commercial: \$365

King Salmon to village 75 miles away:	State aircraft: \$286
	Charter: \$936
	Commercial: \$195

Dillingham to village 70 miles away:	State aircraft: \$242
	Charter: \$1370
	Commercial: \$450

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

DRUG ENFORCEMENT/INTELLIGENCE

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

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

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

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

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

FISH AND WILDLIFE PATROL

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

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

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

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

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

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

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

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

Aniak F&WP Trooper flew in calendar year 1995:
255 Super Cub hours
Cessna 180, 185 and 206 96 hours
R-22 helicopter 65 hours

Iliamna/Yakutat F&WP Trooper flew in calendar year 1995:
214 Super Cub hours

Total citations (3 F&WP Troopers): 62
Total warnings: 55
Resource user contacts: 1903 with state aircraft

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

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

PRISONER TRANSPORT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SEARCH AND RESCUE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SPECIAL EMERGENCY RESPONSE TEAM (SERT)

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

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

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

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

STATE MEDICAL EXAMINER'S OFFICE

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

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

CHARTERING AIRCRAFT

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

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

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

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

LEASING AIRCRAFT

BETHEL

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

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

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

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

NAVAJO

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

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

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

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

HELICOPTERS

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

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

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

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

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

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

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

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

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

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

Cost comparison for owning, leasing and chartering Bell helicopters:

DPS Owned:

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

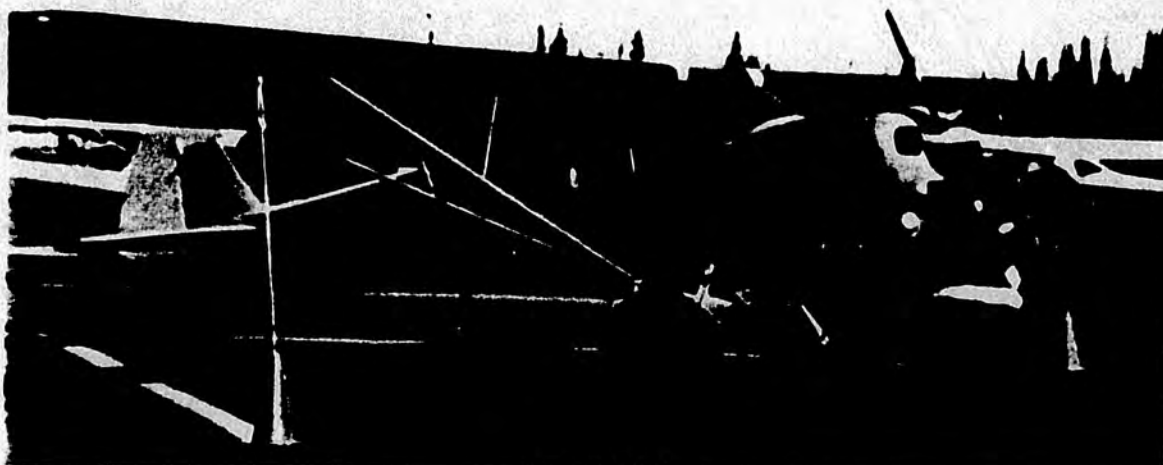
State aircraft: \$242
Charter: \$1370
Commercial: \$450

ACKNOWLEDGMENTS

The information contained within this document was gratefully received from:

Col. John Glass, Capt. Joe D'Amico, Lt. Joel Hard, Sgt. Roy Vanderpool, Peggy Lewerenz, Ron Samsal, Tpr. Fred Cooper, Lt. Rollin Young, Lt. Dave Lorring, Nancy Wojnowski, Earl Samuelson, F/Sgt. Paul Burke, Sgt. Warren Grant, Tpr. Bud Dial, Tpr. Julia Grimes, Tpr. Carl Schramm, Tpr. Bill Hughes, Sgt. Gary Wheeler, Tpr. Dave Johnson, Bob Larson, W.B. (Buck) Steward, Ray Tremblay, Maj. Bob Kean, Sgt. Don Bowman, Frank Allen, Steve Wilhelmi, Sgt. Barry Ingalls, Tpr. Jeff Willis, Margaret Simmons, Lt. Jay Yakopatz, Tpr. John Chiri, Tpr. Scott Gibbens, Tpr. Charlie Beatty, Tpr. Pete Mlynarik, Alvin Ancheta, Department of Public Safety O.P.M., Memorandum of Understanding Between Alaska Air Command and DPS, Memorandum of Understanding Between U.S. Coast Guard 17th District and DPS, Bill Isabell and Charlie Hensley (Texas DPS and Parks and Wildlife).

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

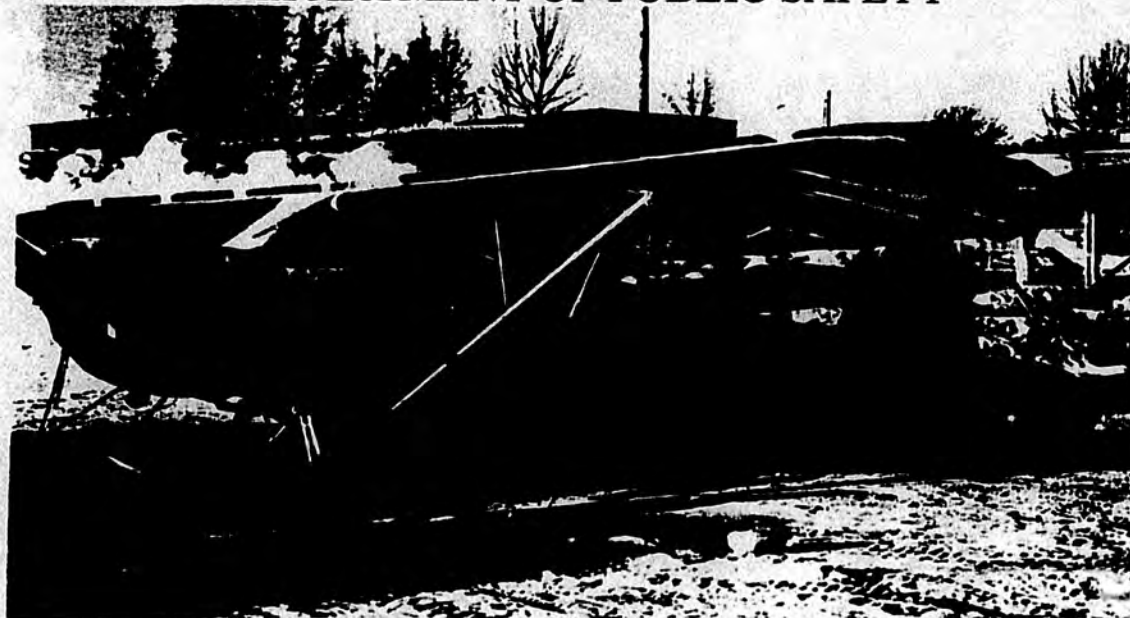
Aircraft Post Support Requirements:

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

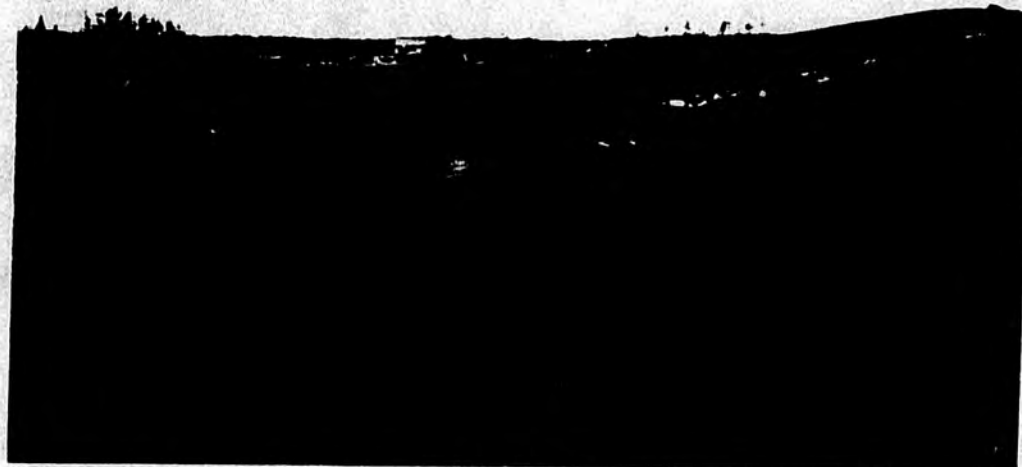
Aircraft Post Support Requirements -

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

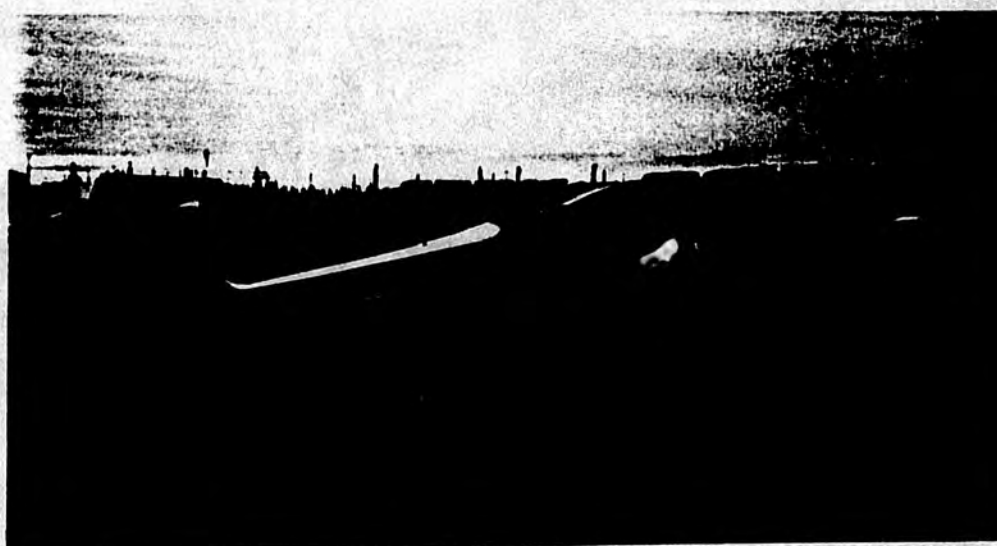
Aircraft Post Support Requirements -

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

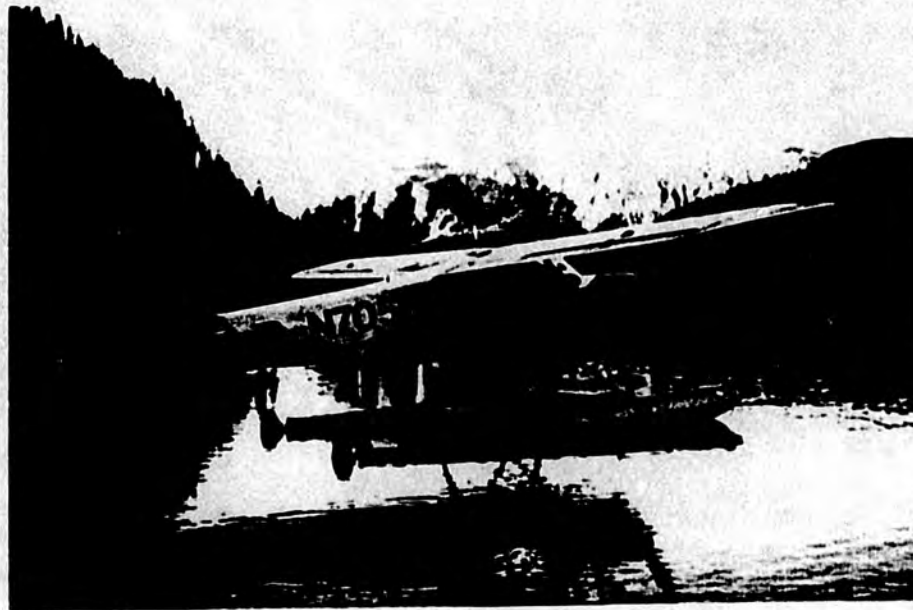
Aircraft Post Support Requirements -

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
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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

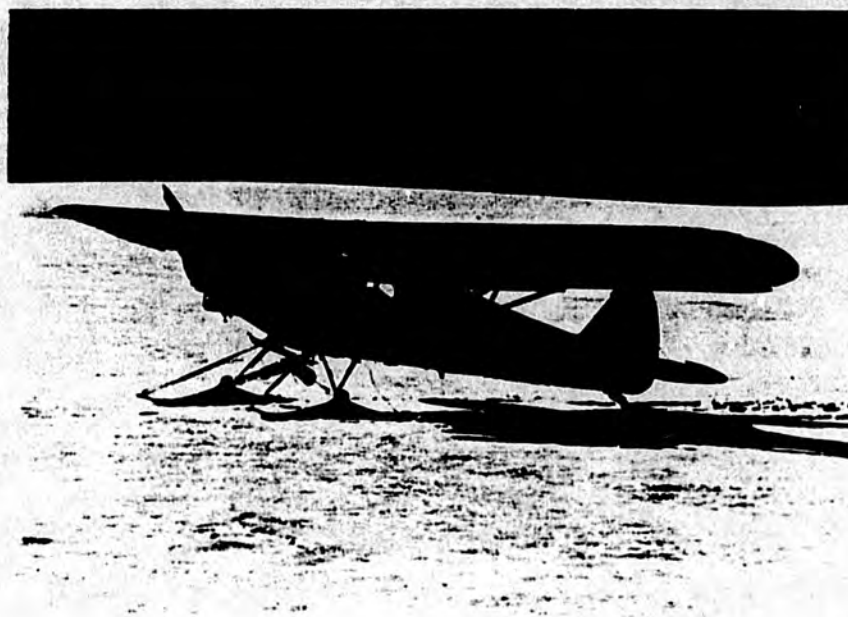
Aircraft Post Support Requirements -

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

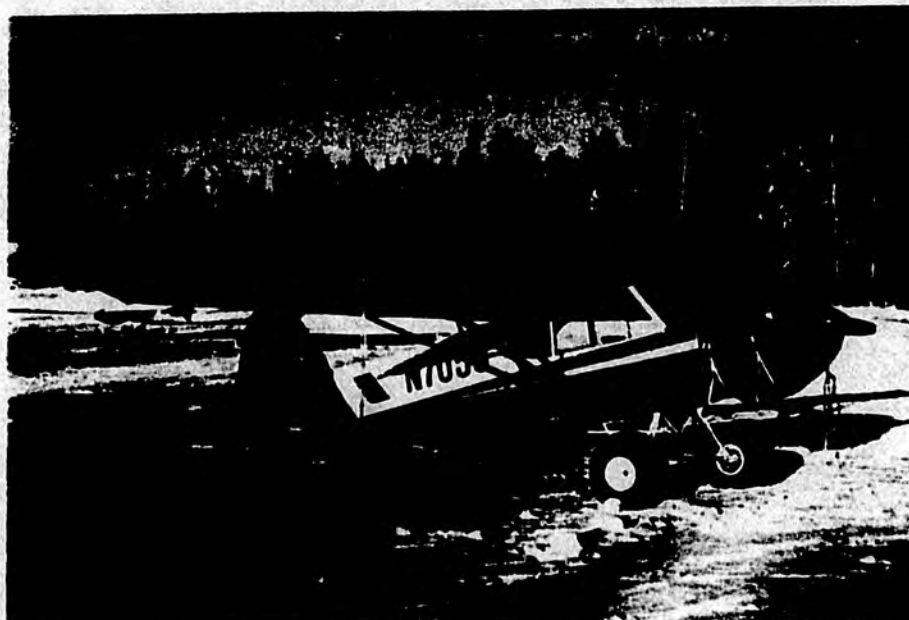
Aircraft Post Support Requirements -

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.

Revised 4/15/99

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

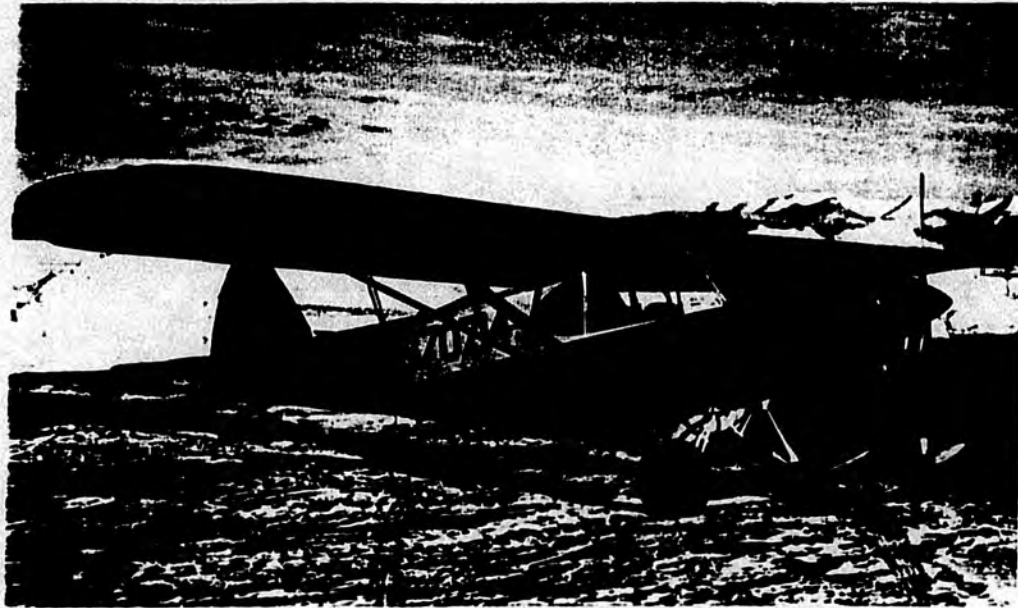
Aircraft Post Support Requirements -

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 -	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



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

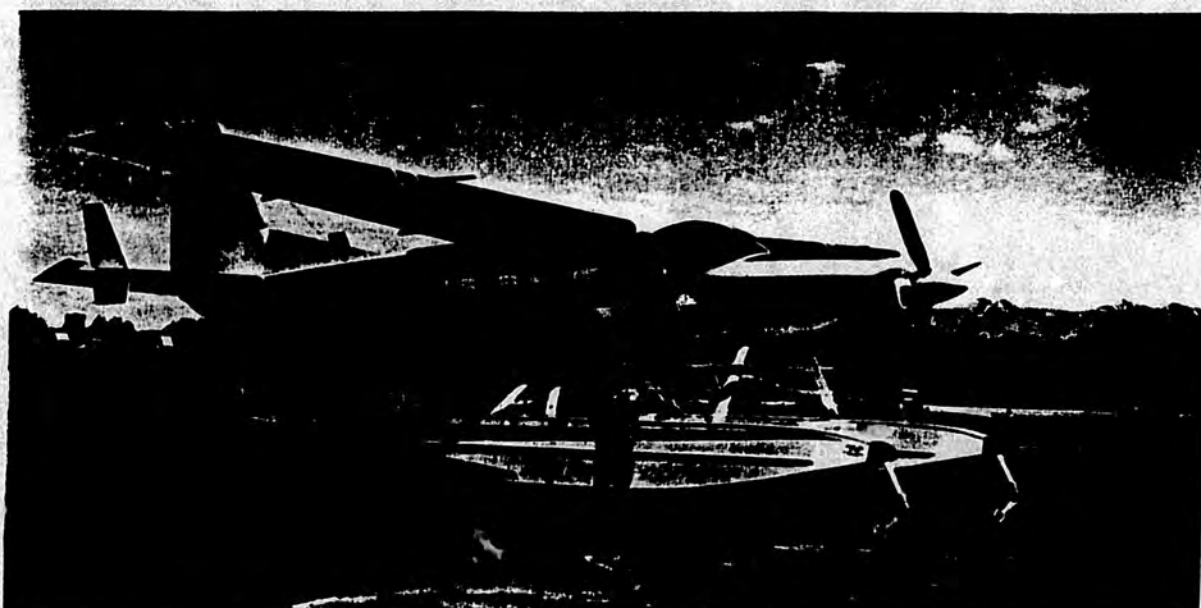
Aircraft Post Support Requirements -

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		

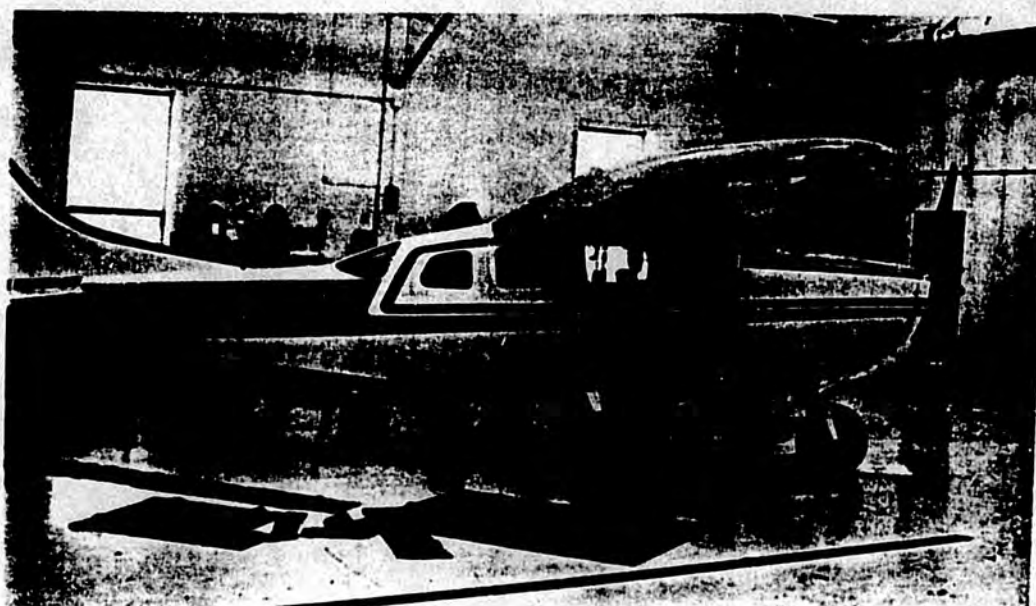
Aircraft Post Support Requirements :

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 Replacement/ Overhaul -	Year 2005

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

Aircraft is equipped with following support equipment:

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

Aircraft Post Support Requirements :

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

Pilot Minimum Experience:

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

DEPARTMENT OF PUBLIC SAFETY



N6705H

Aircraft is Based at Anchorage

Aircraft Primary Use:

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

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

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

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

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

Aircraft is equipped with following support equipment:

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

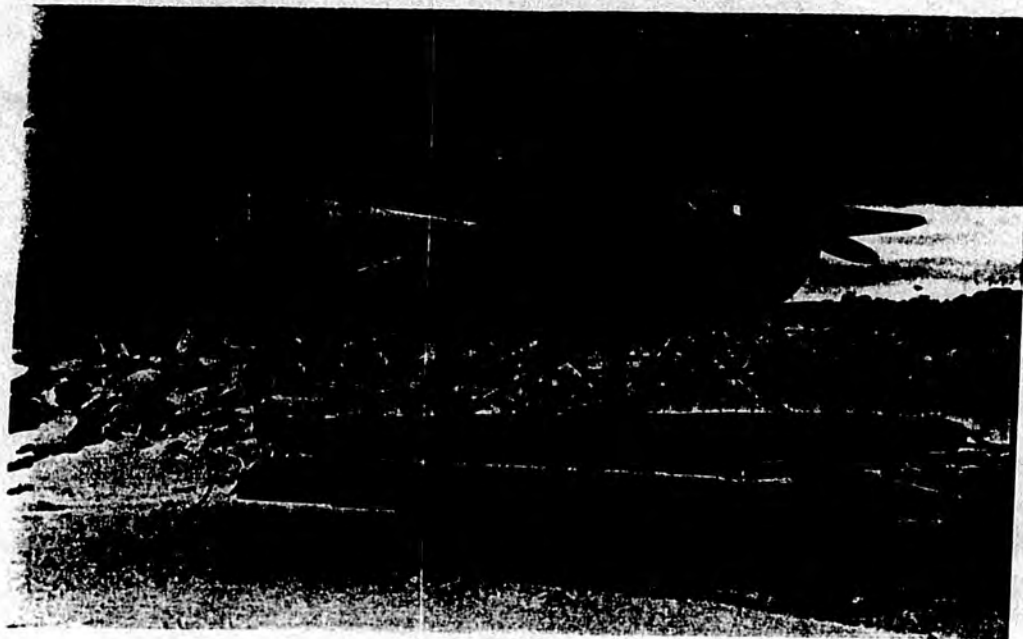
Aircraft Post Support Requirements :

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

Pilot Minimum Experience:

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

DEPARTMENT OF PUBLIC SAFETY



N70712

Aircraft is Based at McGrath

Aircraft Primary Use:

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

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

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

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

Aircraft is equipped with following support equipment:

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

Aircraft Post Support Requirements :

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

Pilot Minimum Experience:

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

DEPARTMENT OF PUBLIC SAFETY



N70713

Aircraft is Based at King Salmon

Aircraft Primary Use:

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

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

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

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

Aircraft is equipped with following support equipment:

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

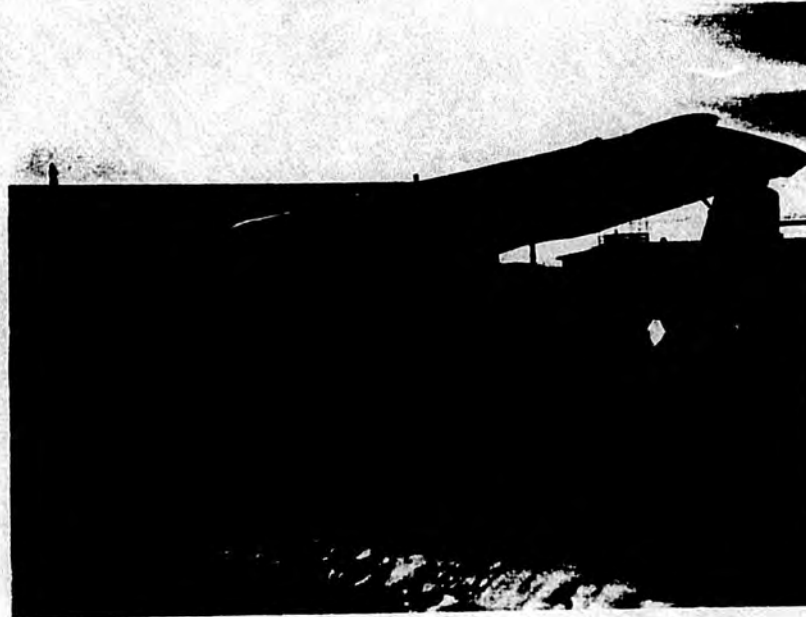
Aircraft Post Support Requirements :

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

Pilot Minimum Experience:

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

DEPARTMENT OF PUBLIC SAFETY



N714NK

Aircraft is Based at Anchorage

Aircraft Primary Use -

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

Aircraft Make/Model - Cessna 185F
 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		

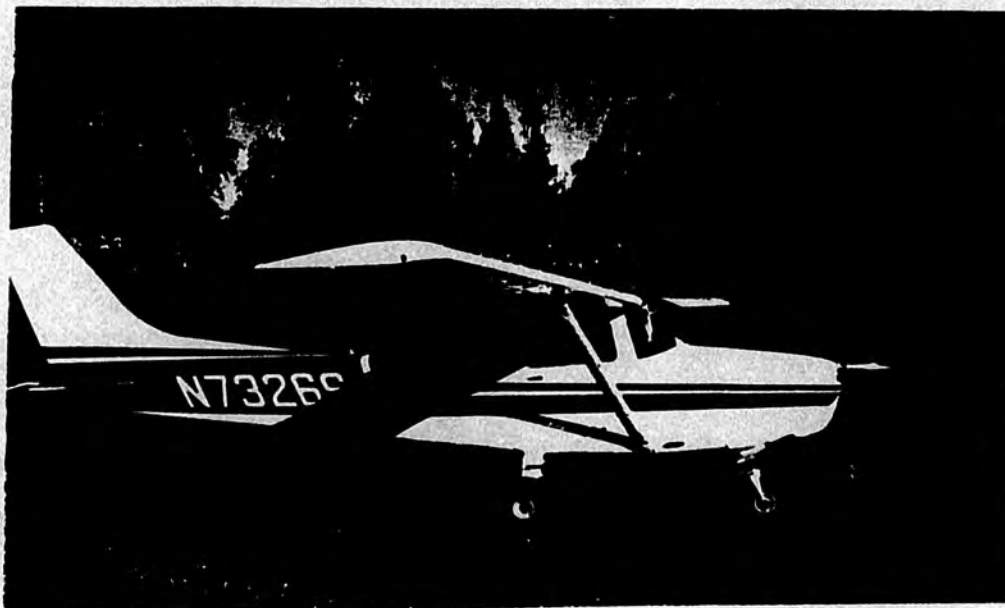
Aircraft Post Support Requirements :

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

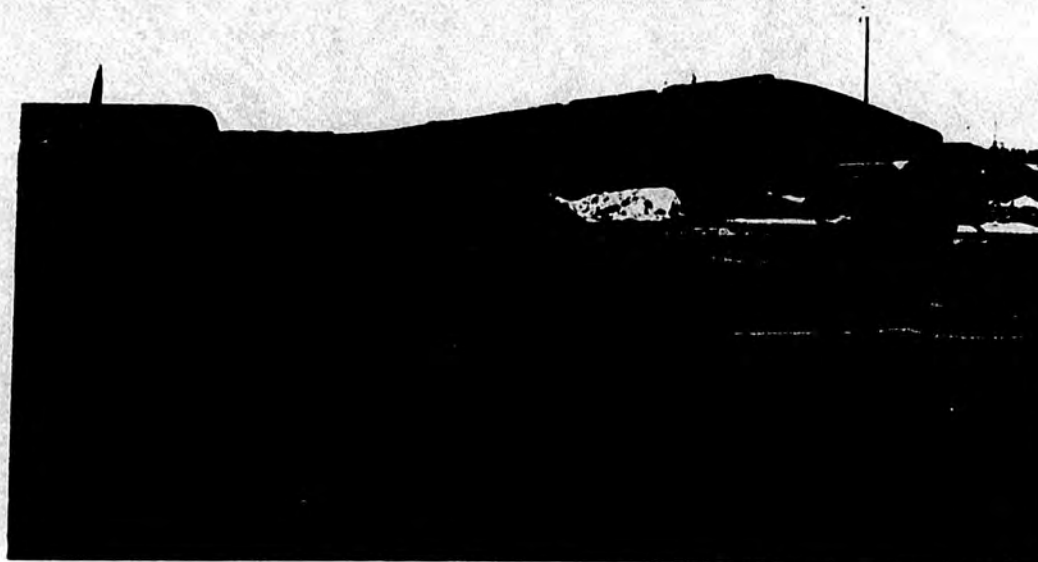
Aircraft Post Support Requirements :

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		

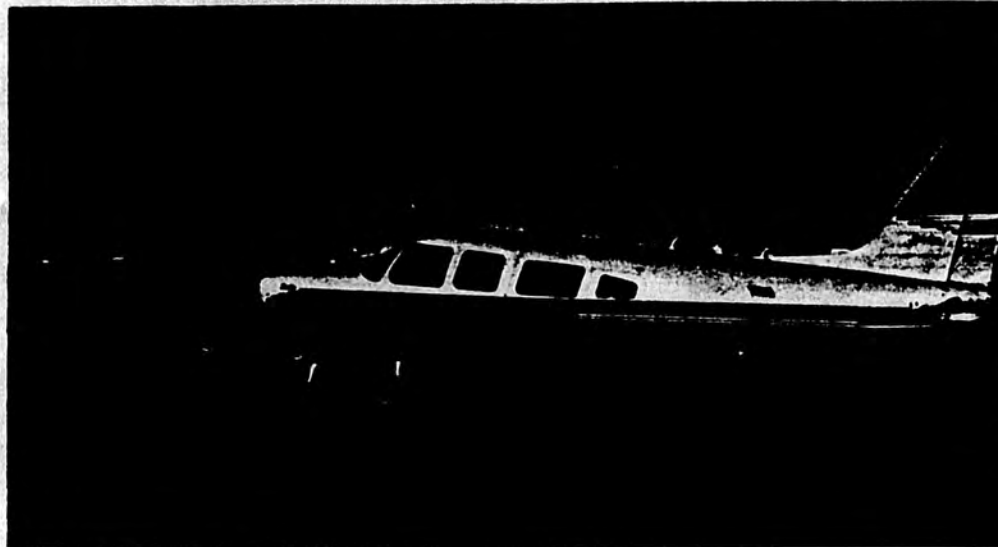
Aircraft Post Support Requirements :

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

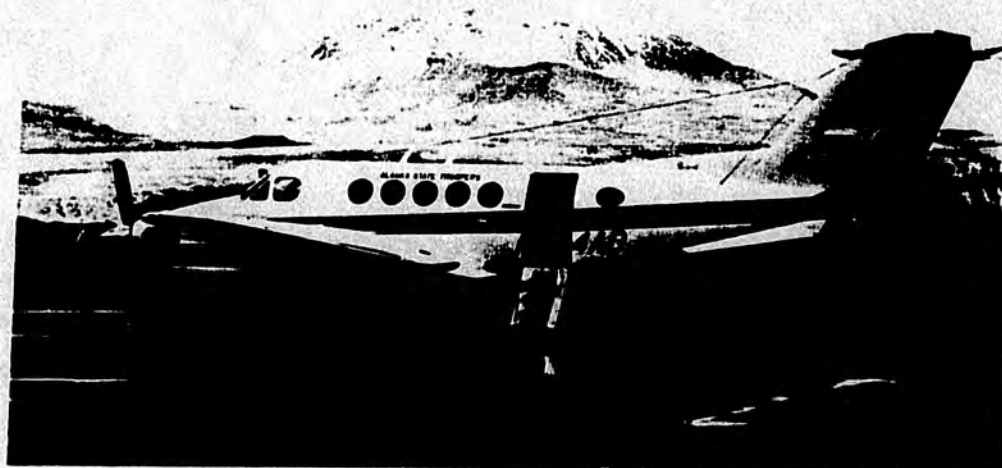
Aircraft Post Support Requirements :

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

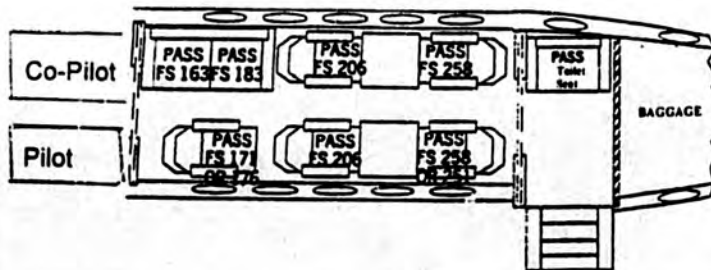
Altitudes: Normal Overwater Patrol – 200 to 2000 feet
Maximum Altitude - 35,000 feet

Speeds: Maximum – 250 knots

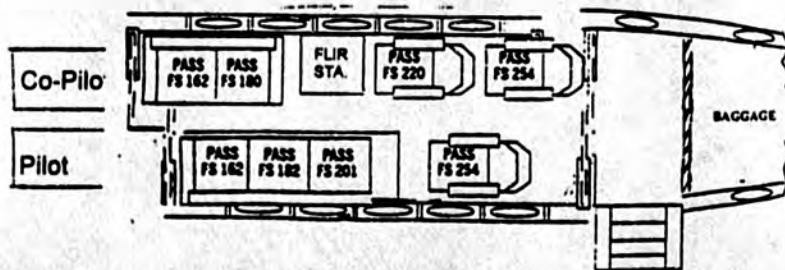
Capability: Direction Finding Receiver to locate ELT signals (Frequency 121.5)
Dual GPS (Global Positioning System)
Forward Looking Infra Red (FLIR) Camera *
Color TV Camera *

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

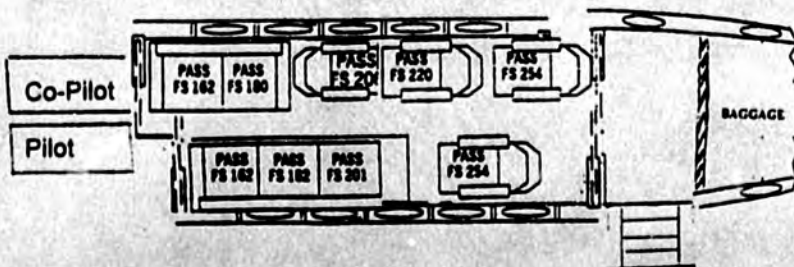
Crew: Minimum is 2 pilots and 1 camera operator during patrols and search and rescue operations. Minimum is 2 pilots for prisoner transports and other logistics flights.



Original King Air
Configuration
For Passenger Compartment

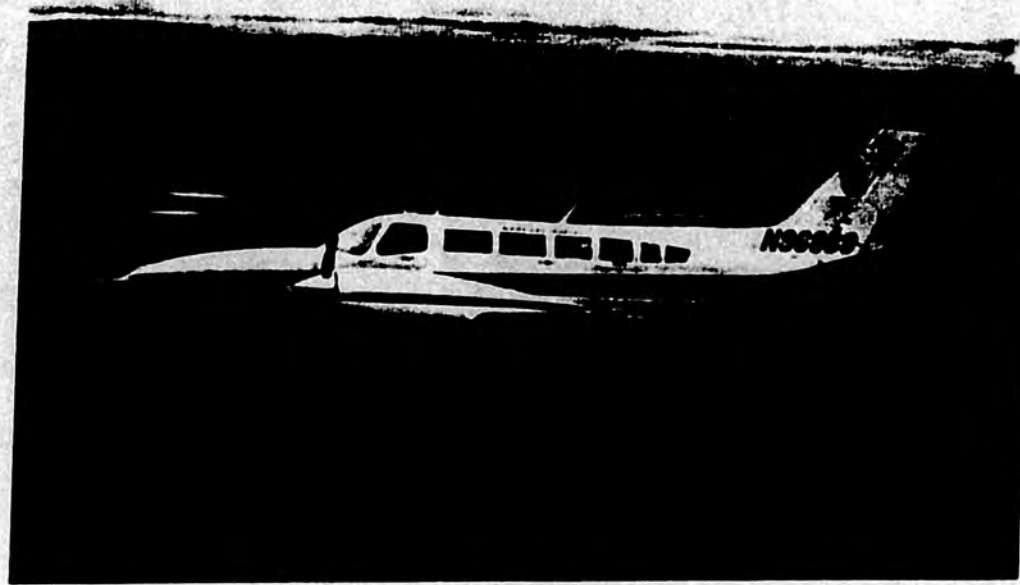


Current Configuration
With FLIR Station Installed



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	Airframe Total Time -	7083 hours
Last Airframe Major Overhaul -	Original	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, Triu. 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 Transmission 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	

