

Aircraft and Vessel Repair and Maintenance**FY2013 Request: \$869,800****Reference No: 6121****AP/AL:** Appropriation**Project Type:** Renewal and Replacement**Category:** Public Protection**Location:** Statewide**House District:** Statewide (HD 1-40)**Impact House District:** Statewide (HD 1-40)**Contact:** Danial Spencer**Estimated Project Dates:** 07/01/2012 - 06/30/2017**Contact Phone:** (907)465-5488**Brief Summary and Statement of Need:**

The Department of Public Safety (DPS) annually requests repair and maintenance funds for department aircraft and vessels. These assets are crucial tools used to achieve the department's mission to ensure public safety and enforce fish and wildlife laws.

These funds are for the repair and maintenance requirements of this department's aircraft and vessel fleet. For example, funds are used to rebuild vessel and aircraft engines and components when they reach the limits of safe useful life. Many other components of vessels and aircraft must be maintained or replaced routinely to ensure safe operating conditions and to comply with various safety regulations.

Funding:	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>Total</u>
Gen Fund	\$869,800						\$869,800
Total:	\$869,800	\$0	\$0	\$0	\$0	\$0	\$869,800

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input checked="" type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Additional Information / Prior Funding History:

Ch 5, FSSSLA 2011 \$850,000
 Ch 43, SLA 2010 \$850,0000
 Ch 15, SLA 2009 \$600,000
 Ch 29, SLA 2008 \$1,000,000
 Ch 30, SLA 2007 \$900,000
 Ch 82, SLA 2006 \$1,300,000
 Ch 3, FSSSLA 2005 \$1,800,000
 Ch 159, SLA 2004 \$749,600
 Ch 82, SLA 2003 \$1,652,400
 Ch 1, SSSLA 2002 \$1,200,000
 Ch 61, SSSLA 2001 \$900,000
 Ch 61, SLA 2001 \$300,000
 Ch 135, SLA 2000 \$1,063,800

Project Description/Justification:

The Department of Public Safety (DPS) annually requests repair and maintenance funds for the department's aircraft and vessels.

Aircraft Repairs

This project allows for the annual purchase of equipment needed to replace some of the worn-out or obsolete equipment such as radios, landing gear, etc. It will purchase overhauls and repairs to department aircraft airframes, landing gear, and engines on an annual schedule. This is necessary to ensure the aircraft are airworthy, safe, dependable, and in compliance with federal regulations.

For the department to carry out its public safety, law enforcement, and search and rescue responsibilities, it is essential that its aircraft be maintained in an airworthy, safe, and dependable condition. A minimum level of flying hours must be maintained to meet the department's enforcement objectives. Without adequate aircraft support, many aspects of the Alaska State Troopers' and Alaska Wildlife Troopers' public safety and wildlife law enforcement efforts would be seriously impaired.

The aircraft section has maintenance responsibility for DPS aircraft, including maintenance and replacement of engines, propellers, airframes, and electronics. Federal Aviation Administration (FAA) requirements must be met. Frequent maintenance, parts replacement, and re-fabrication are required. Adequate funding is essential to maintain a regularly scheduled overhaul and repair cycle for department aircraft. Routine aircraft maintenance is especially critical as the time between airframe overhauls increase. Cessna aircraft and Piper Cubs should receive an overhaul of the airframe every seven years, especially when operating in a corrosive saltwater environment. In fresh water and inland areas, these airplanes should be overhauled every 14 years or 5,000 hours, whichever comes first. Any corrosion renders the aircraft no longer airworthy by manufacturers' standards and FAA regulations. Overhauling the airframes and landing gear extends the life of the equipment and ensures the safe structural condition of the aircraft.

Vessel Repairs

This project allows for some of the needed repairs, conversions, servicing, and maintenance for department vessels to ensure their safe and dependable operations during FY2013 and beyond. Routine preventative and annually scheduled maintenance for vessels of all sizes is necessary and cost efficient. As the operational life of some of the vessels is extended, maintenance becomes critical to the safety of the vessels and the crew. This project also allows for the purchase of equipment needed to replace worn out or obsolete equipment such as marine radios, global positioning systems, engines, etc. This is necessary to ensure that DPS vessels are seaworthy, safe, dependable, and meet the needs of the public safety mission.

Alaska's fisheries are changing and the patrol emphasis for the smaller vessels is taking on expanded roles, including increased patrols relating to federal marine enforcement and homeland security concerns. All vessels are used for commercial fisheries, sport fish, and big game hunting enforcement, and other trooper duties including search and rescue missions. Many of the larger vessels patrol the high seas all year, from southeast Alaska to the Kotzebue Sound, in all weather and sea conditions. To patrol these fisheries in safe and dependable vessels, the DPS must provide a

planned, scheduled maintenance program. The increasing demand in operations also affects small vessel maintenance needs.

Maintaining the fleet is an ongoing process requiring the department to forecast needs based on prudent mariner practices, equipment manufacturer recommendations, and normal wear and tear. Deferred projects are weighed against newer concerns to determine the final priority listing for needed maintenance.

Of the 17 vessels 25-foot and larger, one is the 20 year old *P/V Stimson*. As the age of a vessel increases, so do maintenance and repair costs and the frequency of breakdowns. Sufficient funding must be available to maintain the vessels on a regular schedule. The Dutch Harbor based 156-foot *P/V Stimson* is the largest vessel in the fleet and the only enforcement vessel in its class. It requires substantial maintenance to maintain its systems. The Ketchikan based 84-foot *P/V Enforcer* is the newest large member of the fleet.

Maintenance and repair costs for the *P/V Wolstad*, 121-foot vessel based in Kodiak, are in a separate capital project requesting \$2.4 million for engine overhaul and other repairs.

Documentation of Estimated Capital Costs

The information below is based on projected maintenance needs at the time this document was written. Changing circumstances, equipment failure, etc., may result in reallocation of funds within the aircraft and vessel fleet as needed.

Aircraft Repairs

Piper PA18 rebuild/overhaul (1 aircraft)	\$180,000
R44 helicopter rebuild	\$165,000
EFIS Upgraded Avionics for AS350B3 Astar helicopter	\$100,000
Cessna 185 Paint N9380N	\$15,000
Emergency repairs	\$19,800
Total aircraft request	\$479,800

Vessel Repairs

P/V Stimson engine rebuilds(2), radars(2), anchor windlass	\$245,000
P/V Camai boom lock valves	\$55,000
Outboard motor replacements	\$75,000
Maintenance and replacement parts	\$15,000
Total vessel request	\$390,000