

Aircraft and Vessel Repair and Maintenance

FY2020 Request: \$1,500,000
Reference No: 62516

AP/AL: Appropriation

Project Type: Life / Health / Safety

Category: Public Protection

Location: Statewide

House District: Statewide (HD 1-40)

Impact House District: Statewide (HD 1-40)

Contact: Kelly Howell

Estimated Project Dates: 07/01/2019 - 06/30/2024

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Brief Summary and Statement of Need:

These funds are for the repair and maintenance requirements of the department's aircraft and vessel fleet. Funds will be used to rebuild vessel and aircraft engines and components when they reach the limits of safe useful life. Many components of vessels and aircraft must be maintained or replaced routinely to ensure safe operating conditions and to comply with various safety regulations. These assets are crucial tools used to achieve the department's mission to ensure public safety and enforce fish and wildlife laws.

Funding:	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>Total</u>
1004 Gen Fund	\$1,500,000						\$1,500,000
Total:	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000

<input type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input 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	0
Totals:	0	0

Prior Funding History / Additional Information:

Project Description/Justification:

Aircraft and Vessel Repair and Maintenance:

The Department of Public Safety annually requests repair and maintenance funds for department aircraft and vessels. However, in recent years, there has been no request due to budget constraints. These assets are crucial tools used to achieve the department's mission to ensure public safety and enforce fish and wildlife laws. These tools provide the ability to respond to public safety concerns in rural Alaska and support the Governor's Safer Alaska initiative.

These funds are for the repair and maintenance requirements of the 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 components of vessels and aircraft must be maintained or replaced routinely to ensure safe operating conditions and to comply with various safety regulations.

Aircraft Repairs:

This project allows for the annual replacement of worn-out or obsolete equipment such as radios and landing gear. It provides funding for overhauls and repairs to department aircraft airframes 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 is responsible for maintaining department aircraft, including maintenance and replacement of engines, propellers, airframes, and electronics, and for ensuring Federal Aviation Administration (FAA) requirements are met. Frequent maintenance, parts replacement, and re-fabrication are required. Maintaining a regularly scheduled overhaul and repair cycle for department aircraft is essential. 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. 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 allows for replacement of worn out or obsolete equipment such as marine radios, global positioning systems, engines, etc. This is necessary to ensure vessels are seaworthy, safe, dependable, and meet the needs of the public safety mission. During the next fiscal year, the Patrol Vessel *Enforcer* will require shipyard maintenance including, but not limited to: haul-out, bottom paint, and main engine rebuild. This type of maintenance is performed on a three to four year cycle and is critical to ensuring the vessel is safe and dependable over a long period of time.

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

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Maintaining the fleet is an ongoing process requiring a forecast of 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.

The information below is based on projected maintenance needs. Changing circumstances, equipment failure, etc., may result in reallocation of funds within the aircraft and vessel fleet as needed. Operating personal services may be charged to this capital appropriation to coordinate and accomplish the repairs and maintenance needed.

Project	Cost
PA18 Rebuild, Caravan Engine Rebuild, R44 Blade and PA18 Float Replacement	400.0
Shipyards and Vessel Maintenance, Repair and Replacement	800.0
Facility Security Upgrades, Storage and Hangar Maintenance	300.0