

**Replacement Twin-Engine Turbine Aircraft****FY2013 Request: \$7,600,000****Reference No: AMD 48989****AP/AL:** Appropriation**Project Type:** Equipment / Commodities**Category:** Public Protection**Location:** Statewide**House District:** Statewide (HD 1-40)**Impact House District:** Statewide (HD 1-40)**Contact:** Dan Spencer**Estimated Project Dates:** 07/01/2012 - 06/30/2014 **Contact Phone:** (907)465-5488**Brief Summary and Statement of Need:**

This project will replace the Department of Public Safety's (DPS) increasingly unreliable, 31 year-old twin-engine turbine powered aircraft, a King Air 200, which has been grounded for maintenance about one-third of the time over the past two years. Because of the age of the aircraft, finding parts is becoming more difficult, increasing down time and maintenance costs. This is a new FY2013 capital project due to recent unplanned downtime from landing gear system failure.

<b>Funding:</b>	<b>FY2013</b>	<b>FY2014</b>	<b>FY2015</b>	<b>FY2016</b>	<b>FY2017</b>	<b>FY2018</b>	<b>Total</b>
Gen Fund	\$7,600,000						\$7,600,000
<b>Total:</b>	<b>\$7,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,600,000</b>

<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 checked="" 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	
<b>Totals:</b>	<b>0</b>	<b>0</b>

**Additional Information / Prior Funding History:**

None

**Project Description/Justification:**

The State of Alaska currently owns one twin-engine Beechcraft King Air 200, which is the primary aircraft used to transport larger numbers of passengers and equipment for DPS as well as numerous strategic missions, including high risk prisoner moves, Special Emergency Repose Team (SERT) deployment, rapid law enforcement response, spring flood river watches, and fisheries patrols. It is also used for law enforcement personnel and VIP transport as needed.

The King Air 200 is a 31 year-old aircraft that has been down 239 days – approximately 33 percent of the time – in the last two years. As this airframe continues to age, considerable downtime from increased maintenance and repairs combined with the difficulty in locating certified parts make this an unreliable source for DPS in terms of availability when needed for strategic missions or critical emergency response.

The most recent unplanned downtime for the King Air 200 was the result of a landing gear system failure. This landing gear system is no longer manufactured and certified used parts are extremely difficult to obtain. When two certified parts were located after a nationwide search, the first one failed testing.

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DPS has explored the options of leasing another King Air 200, leasing a King Air 350, chartering aircraft, and purchasing a used aircraft. After investigating these options, DPS proposes that the best solution is to invest in a new aircraft, such as a King Air 350 or equivalent. The benefits of purchasing a new aircraft are significant. The King Air 350 operates at virtually the same cost as the King Air 200 and can access the same number of villages but with double the useful load and 50+ knots per hour faster in speed and increased fuel efficiency. This translates to arriving at the destination more quickly, with a larger payload, and savings in time and fuel.

The King Air 350 can accommodate up to 11 passenger seats in the cabin of the aircraft compared to eight seats in the King Air 200. Another feature on a new King Air is RVSM or Reduced Vertical Separation Minima. This allows the aircraft to fly at higher altitudes, which means even more cost savings when it comes to fuel burn and cost.

DPS considered the option of purchasing a newer model used King Air 350; however, there are few on the market. A used aircraft would come with very little or no warranty coverage which could substantially increase the maintenance costs in the short-term, would not have the latest generation avionics installed, and would reach age-related repair and maintenance costs sooner. A new aircraft would come with warranty coverage resulting in considerable cash savings over the next five years.

Investment in a new aircraft, such as a King Air 350 or equivalent, would provide a more reliable, more capable, and operationally more cost effective asset, and would ensure faster, efficient response for DPS strategic missions and critical emergency response to protect the citizens of Alaska and their resources.