

INTERIM GOVERNMENT SERVICES COMMITTEE

Study of the Use of State-Owned Airplanes

Wednesday, December 14, 2011

ND GAME AND FISH DEPARTMENT

Cessna T182T AND American Champion 8GCBC (Scout)

1. Maintenance Costs – (parts, labor, maintenance services)

	<u>Scout</u>	<u>Cessna</u>
FY09	\$23,818.47 = \$54.44/hr.	\$4,871.33 = \$25.33/hr.
FY10	\$21,228.35 = \$50.71/hr.	\$14,138.34 = \$64.38/hr.
FY11	\$38,786.51 = \$72.70/hr.	\$28,023.99 = \$129.56/hr.
Average	\$60.33/hr.	Average \$74.87/hr.

2. Flight Hours

	<u>Scout</u>	<u>Cessna</u>
FY09	437.5 hrs.	192.3 hrs.
FY10	418.6 hrs.	219.6 hrs.
FY11	533.5 hrs.	216.3 hrs.
Average	463.2	Average 209.4

3. Per Hour Operating Cost – (fuel, oil, labor, hangar rent, insurance, parts, supplies, maintenance)

	<u>Scout</u>	<u>Cessna</u>
FY09	\$126.12/hr.	\$148.21/hr.
FY10	\$118.16/hr.	\$158.12/hr.
FY11	\$147.77/hr.	\$251.16/hr.
Average	\$130.85/hr.	Average \$185.83/hr.

4. Specialized Equipment

Scout – Telemetry equipment, emergency law enforcement radio system, tundra tires, retractable snow skis

Cessna – Emergency law enforcement radio system and Avidyne Traffic Advisory System

5. Justification for North Dakota Game and Fish Dept. ownership of aircraft

The North Dakota Game and Fish Department owns two aircraft: 1) an American Champion 8GCBC (Scout) and a Cessna T182T. Both are used extensively by the Game and Fish Department but for different purposes.

2006 American Champion 8GCBC (Scout)

- The 'Scout' is used for mission specific purposes such as flying big game surveys and telemetry work, i.e., locating radio collared animals for research purposes. It is designed to fly slow and low, which is required for survey work. The type of plane used needs to have the maneuverability for survey work that larger planes, e.g., Cessna T182T, do not have. It is a special use aircraft which provides the capability for: 1) short field high performance take offs and landings; 2) off airport operations; 3) two place tandem seats for best visibility for pilot and biologist; 4) large (tundra) tires as well as safety; 5) retractable snow skis for winter operations; and 6) telemetry equipment for tracking radio collared wildlife.
- Survey flights such as those for mule deer and antelope can be difficult to schedule since they are time specific from year to year and dependent on weather, e.g., snow on the ground, good visibility, and fair wind conditions. There is generally a short window of opportunity to schedule the surveys and the entire survey area of the state must be flown at the same time of the year.

2006 Cessna T182T (Cessna)

- The primary role of the Cessna is for game and fish enforcement work but also serves as support for other law enforcement entities on a statewide basis. Aerial surveillance has shown great value in enforcement of game and fish laws as well as other enforcement and emergency purposes. The plane is occasionally used as a transport when needed for other Game and Fish Department purposes, e.g., flying department staff to meetings when driving is less cost effective and time is critical.
- Availability is critical when missions are 'spur of the moment' and not scheduled. When enforcement personnel receive a call to fly a night mission for illegal night hunting they need to respond immediately or the opportunity is likely lost.
- Night flights are a common occurrence and the plane needs to be equipped for this. While also an important feature for daytime flying it is even more critical during night flights that special equipment on the plane is in place. A traffic avoidance system (Avidyne Traffic Advisory System) allows the pilot to focus attention on searching the

ground for the intended purpose of the flight, e.g. illegal night hunting, while the system provides warning when another aircraft approaches too closely.

- Emergency response for search and rescue, air assistance for criminal escapees, crimes in progress, and state/federal disaster emergency responses occur at times that are difficult to predict.

We have a pilot who is also a mechanic and provides a large amount of maintenance on our aircraft as part of his job function. We know our flight schedules and can make sure the plane overhaul is performed during known down times so it doesn't interfere with flights critical to our operations. According to the Aircraft Blue Book, the average hours for the Scout is 90 hours per year and for the Cessna is 140 hours per year. Average hours over the past three years is 463.2 for the Scout and 209.4 for the Cessna. Total hours over the past three years (July 1, 2008 through June 30, 2011) is 1,389.6 hours for the Scout and 628.2 hours for the Cessna.