

Status of State Airplane Fleet

Transportation Interim Committee Meeting

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UDOT Aeronautics Program

- Conduct statewide airport planning and capital project planning for statewide airports
- Managing FAA grants and state funds
- Distribution of aviation fuel tax revenue
- Operation and maintenance of state-owned aviation assets
- Administer aircraft registration fees



Aeronautics Passenger Program Fleet



King Air B200

- Capacity: 8 passengers
- Owned and operated by UDOT
- Rural medical services
- State business travel
- Wildfire and search and rescue

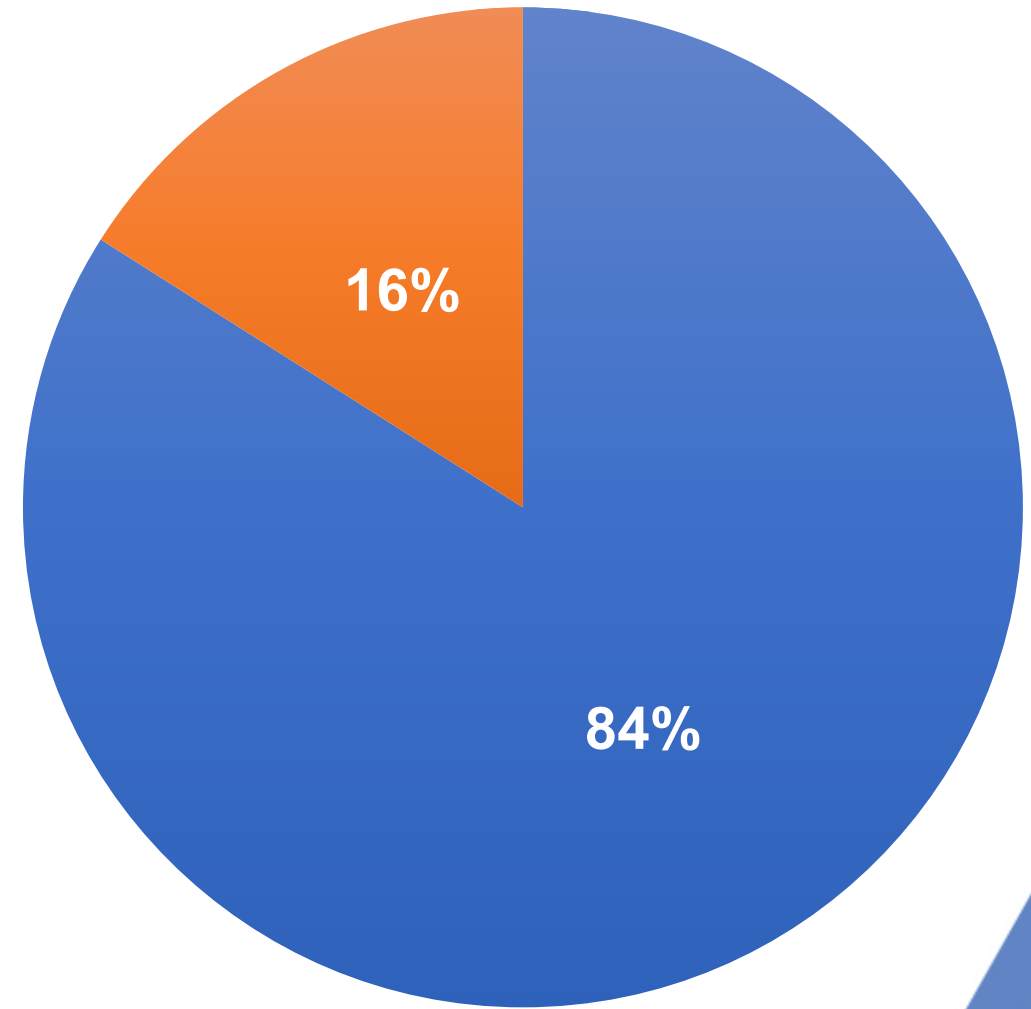


King Air C90

- Capacity: 6 passengers
- Owned and operated by UDOT
- Rural medical services
- State business travel
- Wildfire and search and rescue

Aeronautics Passenger Program

- Medical services to rural communities: 84%
 - Monticello, Moab, Vernal, Price, Richfield and others
 - Pediatric services
 - Cardiovascular clinics
 - U of U Burn Center Outreach Program
- Governor and state agency travel: 16%
 - Wildfire surveillance
 - Emergency response
 - Other state travel



The Challenge

- Current aircraft are at end of life cycle
- Operating expenses continue to rise as fleet ages
 - More down time due to maintenance resulting in less availability
- Continue providing best-value travel options for state business

Aircraft Maintenance Costs Increased With Age

- Industry standard replacement cycle of airplanes is 10 years
- Trade in value at 10 years is 45% purchase price
- Trade in value at 20 years is significantly less and dependent on unknowns

Maintenance Costs		
Years	B200	C90
2000-2009	\$1,168,368	\$1,152,771
2010-2019	\$3,284,246	\$2,594,783

Two Independent Audits of Aeronautics Program

- Audits completed by Conklin & de Decker (2017) and AECOM (2018)
- Aircraft are nearing their end-of-life cycle
 - Increase in maintenance costs and operational impacts
- Both audits recommend a fleet replacement strategy



FAA Requirements That Impact Aircraft Operation

- **Part 91:** State owned/leased planes that are non-commercial can land at any airport or in any conditions under which pilot determines it's safe
- **Part 135:** Commercial planes restricted at airports with shorter runways or airports without weather reporting systems

Option	Cost (Estimates)	Medical	State Business	Emergency Services	Wildfire Surveillance	Limitations
Maintain Existing Aircraft	--	✓	✓	✓	✓	All services likely to cease in 3-5 years
Purchase 2 New Aircraft*	\$15.38M	✓	✓	✓	✓	--
Lease 2 New Aircraft for 10 years*	\$18.4M	✓	✓	✓	✓	Annual appropriation required
On-Demand Charter Service	Various Rates	✓	✓			FAA restrictions
Hybrid Ownership	\$6.9M + Various Rates	✓	✓	✓	✓	FAA restrictions

*Doesn't include hourly charge to customers



Can provide services
w/ no limitations



Can provide services
w/ limitations



Cannot provide
service

