



# Further Reductions to Aviation Programs Are Possible and an Aviation Management Authority is Needed

A presentation to the Joint Legislative  
Program Evaluation Oversight Committee

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## Handouts

The Full Report



Today's Slides





## Evaluation Team

Catherine Moga Bryant, Evaluation Lead

Jeff Grimes, Evaluator

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## Our Charge

- S. L. 2011-145, Section 6.13 directed the Program Evaluation Division to evaluate
  - Consolidation of air services provided by
    - Department of Transportation (DOT)
    - State Bureau of Investigation (SBI)
    - University of North Carolina's Area Health Education Centers program (AHEC)
  - Reduction in aircraft, personnel, and facilities
  - The formation of an Aviation Management Authority





## Overview

1. The Department of Transportation helicopter is underutilized
2. The helicopter and the State Bureau of Investigation's facility could be eliminated
3. Further consolidation of passenger air services would not result in improved service
4. An Aviation Management Authority is needed



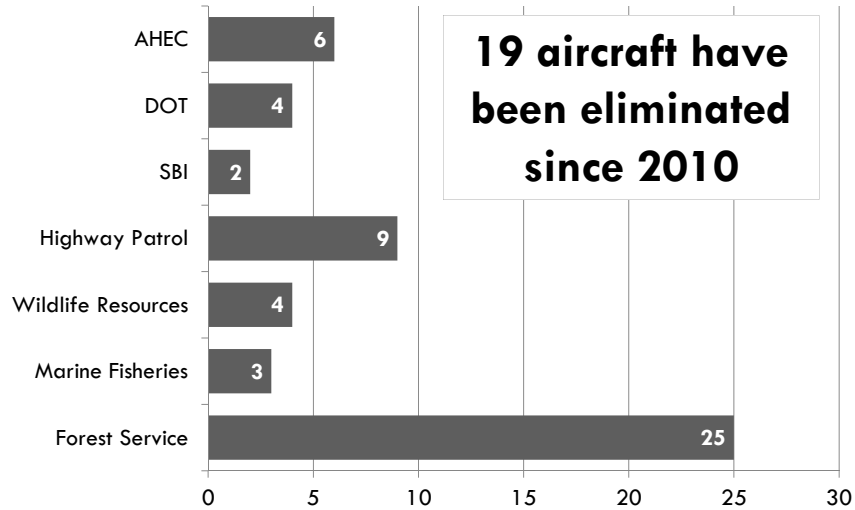
## Summary of April 2010 Report

- State aircraft were underutilized
- Decentralized operations contributed to weak management and inefficiencies
- Establish an Aviation Management Authority
- Elimination of aircraft, personnel, and facilities





## NC Owned 53 Aircraft, Jan. 2012



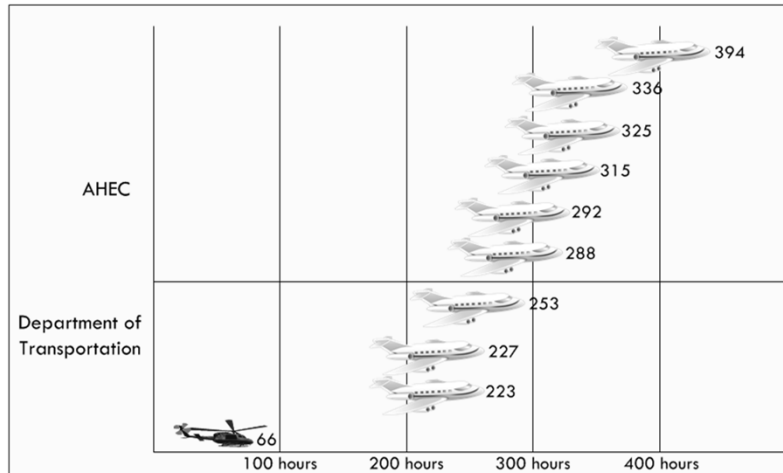
## Utilization of Passenger Aircraft

- One indicator of efficiency is flight hours per year
- Industry sources set the efficient use threshold between 200 and 400 hours per year
- If aircraft are flown less than 200 hours per year, alternatives should be considered





## Passenger Airplanes Met the Efficient Use Threshold



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## DOT Helicopter is Underutilized

- Flew 66 hours in Calendar Year 2011
- Costs \$8,553 per hour to operate



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## Alternatives for DOT Helicopter

- Charter private helicopter
  - Would have to be ferried from another state
  - May not be available on short notice
- Replace current helicopter with one that can be shared with State Highway Patrol
  - Variable costs are less
  - Opportunity for resource sharing

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## SBI Aircraft Have High Cost per Hour

- Airplanes flew a combined total of 176 hours
  - Cessna flew 56.5 hours and cost \$2,431 per hour
  - King Air flew 119.9 hours and cost \$2,444 per hour



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## Alternatives for SBI Aircraft

- Use the DOT photogrammetry airplane for aerial photography
- Use other alternatives for fugitive extradition transport
  - Use DOT airplanes
  - Contract with private companies

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## SBI Facility Could Be Eliminated

- Move aircraft to DOT facility
- Annual savings of \$111,230
- Would allow DOT mechanics to maintain SBI aircraft instead of contracting with vendors

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## **No Further Consolidation of Passenger Air Service**

- Aviation programs in Departments of Commerce and Transportation were consolidated in 2010
- Further consolidation would not result in improved level of service
  - Different utilization and scheduling patterns
  - Current aircraft meet the needs of DOT and AHEC
  - Scheduling conflicts

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## **Aviation Management Authority**

- Would ensure appropriate and efficient use of aviation resources and to standardize practices related to training, maintenance, and data tracking
- Responsibilities
  - Providing management oversight for all aviation programs
  - Overseeing maintenance for all state aircraft

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## Aviation Management Authority

- House in Department of Transportation
- Costs covered by 3% management fee
- Aviation programs would continue to own and operate their own aircraft

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## Summary

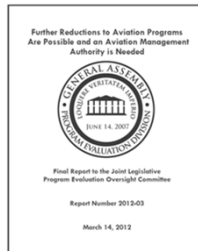
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- Further consolidation of passenger air services would not result in improved service
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**Report available online at  
[www.ncleg.net/PED/Reports/reports.html](http://www.ncleg.net/PED/Reports/reports.html)**



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