

CITY OF OAKLAND
AGENDA REPORT

OFFICE OF THE CITY CLERK
OAKLAND

2006 MAY 11 PM 6:32

To: Office of the City Administrator
Attn: Deborah Edgerly
From: Police Department
Date: May 23, 2006

Re: A Report and Two (2) Proposed Resolutions Authorizing the City Administrator, or Her Designee, to:

- 1) Sell the Police Department's 1977 Enstrom Training Helicopter; and**
- 2) Purchase a Newer Schweizer 300 CBI Training Helicopter for a Purchase Price not to Exceed Two Hundred Thirty Thousand Dollars (\$230,000)**

SUMMARY

The Police Department seeks to sell its 28-year old Enstrom Training Helicopter and purchase a newer model Schweizer 300 CBI Training Helicopter, for an amount not to exceed \$230,000. Revenues generated by the sale of the Enstrom aircraft combined with existing Air Support Unit general appropriations, and funds drawn from the Federal Asset Forfeiture Fund will be used to make the purchase. Two resolutions have been prepared authorizing the City Administrator or her designee, on behalf of the City of Oakland to sell one Police Department Enstrom Training Helicopter and purchase one Schweizer 300 CBI Training Helicopter.

FISCAL IMPACT

The 1977 Enstrom Training Helicopter was appraised by Aero Enterprises on December 29, 2005, and has an estimated value of \$142,490. After conducting a nationwide search for a Schweizer model 300 CBI Training Helicopter, staff determined that a 2002-2005 Schweizer model 300 CBI helicopter, with approximately 1000 hours of flight time could be purchased for approximately \$230,000.

The table below outlines the current operating costs associated with operation and maintenance of the Air Support Unit's Helicopters:

Craft	Approximate Cost Per Hour
MD 500 E Turbine Patrol Helicopter	\$350.00 Per Hour
Enstrom Training Helicopter ¹	\$779.32 Per Hour
Schweizer Training Helicopter	\$110.00 Per Hour

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1. From Jan 04 - Jan 06 the Enstrom flew a total of 71.8 hours. Maintenance during that period was approximately \$53,083.75. The operating cost of the Enstrom is approximately \$779.32 an hour. The high cost is attributed to the low ratio of flight hours and the frequency of unscheduled maintenance. The "downtime" can be as much as a month, sometimes longer. As a result, training has been delayed and reduced because of the unscheduled maintenance.

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Funds generated from the sale of the 1977 Enstrom Training Helicopter will be deposited into the Air Support Unit Organization (105660), Special Operations Program (PS13), and in a Project to be determined. Additional funding required to make the purchase will be drawn from the existing Air Support Unit's general appropriations, and the Federal Asset Forfeiture Fund (2912).

The newer model Schweizer 300 CBI Training Helicopter will be purchased directly from the seller by the Department; however Big Valley Aviation Inc. has agreed to broker both the sale and purchase of the aircrafts, and will provide a complete inspection of the new aircraft for a flat fee of \$1000, plus travel expenses. The Finance and Management Agency's Purchasing Section has agreed to this process, given the unique nature of the equipment being sold and purchased.

BACKGROUND

Big Valley Aviation Inc. is currently under contract with the City and provides service and performs maintenance on the Department's three helicopters (two McDonnell Douglas (MD) 500Es and one Enstrom). Since 1987, Big Valley Aviation, Inc. has met all maintenance requirements and has provided satisfactory service to the Department's Air Support Unit.

KEY ISSUES AND IMPACTS

The Enstrom Training Helicopter has incurred a significant amount of unscheduled maintenance due to several factors:

- It has been parked outside for the last eighteen years. The exposure to the weather has caused corrosion to many of the helicopters components.
- The aircraft is twenty-eight years old. The age of the aircraft's airframe and associated parts have contributed to the high cost of maintaining it in a safe flying condition.
- Due to the aircraft's age, parts are not readily available.
- The cost of the parts has increased because they are no longer mass-produced.

Conversely, the Schweizer Training Helicopter *is* mass-produced and parts are readily available. The maintenance of the Schweizer Training Helicopter will reduce the overall maintenance budget of the Air Support Unit. Additionally, a newer helicopter, properly maintained and stored inside, should serve the Air Support Unit for approximately 15-20 years.

PROJECT DESCRIPTION

The Federal Aviation Association (FAA) requires helicopter pilot training be primarily conducted by certified flight instructors. All training for OPD helicopter pilots is conducted at

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the department and performed in designated training helicopters. Pilots assigned to the Air Support Unit are required to continue training throughout their careers and attain certification as flight instructors. Advanced and periodic training, as well as the FAA biennial review of all pilots, is also performed in the Unit's training helicopter.

There are two primary types of training helicopters used throughout the industry for initial and advanced flight training. One is the Schweizer 300 CBI and the other is a Robinson R22. The Schweizer 300 CBI has a similar configuration to our current patrol helicopters and offers greater reliability, less maintenance and better parts availability. The Robinson R22 requires additional training due to a unique rotor system in the aircraft. Because of the unusually high rate of accidents in the Robinson R22 helicopters, the Federal Aviation Administration (FAA) has mandated additional training to fly the Robinson helicopters for both flight instructors and student pilots who choose this model. The FAA has not imposed any additional training requirements to fly the Schweizer helicopter.

It is crucial that the Department have a reliable training helicopter for the continued success of the Air Support Unit. The purchase of the new Schweizer helicopter will allow the Department to meet FAA flight instruction and continuing training requirements which include normal and emergency procedures.

Helicopter Operations

The training received by the Air Support Unit pilots will ensure their availability to conduct such critical operations as assisting in searches for missing persons, traffic enforcement, surveillance, special events, and photo assignments; and is an invaluable tool during vehicular pursuits. Accidents caused during vehicle pursuits are greatly reduced because pilots overhead can advise ground units of potential hazards, which allow the patrol officer to concentrate on driving at a speed and distance sufficient to keep the fleeing vehicle from additional reckless and unsafe acts that may endanger pedestrians and other vehicles.

Members of the Air Support Unit respond to many in-progress crimes and assist in scene management and suspect apprehension, as well as provide support to the Fire Department and Oakland citizens in various situations. By providing a flight crews broader perspective, ground resources are used more efficiently.

Distinct advantages such as faster response time to calls for service, and greater visibility are attributed to owning and operating a police helicopter. Because a helicopter is not restricted to traffic conditions and does not pose a threat to persons or property as it responds rapidly to calls for service, it is a safe crime fighting tool.

Additionally, helicopter crews continually scan residential areas, as well as the Oakland hills for fires. They assist at the scene of fires by dropping water, using heat-seeking equipment, directing fire engines to the most accessible routes, notifying firefighters and citizens of potentially

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dangerous areas, and monitoring the area for hotspots even after the fire has been extinguished.

The helicopter has assisted numerous agencies in the search for missing persons, suspects, vehicles, crime scenes, and kidnap victims. Also, members of the Air Support Unit provide aerial photographs of crime scenes, and other environmental or hazardous problems. The helicopter is also used to provide protective escorts for dignitaries and VIPs.

Most recently (since September 11, 2001), the helicopter has been used in security operations related to Homeland Security efforts. The Air Support Unit routinely patrols the perimeter of the Oakland Airport, Estuary, Port of Oakland, and Oakland Coliseum. In conjunction with the U.S. Coast Guard, the helicopter crews enforce the restricted zone around the Oakland Airport and report any unusual activity occurring along the Oakland shoreline and waterways.

Air Support Unit Activity Summary 2005

First on Scene:	94.7%
Average Response Time:	15 seconds
Radio Assignments:	5,007
Arrest Assists:	380
Suspect Search:	2,695
Vehicle Pursuits:	26
Missing Person Search:	30
Fires Reported:	11
Fire Patrols:	328
Training:	50.9 hours

SUSTAINABLE OPPORTUNITIES

Economic

A study conducted in 1975 by the Kansas City Police Department, shows that a police helicopter can perform the same level of observation and tactical support as 12 ground patrol officers; this is known as a *Force Multiplier*. The benefit of a *Force Multiplier* is more ground-based officer availability, a significant reduction of potential injury or risk of death to officers and citizens, and increased productivity and reduction of liability claims against the City.

Helicopters are capable of moving tactical teams, first responders, medical and rescue personnel, and incident commanders to locations that are otherwise inaccessible, such as rooftops or areas where roads and bridges are closed.

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Environmental

Helicopter crews can quickly identify fires, and report directly to the Oakland Fire Department. Because of the rapid identification and response, fires can be extinguished more quickly and with less damage to property; therefore decreasing the release of harmful air pollutants. Additionally, the newer Schweizer 300 CBI burns fuel more efficiently.

Social Equity

The purchase of a more efficient helicopter will enhance violence prevention and facilitate future economic growth in Oakland.


DISABILITY AND SENIOR CITIZEN ACCESS

There are no Americans with Disabilities Act (ADA) or senior citizen access issues contained in this report.

RECOMMENDATION

Staff recommends acceptance of this report and approval of two resolutions authorizing the City Administrator to sell the Oakland Police Department's 1977 Enstrom Training Helicopter, and purchase a newer Schweizer model 300 CBI Training Helicopter for a purchase price not to exceed \$230,000.

Respectfully submitted,


Wayne G. Tucker
Chief of Police

Prepared by: Lt. Edward Poulson
Airport Security Section
Bureau of Field Operations

APPROVED AND FORWARDED TO
THE PUBLIC SAFETY COMMITTEE:


Office of the City Administrator

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OAKLAND CITY COUNCIL

Robert Q. ...
City Attorney

FILED
OFFICE OF THE CITY CLERK
OAKLAND

RESOLUTION No. _____ C.M.S.

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RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR, OR HER DESIGNEE, ON BEHALF OF THE CITY OF OAKLAND TO SELL THE POLICE DEPARTMENT'S 1977 ENSTROM TRAINING HELICOPTER

WHEREAS, the Oakland Police Department's 1977 Enstrom Training Helicopter is too expensive to maintain and must be sold so that the sale proceeds can be used to purchase a newer helicopter; and

WHEREAS, the 1977 Enstrom Training Helicopter and spare parts were appraised by Aero Enterprises on December 29, 2005. The 1977 Enstrom Training Helicopter and spare parts have an estimated value of \$142,490, and

WHEREAS, all proceeds related to the sale of the 1977 Enstrom Training Helicopter and spare parts will be deposited into Police Department Airport Security Unit Organization (105660), to the program (PS13), in a Project Number to be assigned; and

WHEREAS, OPD will use the proceeds from the sale of the 1977 Enstrom to purchase a newer model Schweizer 300 CBI Training Helicopter, and it is in the best interest of the City to sell the Enstrom Training helicopter; now, therefore be it

RESOLVED: That the City Council hereby authorizes the City Administrator, or her designee, to authorize the sale of the 1977 Enstrom Training Helicopter at fair market value and direct all proceeds from the sale to the Police Department General Fund (1010), in Airport Security Unit Organization (105660), to Program (PS13), in a Project Number to be assigned; and be it

FURTHER RESOLVED: That the City Council hereby authorizes the City Administrator, or her designee, to execute any further documents necessary to implement this resolution; and be it

FURTHER RESOLVED: That the City Administrator is authorized to modify, extend, or amend said agreement provided that no additional funds shall be allocated without prior Council approval.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20_____

PASSED BY THE FOLLOWING VOTE:

AYES- BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID, and PRESIDENT DE LA FUENTE

NOES-

ABSENT-

ABSTENTION-

ATTEST: _____
LaTonda Simmons
City Clerk and Clerk of the
Council of the City of Oakland, California

OAKLAND CITY COUNCIL
OFFICE OF THE CITY CLERK
OAKLAND

Robert Diener
City Attorney

RESOLUTION NO. _____ C.M.S.
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RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR, OR HER DESIGNEE, ON BEHALF OF THE CITY OF OAKLAND TO PURCHASE A SCHWEIZER 300 CBI TRAINING HELICOPTER FOR A PURCHASE PRICE NOT TO EXCEED TWO HUNDRED THIRTY THOUSAND DOLLARS (\$230,000)

WHEREAS, the Oakland Police Department (hereinafter "OPD") has long used helicopters as an air support platform to improve police services the City of Oakland; and

WHEREAS, the use of a police helicopter speeds police services to remote areas of the City, improves officer safety, and improves both fire and crime prevention and response efforts; and

WHEREAS, the Police Department's current training helicopter has exceeded its useful life and has become increasingly expensive to operate; and

WHEREAS, the Police Department effectively uses its helicopter resources to address serious narcotic offenses; and

WHEREAS, the Department seeks to replace the existing 1977 Enstrom Training Helicopter with a newer model Schweizer 300 CBI Training Helicopter at a purchase price not to exceed \$230,000, by using funds from the sale of the existing training helicopter combined with funds held in the Federal Asset Forfeiture Fund (2912), and, existing Air Support Unit's General Appropriations; now, therefore be it

RESOLVED: That the City Council hereby authorizes the City Administrator, or her designee, to purchase a newer Schweizer 300 CBI Training Helicopter on the open market, in an amount not to exceed \$230,000; and be it

FURTHER RESOLVED: That the City Administrator is hereby authorized to modify, extend, or amend said agreement, provided that no additional funds shall be allocated without prior Council approval.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20____

PASSED BY THE FOLLOWING VOTE:

AYES- BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID, and PRESIDENT DE LA FUENTE

NOES-

ABSENT-

ABSTENTION-

ATTEST _____
LaTonda Simmons
City Clerk and Clerk of the Council,
City of Oakland, California