



THE UNIVERSITY OF TENNESSEE FY 2018 UT FLIGHT OPERATIONS REPORT

This FY 2018 University of Tennessee Flight Operations report is presented annually to the UT Board of Trustees in accordance with the Board Policy on University Aircraft (Policy BT0019).

The UT Flight Operations Department provides University personnel and guests with safe, reliable and efficient flight services using the UT airplane and various charter flight operators as appropriate. In FY 2018, the UT airplane was flown 315 flight hours, 19% decrease from FY 2017.

The airplane was flown 319 separate legs, a 34.5% decrease over FY 2017. A total of 201 flights or 63% were flown between Knoxville and Nashville or UT entities. A total of 525 passengers were transported, a 28% decrease compared to FY 2016. All of the decreased usage was due to extraordinary, scheduled maintenance to overhaul the engines and propellers. We also took this opportunity to repaint the exterior and refurbish the interior of the airplane. The total cost of the extraordinary maintenance was \$1,275,047.00.

In FY 2018, the total UT Flight Operations Department expenditure was \$746,381, a 3.8% decrease over FY 2017. Expenditures for pilot salaries and benefits were \$357,897. The fuel expense was \$128,936. On a cost per flight hour basis, the FY 2018 fuel cost of \$409.32/hour was 7.8% higher than the \$380/hour in FY 2017. The cost of Routine Maintenance & Inspections was \$63,498.

Since its acquisition in March 2008, the UT airplane, a Beechcraft King Air 250 has given exceptional and reliable service. Prompt attention was given to maintenance issues as they arose in order to ensure the plane was available for subsequent departures.

The flyUT aircraft scheduling program has been more fully utilized during the year. It is providing effective and timely flight schedule information sharing as it was intended.

The operating cost of the UT airplane is funded from departmental recoveries and support from the system. University departments paid \$950 per flight hour during FY 2018 and athletics paid \$2,000 per flight hour in lieu of the \$950 per flight hour charge and a \$160,000 annual subsidy they had previously paid. These charges fund the variable operating and routine maintenance costs of the airplane. The system funds pilots salaries, benefits, insurance and extraordinary maintenance.

In utilizing the UT airplane, passengers make much more efficient and productive use of their time, especially while traveling within Tennessee as most destinations within the state



are not served by commercial airlines. On other trips, the flight schedules of the airlines cannot accommodate the needs of the travelers.

We continue to make every effort to use the UT airplane before making use of charter flight services. However, those charter flight services are essential to meeting travel needs of the University, especially for athletics during their recruiting periods. Charter flights were significantly reduced as the university was able to utilize a dry lease of a locally owned airplane. We flew 43 trips, 126 legs and 175 passengers, mostly for athletics.

For the UT Flight Operations Department, FY 2018 was a year of continued excellent service provided to University personnel and guests. In addition to maintaining the highest safety standards, we continue to emphasize strong customer service and promote the most efficient use of the UT airplane.

UT Flight Operations (UT Plane) Operating Costs per Operational Hour FY 2018-2014

	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Recoveries/Support					
Departmental Recoveries	\$ 389,041	\$ 436,081	\$ 374,341	\$ 359,608	\$ 367,485
System Support ⁽¹⁾	357,340	339,665	171,840	195,807	238,076
Athletic Support ⁽²⁾	-	-	160,000	160,000	160,000
Total Recoveries/Support	<u>746,381</u>	<u>775,746</u>	<u>706,181</u>	<u>715,414</u>	<u>765,561</u>
Expenditures					
Salaries & Benefits	\$ 357,897	\$ 327,558	\$ 311,416	\$ 291,870	\$ 300,210
Contract Pilots/Extra Service	21,350	32,300	7,825	10,400	6,825
Fuel	128,936	148,543	144,366	170,063	217,063
Routine Maintenance/Inspections	63,498	133,024	151,643	99,312	150,041
Travel	31,399	34,649	30,817	25,868	20,718
Printing					
Phone & Postage	3,861	3,449	3,580	3,009	3,208
Pilot Training	68,026	32,900	15,060	42,900	26,600
Supplies	8,398	5,756	1,498	1,562	1,960
Computer Services	1,989		1,838	1,683	2,774
Office and Hangar Rent	23,702	27,332	25,236	25,236	24,916
Liability Insurance	16,876	19,117	1,522	32,157	1,522
Subscriptions	19,194	9,902	10,099	10,076	8,380
Misc Operational Exp	1,255	1,216	1,281	1,281	1,343
Total Expenditures	<u>\$ 746,381</u>	<u>\$ 775,746</u>	<u>\$ 706,181</u>	<u>\$ 715,414</u>	<u>\$ 765,560</u>
Net Gain/(Loss)	<u>\$ 0</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 0</u>
Total Flight Hours	315.00	390.90	387.90	373.60	391.60
Capital Maintenance	\$ 1,275,047				
Cost per hour to operate ⁽³⁾ (without capital maintenance)	2,369.46	1,984.51	1,820.52	1,914.92	1,954.96

(1) System Support covers salaries, benefits, and capital maintenance/enhancements.

(2) Direct support from Knoxville athletic department.