

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Docket Nos. UE-090704 and UG-090705  
Puget Sound Energy, Inc.'s  
2009 General Rate Case

PUBLIC COUNSEL DATA REQUEST NO. 121

PUBLIC COUNSEL DATA REQUEST NO. 121:

During the test year did the Company own or lease any aircraft? If yes, please provide the following:

- a. If owned, the average of the monthly average of all plant, depreciation reserve, and any other components included in the development of the Company's proposed rate base.
- b. If leased, provide the test year actual lease expense by FERC account by utility operation
- c. All test year expenses, excluding lease expense separately requested, charged to each utility by FERC account. Include any and all peripheral costs for hangars, insurance, payroll, etc.
- d. Any feasibility studies undertaken to support to own or lease such aircraft and related facilities.

Response:

- a. Puget Sound Energy, Inc. ("PSE") owns an aircraft. The average of monthly average ("AMA") of all plant included in Rate Base for the test year is:

Description	Amount
FERC 392 Aircraft - Plant In Service	\$ 2,292,277
FERC 392 Aircraft - Accumulated Depreciation	\$ (1,039,059)
FERC 282 Aircraft - Accumulated Deferred Income Taxes	\$ 87,000

- b. PSE does not lease any aircraft; therefore, there are no lease payments.
- c. Attached as Attachment A to PSE's Response to Public Counsel Data Request No. 12,1 please find an MS Excel worksheet detailing the \$405,615.85 in test year expenses by FERC account associated with operating PSE's aircraft. PSE recorded \$83,266 in depreciation expense for the year test year.
- d. No feasibility studies have been undertaken to support owning or leasing the aircraft. As stated in Karl Karzmar's rebuttal testimony for the 2007 GRC, "PSE's eight-passenger Beechcraft KingAir B200 propeller driven aircraft was purchased in 1986 and has been in continuous service since that time. It is used only for

the Company business purposes. It provides access to generating resources located as far away as Colstrip, Montana, where no commercial aviation service is available. Without the aircraft, travel to Colstrip would take an entire day and would necessitate the added expense of rental cars and overnight lodging. During the test year, approximately 26% of the flights were made to or from locations that are not served by commercial airlines. The Company estimates the annual cost of airfare alone to the nearest commercial airport would be \$165,685 at the current airline rates.”