36th Annual

FY 2024 DOI Aviation Safety Summary and Annual Report

https://www.doi.gov/aviation/safety

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Partnering for better, faster, cheaper, safer aviation missions.

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INTRODUCTION

01

OUR PROGRAM

Last year we were celebrating a historic achievement – zero accidents within a one-year period for the first time in the Department's history. Today, we look back on FY24 with some sobering reminders of the level of commitment it takes to sustain excellence:

Consistency Over Time: Sustaining high levels of performance requires consistent effort, which can be difficult due to changing circumstances, fatigue, or external pressures. Excellence isn't a one-time achievement but a continual pursuit, demanding constant attention and adaptability.

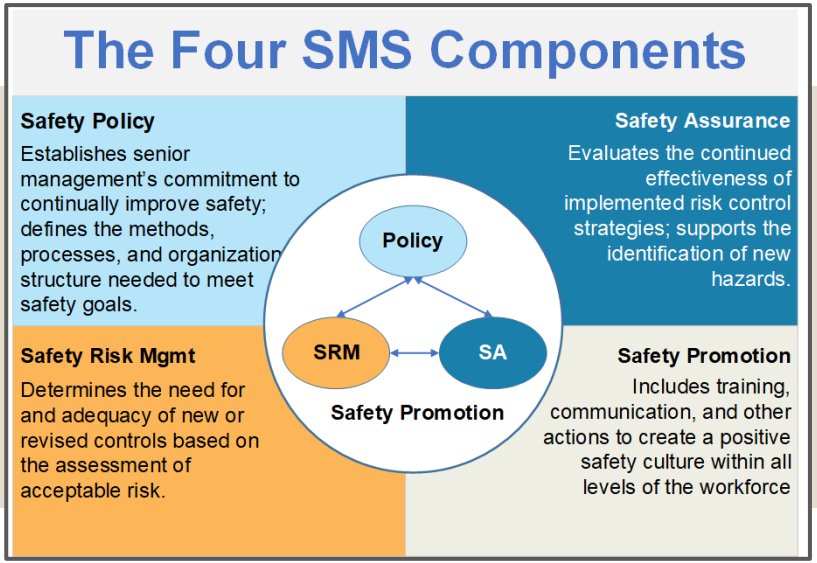
Innovation vs. Tradition: While maintaining established excellence is important, it's also crucial to innovate. Striking a balance between upholding traditional standards and embracing new methods or ideas can be challenging.

Resource Management: Excellence often requires significant resources—time, energy, talent, and money. Ensuring that these resources are consistently available and properly allocated is a major challenge.

Avoiding Complacency: Once excellence is achieved, there's a risk of becoming complacent. The challenge is to keep pushing boundaries and improving, rather than resting on past successes. Adapting to change without losing the core standards of excellence can be difficult.

Mental and Emotional Strain: The pressure to consistently perform at a high level can lead to burnout, stress, or a decline in morale. Balancing the pursuit of excellence with well-being is essential but challenging.

Overall, maintaining excellence is about finding a sustainable approach to performance that accounts for both internal and external factors, and requires continuous adaptation and effort. Please join us in committing to that effort in FY25 (and beyond).



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AVIATION OVERVIEW

02

SAFETY PERFORMANCE

In 1975, the Department of the Interior recorded its first annual aircraft accident rate, as well as its first historical accident rate per 100,000 flight hours. The rate was 18.87 and has become the benchmark used to compare DOI safety performance.

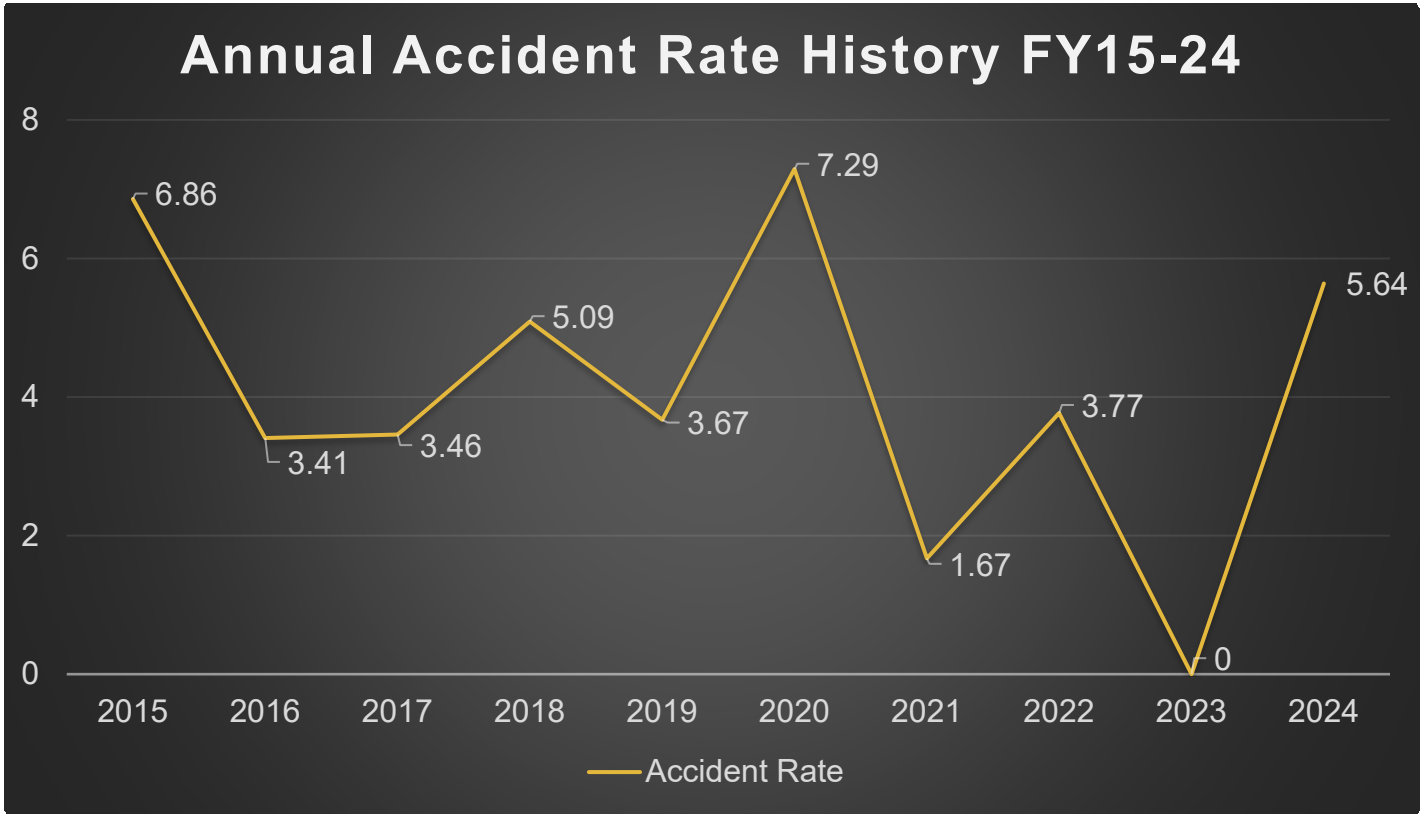
Understanding the definitions of key aviation safety terminology is crucial to being able to interpret aviation safety performance indicators correctly. In this section, we provide accident rates, fleet inventory, and other related bureau statistics. The definitions of crewed and uncrewed aircraft accidents is outlined in the Code of Federal Regulations (CFR). A sound understanding of how these terms are applied is fundamental to managing aviation safety. They are as follows:

49 CFR 830.2 Definitions. (2024)

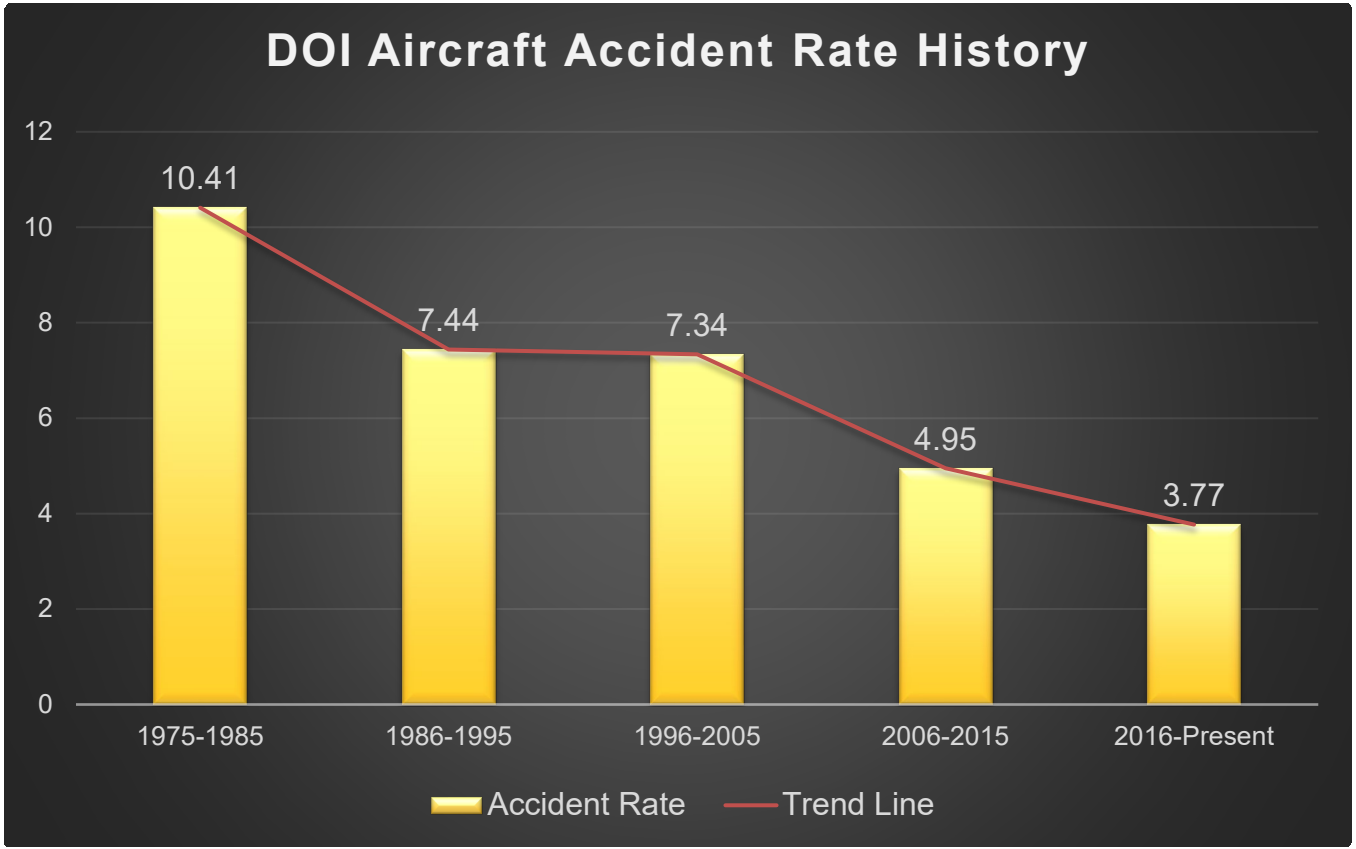
- Aircraft accident means an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

- Unmanned aircraft accident means an occurrence associated with the operation of any public or civil unmanned aircraft system that takes place between the time that the system is activated with the purpose of flight and the time that the system is deactivated at the conclusion of its mission, in which: (1) Any person suffers death or serious injury; or (2) The aircraft holds an airworthiness certificate and sustains substantial damage.

AIRCRAFT ACCIDENT RATE HISTORY



AIRCRAFT ACCIDENT RATE HISTORY



FY24 CREWED AIRCRAFT ACCIDENT RATE

Crewed Aircraft

3
Accidents

2
Incident with Potential

5
Mishaps

Crewed Mishaps = Accidents + IWPs

DOI Total Flight Hours

Procurement Type	Hours	Percent of Hours Flown
Fleet	13,043	25%
Non-Fleet	40,123	75%
Total Flight Hours	**53,166**	

Approximately 13% increase in total hours from FY23.

Zero aircraft accidents is an attainable goal. We must meet and exceed expectations set for ourselves through training, safety guidelines, and safety tools. https://www.iat.gov/
https://www.doi.gov/aviation/library/guides

FY24 CREWED AIRCRAFT ACCIDENT RATE

Incidental Costs Associated with Mishaps

Cost Input	Cost
DOI Losses	$108,888
Vendor Losses	~$2,176,494
DOI sUAS Losses	N/A
Fatalities (0) VSL*	N/A
Serious Injuries (0)	N/A
Minor Injuries (0)	N/A
Total	$2,284,494

*Value Statistical Life (VSL) $13.2 million Department of Transportation

3	5.64	5	9.40
Total Accidents	Accident Rate	Total Mishaps*	Mishap Rate

*Crewed Aircraft

AIRCRAFT ACCIDENT RATE COMPARISON

5-year Data Summary

Crewed Mishap Rate

6.72

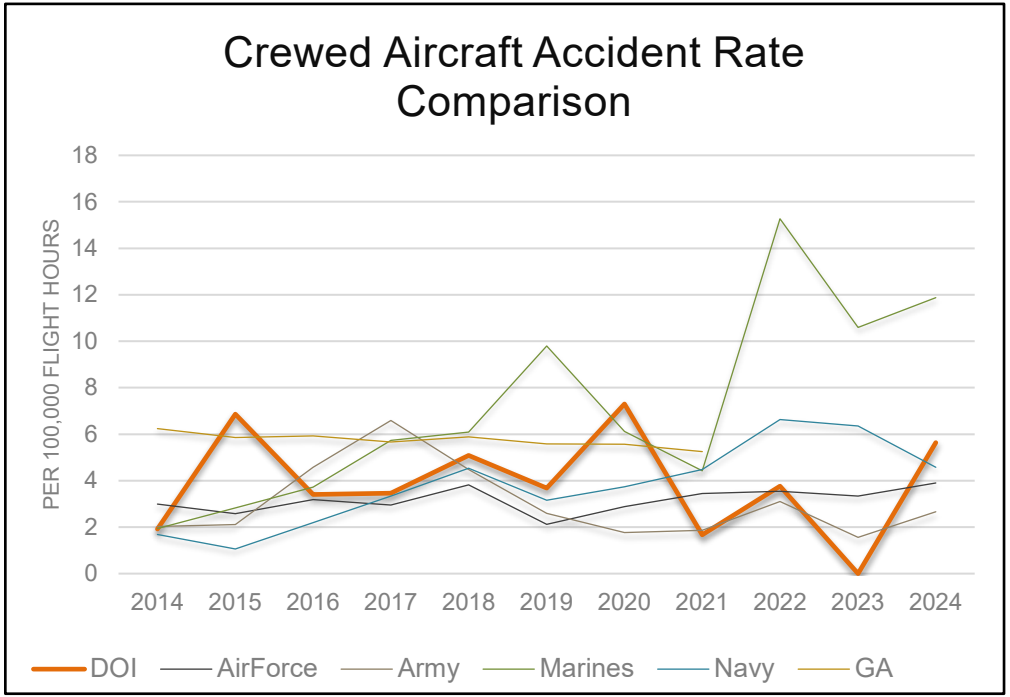
Total Mishaps

18

Total Hours

267,665

Crewed Mishaps = Accidents + IWPs

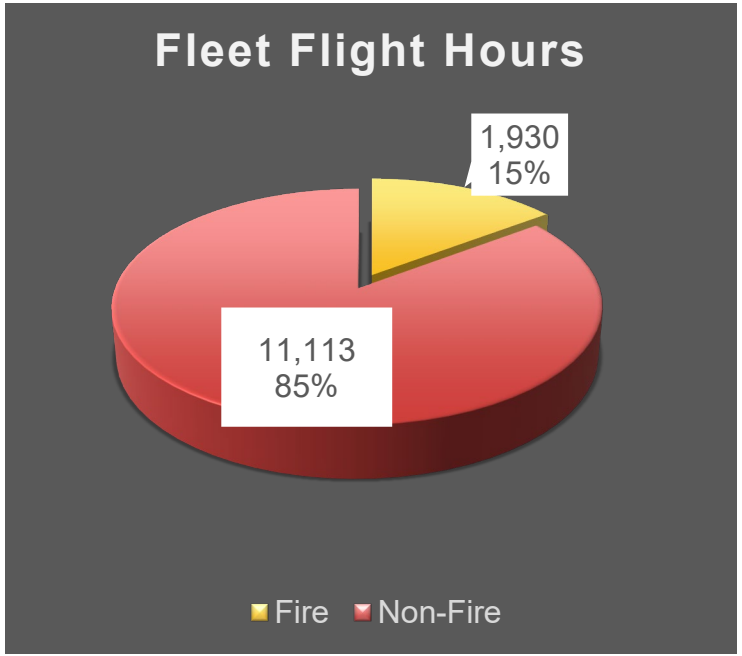


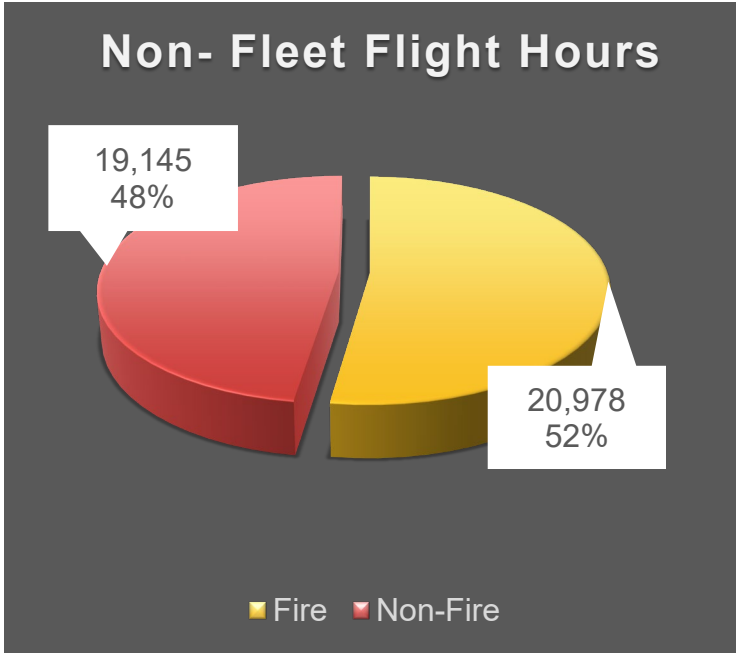
ANNUAL FLIGHT USAGE STATISTICS – Fleet and Non-Fleet Crewed Aircraft

Procurement Type	Flight Hours	FY23 Percent Difference	Flight Usage Cost	FY23 Percent Difference	Cost per Flight Hour
Fleet					
Fixed-wing	12,116	+5%	$5,210,656	+19%	$430
Rotor wing	928	-33%	$2,005,237	-23%	$2,162
Total	**13,043**	**-28%**	**$7,215,893**	**+4%**	**$553**
Non-Fleet					
Fixed-wing	19,857	+27%	$60,902,158	+52%	$3,067
Rotor wing	20,230	+6%	$33,866,893	+10%	$1,674
Total	**40,087**	**+16%**	**$94,769,050**	**+35%**	**$2,364**
Grand Total	**53,130**	**+12%**	**$101,984,943**	**+33%**	**$1,920**

ANNUAL FLIGHT USAGE STATISTICS

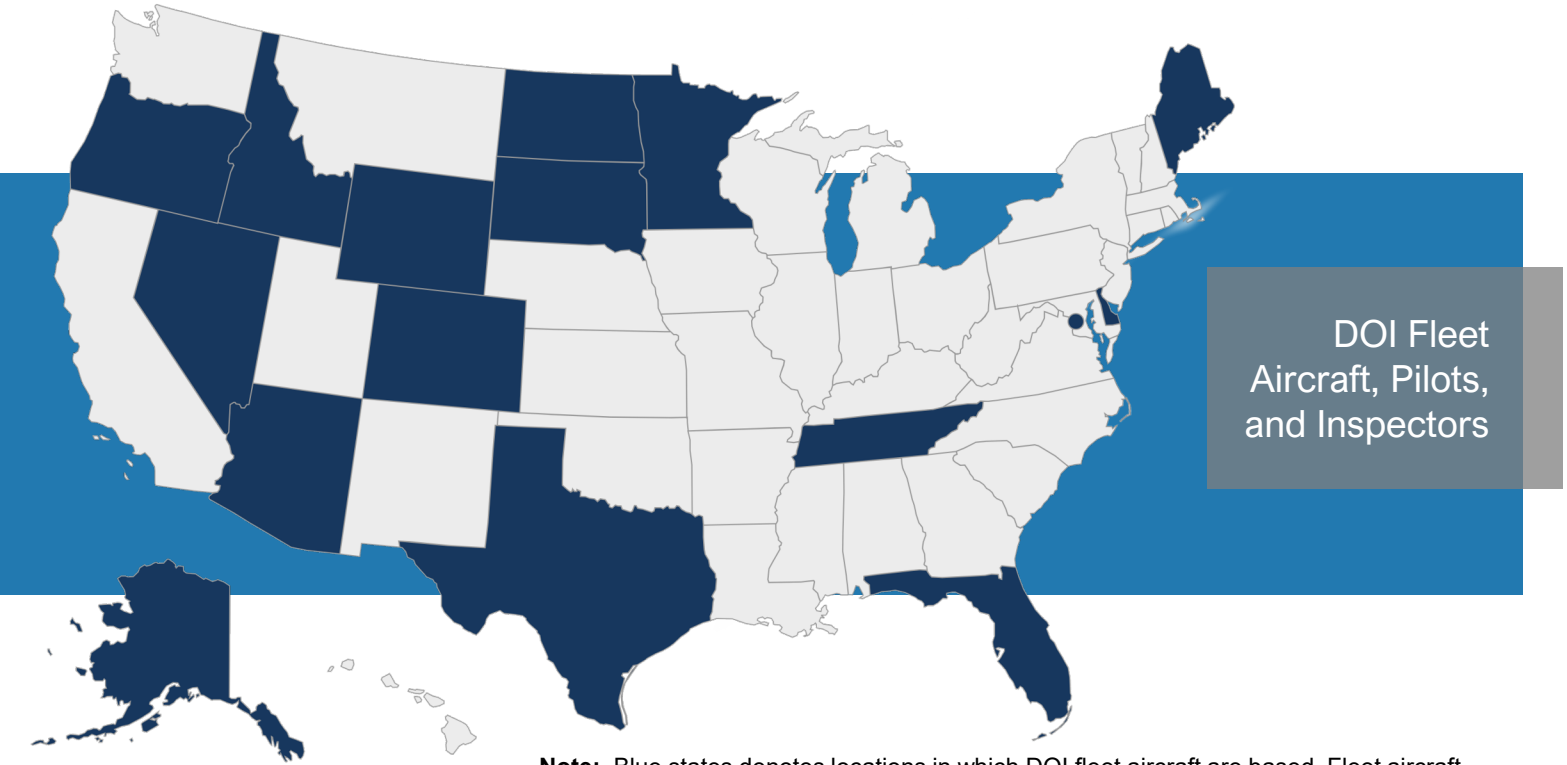
ANNUAL FLIGHT USAGE STATISTICS – Fire and Non-Fire Missions





ANNUAL FLIGHT USAGE STATISTICS

OUR LOCATIONS



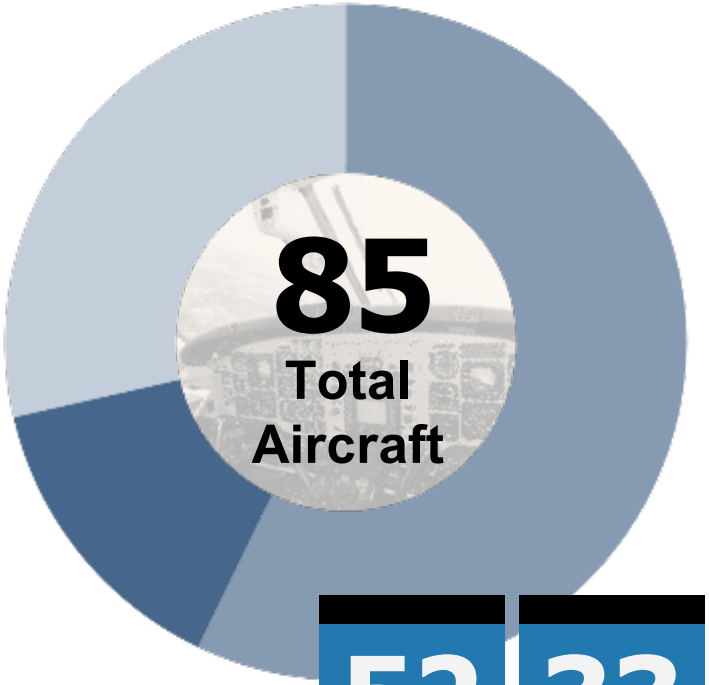
DOI Fleet Aircraft, Pilots, and Inspectors

Note: Blue states denotes locations in which DOI fleet aircraft are based. Fleet aircraft and pilots occasionally move home base location. For more information, please contact the Fleet Maintenance Manager for the L48 at 208-433-5082 or AK at 907-271-6104.

FLEET INVENTORY

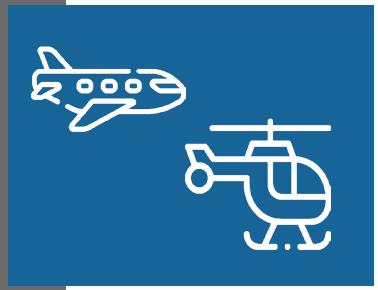
Aircraft Type	#
Airbus AS350 B2	2
Airbus AS350 B3	1
Beechcraft B200 King Air	2
Beaver DHC2	2
Bell 206B-III	1
Bell 206L-III	2
Bell 412EP	2
Cessna 182T	2
Cessna 185F	9

Aircraft Type	#
Cessna C-206	23
CubCrafters CC-18	21
DeHavilland DHC-6 Twin Otter	1
Found FBA-2C1	5
Found FBA-2C2	1
Partenavia P68	1
Pilatus PC 12/45	1
Piper PA-18	1
Quest Kodiak 100	8



52 Alaska

33 Lower 48



Aircraft by Bureau

	BLM	FWS	NPS	OAS	Total
Fixed Wing	7	46	23	2	**78**
Rotor Wing	---	2	4	1	**7**
Total	**7**	**48**	**27**	**3**	**85**

Aircraft by OAS Region

	Alaska	Western	Eastern	Total
Fixed Wing	50	15	13	**78**
Rotor Wing	---	2	5	**7**
Total	**50**	**17**	**18**	**85**

PILOT DATA

Pilots by Bureau

	BLM	FWS	NPS	OAS	Total
Fixed-wing	10	27	16	5	**58**
Rotor wing	---	---	1	5	**6**
Dual (FW/RW)	---	---	---	1	**1**
Total	**10**	**27**	**17**	**11**	**65**

Pilots by OAS Region

	Alaska	Western	Eastern	HQ	Total
Fixed-wing	31	15	7	1	**54**
Rotor wing	1	2	6	1	**10**
Dual (FW/RW)	---	1	---	---	**1**
Total	**32**	**18**	**13**	**2**	**65**

PILOT INVENTORY

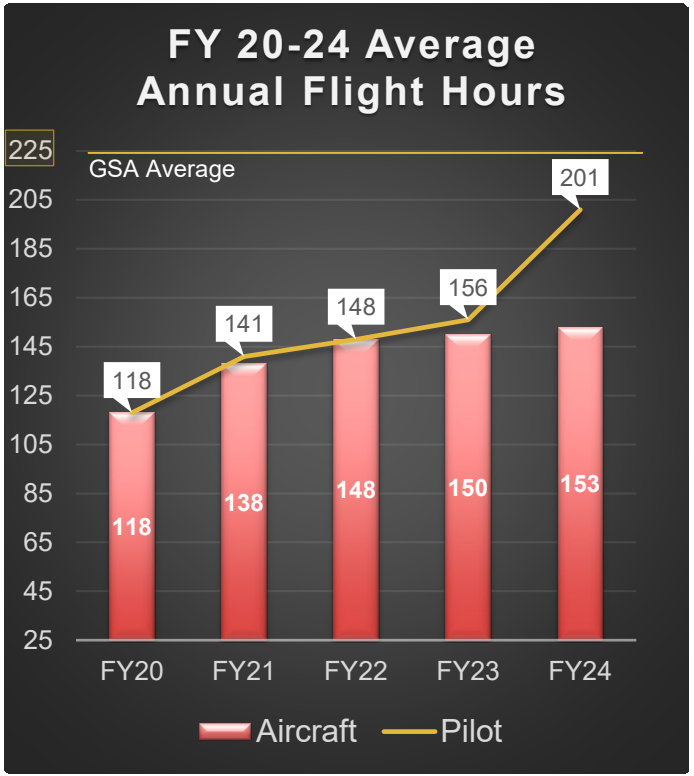
Number of Pilots

58
Fixed-wing

6
Rotor wing

1
Dual (FW/RW)

65
Total



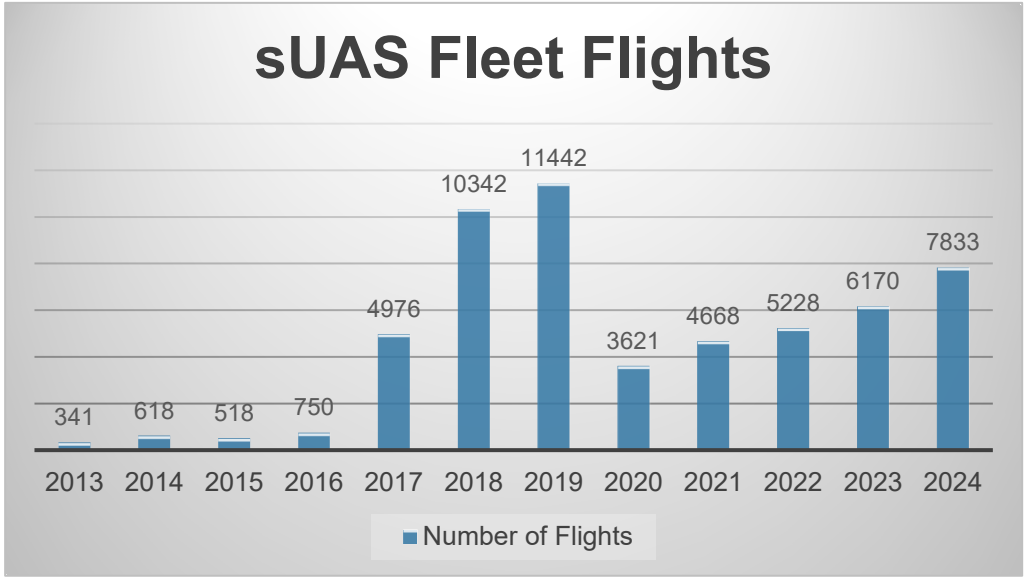
Fleet pilot and fleet aircraft averages were 29% and 2% above FY23, respectively.

FLEET UNCREWED AIRCRAFT SYSTEMS (sUAS)

By the Numbers

476
sUAS Fleet Pilots

581
sUAS Fleet Aircraft



7,833
Total Flights

FY24 UNCREWED AIRCRAFT ACCIDENT RATE

Uncrewed Aircraft

0 Accidents

0 Incidents with Potential

0 Aircraft Lost

0 Mishaps

Procurement Type	Flight Count	Percentage of Flights
Fleet	7,833	100%
Non-Fleet	0	0%
Total Flight Count	**7,833**	

Approximately 27% increase in total flight count from FY23.

0 FY24 sUAS Mishap Rate

sUAS ACCIDENT RATE COMPARISON

5-year Data Summary

sUAS Mishap Rate

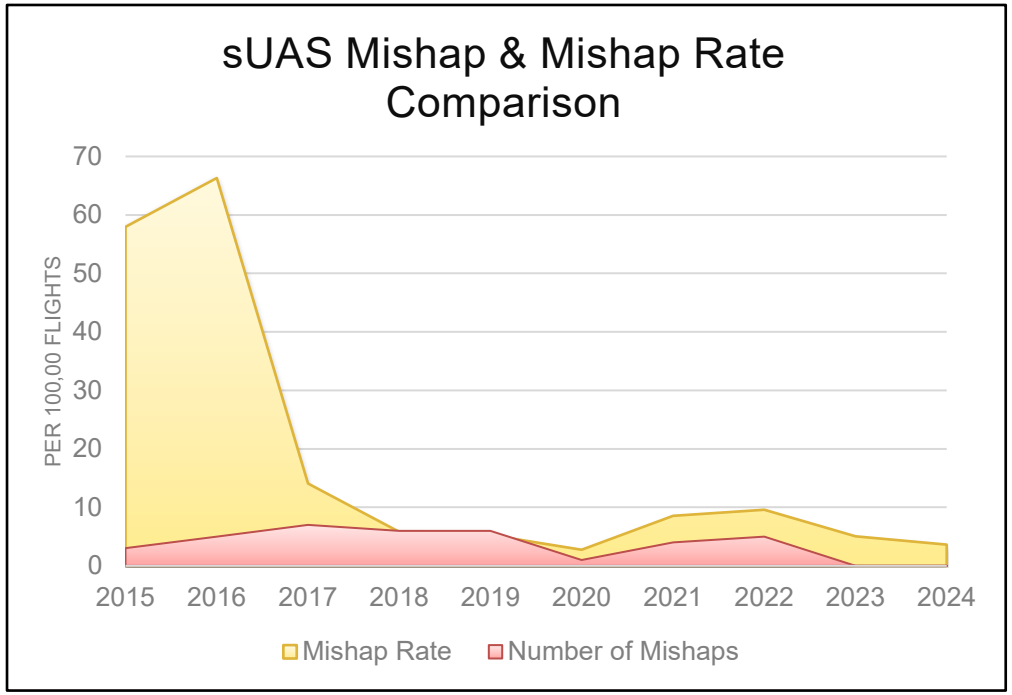
3.63

Total Mishaps

10

Total Flights

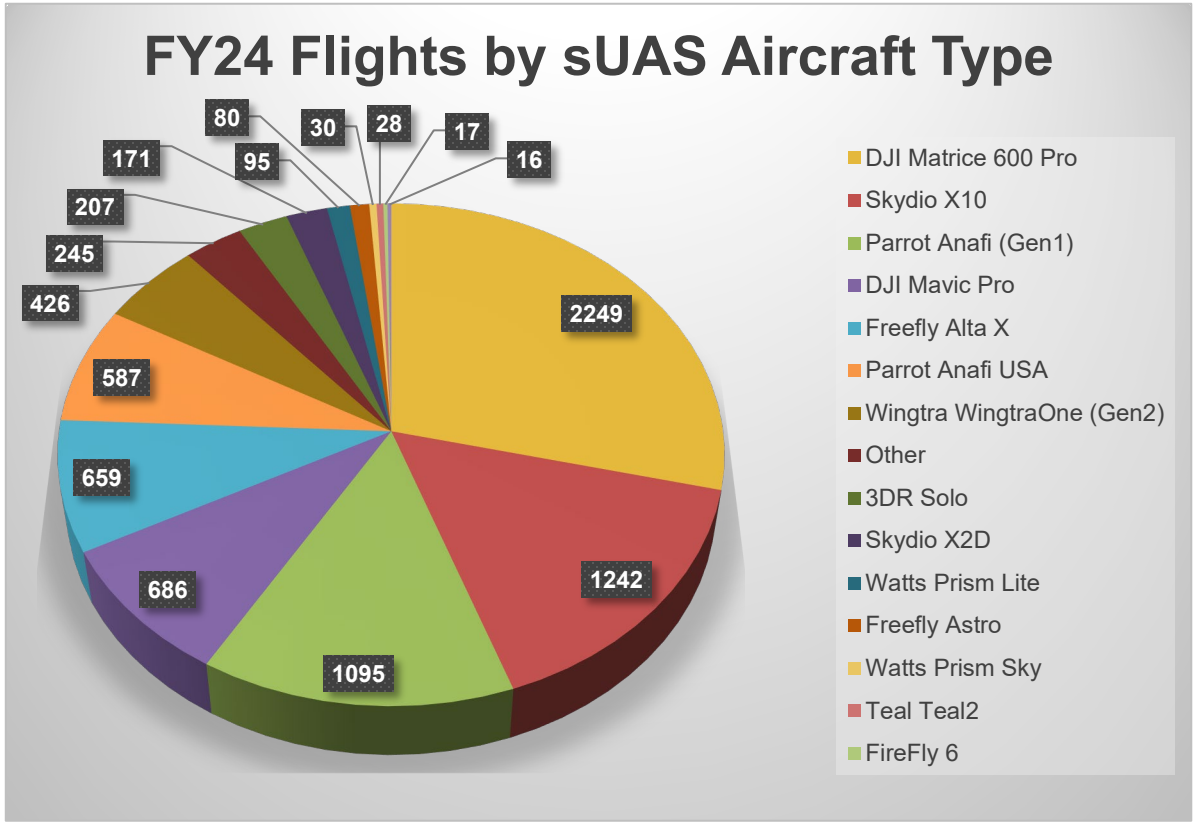
27,520



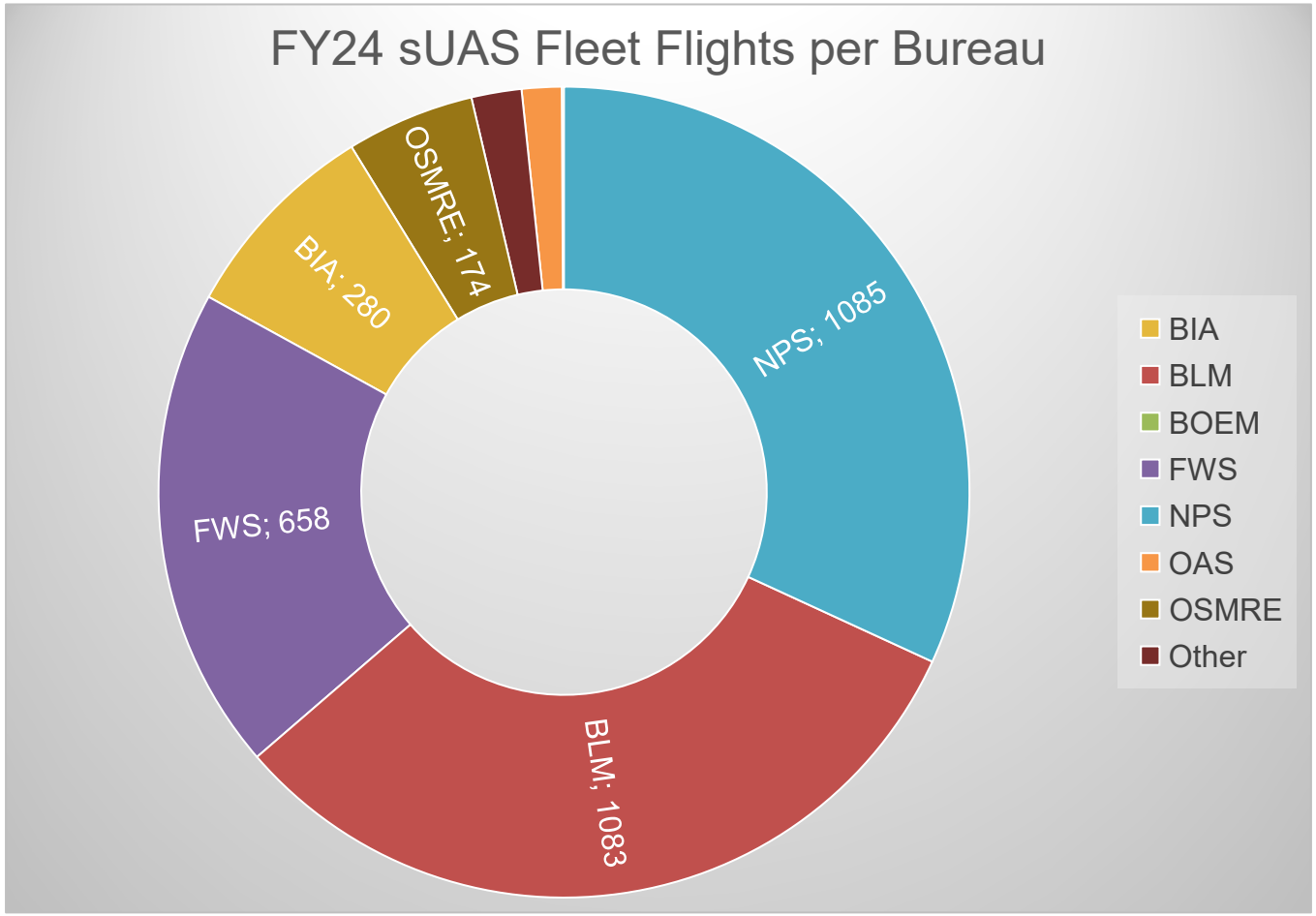
sUAS Mishaps = Accidents + IWPs + Aircraft Losses

SUAS FLEET INVENTORY

Aircraft Type	#
DJI Matrice 600 Pro	2249
Skydio X10	1242
Parrot Anafi (Gen1)	1095
DJI Mavic Pro	686
Freefly Alta X	659
Parrot Anafi USA	587
Wingtra WingtraOne (Gen2)	426
Other	245
3DR Solo	207
Skydio X2D	171
Watts Prism Lite	95
Freefly Astro	80
Watts Prism Sky	30
Teal Teal2	28
FireFly 6	17
Autel EVO	16
Grand Total	**7833**



FY24 sUAS FLEET ACTIVITY



FY24 COOPERATOR AIRCRAFT USE

At-A-Glance

365
USGS Hours

151
NPS Hours

56
FWS Hours

572
Total Hours

In accordance with the guidelines set forth in 351 DM 4, OAS has implemented a *Cooperator Use Report* to track all Cooperator flight hours.

These hours must be submitted via the *Cooperator Use Report survey*, accessible at: https://forms.office.com/g/u3nL9kqXMN or by scanning the QR code below.

For non-revenue flights, please note "Flight time record only - Not for payment purposes" in the "Notes" section. If payment is involved, a separate agreement must be completed in accordance with 350 DM 1.9 C and 351 DM 4.1 F (1). This process ensures compliance with relevant policies and facilitates the accurate reporting of Cooperator aircraft usage.

FY24 Bureau Overview

High level analysis of aviation safety and performance statistics that have been extracted from various databases.

Bureau of Indian Affairs

Crewed Aircraft	Annual Flight Hours	Annual Flight Usage Cost	Cost per Flight Hour
Non-Fleet	2,015	$6,080,650	$3,018
Fleet	---	---	---

0 Fleet Missions

2,118 Non-Fleet Missions

FY24 BUREAU OVERVIEW

SAFECOM
Aviation Safety Communiqué

Top 3 Categories: Hazards, Airspace, and Maintenance

Submission Breakdown: 7% sUAS 93% Crewed

Total Reported	30
Remaining Open	17
Completion Rate	43%

Reporting Rates*

**Percent difference FY23 to FY24*

8% Crewed

Unchanged sUAS

Fleet Statistics	#
Crewed Aircraft	0
Pilots	0
Uncrewed Aircraft	28
sUAS Pilots*	27

*Compliant

280 sUAS Flights

Top Categories: Training & Proficiency and Monitoring/Inspection.

Aircraft Used: Mavic Pro and Other.

Bureau of Land Management

Crewed Aircraft	Annual Flight Hours	Annual Flight Usage Cost	Cost per Flight Hour
Non-Fleet	22,129	$62,792,697	$2,838
Fleet	1,544	$1,785,664	$1,157

672 Fleet Missions

15,364 Non-Fleet Missions

FY24 BUREAU OVERVIEW

SAFECOM
Aviation Safety Communiqué

Total Reported	118
Remaining Open	4
Completion Rate	97%

Top 3 Categories: Hazards, Maintenance, and Incident.

Submission Breakdown: 8% sUAS 92% Crewed

Reporting Rates*

**Percent difference FY23 to FY24*

-1% Crewed

-26% sUAS

Fleet Statistics	#
Crewed Aircraft	7
Pilots	10
Uncrewed Aircraft	117
sUAS Pilots*	91

*Compliant

1,083 sUAS Flights

Top Categories: Training & Proficiency, Aerial Ignition, and Monitoring/Inspection.

Aircraft Used: Matrice 600 Pro, Parrot Anafi, Skydio X10.

Bureau of Ocean Energy Management

Crewed Aircraft	Annual Flight Hours	Annual Flight Usage Cost	Cost per Flight Hour
Non-Fleet	29	$24,153	$845
Fleet	84	$82,290	$975

26 Fleet Missions

11 Non-Fleet Missions

FY24 BUREAU OVERVIEW

SAFECOM
Aviation Safety Communiqué

Top 3 Categories:
N/A.

Submission Breakdown:
0% sUAS
0% Crewed

Total Reported	0
Remaining Open	0
Completion Rate	N/A

Reporting Rates*

**Percent difference FY23 to FY24*

Unchanged Crewed

Unchanged sUAS

Fleet Statistics	#
Crewed Aircraft	0
Pilots	0
Uncrewed Aircraft	0
sUAS Pilots*	0

*Compliant

3 sUAS Flights

Top Categories:
Monitoring/Inspection

Aircraft Used: Skydio X2D

Bureau of Reclamation

Crewed Aircraft	Annual Flight Hours	Annual Flight Usage Cost	Cost per Flight Hour
Non-Fleet	52	$87,684	$1,673
Fleet	---	---	---

0 Fleet Missions

36 Non-Fleet Missions

SAFECOM Aviation Safety Communiqué

Top 3 Categories: Incident and UAS.

Submission Breakdown: 100% sUAS 0% Crewed

Total Reported	1
Remaining Open	1
Completion Rate	0%

Reporting Rates*

**Percent difference FY23 to FY24*

Unchanged Crewed

-65% sUAS

Fleet Statistics	#
Crewed Aircraft	0
Pilots	0
Uncrewed Aircraft	78
sUAS Pilots*	17

*Compliant

713 sUAS Flights

Top Categories: Training & Proficiency, Mapping, and Monitoring/Inspection.

Aircraft Used: 3DR Solo, SkydioX10, SkydioX2D.

FY24 BUREAU OVERVIEW

Bureau of Safety & Environmental Enforcement

Bureau of Safety and Environmental Enforcement

Crewed Aircraft	Annual Flight Hours	Annual Flight Usage Cost	Cost per Flight Hour
Non-Fleet	4,870	$6,943,026	$1,426
Fleet	---	---	---

0 Fleet Missions

2,702 Non-Fleet Missions

FY24 BUREAU OVERVIEW

SAFECOM
Aviation Safety Communiqué

Top 3 Categories: Hazards, Maintenance, and Incident.

Submission Breakdown: 0% sUAS 100% Crewed

Total Reported	202
Remaining Open	2
Completion Rate	99%

Reporting Rates*

**Percent difference FY23 to FY24*

-3% Crewed

Unchanged sUAS

Fleet Statistics	#
Crewed Aircraft	0
Pilots	0
Uncrewed Aircraft	0
sUAS Pilots*	0

*Compliant

0 sUAS Flights

Top Categories: N/A

Aircraft Used: N/A

U.S. Fish and Wildlife Service

Crewed Aircraft	Annual Flight Hours	Annual Flight Usage Cost	Cost per Flight Hour
Non-Fleet	1,234	$1,232,732	$999
Fleet	6,512	$2,302,300	$354

1,922 Fleet Missions

681 Non-Fleet Missions

FY24 BUREAU OVERVIEW

SAFECOM
Aviation Safety Communiqué

Top 3 Categories: Maintenance, Incident, and UAS.

Submission Breakdown: 15% sUAS 85% Crewed

Total Reported	14
Remaining Open	1
Completion Rate	93%

Reporting Rates*

**Percent difference FY23 to FY24*

+14% Crewed

-64% sUAS

Fleet Statistics	#
Crewed Aircraft	48
Pilots	27
Uncrewed Aircraft	116
sUAS Pilots*	52

*Compliant

658 sUAS Flights

Top Categories: Training & Proficiency, Aerial Ignition, and Mapping.

Aircraft Used: Matrice 600 Pro, SkydioX10, Parrot Anafi.

National Park Service

Crewed Aircraft	Annual Flight Hours	Annual Flight Usage Cost	Cost per Flight Hour
Non-Fleet	5,068	$7,560,812	$1,492
Fleet	3,890	$1,806,700	$464

1,788 Fleet Missions

4,281 Non-Fleet Missions

FY24 BUREAU OVERVIEW

SAFECOM
Aviation Safety Communiqué

Total Reported	80
Remaining Open	5
Completion Rate	94%

Top 3 Categories: Hazards, Maintenance, and Incident.

Submission Breakdown: 14% sUAS 86% Crewed

Reporting Rates*

**Percent difference FY23 to FY24*

+35% Crewed

-19% sUAS

Fleet Statistics	#
Crewed Aircraft	27
Pilots	17
Uncrewed Aircraft	83
sUAS Pilots*	65

*Compliant

1,085 sUAS Flights

Top Categories: Aerial Ignition, Monitoring/Inspection, and Training & Proficiency.

Aircraft Used: Matrice 600 Pro, Parrot Anafi, SkydioX10.

Office of Surface Mining Reclamation & Enforcement

Crewed Aircraft	Annual Flight Hours	Annual Flight Usage Cost	Cost per Flight Hour
Non-Fleet	0	$0	$0
Fleet	---	---	---

0 Fleet Missions

0 Non-Fleet Missions

SAFECOM
Aviation Safety Communiqué

Top 3 Categories: Hazard and UAS.

Submission Breakdown: 100% sUAS 0% Crewed

Total Reported	1
Remaining Open	1
Completion Rate	0%

Reporting Rates*

**Percent difference FY23 to FY24*

Unchanged Crewed

+100% sUAS

Fleet Statistics	#
Crewed Aircraft	0
Pilots	0
Uncrewed Aircraft	38
sUAS Pilots*	18

*Compliant

174 sUAS Flights

Top Categories: Training & Proficiency, Mapping, and Monitoring/Inspection.

Aircraft Used: Parrot Anafi, Wingtra One.

FY24 BUREAU OVERVIEW

U.S. Geological Survey

Crewed Aircraft	Annual Flight Hours	Annual Flight Usage Cost	Cost per Flight Hour
NonFleet	1,262	$1,654,996	$1,311
Fleet	---	---	---

0 Fleet Missions

1,310 Non-Fleet Missions

SAFECOM Aviation Safety Communiqué

Top 3 Categories: Incident, UAS, and Hazard.

Submission Breakdown: 64% sUAS 36% Crewed

Total Reported	11
Remaining Open	0
Completion Rate	100%

Reporting Rates*

**Percent difference FY23 to FY24*

+46% Crewed

-19% sUAS

Fleet Statistics	#
Crewed Aircraft	0
Pilots	0
Uncrewed Aircraft	238
sUAS Pilots*	82

*Compliant

2,093 sUAS Flights

Top Categories: Training & Proficiency, Mapping, and Research/Testing.

Aircraft Used: SkydioX10, Matrice 600 Pro, Mavic Pro.

FY24 BUREAU OVERVIEW

Office of Aviation Services

Crewed Aircraft	Annual Flight Hours	Annual Flight Usage Cost	Cost per Flight Hour
Non-Fleet	37	$56,224	$1,507
Fleet	577	$274,450	$476

376 Fleet Missions

22 Non-Fleet Missions

FY24 BUREAU OVERVIEW

SAFECOM
Aviation Safety Communiqué

Top 3 Categories: Airspace and Hazard.

Submission Breakdown: 0% sUAS 100% Crewed

Total Reported	1
Remaining Open	2
Completion Rate	33%

Reporting Rates*

**Percent difference FY23 to FY24*

-84% Crewed

-100% sUAS

Fleet Statistics	#
Crewed Aircraft	3
Pilots	11
Uncrewed Aircraft	37
sUAS Pilots*	12

*Compliant

54 sUAS Flights

Top Categories: Mapping, Research/Testing, and Training & Proficiency.

Aircraft Used: Freefly Alta X, Parrot Anafi, SkydioX10.

POLICY & ASSURANCE

03

GENERAL OVERVIEW

Performance	Quantity
Cooperator Approvals	44
Elevated SAFECOMs Completed	14
Fuel Service Vehicle Inspections	223
Fleet Aircraft Inspections	110
Fleet Maintenance Facility Inspections	19
Fleet Pilot Evaluations	148
Interagency Safety Communications Issued	19

Performance	Quantity
Operational Procedures Memoranda (OPM) Revisions	4
Program Evaluations Completed	16
sUAS Operator Inspections Completed	136
Student Hours of IAT Training Completed	182,321
Technical Specifications for Procurement Reviewed*	74
Vendor Aircraft Inspections	629
Vendor Pilot Evaluations	546

*Includes Solicitation Reviews

PERFORMANCE

TRAINING BRANCH UPDATE

At-A-Glance

38,793
Online Courses Completed

10,214
Classroom Courses Completed

3,877
Webinars Completed

* Includes RTs and Workshops

52,884
Total Courses Completed

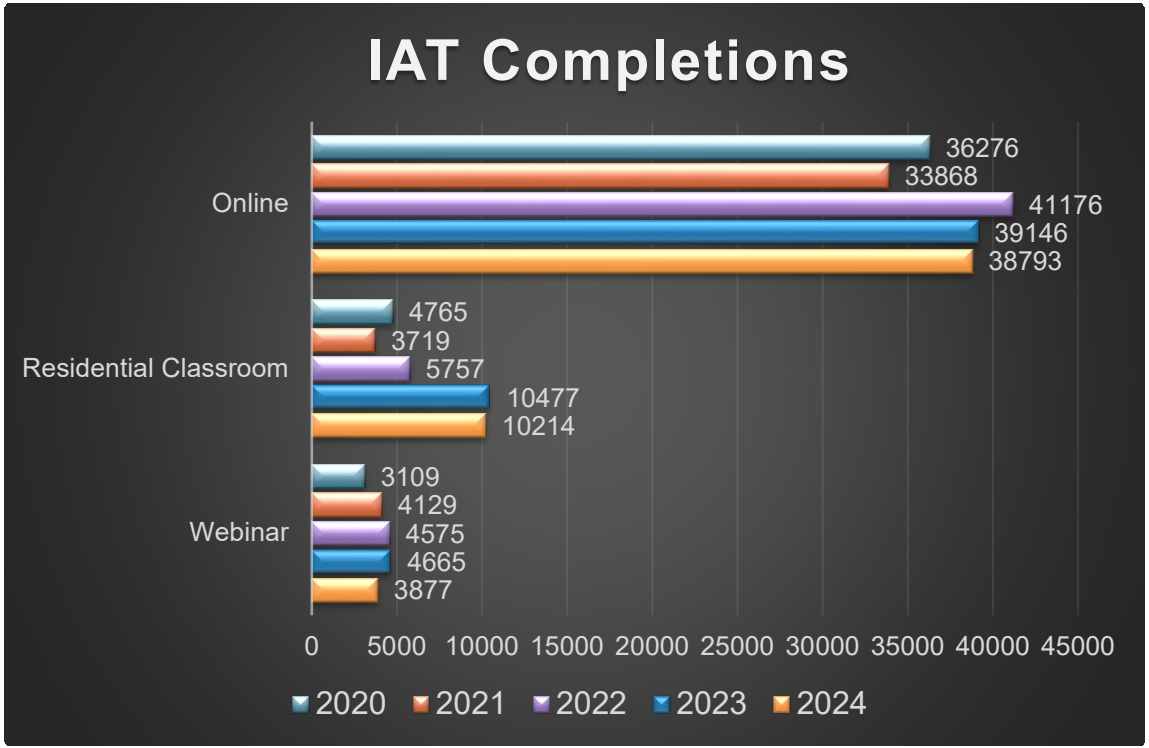
https://www.iat.gov

In FY24, the OAS Training Branch satisfied an incredibly robust demand for instructor-led courses including over 50 webinar courses and many in-person training events. Other accomplishments include IAT course revisions and updates to instructor and student materials. Additionally, we held two well-attended and successful ACE events in San Diego, CA and Oklahoma City, OK.

As a result of significant bureau personnel changes, we were also able to successfully qualify multiple DOI bureau, USFS, and state instructors that will enhance the natural resource community's ability to ensure required aviation safety training requirements are met.

We also continued to evaluate aviation positions within the IAT Guide and training courses assigned to each position. This analysis will enable us to better align respective training and position responsibilities in FY26.

TRAINING BRANCH UPDATE



Revised Courses

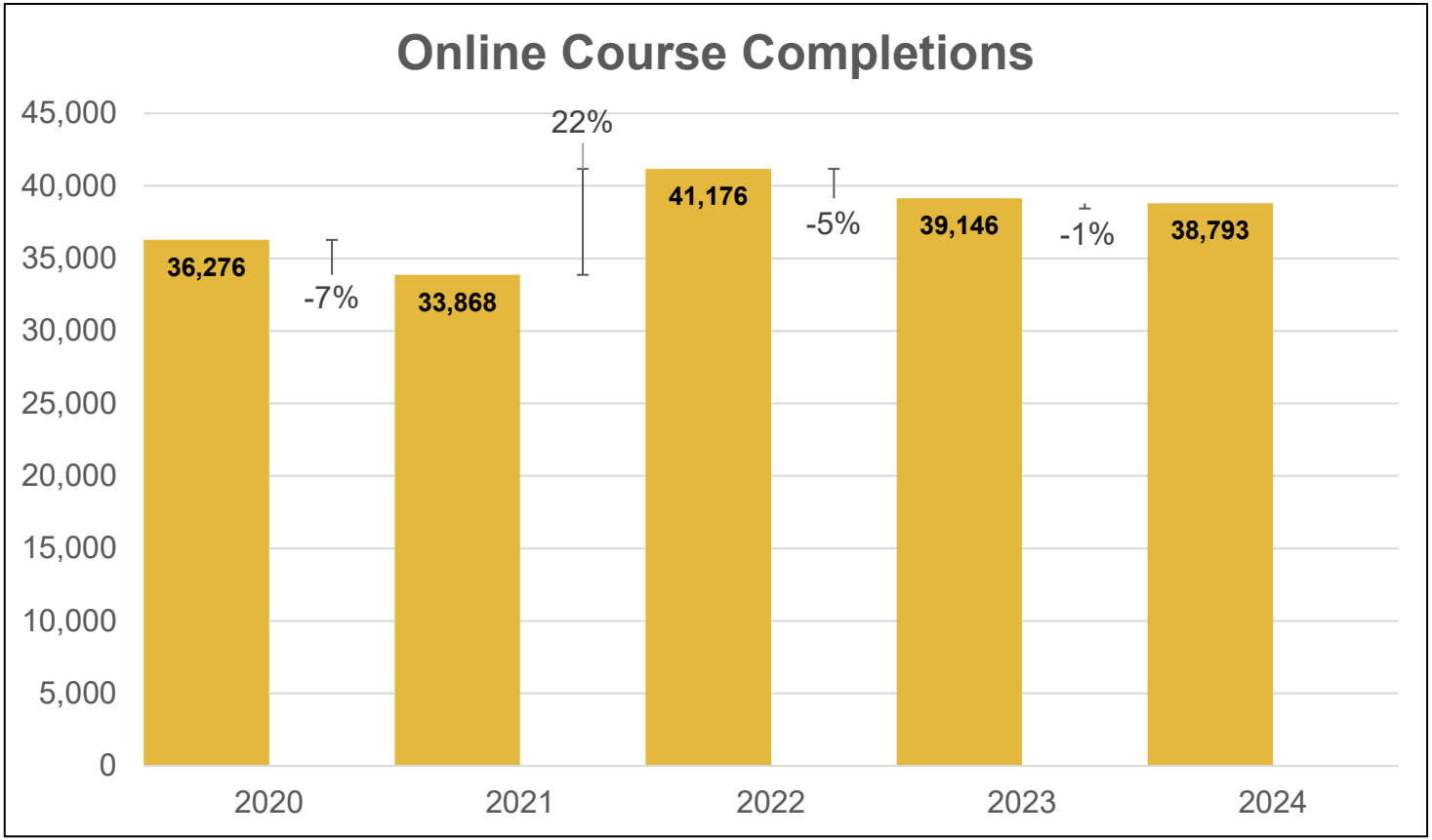
A-450, Small UAS Basic Remote Pilot

and

Special Technique Landings (STEP)

52,884 FY24 Course Completions

TRAINING BRANCH UPDATE



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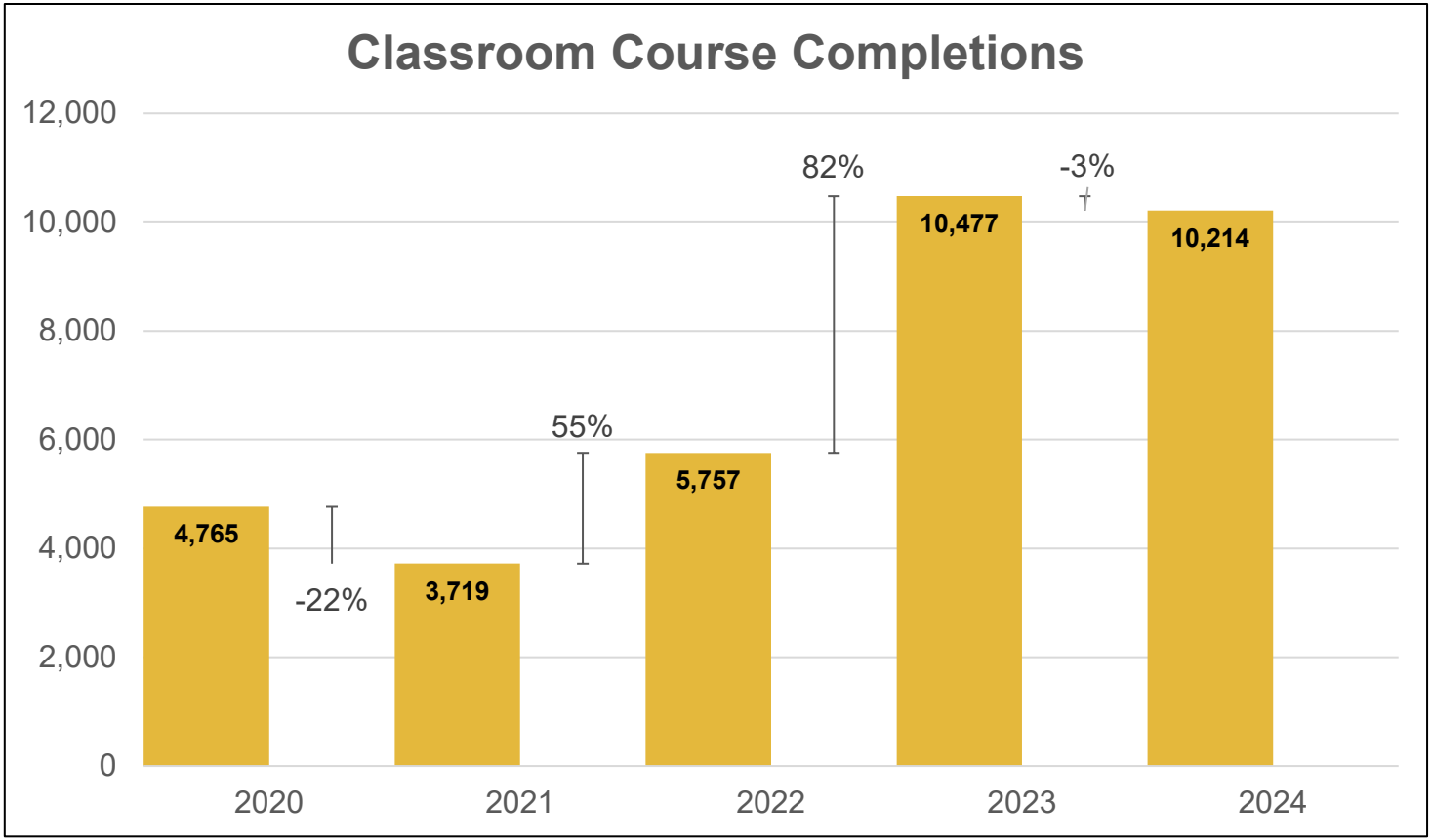

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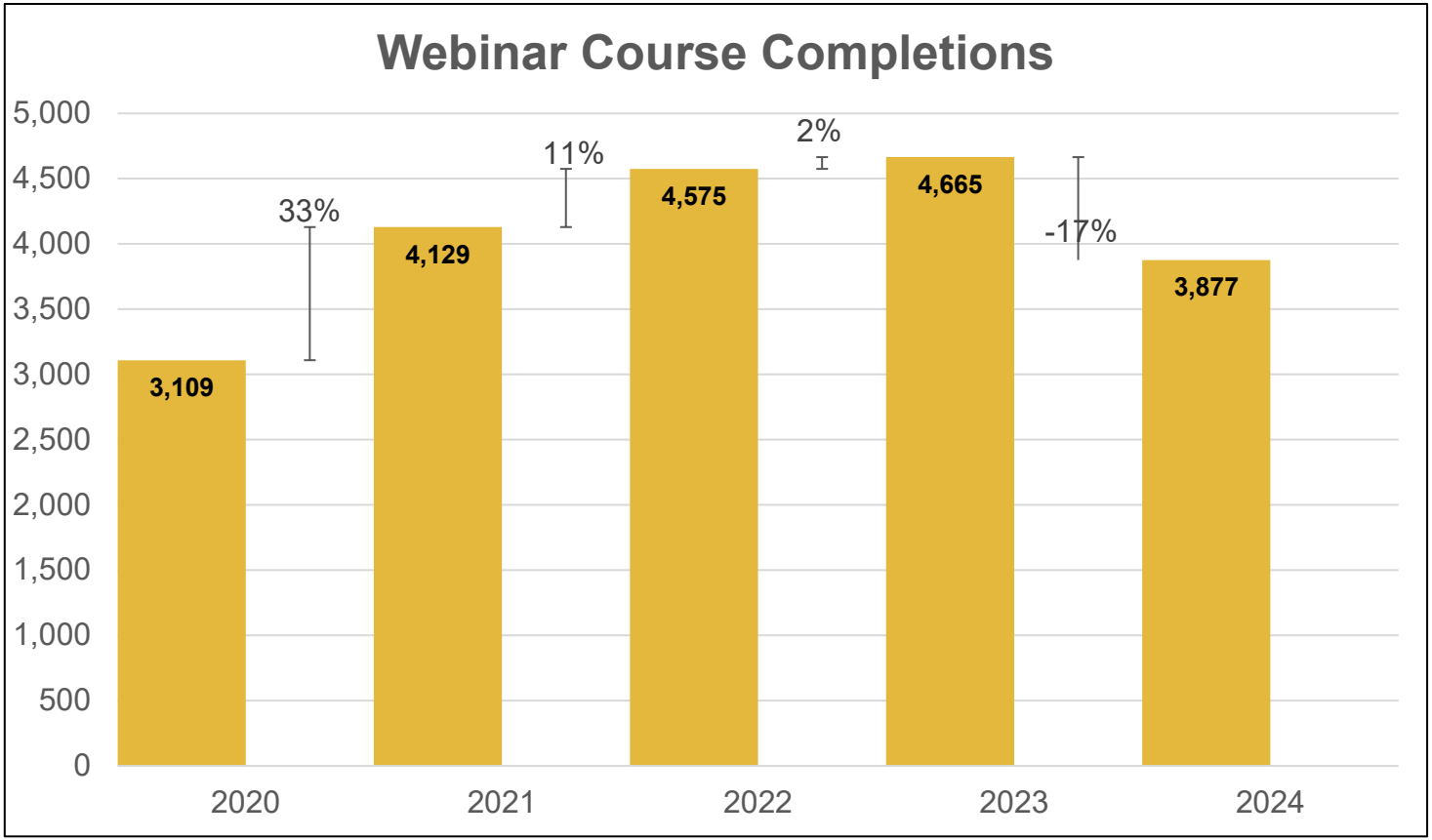


AVIATION PROGRAM EVALUATION

Aviation program evaluations are an essential means of providing feedback related to the operations, process, and outcomes of aviation programs with a focus on program enhancement. This quality assurance system assesses aviation safety, ensures efficiency, and provides a means for sharing best practices.

Top 5 Findings for FY20-24
ALSE inspection and tracking inadequate
Management plans out of date
Mishap Response Plan – not tested
Multiple positions within various levels failed to satisfy minimum training requirements
PASP – failed to satisfy minimum requirements

Best Practices for FY20-24

- Utilization of tiered management plans as a means of ensuring National, Regional/State, and Unit Aviation Management Plans are aligned, while reducing repetition within multiple documents.
- ALSE inspection and tracking program in place, facilitating consistent compliance with ALSE Handbook requirements.
- M-3 training included in consolidated management meetings to ensure Line Managers and Supervisors meet OPM-04 requirements.
- Aviation Mishap Response Plan exercised annually to prepare personnel and improve overall responses.
- Aviation Managers and Procurement Specialists proactive communication regarding end-product contracts to ensure OPM-35 compliance.
- Increased dissemination of Aviation Safety Materials such as Safety Alerts, Accident Prevention Bulletins, Lessons Learned, and SAFECOMs.
- A geo-spatial hazard database and dedicated fire GIS specialist have enhanced and standardized the annual update of detailed flight hazard maps for safer flight operations.

SOURCE SELECTION EVALUATION BOARD (SSEB)

Safety & Evaluation Changes

- Adjusted Adjectival Rating Thresholds
- Updated SMS Questionnaire
- Updated FAA and IS-BAO Standards

Aviation Safety Management System (SMS) is an approach to managing aviation safety that includes the formal, top-down, business-like approach to managing and reducing risk, which includes a systemic approach to managing safety, including the necessary organizational structures, accountabilities, policies, and procedures. SMS is an evolutionary development in aviation safety as it creates structured, repeatable, and proactive systems that can reduce aviation risk to the Non-Fleet and/or the government employees that use their services. Completed Source Selection Evaluation Boards (SSEBs) were an evaluation of the offeror's response to an SMS questionnaire.

11	17	9
SSEB Completions	Solicitation Reviews	SMS Vendor Onsite Visits

At-A-Glance

Aviation Safety Management System (SMS) Success Stories

1) Multiple vendors making improvements to company manuals and processes based on SMS site visits and SMS Questionnaire feedback.
2) Completed first SMS site visit for Alaska-based vendor.
3) Vendor using OAS SMS feedback to apply for and achieve FAA SMS recognition (Safety Management System Voluntary Program (SMSVP)).

For more information:

Contact: Josh Haney at joshua_haney@ios.doi.gov or 208-433-5012

ENHANCING SAFETY

RISK MANAGEMENT

04

SAFECOM OVERVIEW

SAFECOM
Aviation Safety Communiquè

Using the SAFECOM system for punitive action is prohibited (352 DM 3.10B).

Submitting SAFECOM is **not** a substitute for “on-the-spot” correction(s) to a safety concern. It is a tool used to identify, document, track, and correct safety related issues.

A SAFECOM does not replace the requirement for initiating an accident or incident report.

36% DOI

37% USFS

23% State

1% Cooperator

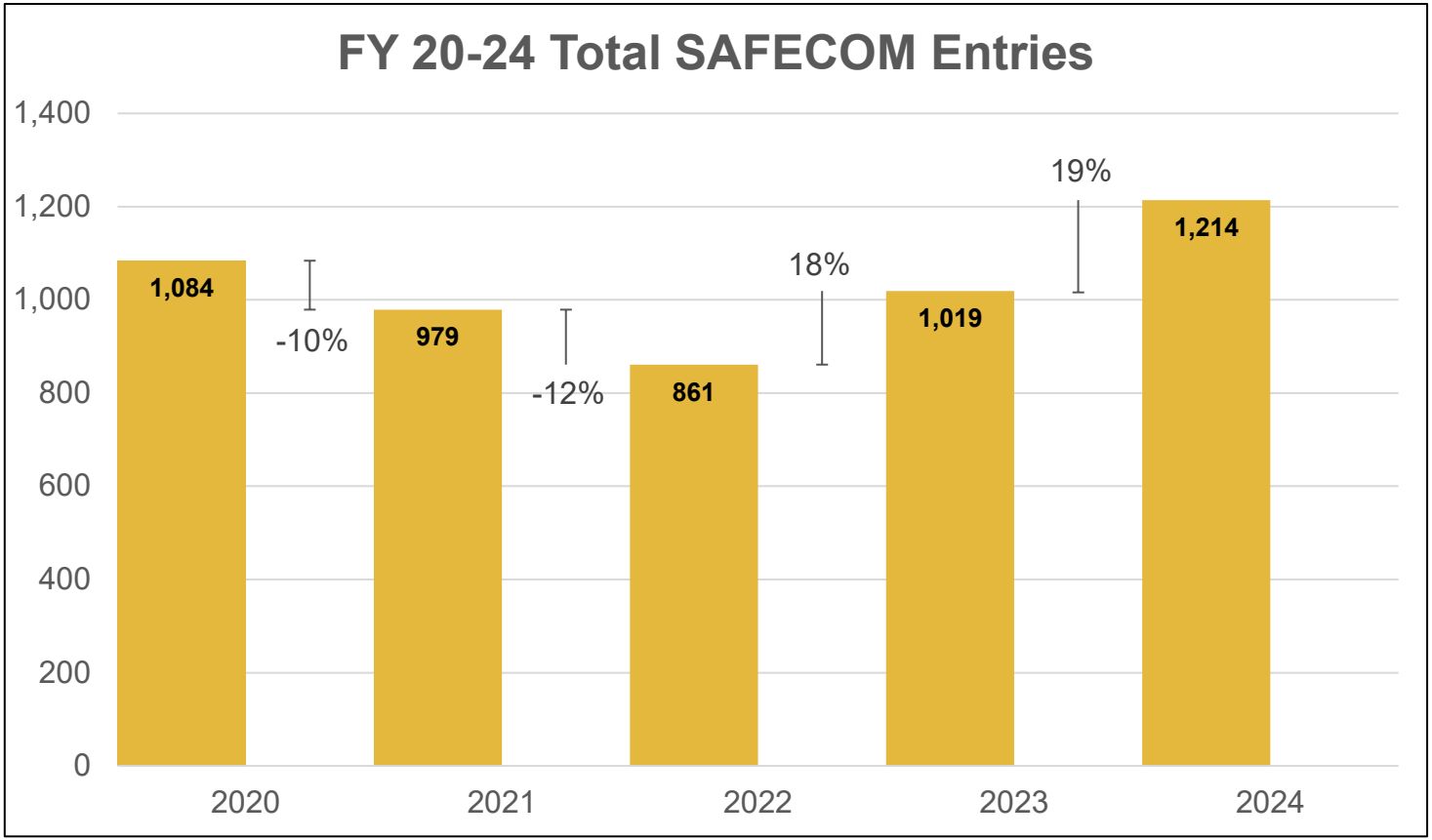
SAFECOM Data

1,214 Total SAFECOM Entries*

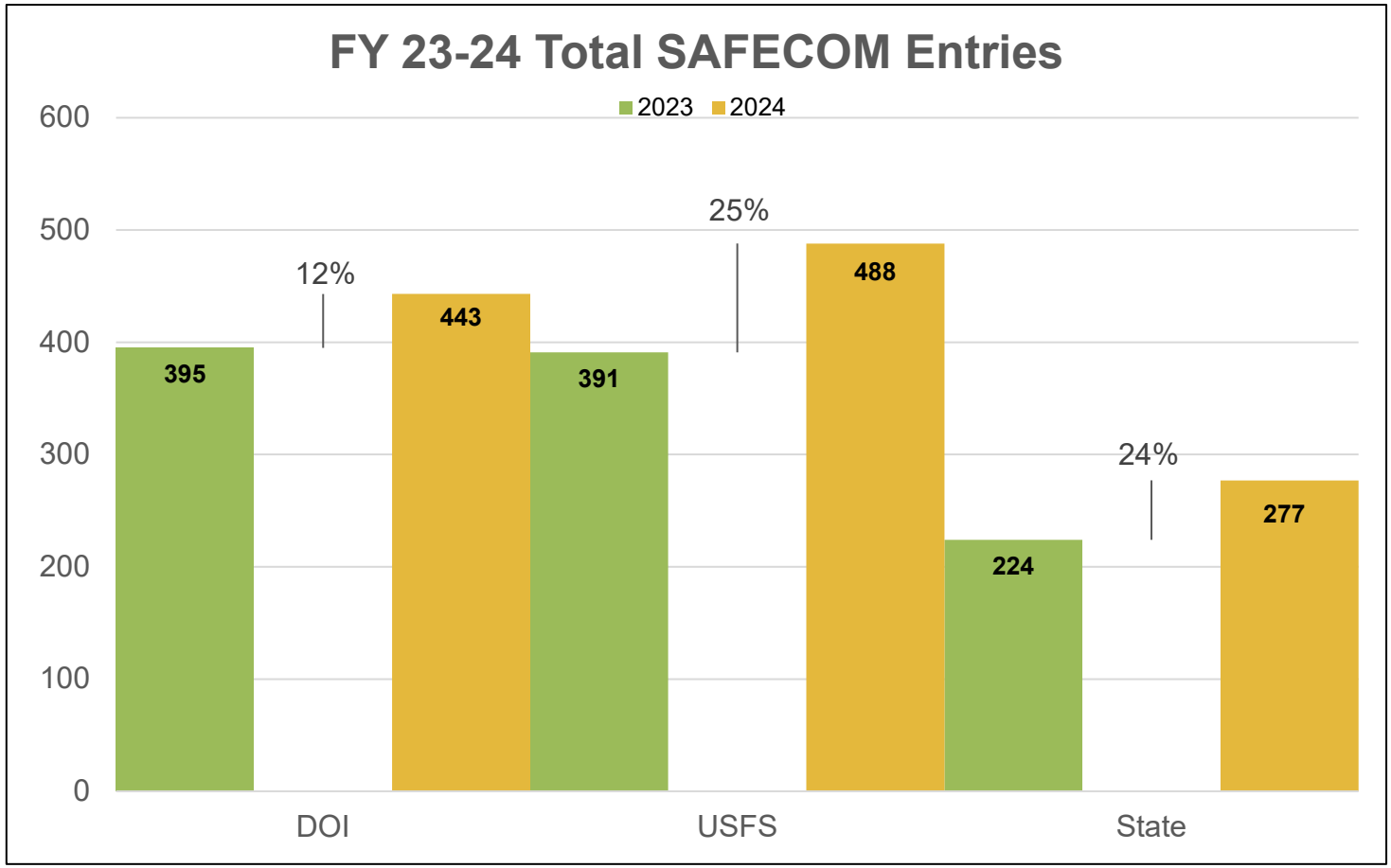
443 DOI Bureau Entries

*DOI, USFS, States, & Cooperators

SAFECOM OVERVIEW



SAFECOM OVERVIEW



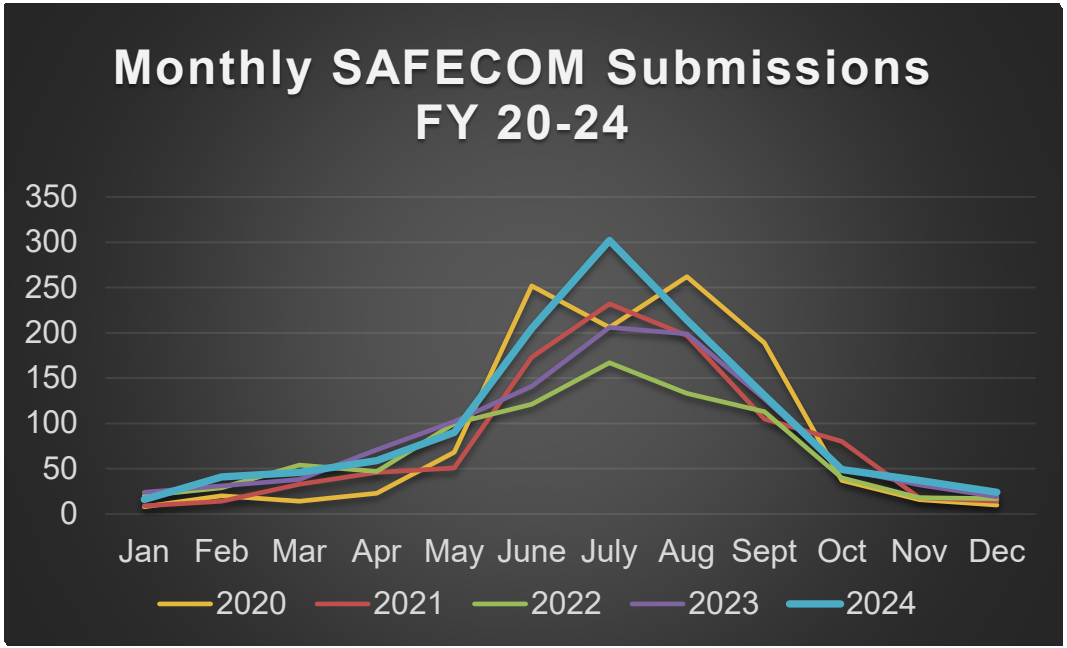
SAFECOM OVERVIEW

SAFECOM
Aviation Safety Communiquè

FY 24 Percentage Submission By Bureau*

Bureau	Percent
BIA	7%
BLM	26%
BOEM	0%
USBR	1%
BSEE	43%
FWS	3%
NPS	17%
OAS	1%
OSM	1%
USGS	2%

*Crewed & sUAS



*All Agencies

FY24 SAFECOM Comparison

Crewed Aircraft

Bureau	Reporting Rate per 1,000 flight hours*	FY24 Flight Hours	FY24 Crewed Safecoms
BSEE	38.35	4,955	190
BIA	13.71	2,042	28
NPS	7.16	9,216	66
BLM	4.46	24,220	108
USGS	3.01	1,328	4
FWS	1.29	8,530	11
USBR	0	99	0
OSMRE	0	0	0

***Note:** The formula for calculating the SAFECOM rate has been adjusted to reflect per 1,000 flight hours for greater accuracy and clarity. This change allows for more meaningful analysis, making the data easier to compare, monitor, and understand.
Reporting Rate Formula = (# Safecoms/Flight Hours) x 1000

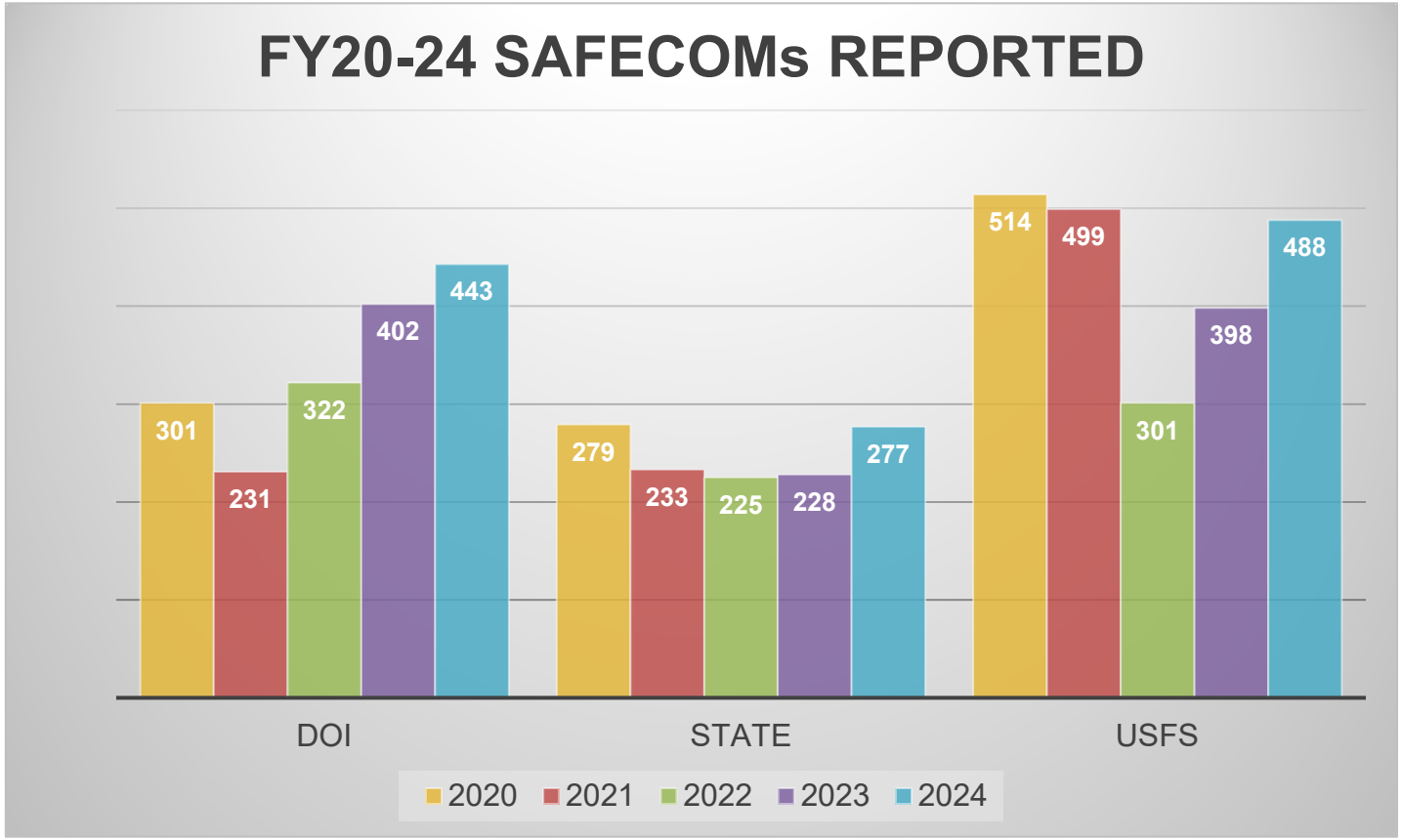
FY24 SAFECOM Comparison

Uncrewed Aircraft

Bureau	Reporting Rate per 100 flights*	FY24 Flights	FY24 Uncrewed Safecoms
NPS	1.01	1081	11
BLM	.83	1083	9
BIA	.71	280	2
OSMRE	.57	174	1
USBR	.42	713	3
USGS	.33	2093	7
FWS	.30	658	2
BSEE	0	0	0

***Note:** The formula for calculating the SAFECOM rate has been adjusted to reflect per 100 flights for greater accuracy and clarity. This change allows for more meaningful analysis, making the data easier to compare, monitor, and understand.
Reporting Rate Formula = (# Safecoms/Flights) x 100

SAFECOM OVERVIEW



FY24 SAFECOM DISTRIBUTION BY CATEGORY

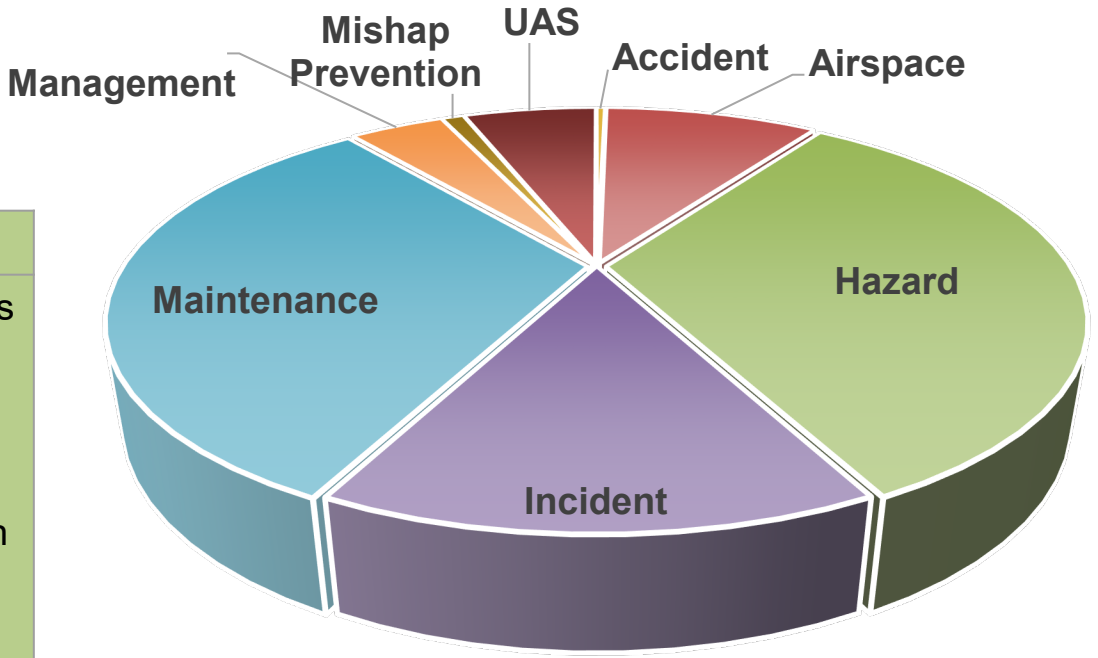
SAFECOM
Aviation Safety Communiquè

Maintenance

Engine
Electrical
Airframe
Avionics
Instrument
Chip Light
Mission Equip.
Fuel
Other

Hazard

Communications
Pilot Action
Mission Equip.
Weather
Other
Policy Deviation
RAMP
Ground Equip.
Preflight Action



SAFETY PUBLICATIONS

1	7	3	5	3
IA SA	IA APB	DOI/IA LL	IA IB	IA TB

Publication Categories	Description
DOI & Interagency Safety Alert (IA SA)	Significant in nature and categorized as: operations, maintenance, and publications.
DOI & Interagency Accident Prevention Bulletin (IA APB)	General in nature with information regarding aircraft mishap prevention concepts, methods, procedures, and efforts.
DOI & Interagency Lessons Learned (IA LL)	General in nature and used to disseminate lessons learned from mishaps and subsequent investigations.
DOI & Interagency Information Bulletin (IA IB)	General in nature and used to disseminate announcements and information of general interest.

PUBLICATION UPDATES

Interagency Aviation Safety Alert

Publication Number	Title
IA SA 24-01	Aircraft Ventilation During Retardant Loading Operations

DOI and Interagency Lessons Learned

Publication Number	Title
DOI LL 24-01	In-Flight Emergencies and Passenger/Crew Responsibilities
DOI LL 24-02	Flight Preparations
IA LL 24-01	Airtanker Base Ground Operations

Interagency Accident Prevention Bulletin

Publication Number	Title
IA APB 24-01	Aircraft Fuel Sampling During Preflight Inspection
IA APB 24-02	Aircraft Servicing
IA APB 24-03	Helicopter Ground Operations
IA APB 24-04	“Doors off” Helicopter Operations
IA APB 24-05	Aviation Management in High Operational Tempo
IA APB 24-06	sUAS Parrot Anafi Propeller Blades
IA APB 24-07	Change to Temporary Flight Restrictions Mid-Shift

PUBLICATION UPDATES

Interagency Information Bulletin

Publication Number	Title
IA IB 24-01	Approval Process for Aircraft Participating within Incident TFR
IA IB 24-02	Process for Prescribed Fire TFR involving UAS or helicopter aerial ignition operations
IA IB 24-03	Grand Junction Airport – Runway Shortened
IA IB 24-04	Name Change: Fire Boss to Single Engine Scooper
IA IB 24-05	TFRs crossing multiple Air Route Traffic Control Center Airspace Boundaries

Interagency Technical Bulletin

Publication Number	Title
IA TB 24-01	Plastic Aerial Ignition Spheres with Energetic Reactions
IA TB 24-02	Dragon Egg Plastic Sphere Devices
IA TB 24-03	USFS and DOI Aircraft Procurement, Release vs. Reassigned

PROMOTION

05

Award	Recipient(s)
Departmental Award for Outstanding Contribution to Aviation Safety	USGS National Uncrewed Aircraft Systems Office (NUSO)
Award for Significant Contribution to Aviation Safety	BLM Utah Fire Leadership Team Andrew Wareham (BSEE) Steve Stroud (OAS) Steve Ramaekers (OAS)
In-Flight Action	Jacob Pearson (OAS)
Airward	Amy Betcher (BLM) Peter Dobbins (BLM) Max Enders (USGS) Heather Johnsons (USGS) Scott Lowe (USGS) Brian Mannisto-Meyers (USGS) Helicopter Express (NPS Contractor)

In FY24, DOI awards increased 20% compared to FY23.

AWARDS & ACHIEVEMENTS

ACCIDENT MILESTONES AND BUREAU CONTACTS

Accident-Free Milestones

Bureau	Years
BIA	7
BOEM	13
USBR	27
BSEE	50
OSM	4
USGS	4

Bureau	National Aviation Manager	Phone
BIA	John Cervantes	208-985-5250
BLM	Mike Reid	208-387-5173
BOEM	Richard Knowles	907-334-5268
USBR	David Rosser	208-433-5050
BSEE	Andrew Wareham	907-334-5278
FWS	Anthony Lascano	571-213-3021
NPS	Kristin Swoboda (Acting)	208-387-5931
OSM	N/A	
USGS	Dirk Hart	904-614-8844

EXECUTIVE SUMMARY

90

FY24 DOI Executive Summary

OAS provides aviation services to the Department of the Interior and other Federal, State and local government agencies. The OAS mission is "...to raise the safety standards, increase the efficiency and promote the economical operation of aircraft activities in the Department of the Interior."

Policy

5 – OPM Updates Completed
572 – Cooperator Flight Hours Reported

Assurance

16 – Program Evaluations Completed
9 – Vendor SMS site visits.
82% of DOI contracts contained SMS requirements in FY24.

Risk Management

DOI achieved a 12% increase in SAFECOM reporting rate from FY23 to FY24.

Promotion

19 – Safety Publications released.
13 – DOI Safety Awards given.

Procurement Type	FY 24 Rate	FY 23 Rate	Percent Difference
Crewed Aircraft			
Mishap	9.40	0	∞ ↑
Accident	5.64	0	∞ ↑
5-Year Mishap	6.58	5.95	+10%
Uncrewed Aircraft			
Mishap	0	0	0%
5-Year Mishap	3.63	3.21	+13%

5-Year Data Summary

Type	Total	Mishaps
Crewed	270,941	18
Uncrewed	27,520 flights	10

DOI EXECUTIVE SUMMARY

FY24 DOI Executive Summary

Crewed Aircraft	Annual Flight Hours	Annual Flight Usage Cost	Cost per Flight Hour
Non-Fleet	40,123	$94,769,050	$2,362
Fleet	13,043	$7,215,893	$553
Total	**53,166**	**$101,984,943**	**$1,918**

5,035 Fleet Missions

28,741 Non-Fleet Missions

DOI EXECUTIVE SUMMARY

SAFECOM
Aviation Safety Communiqué

Total Reported	443
Remaining Open	17
Completion Rate	94%

Top 3 Categories: Maintenance, Hazard, and Incident.

Submission Breakdown: 8% sUAS 92% Crewed

Reporting Rates*

**Percent difference FY23 to FY24*

-11% Crewed

-18% sUAS

Fleet Statistics	Bureau Total
Crewed Aircraft	85
Pilots	65
Uncrewed Aircraft	581
sUAS Pilots	476

7,833 sUAS Flights

Top Categories: Training & Proficiency, Mapping, and Monitoring/Inspection

Aircraft Used: Matrice 600 Pro, Skydio X10, Parrott Anafi.