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Annual

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Aviation Safety Summary and Annual Report

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Partnering for better, faster, cheaper, safer aviation missions



Fiscal Year 2017 DOI Aviation Safety Summary and Annual Report

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The Department of the Interior’s Aviation Safety and Aircraft Accident Prevention program is founded on the four pillars of an integrated **Safety Management System (SMS)**:

The Department of the Interior (DOI) requires safe and efficient aviation programs in order to carry out its many diverse missions every day. Our success greatly depends on interoperability among all bureaus, other federal and state partners, and the aviation industry.

Management is responsible for ensuring their respective aviation programs are properly resourced. All aviation users are responsible for ensuring proactive measures within policies are implemented in their operations.



Office of Aviation Services * Bureaus * Industry

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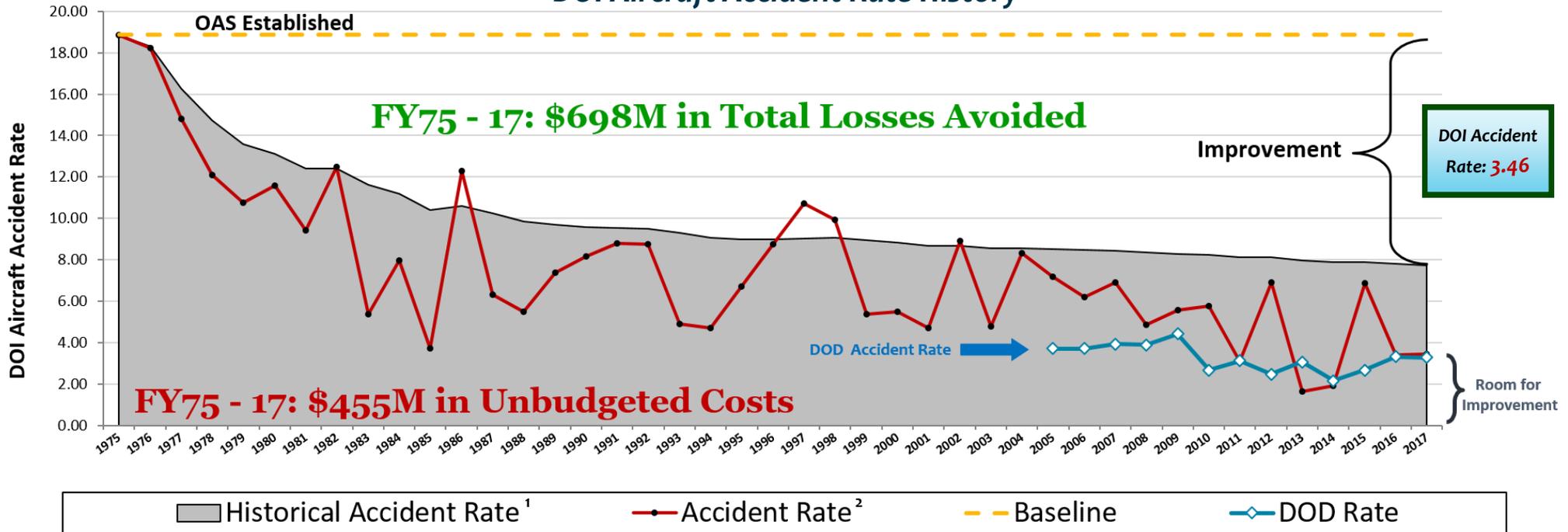




Aircraft Accident Rate

The U.S. Department of the Interior (DOI) recorded five incidents with potential (IWP's) and ended the year with two accidents. The **annual** aircraft accident rate is 3.46 per 100K flight hours, an increase of 0.05 from last year. The DOI mishap rate is 12.11, which is an increase from the previous year by 1.88. 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.doi.gov/aviation/library/guides>)

DOI Aircraft Accident Rate History



The Department’s annual aircraft accident rate² in FY17 is 3.46 accidents per 100,000 flight hours. As of October 1, 2017, flight data captured **57,816.8 total flight hours**, 862.2 hours less than the previous year.

Since 1975, DOI’s aviation safety program has resulted in estimated savings of \$698M to the Department and its supporting vendors in reduced losses. Flight missions performed for DOI were supported in part by bureau requested and OAS supported aviation contracts that required: 2,282 vendor pilot evaluations, 1,477 vendor aircraft inspections, 246 Interior fleet pilot evaluations, and 116 Interior fleet aircraft inspections. Aviation Training supported 664 instructor led course offerings accounting for 4,805 student hours of training and the Interagency Aviation Training website recorded 37,633 course completions.³

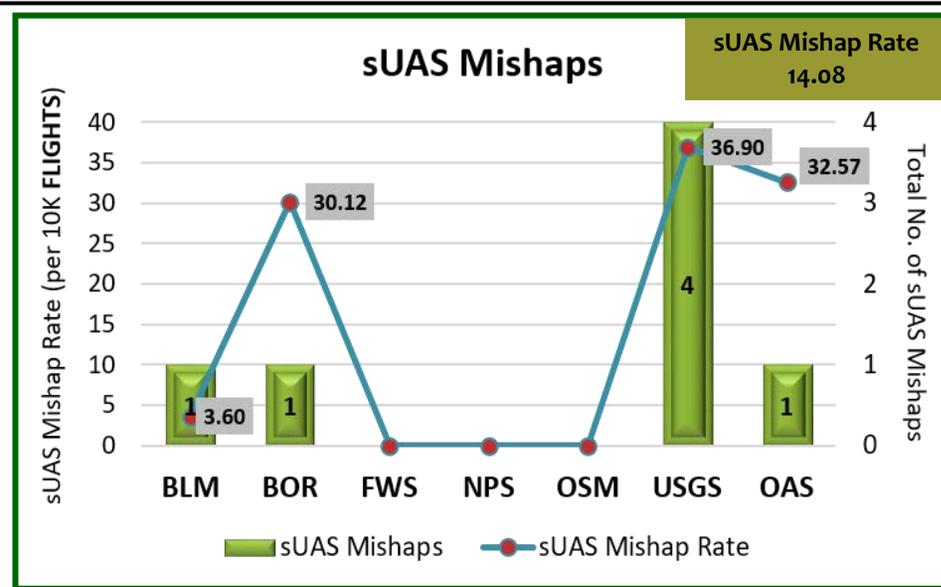
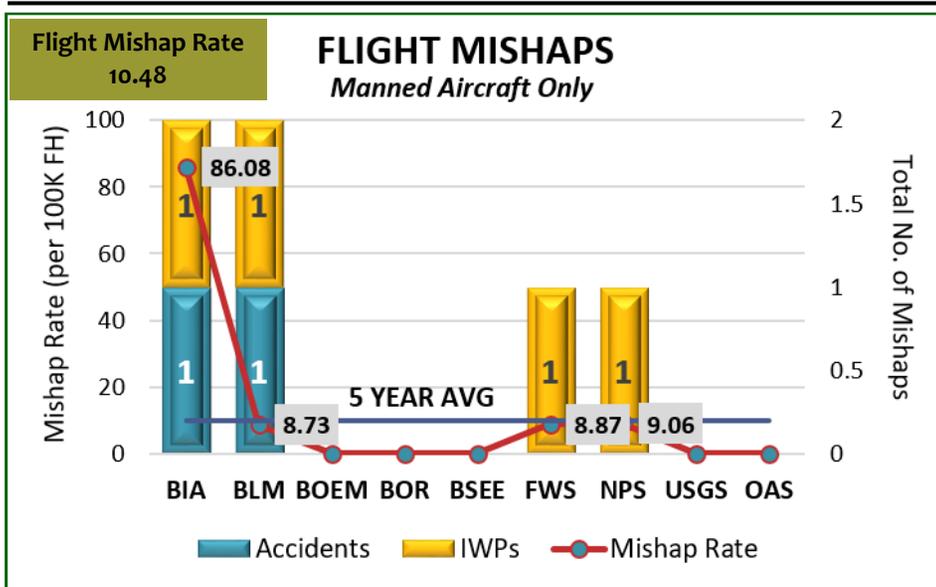
¹Historical aircraft accident rate is defined as total historical aircraft accidents per 100,000 flight hours flown.

²Annual aircraft accident rate is defined as total aircraft accidents in one year per 100,000 flight hours flown.

³Includes DOI Fleet, Commercial Vendor, and Cooperator aircraft from other agencies. Pilots receive evaluations for each specific special use mission area qualification.



DOI FY17 Mishap Overview

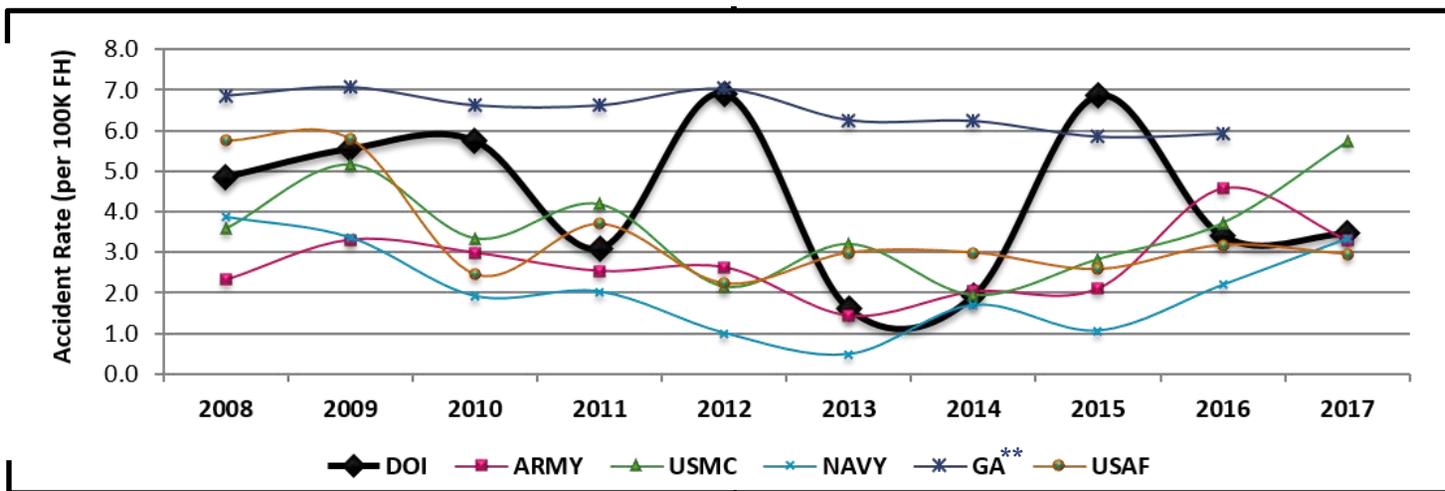


(Manned) Mishaps = Accidents + IWPs

(sUAS) Mishaps = Accidents + IWPs + Aircraft loss

Accident Rate

Accidents are defined by 49 CFR 830.2 and determined by the NTSB. An Incident With Potential (IWP) is an incident that narrowly misses being an accident and is determined by OAS. sUAS uses slightly different criteria due to low flight hours and aircraft losses that don't meet either criteria.



The DOI accident rate has **increased** by 0.05 from FY16 while flight hours have **decreased** by 1.5% compared to last year.

**GA Accident Rate is unavailable as of Feb 2018



FY17 Aviation Overview

DOI FY17 Mishap Overview

IWP - Incident with potential

Location	Date	Severity	Operator	Aircraft	Description
Pocatello, ID	8-6-17	Accident	Contractor BIA Northwest	Lockheed P2V-5F	P2V flight control failure in flight. Emergency declared and landing made.
Wells, NV	7-31-17	Accident	Contractor BLM Nevada	Air Tractor AT-802A	On landing, the aircraft departed the runway causing significant damage to the left main landing gear and left wing.
Canyon Day, AZ	7-6-17	IWP	Contractor BIA Western	Airbus A350 B3	Near mid-air collision during fire suppression operations.
Kuna, ID	6-23-17	IWP	Fleet OAS	S1000 UAS	GPS compass variation errors led to unit failure to respond to commands, resulting in damage during landing.
Anvik, AK	4-11-17	IWP	Contractor BLM Alaska	Air Tractor AT-802F Fire Boss	Ventral fin damaged during water scooping for fire operation.
Big Cypress NP, FL	4-11-17	IWP	Fleet/ Contractor NPS Southeast	Bell 206 B3 / Sikorski S-61	Near mid-air collision during fire suppression operations.
Carson City, NV	2-4-17	IWP	Fleet FWS Pacific Southwest	Quest Kodiak 100	Aircraft experienced an inadvertent, pilot induced in-flight engine shutdown.

Incidental Cost* associated with Mishaps

Cost Input	Cost	Cost Input	Cost
DOI Losses (i.e. a/c repair, recovery, loss of availability, loss of life)	\$ 0	Vendor Losses (i.e. A/C repair, recovery, loss of availability, etc.)	\$ 555,556
DOI sUAS Losses (i.e. unit repair/replacement)	\$ 2,239	Fatalities (o) VSL**	\$ 0
		Minor Injuries (o)	\$ 0
Total Costs (6 Manned Mishaps, 7 sUAS mishaps)		\$ 557,795	

*Costs associated with mishaps have not been finalized due to ongoing investigations and repairs associated to the mishaps. These costs may rise.

** Value of Statistical Life (VSL) \$9.6 Million - U.S. Department of Transportation

DOI Flight Usage Cost

Cost associated with flight hours only

	Annual flight Usage Cost	Annual Flight Hours	Cost per Flight Hour
Fleet *	\$ 6,452,475	15,250	\$423
Contract	\$ 65,48,9415	42,615	\$1,537
Total Usage	\$ 71,941,890	57,865	\$1,243

These rates are associated to pay item codes that correspond with flight hours only. They do not include monthly rates, availability, standby, etc...

*Not included: an additional 871 Fleet aircraft flight hours flown by external use customers in FY17



Department of Interior Fleet Aircraft & Pilots by State

Locations as of 10-01-17



Note: Fleet aircraft and pilots occasionally move their home base location. For the latest location information, call the Fleet Maintenance Manager in OAS-Technical Services at (208) 433-5082 for lower 48, or (907) 271-4324 in Alaska. Aircraft locations can be found at <https://sites.google.com/a/ibc.doi.gov/aviation-resources/doi-fleet>



DOI Fleet Aircraft Inventory

DOI Fleet Aircraft: 90

(average age: 23 years old)

# of Aircraft	Type of Aircraft
1	American Eurocopter AS350B2
1	Aviat A-1B Husky
1	Beechcraft BE200 King Air
2	Bell 206 B-3
2	Bell 206 L-3
3	Bell 412
3	Cessna 182
12	Cessna 185
2	Cessna 185 Amphibian
21	Cessna 206
18	Cub Crafters CC-18 Top Cub
2	DHC2 MK1 Beaver
1	DHC-6-300 Twin Otter
6	Found FBA 2C
2	Partenavia P-68 Observer
1	Pilatus PC-12
4	Piper PA-18 Super Cub
2	Quest Kodiak 100
6	Quest Kodiak 100 Amphibian

The graph below represents DOI’s average annual flight hours compared with the GSA federal aircraft utilization average of **250** flight hours per year.
 DOI Fleet pilots flew an average of **197** hours this year.
 DOI Fleet aircraft averaged **180** hours this year.



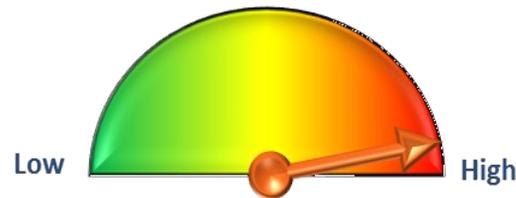
Fleet Manned Aircraft Pilots: 82

Fleet Unmanned Aircraft Pilots: 150

Inspector Pilots: 13

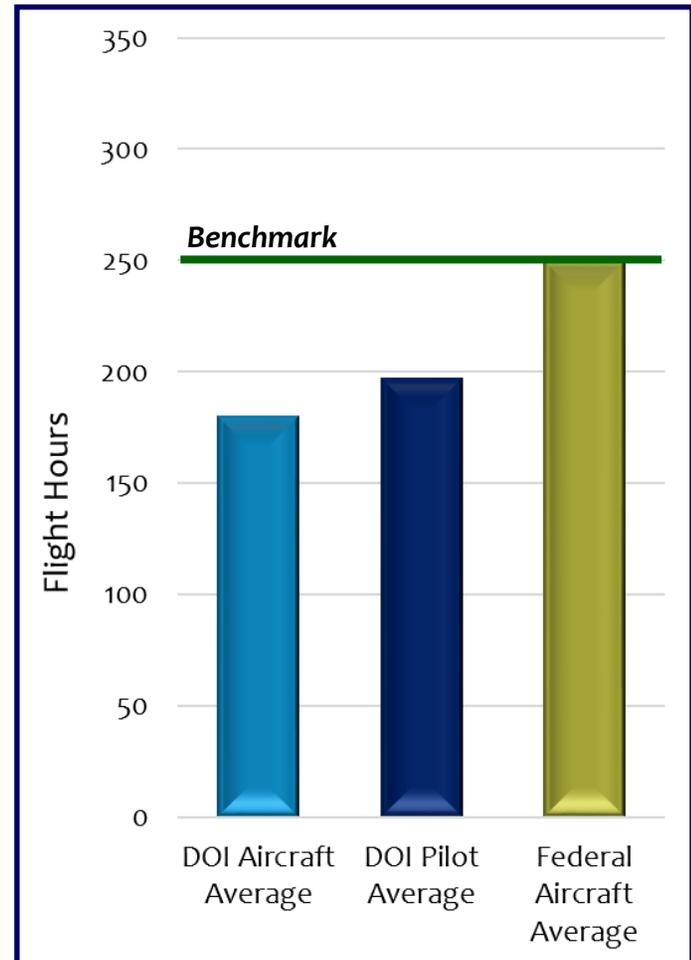
(1.03 pilots per manned aircraft)

Note: A pilot to aircraft ratio of at least 1.0 or



High Diversity Rate

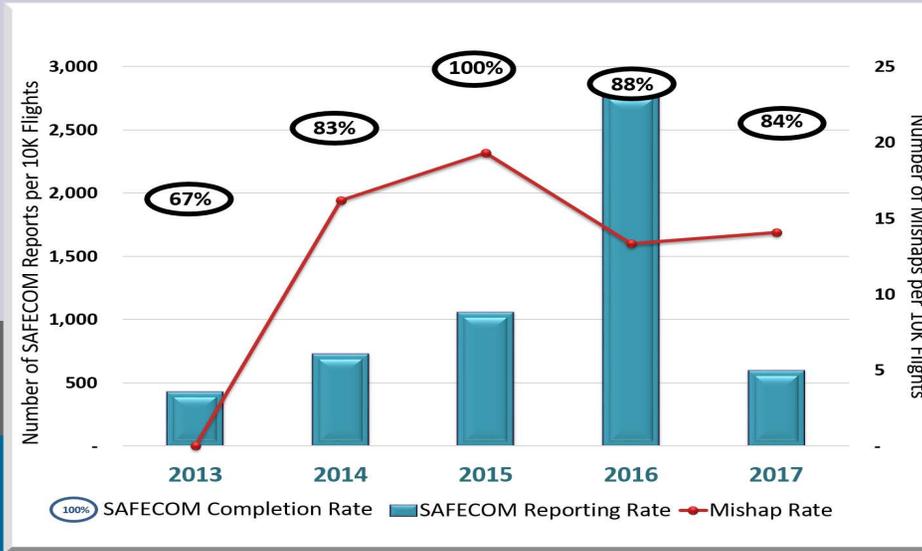
A low fleet diversity is desirable, due to savings in training and maintenance.



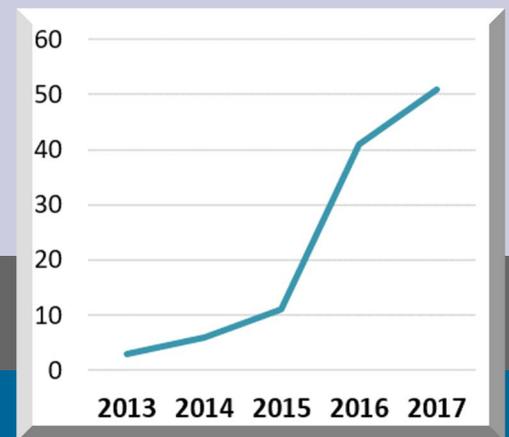


Unmanned Aircraft Systems

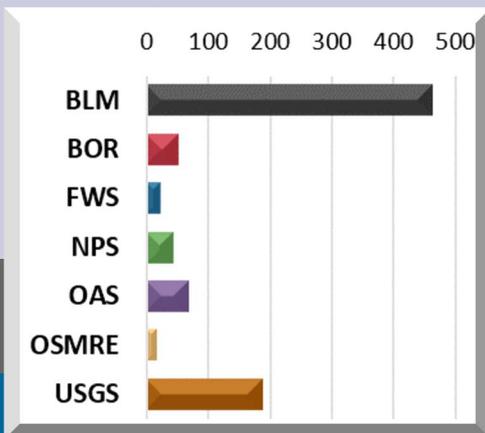
sUAS SAFECOM Reporting, Completion, & Mishap Rate



sUAS SAFECOMs by Year



sUAS Flight Hours by Bureau



sUAS related SAFECOM reports increased 24% this year. Number of sUAS flights (not flight hours) increased 563% which drove down the SAFECOM reporting rate. The reporting rate is directly correlated to the ratio of SAFECOMs filed versus the number of sUAS flights (not hours). For additional UAS statistics, please refer to our FY17 UAS summary document, available on the OAS website: www.doi.gov/aviation/uas/news

# of AC	Type of Aircraft	# of AC	Type of Aircraft
202	3DR Solo 	5	MLB Super Bat 
12	Falcon Fixed Wing 	2	Apprentice 
12	Falcon Hover 	1	Pulse Vapor 55 



FY17 Aviation Overview



BLM	Annual Flight Hours	Annual flight Usage Cost	Cost per Flight Hour
Fleet	1,267	\$ 1,018,964	\$ 805
Contract	21,647	\$ 43,266,291	\$ 1,999

The rates listed are associated to pay item codes that correspond with flight hours only. They do not include monthly rates, availability, standby, etc...

BIA	Annual Flight Hours	Annual flight Usage Cost	Cost per Flight Hour
Contract			

FY17 BLM Fleet Statistics

Manned Aircraft - 7% of Fleet	6
Aircraft Age	
0-10 Years	2
11-20 Years	1
> 20 Years	3
Pilots*	4
Dual Function Pilots	7
Pilot to Aircraft Ratio	1.8

BLM sUAS Flights 2017	
Total Flights	2774
Principal Mission Types	<ul style="list-style-type: none"> •Pilot Proficiency/Training •Mapping-Non Fire •Reconnaissance •Air Crew Training •Interagency Fire
Aircraft System Type	3DR Solo
Flight Hours	461.5

*BLM pilots fly commercial-owned government operated (COGO) aircraft in addition to fleet aircraft. Dual Function Pilots - Pilots who also have another job. (Ex. Scientist)

SAFECOM

BIA has one of the highest SAFECOM completion rate in DOI at 90% with 3 SAFECOMs remaining open from 2013 to 2016. There were 29 SAFECOMs submitted in FY17, which account for 8% of DOI SAFECOMs. Reporting increased by 5% from FY16.

Aviation Mishaps = 1 Accident, 1 Incident with Potential (IWP)
BIA flight hours increased 2% from FY16.

SAFECOM

BLM has one of the highest SAFECOM completion rate in DOI for FY17 at 96% with 1 SAFECOM remaining open from 2013 to 2016. There were 109 SAFECOMs submitted in FY17, which account for 29% of DOI SAFECOMs. Reporting decreased by 24% from FY16.

Aviation Mishaps = 1 Accident, 1 Incident with Potential (IWP)
BLM flight hours increased 9% from FY16.



FY17 Aviation Overview



BOEM	Annual Flight Hours	Annual flight Usage Cost	Cost per Flight Hour
Contract	540	\$ 833,278	\$ 943

The rates listed are associated to pay item codes that correspond with flight hours only. They do not include monthly rates, availability, standby, etc...

BOR	Annual Flight Hours	Annual flight Usage Cost	Cost per Flight Hour
Fleet	10	\$ 6,504	\$ 632
Contract	90	\$ 88,393	\$ 979

SAFECOM

No SAFECOMs were submitted by BOEM in FY17. 1 SAFECOM remains open for the period between 2013-2016.

BOEM flight hours increased by 1% from FY16.



BSEE	Annual Flight Hours	Annual flight Usage Cost	Cost per Flight Hour
Contract	7,541	\$ 8,440,768	\$ 1,119

SAFECOM

BSEE has the highest SAFECOM completion rate in DOI at 100% with no SAFECOMs remaining open for the period between 2013 to 2016. There were 126 SAFECOMs submitted in FY17, which account for over 34% of DOI SAFECOMs. Reporting decreased by 14% from FY16.

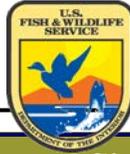
BSEE flight hours decreased 15% from FY16.

BOR sUAS Flights 2017	
Total Flights	332
Principal Mission Types	<ul style="list-style-type: none"> •Air Crew Training •Habitat/Environmental Evaluations •Mapping-Non Fire •Pilot Proficiency/Training
Aircraft System	3DR Solo
Flight Hours	51.4

SAFECOM

BOR has one of the lowest SAFECOM completion rates at 20% for FY17, with none remaining open from 2013 to 2016. Reporting increased by 333% from FY16.

BOR flight hours increased 15% from FY16.



FY17 Aviation Overview



FWS	Annual Flight Hours	Annual flight Usage Cost	Cost per Flight Hour
Fleet	8,506	\$ 2,669,499	\$314
Contract	1,957	\$ 1,648,000	\$842

The rates listed are associated to pay item codes that correspond with flight hours only. They do not include monthly rates, availability, standby, etc...

NPS	Annual Flight Hours	Annual flight Usage Cost	Cost per Flight Hour
Fleet	4,908	\$ 2,526,484	\$ 450
Contract	7,056	\$ 7,176,588	\$ 1,017

FY17 FWS Fleet Statistics

Manned Aircraft - 61% of Fleet	54
Aircraft Age	
0-10 Years	24
11-20 Years	10
> 20 Years	20
Pilots	7
Dual Function Pilots	36
Pilot to Aircraft Ratio	.80

FWS sUAS Flights 2017

Total Flights	109
Principal Mission Types	<ul style="list-style-type: none"> • Mapping-Non Fire • Animal Counting • Reconnaissance • Pilot Proficiency/Training
Aircraft System Type	3DR Solo
Flight Hours	21.9

SAFECOM

FWS has a SAFECOM completion rate of 79% with 2 remaining open from 2013 to 2016. There were 29 SAFECOMs submitted in FY17, which account for 8% of DOI SAFECOMs. Reporting increased by 40% from FY16.

Aviation Mishaps = 1 IWP
FWS flight hours decreased 1% from FY16.

FY17 NPS Fleet Statistics

Manned Aircraft - 35% of Fleet	31
Aircraft Age	
0-10 Years	5
11-20 Years	5
> 20 Years	21
Pilots	8
Dual Function Pilots	19
Pilot to Aircraft Ratio	.87

NPS sUAS Flights 2017

Total Flights	284
Principal Mission Types	<ul style="list-style-type: none"> • Pilot Proficiency/Training • Law Enforcement • Search and Rescue • Mapping-Non Fire
Aircraft System Type	3DR Solo
Flight Hours	42.7

SAFECOM

NPS has a SAFECOM completion rate of 67% with 19 remaining open from 2013 to 2016. There were 52 SAFECOMs submitted which account for 14% of DOI SAFECOMs. Reporting increased by 45% from FY16.

Aviation Mishaps = 1 IWP
NPS flight hours decreased 6% from FY16.



FY17 Aviation Overview



OSM	Annual Flight Hours	Annual flight Usage Cost	Cost per Flight Hour
Contract	31	\$ 15,229	\$ 485

The rates listed are associated to pay item codes that correspond with flight hours only. They do not include monthly rates, availability, standby, etc...

USGS	Annual Flight Hours	Annual flight Usage Cost	Cost per Flight Hour
Fleet	81	\$ 16,033	\$ 199
Contract	1,367	\$ 892,031	\$ 653

SAFECOM

No SAFECOMs were submitted by OSM and none remain open from 2013-2016.

OSM sUAS Flights 2017	
Total Flights	86
Principal Mission Types	<ul style="list-style-type: none"> •Air Crew Training •Pilot Proficiency/Training
Aircraft System Type	3DR Solo
Flight Hours	16.4

OSM flight hours have increased by 100% from FY16.

 OST	Annual Flight Hours	Annual flight Usage Cost	Cost per Flight Hour
Fleet	10	\$ 4,949	\$ 480
Contract	27	\$ 12,874	\$ 482

SAFECOM

No SAFECOMs were submitted by OST and none remain open from 2013-2016.

OST flight hours increased 100% from FY16.

FY16 USGS Fleet Statistics

Unmanned Aircraft—27% of Fleet	70
Aircraft Age	
0-10 Years	70
11-20 Years	0
> 20 Years	0
Pilots	0
Dual Function Pilots	0
Incidental Pilot	1
Pilot to Aircraft Ratio	0.01

USGS sUAS Flights 2017

Total Flights	1080
Principal Mission Types	<ul style="list-style-type: none"> •Mapping-Non Fire •Pilot Proficiency/Training •Habitat/Environmental Evaluations •Air Crew Training
Aircraft System Types	3DR Solo Pulse Vapor 55
Flight Hours	187.4

SAFECOM

USGS closed out FY17 with a perfect 100% completion rate. 10 SAFECOMs remain open from 2013 to 2016. There were 8 SAFECOMs submitted which account for 2% of DOI SAFECOMs. Reporting has increased by 17% from FY16.

FY16 Aviation Mishaps = 1 IWP

USGS flight hours decreased 14% from FY16.



FY17 Aviation Overview

OAS

OAS	Annual Flight Hours	Annual flight Usage Cost	Cost per Flight Hour
Fleet	466	\$ 209,274	\$450
Contract	27	\$ 30,917	\$ 1,151

The rates listed are associated to pay item codes that correspond with flight hours only. They do not include monthly rates, availability, standby, etc...

FY17 OAS Fleet Statistics

Manned Aircraft—1% of Fleet	1
Aircraft Age	
0-10 Years	0
11-20 Years	0
> 20 Years	1
Pilots	0
Inspectors Pilots	13
Pilots to Aircraft Ratio	13

OAS sUAS Flights 2017	
Total Flights	307
Principal Mission Types	<ul style="list-style-type: none"> •Pilot Proficiency/Training •Interagency Fire •Mapping-Non Fire •Air Crew Training
Aircraft System Types	3DR Solo Firefly6 Pro
Flight Hours	68.2

OAS flight hours increased 25% from FY16.

Office of Aviation Services

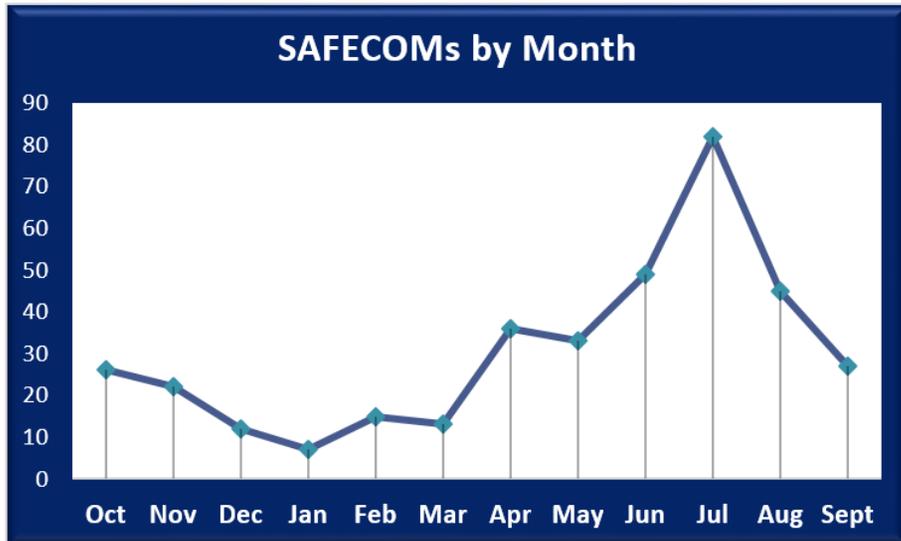
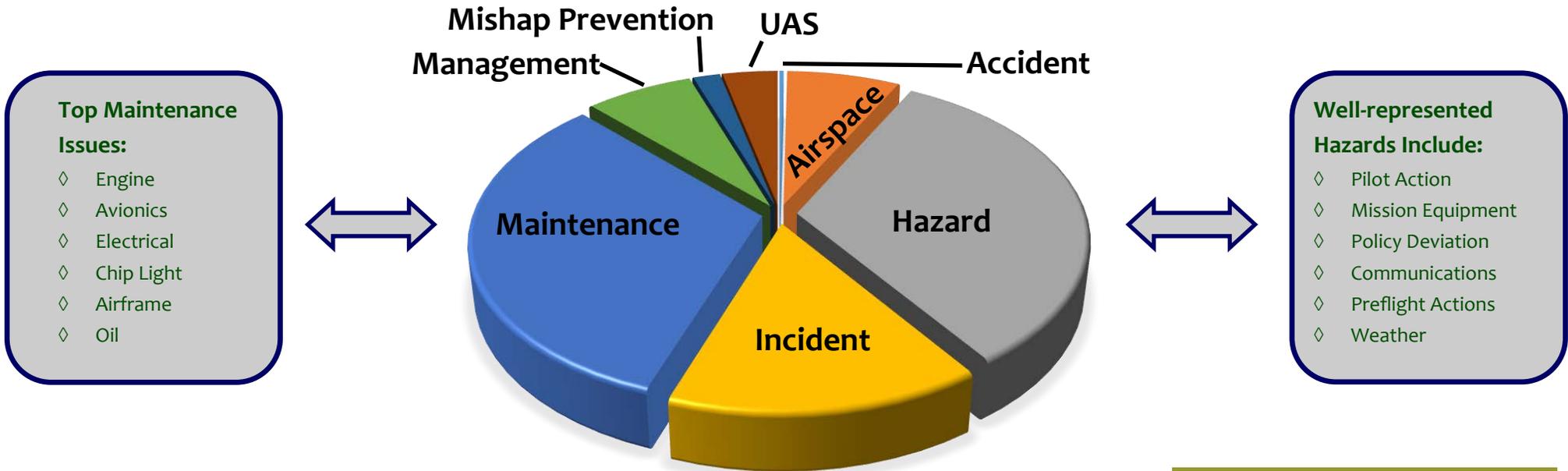
PERFORMANCE

Performance	Quantity
Program Evaluations completed	11
Interagency Safety Communications Issued	13
Fleet Pilot Evaluations completed	246
Fleet Aircraft Inspections completed	116
Fleet Maintenance facilities inspections completed	2
UAS Operator Inspections	172
Commercial Pilot Evaluations	2,282
Commercial Aircraft Inspections	1,477
Point to Point Inspections	934
Fuel Service Vehicle Inspections	433
Cooperator Approvals	117
Technical Specifications for procurement reviewed and/or created	121



FY17 SAFECOM Overview

SAFECOMs by Category



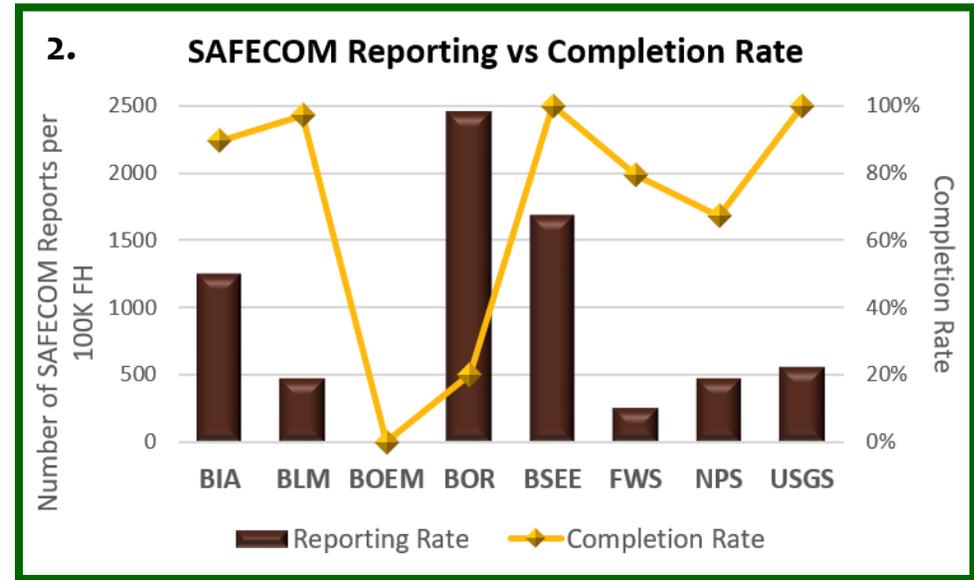
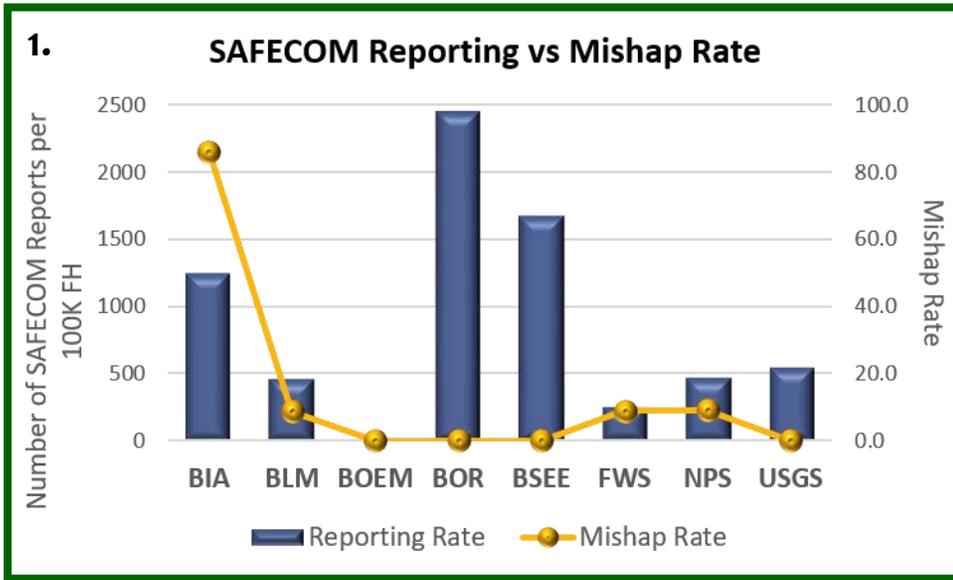
Using the SAFECOM system for punitive actions is prohibited (352 DM 3.10B). Submitting a SAFECOM is **not** a substitute for "on-the-spot" corrections to a safety concern. It's a tool used to identify, document, track, and correct safety related issues. A SAFECOM **does** not replace the requirement for initiating an accident or incident report.

SAFECOM.gov

Bureau	Percentage of SAFECOM's Submitted by Bureau
BSEE	34%
BLM	29%
NPS	14%
BIA	8%
FWS	8%
OAS	3%
USGS	3%
BOR	1%
BOEM	0%
OSM	0%



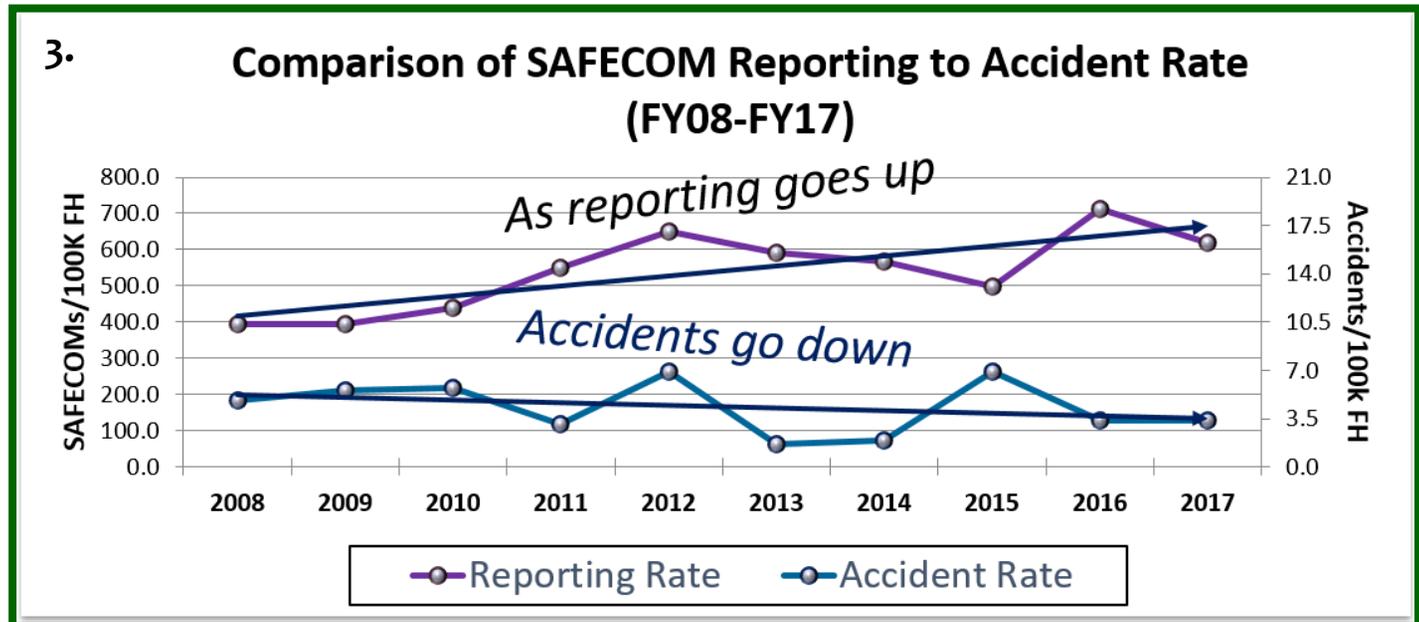
FY17 SAFECOM Overview



Slide 1 – Reporting rates are required to accompany mishap rates as you only know what’s reported. BIA’s mishap rate is relatively high, as a result of their lower flight hours. BOR possesses the highest reporting rate, with one SAFECOM submission for every 40 hours flown.

Slide 2 – The FY17 DOI reporting rate decreased 11% from FY16. SAFECOM completion rates also declined 10%. BSEE maintained a 100% completion rate for the last 3 consecutive years.

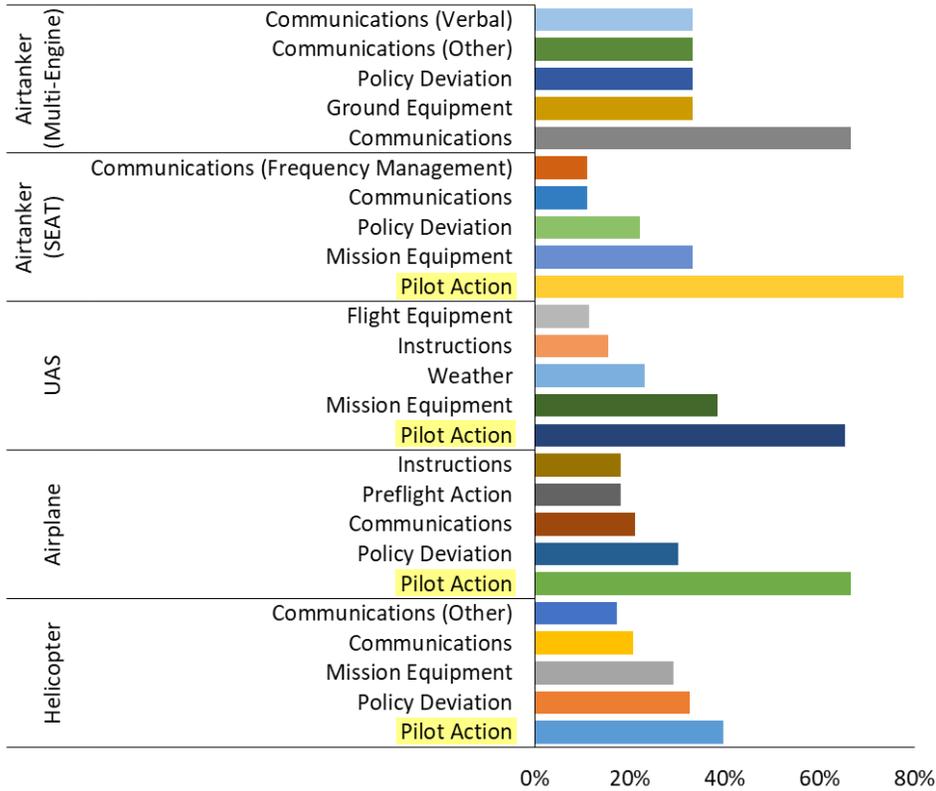
Slide 3 – SAFECOM reporting for the period (2008-2017) increased 60% while the accident rate decreased 29%.





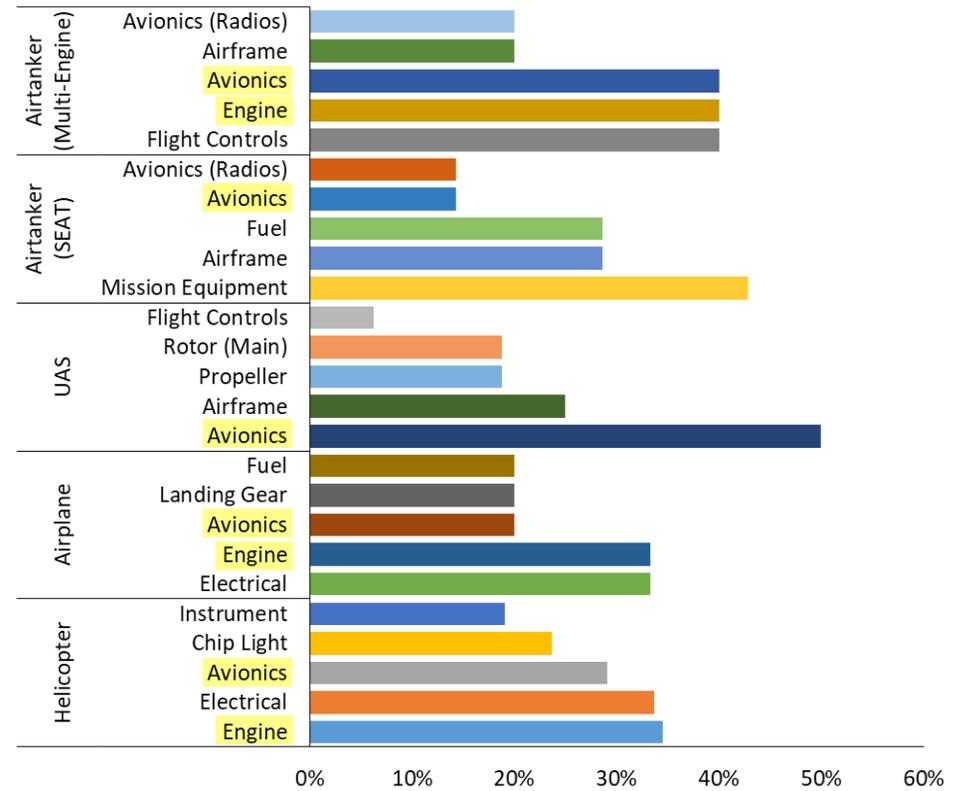
FY17 SAFECOM Trends

Top 5 Hazards by Aircraft Type



Pilot action is a general category where many human factors are included. 19% of all FY17 SAFECOMs were associated with this human factors identifier. Policy deviation accounted for 21% of all reported hazards in this category.

Top 5 Maintenance Issues by Aircraft Type



64% of all SAFECOMs submitted in FY17 indicated a maintenance deficiency. Of these, engine and avionics discrepancies were the most commonly reported, representing 40% of all reported maintenance issues.

Compared with the previous year, SAFECOM reporting decreased by 11%. A bureau review of FY17 SAFECOM data revealed that bureaus with low reporting rates would benefit from targeted efforts towards improving reporting within their respective bureaus. Reporting rates increase when management processes SAFECOM reports in a timely manner.

You don't know what people aren't telling you...



FY17 Aviation Overview

OAS Training Division

IAT.GOV

In FY 17, the OAS Training Branch successfully hosted the first Aviation Centered Education (ACE) event since 2010.

The San Diego ACE provided 61 classes with 247 attendees and qualified 9 new Interagency Aviation Training (IAT) instructors. 8 DOI Bureaus, multiple states and the US Forest Service attended the ACE.

- 65% of attendees were managers; management education and active involvement by management in risk management has been proven to reduce mishaps.
- 40% of attendees learned about the event through the IAT website, a source for accurate, relevant, and timely aviation training information.
- 89% of survey respondents had a "Great" experience, with 84% indicating a "High" level of interest in attending another event like this in the future.

The OAS Training Division posts monthly updates on project status, upcoming courses, and IAT website improvements. The [IAT website](#) also includes an interactive map that displays OAS Trainer areas of responsibility and bureau points of contact.

Aircraft Mishap Review Board (AMRB) Update

DOI Bureaus and the Office of Aviation Services continued their efforts in FY 17 towards closing open Aircraft Mishap Review Board (AMRB) recommendations. These recommendations were the result of accidents that have claimed lives, caused injuries, and/or resulted in significant damage. AMRB recommendations are part of a bureau-led process aimed at preventing similar mishaps from reoccurring in the future.

In FY17, two AMRBs resulted in 8 additional recommended action items, to which 4 have already been closed.

FY17 Aviation Program Evaluation Results & Performance

Bureau & Region	Date	Result of Review	
BOEM Pacific	01/17	3	Findings
USGS Northwest	02/17	6	Findings
FWS Midwest	02/17	3	Findings
BOR Denver	03/17	5	Findings
BLM New Mexico	04/17	4	Findings
BIA Northwest	04/17	3	Findings
BLM Wyoming	04/17	3	Findings
BIA Rocky Mountain	05/17	3	Findings
NPS Pacific West	05/17	6	Findings
BIA Alaska	06/17	4	Findings
FWS Pacific Southwest	09/17	8	Findings
Total		48	Findings



Awards and Achievements

In-Flight Action Award

Clayton Mitchell Jr. Contract Pilot	Bureau of Safety and Environmental Enforcement
Garland Sullivan Contract Pilot	Bureau of Safety and Environmental Enforcement
Raymond “Doug” Jacobs Contract Pilot	Bureau of Safety and Environmental Enforcement
AJ Bell Jr. Contract Pilot	Bureau of Safety and Environmental Enforcement
Joe Sonnier	Bureau of Safety and Environmental Enforcement

FY16 In-Flight Action Awards presented in FY17

Jayson Danziger Contract Pilot (his 3rd award!)	Bureau of Safety and Environmental Enforcement
Jason Garlock Contract Pilot	Bureau of Safety and Environmental Enforcement
Brandon Krigbaum Contract Pilot	Bureau of Safety and Environmental Enforcement

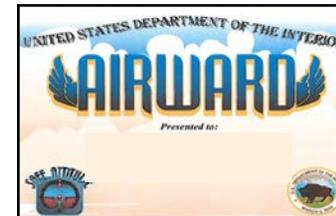


Airward

Kirby Calhoun	Bureau of Safety and Environmental Enforcement
Louis Fernandez	Bureau of Safety and Environmental Enforcement
Andy Adams	Bureau of Safety and Environmental Enforcement
Douglas Ott	U.S. Geological Survey

FY16 Airwards presented in FY17

Clinton Campo	Bureau of Safety and Environmental Enforcement
Andre Mouton	Bureau of Safety and Environmental Enforcement
Esteban Ortiz-Ventura	Bureau of Safety and Environmental Enforcement
Michael Barstad	Bureau of Land Management
Clay Voss Contract Pilot	Bureau of Safety and Environmental Enforcement
Derrick Wulf Contract Pilot	Bureau of Safety and Environmental Enforcement





Awards and Achievements

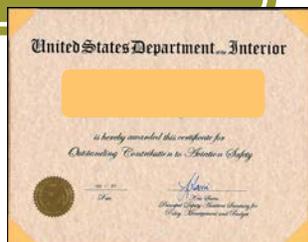
Award for Significant Contribution to Aviation Safety

This award is established to recognize an individual, group, or organization for outstanding contribution to aviation safety or aircraft accident prevention.

Brad Laubach	Bureau of Safety and Environmental Enforcement
Jane Powers	Bureau of Safety and Environmental Enforcement
Stephen Rauch	Bureau of Safety and Environmental Enforcement
Kirk Rothwell	Bureau of Land Management
Brian Lubinski	Fish and Wildlife Service
Catherine Barta	Office of Aviation Services
Caribbean Florida Water Science Center	U.S. Geological Survey
Washington Water Science Center	U.S. Geological Survey
Wyoming Montana Water Science Center	U.S. Geological Survey

Departmental Award for Outstanding Contribution to Aviation Safety

Stephen D. Earsom



Safe Flying Awards

These awards are restricted to DOI employees who have distinguished themselves by safe flying for the period considered.

Award of Merit

5 years or 1,000 hours

Gregory Drum	NPS
Neil Kadrmas	FWS
Kurt Rees	FWS
Scott Sample	NPS
Heather Wilson	FWS

Award of Distinction

10 years or 3,000 hours

Stephen Earsom	FWS
Nikki Guldager	FWS
Scott Taylor	NPS

Award of Honor

20 years or 7,500 hours

Ed Mallek	FWS
Brad Shults	FWS
Philip Thorpe	FWS
Jim Wortham	FWS





DOI Accident Free Pilots



Bannister, Gene
 Brennan, Gary
 Castillo, James
 Flack, Andrew
 Fowler, Dale
 Howell, Gil
 James, William
 Kearney, Patrick
 Mancano, Maria
 Miller, Arlyn
 Pena, Terry
 Wittkop, Jim

**Office of Aviation
 Services**



Anderson, Anna Jo
 Bayless, Shawn
 Bosch, Brandon
 Bredy, James
 Earsom, Stephen
 Guldager, Nikolina
 Hamilton, Clay
 Hicks, Jeffrey
 Hilwig, Kara
 Kadrmas, Neil
 Koneff, Mark
 Liddick, Terry
 Lubinski, Brian
 Mallek, Ed
 Mullin, Brian
 Nigus, Brett
 Olson, Nathan
 Pepin, Daniel

Powell, Doug
 Rayfield, John
 Rees, Kurt
 Rhodes, Walt
 Rippetto, Dave
 Scotton, Brad
 Shelden, Dan
 Shults, Bradley
 Sowards, David
 Spangler, Robert
 Spindler, Michael
 Sundown, Robert
 Thorpe, Philip
 Van Hatten, Kevin
 Wade, Mike
 Wortham, James
 Yates, Sarah

U.S. Fish and Wildlife Service



Babcock, Jeff
 Cebulski, Raymond
 Dolan, Richard
 Drum, Gregory
 Ellis, Lynn
 Goodwin, Fred
 Grenda, Adam
 Hamon, Troy
 Herring, Nick
 Howell, Galen
 Larsen, Amy
 Richotte, Richard
 Sample, Scott
 Stark, Rory
 Stevenson, Dan
 Taylor, Scott
 Thompson, Nicholas
 Welty, Donald

National Park Service



Allen, Lisa
 Bell, Donald
 Curl, R. Ryan
 Gusse, Walker
 House, Greg
 Lazzaro, Joseph R.
 Lenmark, Paul
 McCormick, Robert
 Mascheroni, Andrew
 Meierotto, Martin
 Warbis, Rusty

**Bureau of Land
 Management**



Heywood, Charles

**U.S. Geological
 Survey**



Burchell, Kenneth
 Chittick, Kevin
 Eavasick, Ryan
 Haapapuro, Eric
 Hertel, Jeffrey
 Lindley, Jonathan
 Perkins, Christopher
 Wright, Keaton

NPS Park Police



FY17 Safety Improvement Opportunities

Bureau Continuous Accident Free Milestones



BSEE 43 Years



OSM 31 Years



BOR 20 Years



USGS 11 Years



*BOEM 6 Years



FWS 2 Years

*contributed to BSEE's 43 year accident free milestone

The safety of the operator is more important than any other point. Greater prudence is needed rather than greater skill.

- Wilbur Wright, 1901

Safety Publications

As part of the DOI mishap prevention program, OAS in partnership with the U.S. Forest Service publishes a variety of safety publications.

<https://www.doi.gov/aviation/safety/library>

Accident Prevention Bulletins



- DOI 17-01 Engine Bolt
- IA 17-01 Aircraft Refueling
- IA 17-02 Unstable Approach
- IA 17-03 Tail Rotor Blade

Safety Alerts



- IA 17-01 DOT bans all Samsung Galaxy Note7 phones from Aircraft
- IA 17-02 Gunner Strap Recall
- IA 17-03 Aircraft Operations in Poor Visibility

Lessons Learned



- IA 17-01 Bell 206 B3 Mishap
- IA 17-02 Red Dragon
- IA 17-03 Things Falling Off/Out of Aircraft
- IA 17-04 Near Mid-Air Collision (NMAC)
- IA 17-05 Unauthorized Flight Techniques
- IA 17-06 Foul Lines and Boxes



Bureau Aviation Managers

BIA - Joel Kerley (208) 387-5371

BLM - Rusty Warbis (208) 387-5448

BOR - Toni Linenberger (303) 445-2912

BSEE - Gabe Durand (703) 372-3931

BOEM-Richard Knowles (907) 334-5268

FWS - Anthony Lascano (571) 213-3021

NPS - Meg Gallagher (208) 387-5783

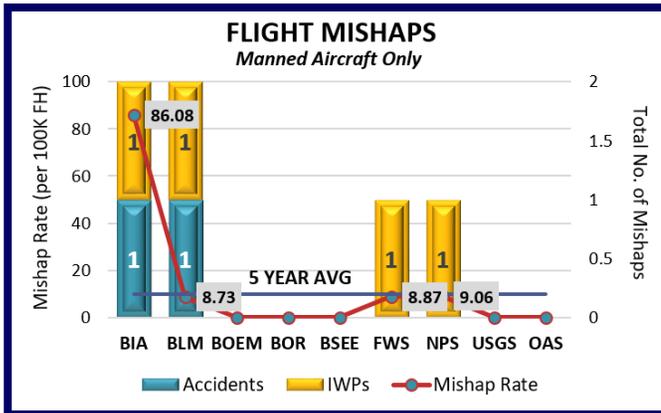
OSM - Sean Strate (202) 208-2575

USGS - Bill Christiansen (303) 236-5513

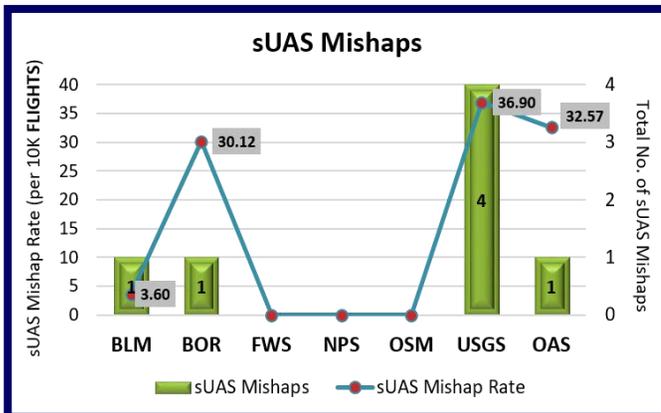


EXECUTIVE SUMMARY

Take Away Sheet



2 Accidents and 5 Incidents with Potential



	Annual flight Usage Cost	Annual Flight Hours	Cost per Flight Hour
Fleet		15,250	\$423
Contract		42,615	
Total Usage			

POLICY: In FY17, two AMRBs resulted in 8 additional recommended action items, to which 4 have already been closed. Outstanding AMRB recommendations have been reduced by 96% in the last few years.

POLICY: OPM-29 has been through an extensive rewrite with many bureaus providing input. Be sure to read this policy located at <https://www.doi.gov/sites/doi.gov/files/uploads/opm-29.pdf>

RISK MANAGEMENT: Aviation Centered Education (ACE) has returned! The first event was a massive success:

- 65% of attendees were managers; management education and active involvement by management in risk management has been proven to reduce mishaps.
- 40% of attendees learned about the event through the [Inter-agency Aviation Training \(IAT\) website](#), a source for accurate, relevant, and timely aviation training information.
- 89% of survey respondents had a "Great" experience, with 84% indicating a "High" level of interest in attending another event like this in the future.

ASSURANCE: 100% of all Plan Of Action and Milestones (POAMs) were completed for aviation program evaluations conducted to date in accordance with OAS's ISO 9001-2015 process requirements.

ASSURANCE: 46 Aviation Program Evaluation findings were found among 7 bureaus.

ASSURANCE: SAFECOM manned aircraft operations reporting decreased this year, demonstrating the need for improvement in order to target efforts towards mishap prevention. sUAS safecoms increased.

PROMOTION: FY17 awards were presented by 5 different bureaus/offices that included 9 Awards for Significant Contribution to Aviation Safety, 8 In-Flight Action Awards, 10 Airwards, and 12 Safe Flying Awards. The Departmental Award for Outstanding Contribution of Aviation Safety was awarded to Stephen Earsom.

PROMOTION: Bureaus maintaining excellence in aviation safety through their continuous accident-free years record include: BSEE-43 years (reporting rate-1683.1), OSM-31 years (reporting rate-0), BOR-20 years (reporting rate-2450.5), USGS-11 years (reporting rate-552.6), BOEM-6 years (reporting rate-0).

