DOI aviation safety and aircraft mishap prevention is based on the philosophy that all aircraft mishaps can be prevented and that mishap prevention is an inherent function of any position. **Zero aircraft mishaps is every professional's goal regardless of any barriers.** Improved aviation safety reduces cost, saves lives, drives efficiencies and increases mission accomplishment in the natural resource environment.

**Success in aviation safety requires partnership to cultivate a just culture that fairly balances safety and accountability.** An organization’s safety management culture requires the assembly of characteristics and attitudes establishing safety as an overriding priority and that it receives the attention warranted by its significance.

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

**Policy, Risk Management, Assurance, & Promotion**
The good news: In FY10, the U.S. Department of the Interior (DOI) continued to lower the DOI aircraft accident historical rate\(^1\) by decreasing it an additional 0.9% to 8.05 accidents per 100K flight hours. Continual improvement processes have matured into sustainable and accepted standard practices as indicated by the best 5 consecutive years of aviation safety in DOI history with an accident rate \(21\%\) lower than the previous 5 year period.

The not so good news: Although we should all be very proud of this sustained accomplishment, it’s imperative that we achieve additional improvements. DOI remains at a higher rate than that of many other government and civilian aviation operations.

In FY10, the Department achieved an annual aircraft accident rate\(^2\) of 5.47 accidents per 100,000 flight hours, \textbf{down 1.4\% from} 5.55 in FY09. In FY10, the Department flew 73,143.2 total flight hours, 385.5 (0.05\%) more than the previous year. These flight hours were supported in part by 579 bureau requested AMD supported aviation contracts and accompanying aircraft inspections, and pilot evaluations.

In FY10, the Department also continued progress toward the Aviation Board of Directors (ABOD) goal of reducing annual accident rate for FY97-FY06 = 6.86 by 50\% (to 3.4) for the period of FY07-FY16. This year’s progress for fiscal years 2007-2010 = 5.15, a 25\% reduction from the FY97-FY06 average.

Since 1975, DOI’s aviation safety program has resulted in estimated savings of $527M to the Department and its supporting vendors in reduced losses\(^3\).
DOI experienced the same number of aircraft accidents (4) in FY10 as in FY09 but suffered a 400% increase in fatalities. Deteriorating weather conditions were present during both fatal accidents and the decision to fly in these conditions in both cases was left to the users, with no requirement for higher management review or approval. Both fatalities occurred on weekends. Additionally, neither aircraft was using DOI/USFS Automated Flight Following (AFF) equipment which significantly hampered rescuers from locating the aircraft.

Two of the FY10 DOI aircraft accidents were consistent with a previously identified high mishap rate/occurrence month of August while the other two occurred in historically low mishap rate/occurrence months of January and February.

**FY 2010 DOI Aircraft Mishap Summary**

<table>
<thead>
<tr>
<th>Mishap Bureau, Date</th>
<th>Location</th>
<th>Phase of Flight</th>
<th>Mishap Type</th>
<th>Pilot &amp; Aircraft</th>
</tr>
</thead>
<tbody>
<tr>
<td>FWS January 17, 2010</td>
<td>Oregon</td>
<td>Descent</td>
<td>Accident (2 Fatalities)</td>
<td>Fleet</td>
</tr>
<tr>
<td>FWS February 11, 2010</td>
<td>Alaska</td>
<td>Off-Airport Landing (aircraft damage)</td>
<td>Accident</td>
<td>Fleet</td>
</tr>
<tr>
<td>FWS April 28, 2010</td>
<td>Alaska</td>
<td>Off-Airport Take-Off (aircraft damage)</td>
<td>IWP</td>
<td>Fleet</td>
</tr>
<tr>
<td>BLM July 5, 2010</td>
<td>Alaska</td>
<td>Off-Airport Landing (rotor blade strike)</td>
<td>IWP</td>
<td>Vendor</td>
</tr>
<tr>
<td>BLM August 19, 2010</td>
<td>Oregon</td>
<td>Maneuvering (Helicopter) Bucket</td>
<td>IWP</td>
<td>Vendor</td>
</tr>
<tr>
<td>BLM August 20, 2010</td>
<td>Oregon</td>
<td>Landing</td>
<td>IWP</td>
<td>Vendor</td>
</tr>
<tr>
<td>NPS August 21, 2010</td>
<td>Alaska</td>
<td>Unknown</td>
<td>Accident (4 Fatalities)</td>
<td>Vendor</td>
</tr>
<tr>
<td>NPS August 30, 2010</td>
<td>Alaska</td>
<td>Off-Airport Landing (aircraft damage)</td>
<td>Accident</td>
<td>Fleet</td>
</tr>
</tbody>
</table>

Incidents-With-Potential (IWP) are aircraft mishaps that narrowly avoided being declared an “accidents” by the National Transportation Safety Board and in which the circumstances indicate significant potential for substantial damage or serious injury.
Overview

Aviation Flight Hour & Safety Statistics

DOI Flight Hours

<table>
<thead>
<tr>
<th>Type</th>
<th>Airplane</th>
<th>Helicopter</th>
<th>Total Hours</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract</td>
<td>9,584.0 (+11.0%)</td>
<td>21,440.0 (+3.3%)</td>
<td>31,024.0 (+2.1%)</td>
<td>$51,081,566.18 (-31.3%)</td>
</tr>
<tr>
<td>Fleet</td>
<td>15,814.7 (-6.6%)</td>
<td>1,893 (+19.0%)</td>
<td>17,707.7 (-4.4%)</td>
<td>$5,257,205.00 (-16.6%)</td>
</tr>
<tr>
<td>ARA</td>
<td>14,892.8 (-27.1%)</td>
<td>9,518.7 (+178%)</td>
<td>24,411.5 (+2.4%)</td>
<td>$22,165,091.84 (+229.0%)</td>
</tr>
<tr>
<td>Total</td>
<td>40,291.5 (-12.4%)</td>
<td>32,851.7 (+27.5%)</td>
<td>73,143.2 (+0.5%)</td>
<td>$78,503,863.02 (-10.2%)</td>
</tr>
</tbody>
</table>

*Percentages are increases or decreases over FY09

FY 10 Annual accident rate = \( \frac{4 \text{ reportable accidents}}{73,143.2 \text{ reportable DOI flight hours}} \times 100,000 = 5.47 \text{ accidents / 100,000 hours} \)

Historical accident rate = \( \frac{253 \text{ reportable accidents}}{3,139,418.1 \text{ reportable DOI flight hours}} \times 100,000 = 8.05 \text{ accidents / 100,000 hours} \)

Accident and IWP Costs Total DOI and related commercial vendor aircraft accident costs for the four accidents experienced in FY10 were $21.1M, up from $4.6M in FY09 (driven by the multiple fatalities). The average FY10 aircraft accident cost was $5.3M. Total cost for the four FY10 DOI Incidents-With-Potential (IWP) was $63,135 ($15,784 per IWP average).

Onsite Investigation Costs AMD’s average per aircraft onsite accident investigation costs for the four aircraft accidents in FY10 was $6,058.50, 22% lower than the average FY09 cost for the same number of aircraft accidents. Average AMD onsite investigation costs for the four FY10 IWP’s was $703.75, 67% lower than the average FY09 cost for two IWPs. Lessons learned from the investigation of one aircraft accident/IWP can prevent the occurrence of a future accident resulting in a monetary return on accident and IWP investigation costs.

Cumulative Losses Prevented — Since 1975, DOI’s aviation safety program has resulted in estimated savings of approximately $527M to the Department and its supporting vendors in reduced losses.

FY10 Accident Prevention Products—AMD collaborated with the bureaus and USFS in producing and distributing the following mishap prevention products:

- 2 - Interagency Aviation Safety Alerts
- 2 - DOI Aviation Safety Alerts
- 4 - Interagency Aviation Lessons Learned
- 3 - DOI Aviation Lessons Learned
- 1 - DOI Accident Prevention Bulletins
- 6 - Interagency Accident Prevention Bulletins

Aircraft Safety Inspections Performed — 2,068
Pilot In-Flight Evaluations Conducted — 3,737
Aviation Safety Training Delivered — 36,306 online modules and 39,632 hours of classroom and hands-on aviation safety training were delivered to DOI and interagency personnel.

*Includes DOI Fleet, Commercial Vendor, and Cooperator aircraft from other agencies. Pilots receive evaluations for each specific special use mission area qualification.
In FY10, the Department experienced three fleet aircraft accidents (75% of FY10 total) and one Incident-With-Potential (IWP). All of these accidents and the IWP occurred in the off-airport environment. Two of the three accidents occurred in Alaska and the other in Oregon.

**Total lives lost = 2**

The DOI owned aircraft fleet continues to experience more accidents and higher accident rates than DOI commercial vendors flying the same or similar missions. Similarly, and a cause for concern is the diverging trends between hazard reporting rates (a leading indicator of future mishaps) of DOI fleet vs. contract aviation operators (see discussion on page 6). The Alaska fleet operator’s trend remained unfavorable as well.

There majority of the factors attributed to these trends has largely remained unchanged and includes (but not limited to): the availability of pilot ground and flight training, workload and competing priorities for bureau scientists/LE officers who also operate fleet aircraft as dual-function pilots. Off-airport airplane operations in Alaska poses a significant risk due to the vast number of dynamics involved with using an airplane in what some would argue as a helicopter environment.

One FY10 fleet accident investigation remains in progress. AMD and bureaus continue to partner in administering risk management in order to proactively reduce fleet accidents:

1. Performed Safety Assessments of various bureau fleet operations that focused on managerial aspects.
2. Continued to support off-airport, float, and ski flight clinics in Alaska with one scheduled in early FY11.
3. Redeveloping critical safety training modules and improving distribution methods to targeted audiences.
4. Developed proposal for third party off-airport study that will identify hazards, risks, and recommend program management improvements.
In FY10 the Department experienced one aircraft accident and three IWPs involving commercially procured (vendor) aircraft. The accident occurred in August during a passenger transport mission involving a single-engine fixed wing float plane which tragically claimed the life of the pilot and three National Park Service employees. The investigation of this accident by AMD and the National Transportation Safety Board (NTSB) is ongoing.

**Total lives lost = 4**

In the past 5 years the Department has experienced 5 SEAT vendor accidents. The SEAT historic and annual accident rates are consistently higher than any other aircraft employed by the Department. As a result of the superb mitigation efforts by BLM, AMD, and the SEAT Association there were NO SEAT aircraft accidents In FY10!

One indicator of a safety culture is the amount of voluntary hazard reporting that occurs. James Reason, a professor of psychology and leading authority on safety culture, has identified a reporting culture, in which people are willing to report errors, as a key characteristic of an organizational culture that makes safety a priority.

The bottom two charts illustrate trends within in each time series and suggests that among fleet operators, the SAFECOM reporting rate has been decreasing while mishap rates have been slowly increasing. For vendor operators, the trend for reporting is somewhat level but the overall mishap rate trend is decreasing significantly. These charts also indicate that the average reporting rate for vendors is over 3 times higher than it is for fleet operators and the mishap rate for vendors is half the rate for fleet. This clearly demonstrates a significant and concerning difference between the DOI fleet and vendor aviation safety cultures.

Some of the areas where AMD will continue to cultivate the vendor trend involves a novel approach to quantify the level of safety for a segment of commercial (contracted) vendors. The program will take historical accident data and evaluate respective safety systems in assigning an earned value to their overall program. This evaluation will place a significant value on commercial programs that possess safe and efficient operations and message same to all others desiring to do business with the federal government in this capacity.

Other efforts include partnerships and information sharing with other industry organizations such as HAI.
In 2010 the Aviation Management Directorate (AMD) began the journey to implementing a fully integrated SMS under the structure of the International Business Aviation Council’s (IBAC) International Standard for Business Aviation Operations (IS-BAO).

The concept for a systematic approach to managing an aviation organization’s safety programs was published by the International Civil Aviation Organization (ICAO) in Annex 6 which directs member States (i.e. United States of America) to implement an SMS for civil air operators by 2010.

Within the United States, the FAA is responsible for the implementation of those ICAO requirements. In August 2010, the FAA published Advisory Circular (AC) 120-92A, SMS for Aviation Service Providers to provide a framework for SMS development by civil operators or Federal Agencies interested in modernizing their safety program management. FAA Advisory Circulars are not mandatory.

Federal Agencies are also regulated by other additional instruments. The General Services Administration (GSA) is responsible for the oversight of all Federal aviation programs and publishes the Federal Management Regulations (FMRs) that establish standards for all Federal aviation programs. In 2010, GSA will require all Federal aviation programs (DOI and our Bureaus) to implement an SMS conforming to AC 120-92 by December 31, 2012.

SMS concepts and practices (as well as IS-BAO certification) are internationally recognized proven industry best practices that allows organizations to proactively manage safety. IS-BAO certification of DOI’s SMS will advance its ability to accomplish missions while protecting resources and personnel. AMD is committed to the higher standard of IS-BAO registration by FY 2013.

SMS is not a Safety Office project; it is the integration of safety and the management of safety within every system and sub-system (region, office, activity, etc.) of the organization. To be successful in our implementation of SMS it will take the personal commitment and involvement of every leader and every employee in our organization.
Program Evaluations

DOI’s aviation program evaluation function serves as an integral element of the Department’s aviation Safety Management System “Assurance” pillar and a critical piece of the DOI A-123 management controls assurance program. In collaboration with the bureaus, AMD conducted aviation program evaluations are held on-site at bureau aviation unit locations. The objectives of the program evaluations include:

- Assessment of unit compliance with DOI aviation policy and Federal regulation.
- Evaluation of AMD’s effectiveness in communicating and implementing DOI aviation policies.
- Identification of areas of potential improvement, sharing best practices, and support needs for each unit.

FY10 Results & Performance

In FY10, AMD conducted 9 aviation program evaluations amongst 7 bureaus resulting in a total of 49 findings and no material weaknesses. Findings, corrective actions, and aviation program enhancements were collaborated with bureau aviation managers and tracked using AMD’s ISO 9001-2008 certified program evaluation process (implemented in 2008). Since FY06, AMD has achieved an 83% reduction in completion time for aviation program evaluations. 100% of all plan of action and milestones (POAM) have been fulfilled for the aviation program evaluations conducted to date in accordance to AMD’s ISO 9001-2008 process requirements.

FY10 Analytics

The aviation program evaluation system is a proactive process for gathering and analyzing data to assess the health of aviation programs within the Department. Regular monitoring of key “vital signs” provides a quality assurance system to assess the safety of aviation services provided, ensures efficiency in the management of complex resources, and provides a means of sharing best practices.

From April 2005 to July 2010, a comprehensive analysis of 265 historical aviation program evaluation findings was completed within 48 evaluations. An analysis of these findings determined four major areas for improvement within the DOI aviation program: aviation plans, MOUs/IAAs, training and safety.
Aircraft Mishap Review Board (AMRB) Recommendations - In 2008, AMD’s Aircraft Accident Investigation process was independently certified to be in compliance with the international quality standard, ISO 9001-2008. In 2010, AMD recertified its ISO 9001-2008 registration. Prior to AMD’s incorporation of a Quality Management System (QMS) and subsequent ISO certification in 2008, DOI Aircraft Mishap Review Board (AMRB) recommendations were never tracked to conclusion. AMRB recommendations provide the critical, actionable lessons learned whose completion is a key element of the Department’s strategy to eliminate “repeat” aircraft mishaps. When first cataloged in 2008, there were 93 outstanding AMRB recommendations. AMRB’s conducted in 2009 and 2010 added 170 additional recommendations. As a result of the ISO 9001-2008 certified processes and related performance tracking measures implemented by AMD, DOI achieved a 31% reduction in the number of outstanding AMRB recommendations at the conclusion of FY10. Additionally, estimated completion dates were negotiated for the remaining outstanding recommendations resulting from a variety of factors (e.g. lack of available staffing, funding, other service priorities, etc.).

Outstanding DOI Aircraft Mishap Review Board (AMRB) Recommendations

The following actions from past AMRB’s are currently incomplete:

<table>
<thead>
<tr>
<th>Action Office</th>
<th>AMRB Recommendations in progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acquisitions Services Directorate – Boise</td>
<td>2 actions</td>
</tr>
<tr>
<td>AMD Technical Services Division</td>
<td>60 actions</td>
</tr>
<tr>
<td>AMD Training Division</td>
<td>7 actions</td>
</tr>
<tr>
<td>AMD Alaska Regional Office</td>
<td>10 actions</td>
</tr>
<tr>
<td>AMD Eastern Regional Office</td>
<td>14 actions</td>
</tr>
<tr>
<td>AMD Western Regional Office</td>
<td>14 actions</td>
</tr>
<tr>
<td>Bureau of Indian Affairs</td>
<td>4 actions</td>
</tr>
<tr>
<td>Bureau of Land Management</td>
<td>12 actions</td>
</tr>
<tr>
<td>Bureau of Reclamation</td>
<td>8 actions</td>
</tr>
<tr>
<td>Fish and Wildlife Service</td>
<td>24 actions</td>
</tr>
<tr>
<td>National Park Service</td>
<td>16 actions</td>
</tr>
<tr>
<td>U.S. Geological Survey</td>
<td>8 actions</td>
</tr>
</tbody>
</table>
Notable FY10 Bureau Continuous Accident-Free Flying Milestones:

BOEMRE - 36 years.
OSM - 24 years.
BOR - 13 years.
USGS - 4 years.
BIA - 3 years.
BLM - 1 year.

The "AIRWARD" is an interagency award established to provide timely recognition to any individual who has demonstrated positive behavior or actions promoting Interior aviation safety such as correcting a hazardous situation, submitting a good idea, or just making a difference. Any individual having sufficient knowledge of the individual’s action may submit a nomination. Recipients receive an Airward Certificate along with an embroidered AIRWARD baseball cap.
In-Flight Award:

The In-Flight Action Award was established to recognize on-board flight crewmembers, aircrew members, and passengers who, through outstanding airmanship, courage, or other action, materially contribute to the successful recovery from an emergency, or who minimize or prevent aircraft damage or injury to personnel during a DOI aviation-related occurrence.

Award for Flying Safely:

This award was established to recognize DOI pilots who have distinguished themselves for safe flying for the period considered.

Award of Honor: 20+ years or 7,500 hours of safe flying

Richard Kemp (NPS)
Tom Monterastelli (NPS)

Secretary’s Award of Honor: More than 25 years or more than 10,000 hours of safe flying

Tug Kangus (NPS)

Award for Significant Contribution to Aviation Safety:

This award was established to recognize an individual, group, or organization for a significant contribution to aviation safety or aircraft accident prevention within DOI.

Susie Bates (NPS)
Mike Ebersole (NPS)
Kathleen Harasek (NPS)
Richard Kemp (NPS)
Tom Monterastelli (NPS)

Unit Award for Outstanding Contribution to Aviation Safety:

U.S. Park Police

Secretary’s Award for Outstanding Contribution to Aviation Safety:

Renny Jackson (NPS)
Recognizing Personal Excellence

Safety Promotion

DOI Accident Free Fleet Pilots

Aviation Management Directorate

Brennan, Gary
Castillo, James
Craig, Walker
Foster, Edward
Fowler, K. Dale
Howell, Gilbert
James, William
Kearny, Patrick
Mancano, Maria
Miller, Arlyn
Palmer, Earl Jr.
Stone, Bart

Bureau of Land Management

Curl, R. Ryan
Duhrsen, Jeffrey L.
Houde, Chip
House, Greg
Lynn, Michael
McCormick, Robert
Softich, John
Stright, John
Warbis, Rusty

Bureau of Reclamation

Norton, Michael
Phelps, Randy

Bureau of Indian Affairs

Amicarella, Michael

Fish and Wildlife Service

Anderson, Paul
Barnett, Heather
Bayless, Shawn
Bedingfield, Isaac J.
Beyer, Duston
Bollinger, Karen
Bredy, James
Clark, Stephen
Dobson, Garland
Doolittle, Tom
Ellis, James (Jim) F.
Ernst, Richard
Floyd, Jerry
Fox, Kevin
Guldager, Nikolina
Hink, Mike
Hinkes, Michael
Hurd, Shay
Koneff, Mark
Larned, William
Liddick, Terry
Liedberg, Paul
Lubinski, Brian
Mallek, Ed
Moore, Charles
Oates, Russ

Fish and Wildlife Service (cont’d)

Olson, Nathan
Powell, Doug
Rayfield, John
Rhodes, Walt
Richardson, James Ken
Ripetto, Dave
Roetker, Fred
Scotton, Brad
Sieh, Eric
Solberg, John
Spindler, Michael (Mike)
Stark, Rory
Sundown, Robert
Thorpe, Philip
VanHatten, G. Kevin
Wade, Mike
Walters, George
Ward, James
Wilson, Heather
Wittkop, Jim
Wortham, James

National Park Service

Alsworth, Leon
Cebulski, Curtis
Evans, William
Fink, Leon F.
Gilliland, Allen
Herring, J. Nick
Howard, Galen
Kangus, W.B. "Tug"
Kimmel, John
Lenon, Bruce
Loach, James
Mazur, Stephen
Milone, Colin B
Richotte, Richard
Sample, Scott
Shults, Brad
Stevenson, Dan
Taylor, Scott
Traub, James
Unruh, James

National Park Service - U.S. Park Police

Bohn, Keith
Burchell, Kenneth
Chittick, Kevin
Davis, Craig
Duckworth, Kevin
Haapapuro, Eric
Hertel, Jeffery
Perkins, Christopher
Varanelli, Mark
Wright, Keaton

U.S. Geological Survey

Christiansen, William
Heywood, Charles
Wright, C. Wayne
Interagency Accident Prevention Bulletins

Interagency Lessons Learned

Interagency Safety Alert

DOI Accident Prevention Bulletin

DOI Safety Alert

DOI Lessons Learned
FY11 Outlook and Initiatives:
The outlook for FY11 is to commence our journey towards trending our accident rate downwards even further. Despite having the best 5 consecutive years in DOI aviation safety history, it’s time we set a higher standard in achieving a rate more consistent with our federal peers. Even some programs within our own organization have demonstrated that zero aircraft mishaps is an attainable goal. Additional Aviation Safety initiatives will be added this coming year to include SMS certification and Unmanned Aerial Systems (UAS). FY11 initiatives are based on the four pillars of the Department’s Aviation Management System and will utilize the DOI Aviation Partnership Model to achieve desired results.

Policy
- Implement a fully integrated SMS under the structure of the International Business Aviation Council’s (IBAC) International Standard for Business Aviation Operations (IS-BAO).
- Update aviation Operational Procedures Memoranda (OPM) to compliment new programs and associated requirements.
- Improve Program Evaluation criteria to ensure critical aviation program components receive the necessary oversight and attention it deserves.
- Continue collaboration among AMD, bureaus, and outside agencies to continue policy development for safe employment of Unmanned Aerial Systems (UAS).

Risk Management
- Strengthen AMD and USFWS partnership to ensure field level personnel and management are actively engaged in managing critical aviation components and exercising risk mitigation strategies. Ensure safe and efficient fielding of new technologically advanced Kodiak DOI fleet airplane.
- Ensure proper disposal of USFWS overweight aircraft as per the OIG and DAS requirements.
- Continue to emphasize and support the use of Operational Risk Management techniques during all AMD conducted bureau aviation program evaluations.
- Continue collaboration on development of revised pilot training requirements, pilot and inspector standardization program and examine annual flight hour requirements.
- Continue emphasis of human factors courses for employees, supervisors, managers, and senior executives (human factors are a contributing factor in >80% of all DOI aircraft mishaps)
- Continue to assess off-airport requirements, assets, risk decision processes, training, and pilot qualification criteria. Review off-airport study recommendations when complete.

Assurance
- Initiate the AMRB Recommendation Reconciliation Project that will employ ISO 9001-2008 processes to update status of open AMRB recommendations and associated plans towards implementation.
- Continue to leverage the Interagency Aircraft Accident Database (IAAD) in developing actionable recommendations backed by analysis with accident trends and human factors related data.
- Leverage Program Evaluation Findings to assist bureau managers identify organizational risks and proactively manage safety.
- Partner with USFS to examine synergies in leveraging resources to drive efficiencies and improve readiness.
- Improve utilization of SAFECOM data and develop program enhancements to promote reporting amongst both vendor and fleet activities.

Promotion
- Partner with acquisition and bureaus to incentivize commercial vendors to become SMS compliant and improve accident rate via DOI contracts.
- Provide end users with FY 10 SAFECOM survey data and analysis to both vendor and fleet operators.
- Continue to progress towards ABOD goal of reducing annual accident rate for FY97-FY06 = 6.86 by 50% (to 3.4). This year’s progress for fiscal years 2007-2010 = 5.15 (25% reduction).
DOI Aviation Accident Rate

**FY06-10 = Best 5 Consecutive Years Ever**

<table>
<thead>
<tr>
<th>Year</th>
<th>FY10 Annual Accident Rate</th>
<th>Historical Accident Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4 reportable accidents</td>
<td>253 reportable accidents</td>
</tr>
<tr>
<td></td>
<td>73,143.2 reportable DOI flight hours</td>
<td>3,139,418.1 reportable DOI flight hours</td>
</tr>
</tbody>
</table>

Although the investigations of some FY10 aircraft accidents remain ongoing, AMD and the bureaus have previously taken steps to address historic fleet accident rate issues including:

- Performed Safety Assessments of various bureau fleet operations that focused on managerial aspects.
- Continued to support off-airport, float, and ski flight clinics in Alaska with one scheduled in early FY11.
- Redeveloping critical safety training modules and improving distribution methods to targeted audiences.
- Developed proposal for third party off-airport study that will identify hazards, risks, and recommend program management improvements.
- Emphasized Operational Risk Management (ORM) techniques/controls throughout in order to empower line personnel with tools to process decision making with the appropriate level of management.

Notable FY10 AMD/bureau aviation policy achievements:

- Formalized an Automatic Flight Following program requirements—will develop standardized procedures in acquisition and utilization in FY11.
- Lead natural resource UAS policy development and program implementation. Coordinated training that qualified bureau users in UAS filed deployment.

DOI Aviation Program Evaluation (APE) safety assurance function FY10 accomplishments:

- Assessed 9 bureau units for compliance with DOI policy, Federal regulation; supported DOI A-123 program.
- Identified areas of potential improvement (49), best practices, and additional support needs for each unit.
- Analysis of 48 historic evaluations & 265 findings revealed “Top-4.” AMD collaborating with bureaus to correct.
- Since FY06, APE has achieved 28% reduction in cost, 83% lower cycle time, & 600% increase in findings closed.
- FY11 AMRB Recommendation Reconciliation Project will continue to reduce outstanding AMRB recommendations.

- AMD recertified as GSA “Gold Program” for continuing to meet higher performance standards of the federal government.
- **NOTEABLE FY10 BUREAU CONTINUOUS ACCIDENT-FREE FLYING MILESTONES:** BOEMRE—36 years; OSM—24 years; BOR—13 years; USGS—4 years, majority of DOI fleet pilots remain accident free throughout careers.
- 36,306 online modules and 39,632 hours of classroom and hands-on aviation safety training were delivered to DOI and interagency personnel.