



Summary



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How to interpret data within this report

NOTE: Formulas used: Industry standard "per 100,000 hours flown"

Accident Rate = Number of accidents divided by the number of hours flown multiplied by 100,000.

Fatal Accident Rate = Number of fatal accidents divided by the number of hours flown multiplied by 100,000.

Fatality Rate = Number of fatalities divided by the number of hours flown multiplied by 100,000.

This report is available on-line at: <u>http://www.fs.fed.us/fire/av_safety/fy_safety_reports/index.html</u>

How to interpret data within this report

- Aircraft Categories:
 - USFS Owned and Operated which includes the 23 fleet aircraft (20 fixed-wing and 3 helicopter) and 14 leased fixed-wing aircraft.
 - Fixed-Wing Aircraft (contract), this includes all contract fixed-wing, excluding all airtankers.
 - Helicopters includes all types, including tanked helicopters also referred to as helitankers.
 - Large Airtankers include all multi-engine including the Very Large Airtankers.
 - SEAT's are Single Engine Airtankers, the USFS only has one on contract through DOI-OAS, however the hours are obtained from DOI-OAS for all SEAT's that flew on USFS missions.
- Mishap Definitions
 - Aircraft Accident: 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 the time all such persons have disembarked, and in which any person suffers death or serious injury or in which the aircraft receives substantial damage. During a jump sequence, a Forest Service smokejumper is considered to have safely disembarked the aircraft after detaching from the static line from the parachute deployment system and when the parachute canopy has successfully deployed. (Refer to 14 CFR NTSB 830 for definition of reportable accidents)
 - Aircraft Incident with Potential: An "in-flight incident" that narrowly misses being an accident by NTSB definition and circumstances involve some aircraft damage, property damage, or minor injury to crew or passengers. Classification of Incidents with Potential is determined by the US Forest Service, Branch of Risk Management.
- Operational Control is defined as the exercise of authority over initiating, conducting, or terminating a flight (14 CFR Part 1.1). This includes direct management oversight, supervision and accountability for a specific task, mission or assignment.
 - Forest Service fleet aircraft or aircraft on contract to the USFS that have a mishap while under operational control of another agency (ie BLM, NPS, State, etc.) are not USFS reportable mishaps but that of the agency with operational control.
 - Cooperator aircraft (fleet and contract) under operational control of the USFS that have a mishap are USFS reportable mishaps and are included in these statistics.
 - Military aircraft remain under the operational control of the military even while supporting USFS operations.

Executive Summary

The Forest Service Aviation Risk Management program is based on the philosophy that all aircraft mishaps are preventable and that mishap prevention is an inherent function of management.

The Forest Service did not have any accountable accidents again in FY 2013; this was the third year in a row without an accident.

Risk Management Program Objective:

The objectives of Aviation Risk Management and Training Systems are in keeping with the most modern approaches to the safe management of complex systems. Success in aviation safety is a result of coordinated efforts with cooperators and vendors who provide approximately 90% of all Forest Service aviation services.

The Forest Service incorporates Safety Management Systems (SMS) in it's aviation program. The Forest Service continues working with the



FAA and HAI on implementing Safety Management Systems that target a reduction in the number of accidents experienced by aircraft vendors that service our natural resource missions.

Safety Management Systems achieve high standards of efficiency and effectiveness within the four primary components which include:

- → Policy is management commitment, responsibility and accountability for the program and the appointment of key safety personnel. Forest Service manuals are being revised using principle centered management for guidance of aviation operations.
- → Risk Management identifies hazards and applies risk assessment and mitigation processes.
- → Assurance is the process of monitoring controls that also includes safety and compliance audits, aviation accident prevention, review and analysis of historical data, accident investigation, error analysis, and corrective action plans.
- → Promotion includes training for pilots, crews, managers, support personnel and endusers. Other communications, awards and lessons learned help to maintain safety awareness.

The Branch of Aviation Risk Management monitors safety data, hazard reports and mishaps in its effort to identify hazardous trends. The SAFECOM system is a proactive method that monitors and corrects safety issues and shares lessons learned.

Aviation Safety Accomplishments

Accomplishments achieved in aviation safety in FY 2013 include the following:

Policy:

- ↔ Revised the Safety Management System (SMS) Guide
- → Participated in the FSM 5700 rewrite
- ✤ Provided input to several guides and handbooks
- ✤ Participated in the revision of the National Aviation Safety Management Plan

Risk Management:

- + Instructed multiple risk management sessions nationally
- + Completed action plan on the Aerial Supervision risk assessment
- ↔ Completed action plan on the Airtanker Base risk assessment
- ✤ Participated in Simultaneous Loading and Fueling risk assessment

Assurance:

- ↔ Coordinated investigations of multiple Incident With Potential (IWP) events
- ✤ Revised and strengthened the Exclusive Use (EU) and Call When Needed (CWN) contract specifications for vendor SMS
- ✤ Participated in contract technical evaluation board proposals
- ✤ Participated on aviation safety and technical assistance teams
- ✤ Participated in quality assurance reviews

Safety Promotion:

- ✤ Hired Aviation Safety Training Program Manager
- ✤ Published 4 monthly SAFECOM Summaries
- ✤ Published a combined total of 16 Safety Alerts, Technical Bulletins, Lessons Learned, Accident Prevention Bulletins and Information Bulletins
- ✤ Instructed NIFC safety engagement
- ✤ Presented A-200 Aviation Mishap Reviews at several Regional Aviation and Safety meetings, Helicopter Crewmember, Helicopter Manager and Helibase Manager Courses

Aviation Safety Accomplishments

Safety Promotion (continued):

- ✤ SAFECOM Working Group continued to make enhancements to the SAFECOM system based on recommendations from the SAFECOM Survey
- ↔ Worked with Treasure Valley community college to collaborate on providing SMS training via remote web-based systems to expand training while reducing travel costs



The USFS flew 70,004 hours in FY 2013 which is slightly above the 10-year average of 69,648 flight hours. The primary mission of Forest Service Aviation is to support natural resource programs through a variety of means, including, but not limited to:

- Aerial delivery of firefighters by parachute, rappel rope, or on site landing
- Air tactical command and control
- Surveillance, reconnaissance, and intelligence gathering
- Infrared detection & mapping
- Aerial delivery of fire retardant and water
- Passenger transport for firefighting and resource missions
- Administrative flights
- Research
- Forest rehabilitation
- Forest Health Protection (aerial surveys, application and photography)
- Law enforcement
- Aerial photography

Approximately 180 employees at the Washington Office, Regional Offices and Forest levels administer the Forest Service aviation program. The national staff is located in Washington D.C. and at the National Interagency Fire Center in Boise, Idaho. The vast majority of aviation personnel are located throughout the regions providing day-to-day operational oversight and program guidance.

The Forest Service utilized ap-



proximately 500 aircraft in FY 2013. These include government owned and leased, but mostly contracted aircraft. The Forest Service owns and operates 23 aircraft (20 fixed-wing and 3 helicopters) and leases/operates 14 aerial supervision fixed wing aircraft.

Numerous state agencies and county municipalities operate Forest Service owned aircraft under the Federal Excess Personal Property (FEPP) program. These aircraft are not included in these statistics or mishap data.



The trend line for the last 10-years shows a significant decrease.

The Forest Service did not have any reportable accidents in 2013; however, there were five Incidents With Potential. This was the third year in a row without a reportable accident.

The Forest Service 10-year accident rate continues to decrease and is at an all time low of 3.87. In the past 10 years there have been 27 accidents; of which 10 were fatal accidents with a total of 30 fatalities.

Aircraft Type	Hours	Number of Accidents	Accident Rate	Number of Fatalities	Fatality Rate
Fixed-Wing	22,972	0	0	0	0
Helicopter	34,860	0	0	0	0
Large Airtanker (LGAT)	2,966	0	0	0	0
*Single Engine Air- tanker (SEAT)	534	0	0	0	0
USFS Owned and/or Operated (USFS O/O)	8,672	0	0	0	0
Total	70,004	0	0	0	0

FY 2013 Accident Statistics



10-Year Average of Flight Hour Percentages 2004-2013



Average vs Actual Hours Flown for FY 2013



Comparison of Average vs 2013								
10 Year Average2013Comparison								
Hours flown	69,648	70,004	+356					
Number of Accidents	2.7	0	-2.7					
Number of Fatalities	3	0	-3					
Accident Rate	3.87	0	-3.87					
Fatality Rate	4.3	0	-4.3					

The Forest Service 10-year accident rate continues to decrease and is at an all time low of 3.87. In the past 10 years there have been 27 accidents; of which 10 were fatal accidents with a total of 30 fatalities.



Average vs Actual for 2013

		10-Year Fl	ight Hour S	Statistics		
Fiscal Year	Fixed Wing	Helicopter	LGAT	SEAT	USFS O/O	Total
2013	22,972	34,860	2,966	534	8,672	70,004
2012	26,299	40,904	3,382	821	9,728	81,134
2011	22,846	34,106	4,550	578	9,126	71,206
2010	15,227	18,707	2,853	379	7,667	44,833
2009	18,576	26,439	3,684	781	8,056	57,536
2008	23,600	35,512	5,010	1,318	8,187	73,627
2007	29,631	41,571	5,641	628	8,122	85,593
2006	34,564	39,735	6,659	1,792	6,898	89,648
2005	22,521	28,362	3,682	674	5,185	60,424
2004	22,713	29,885	1,535	1,006	7,333	62,472
10-year Totals	238,949	330,081	39,962	8,511	78,974	696,477
Averages	23,895	33,008	3,996	851	7,897	69,648

	10-Year Accident Rates									
Year	# of Accidents	Total All Aircraft	Fixed- Wing	Helicopter	LGAT	SEAT	USFS O/O			
2013	0	0.00	0.00	0.00	0.00	0.00	0.00			
2012	0	0.00	0.00	0.00	0.00	0.00	0.00			
2011	0	0.00	0.00	0.00	0.00	0.00	0.00			
2010	2	4.46	6.56	0.00	35.05	0.00	0.00			
2009	3	5.21	0.00	7.56	27.14	0.00	0.00			
2008	3	4.07	4.23	5.63	0.00	0.00	0.00			
2007	7	8.17	3.37	9.62	0.00	318.47	0.00			
2006	4	4.46	2.89	7.55	0.00	0.00	0.00			
2005	3	4.96	4.44	7.05	0.00	0.0	0.00			
2004	5	8.0	4.4	6.69	0.00	99.4	13.69			
10-year Average	2.7	3.87	2.51	4.54	5	35.24	1.26			

Accident Rate = Number of accidents divided by the number of hours flown multiplied by 100,000.

10-Year Fatal Accident and Fatality Rates									
Year	YearFatalFatalNumber ofAccidentsAccident RateFatalities								
2013	0	0	0	0					
2012	0	0	0	0					
2011	0	0	0	0					
2010	1	4.46	3	6.69					
2009	2	3.47	4	6.95					
2008	1	1.35	9	12.22					
2007	1	1.16	1	1.16					
2006	2	2.23	6	6.69					
2005	1	1.65	3	4.96					
2004	2	3.2	4	6.4					
10-year Average	1	1.43	3	4.3					

Fatal Accident Rate = Number of fatal accidents divided by the number of hours flown multiplied by 100,000.

Fatality Rate = Number of fatalities divided by the number of hours flown multiplied by 100,000.



Forest Service Aircraft Accident Statistics in 5-Year Increments

The total number of accidents in 5-year increments shows a steady decline, until the 2001-2005 period. The total number of fatalities in 5-year increments shows a major decline from the 60's to the mid 70's. There was a spike in the early 2000's, then dropping in 2011 to "zero" for this latest 5 year increment. Unfortunately, the number of fatalities in the periods from 2001-2010 increased. With the adoption of Safety Management Systems, particularly new risk management processes and quality assurance programs we have seen a significant decrease in the number of accidents and fatalities in the last few of years.



USFS Owned and/or Operated Aircraft

This includes the 23 Forest Service owned fleet aircraft and 14 leased Forest Service operated aerial supervision aircraft. The Forest Service owned aircraft accounted for 5,019 flight hours and the 14 leased aerial supervision aircraft flew 3,653 hours in FY 2013. This was 12.4% of the total flight hours, which is above the average of 11.3%. There have not been any accidents since FY 2004 (December 2003) and no fatal accidents for 18 years in USFS O/O aircraft. Forest Service O/O have the lowest accident rate of all the categories of aircraft utilized and account for only 4% of the accidents in the past 10 years.



l	USFS Owned and/or Operated 10-Year Statistics									
Fiscal Year	Hours Flown	# of Accidents	Accident Rate	Fatal Accidents	Fatal Accident Rate	Fatalities	Fatality Rate			
2013	8,672	0	0.00	0	0.00	0	0.00			
2012	9,728	0	0.00	0	0.00	0	0.00			
2011	9,126	0	0.00	0	0.00	0	0.00			
2010	7,667	0	0.00	0	0.00	0	0.00			
2009	8,056	0	0.00	0	0.00	0	0.00			
2008	8,187	0	0.00	0	0.00	0	0.00			
2007	8,122	0	0.00	0	0.00	0	0.00			
2006	6,898	0	0.00	0	0.00	0	0.00			
2005	5,185	0	0.00	0	0.00	0	0.00			
2004	7,333	1	13.63	0	0.00	0	0.00			
Total	78,974	1		0		0				
Average	7,897	0.1	1.26	0	0.00	0	0.00			

USFS Owned and/or Operated Aircraft



USFS O/O Accident Rates



Fixed-Wing Aircraft (contract)

Fixed-Wing contract aircraft accounted for 32.8% of the total hours flown; the 10-year average is 34.3 percent. There were 22,972 hours flown, which is below the 10-year average of 23,895. There have not been any accidents in three years, the 10-year accident rate is 2.51 with 6 accidents. The 2 fatal fixed-wing accidents in the past 10 years have been non-fire missions. Fixed-Wing contract aircraft account for 22% of all the accidents in the past 10 years.



	Fixed-Wing 10-Year Statistics									
Fiscal Year	Hours Flown	Accidents	Accident Rate	Fatal Accidents	Fatal Accident Rate	Fatalities	Fatality Rate			
2013	22,972	0	0.00	0	0.00	0	0.00			
2012	26,299	0	0.00	0	0.00	0	0.00			
2011	22,846	0	0.00	0	0.00	0	0.00			
2010	15,227	1	6.56	1	6.56	3	19.7			
2009	18,576	0	0.00	0	0.00	0	0.00			
2008	23,600	1	4.23	0	0.00	0	0.00			
2007	29,631	1	3.37	0	0.00	0	0.00			
2006	34,564	1	2.89	0	0.00	0	0.00			
2005	22,521	1	4.44	0	0.00	0	0.00			
2004	22,713	1	4.40	1	4.40	3	13.2			
Total	238,949	6		2		6				
Average	23,895	0.6	2.51	0.2	0.83	0.6	2.51			

Fixed-Wing Aircraft (contract)



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Airtankers (contract)

Large Airtankers accounted for 4.2% of the total hours flown; which is below the 10-year average of 5.7%. Single Engine Airtankers only accounted for 0.8% of the flight hours; which is below the average of 1.2%. We have seen a significant decrease in airtanker accidents since the 1960's; however, in the past 10 years there have still been 5 accidents with 3 fatalities. Airtankers account for 18% (Large Airtankers 7% and SEAT's 11%) of all the accidents in the past 10 years.



	All Airtankers 10-Year Statistics									
Fiscal Year	Hours Flown	Accidents	Accident Rate	Fatal Accidents	Fatal Accident Rate	Fatalities	Fatality Rate			
2013	3,500	0	0.00	0	0.00	0	0.00			
2012	4,203	0	0.00	0	0.00	0	0.00			
2011	5,128	0	0.00	0	0.00	0	0.00			
2010	3,232	1	30.94	0	0.00	0	0.00			
2009	4,465	1	22.39	1	22.39	3	67.18			
2008	6,328	0	0.0	0	0.00	0	0.00			
2007	6,269	2	31.9	0	0.00	0	0.00			
2006	8,451	0	0.00	0	0.00	0	0.00			
2005	4,356	0	0.00	0	0.00	0	0.00			
2004	2,541	1	39.35	0	0.00	0	0.00			
Total	48,473	5		1		0				
Average	4,847	0.5	10.31	0.1	2.06	0.3	6.18			

Airtankers (contract)

	Large Airtanker 10-Year Statistics									
Fiscal Year	Hours Flown	Accidents	Accident Rate	Fatal Accidents	Fatal Accident Rate	Fatalities	Fatality Rate			
2013	2,966	0	0.00	0	0.00	0	0.00			
2012	3,382	0	0.00	0	0.00	0	0.00			
2011	4,550	0	0.00	0	0.00	0	0.00			
2010	2,853	1	35.05	0	0.00	0	0.00			
2009	3,684	1	27.14	1	27.14	3	81.43			
2008	5,010	0	0.00	0	0.00	0	0.00			
2007	5,641	0	0.00	0	0.00	0	0.00			
2006	6,659	0	0.00	0	0.00	0	0.00			
2005	3,682	0	0.00	0	0.00	0	0.00			
2004	1,535	0	0.00	0	0.00	0	0.00			
Total	39,962	2		1		3				
Average	3,996	0.2	5	0.1	2.5	0.3	7.5			

Single Engine Airtanker 10-Year Statistics									
Fiscal Year	Hours Flown	Accidents	Accident Rate	Fatal Accidents	Fatal Accident Rate	Fatalities	Fatality Rate		
2013	534	0	0.00	0	0.00	0	0.00		
2012	821	0	0.00	0	0.00	0	0.00		
2011	578	0	0.00	0	0.00	0	0.00		
2010	379	0	0.00	0	0.00	0	0.00		
2009	781	0	0.00	0	0.00	0	0.00		
2008	1,318	0	0.00	0	0.00	0	0.00		
2007	628	2	318.47	0	0.00	0	0.00		
2006	1,792	0	0.0	0	0.00	0	0.00		
2005	674	0	0.0	0	0.00	0	0.00		
2004	1,006	1	99.4	0	0.00	0	0.00		
Total	8,511	3		0		0			
Average	851	0.3	35.24	0	0.00	0	0.00		

Airtankers (contract)

Airtanker Hours Flown



Airtanker Accident Rates



Helicopters (contract)

Helicopters accounted for 49.8% of the flight hours, which is above the 10-year average of 47.4%. There were no helicopter accidents again this year making it 4 years in a row without an accident ©. Even without having any accidents for the past 4 years, helicopters still account for 56% of all the accidents and 70% of the fatalities over the past 10 years. The 10-year accident rate for Helicopters is 4.54, with 15 accidents and 21 fatalities.



Fiscal Year	Hours Flown	Accidents	Accident Rate	Fatal Accidents	Fatal Accident Rate	Fatalities	Fatality Rate		
2013	34,860	0	0.00	0	0.00	0	0.00		
2012	40,904	0	0.00	0	0.00	0	0.00		
2011	34,106	0	0.00	0	0.00	0	0.00		
2010	18,707	0	0.00	0	0.00	0	0.00		
2009	26,439	2	7.56	1	3.78	1	3.78		
2008	35,512	2	5.63	1	2.81	9	25.34		
2007	41,571	4	9.62	1	2.40	1	2.40		
2006	39,735	3	7.55	2	5.03	6	15.01		
2005	28,362	2	7.05	1	3.52	3	10.57		
2004	29,885	2	6.69	1	3.34	1	3.34		
Total	330,081	15		7		21			
Average	33,008	1.5	4.54	0.7	2.12	2.1	6.36		

Helicopter 10-Year Statistics

Helicopters (contract)



The SAFECOM system satisfies Federal Aviation Regulations requirements for incident reporting, but more importantly, it provides management and front line supervisors with near real time accident prevention information. Armed with data on emerging safety and effectiveness challenges, operators and management can take appropriate actions before a mishap occurs.

The following charts trend the Forest Service SAFECOM data submitted to the Interagency SAFECOM database online at <u>https://www.safecom.gov/</u>. In FY 2013 there were 465 Forest Service SAFECOMs submitted, which is below the 10-year average of 545.

There were a total of 925 SAFECOMs (465 Forest Service, 368 DOI, 81 State and 11 Other/Unknown/Vendor) submitted to the Interagency SAFECOM database in FY 2013.

The most reported USFS SAFECOMs in FY 2013 were communications (60), engine (58), pilot Action (41) precautionary landing (40), policy deviation (36), mission equipment (28), electrical (26), and dropped load (21).

Yearly Forest Service SAFECOM Totals				
YEAR	Number of SAFECOM's			
2013	465			
2012	642			
2011	522			
2010	398			
2009	441			
2008	594			
2007	620			
2006	753			
2005	516			
2004	494			
Total	5,445			
10 YR Average	545			

2013 SAFECOMs by Aircraft

Aircraft Type	Number
Fixed Wing	92
Helicopter	255
Airtanker	56
N/A	16
SEAT	14
USFS Owned/Operated	32
Total	465

SAFECOMs by Aircraft Type for 10 Years



SAFECOMs by Category

The numbers of SAFECOMs by category will be more that the total number of SAFECOMs reported as each SAFECOM may have more than one category assigned to it. For example several Incident and Hazard SAFECOMs also have Maintenance SAFECOMs associated with them.

2.3% 4.8% 4.3% 4.3% 4.3% 4.3% 4.3% 4.3% 4.3% 4.3% 4.3% 4.3% 4.8% 4.

2013 Percent of SAFECOMs by Category

10-Year Average Percent of SAFECOMs by Category



Airspace SAFECOMs by sub-category

There were a total of 31 Airspace SAFECOMs reported this year, which well below the 10year average of 52. Intrusions (13 reports) accounted for 37% of the reports in this category, which is below the average of 44%. Conflicts (11 reports) accounted for 31% of the Airspace reports, which is above the average of 25%. There were two near mid-air events, of which one was investigated as an IWP.



2013 Percent of Airspace SAFECOMs

10-Year Average Percent of Airspace SAFECOMs



Hazard SAFECOMs by sub-category

There were a total of 189 Hazard SAFECOMs reported. Below are charts indicating the top 5 Hazard SAFECOMs reported and the number of Hazard SAFECOMs for the past 10 years. The top 5 sub-categories are the same as last year. Communication issues are historically and continue to be the most reported hazard, accounting for about 32% of the Hazard SAFECOMs reported in 2013. The number of pilot action SAFECOMs were almost double the 10-year average of 21 and policy deviation SAFECOMs were also significantly higher, the 10-year average is 26.



2013 Top 5 Hazards reported

Total number of Hazards reported by year



Incident SAFECOMs by sub-category

There were a total of 143 Incident SAFECOMs reported. Below are the top 5 Incident SAFECOMs reported and the total number of Incident SAFECOMs reported for the last 10-years. Precautionary Landings were again the most reported in this category with most attributed to maintenance problems. Mission Equipment was the next most reported in this category followed by Dropped Loads, Dragged Loads and Aircraft Damage.



2013 Top 5 Incidents reported

Total number of Incidents reported by year



Maintenance SAFECOMs by sub-category

There were a total of 223 maintenance SAFECOMs reported. Below are the top 7 Maintenance SAFECOMs reported and the total number of maintenance SAFECOMs reported for the last 10-years. Maintenance SAFECOMS accounted for 34.3% of all the USFS SAFECOM reports. Engine maintenance discrepancies continue to be the most reported; there were a total of 58, of which 3 of them were a engine failure or required shutdown.



2013 Top 7 Maintenance deficiencies reported

Total number of Maintenance deficiencies reported by year



Forest Service Mishap Prevention

This was a new category added in 2004 to attempt to capture the good things that individuals are doing for mishap prevention. With this being the 10th year, we have a record high and hope to see more and more of these in the future Most Airwards come from the SAFECOM system under this category.



Forest Service Management SAFECOM's by sub-category

Management was also added as a new category in 2004. Below are the SAFECOM reports classified as Management, sub-categorized by internal and external.



FY 2013 SAFECOMs by Region

Percent of SAFECOMs by Region



FY 2013 SAFECOMs by Aircraft Type and Region							
Region	Fixed- Wing	Helicopter	Airtanker	SEAT	USFS Owned	N/A	Total
Region 1	7	19	3	5	2	3	39
Region 2	7	11	4	0	2	1	25
Region 3	6	21	12	2	1	3	45
Region 4	19	52	4	2	4	3	84
Region 5	26	96	30	4	8	1	165
Region 6	14	30	3	1	7	3	58
Region 8	1	21	0	0	4	1	27
Region 9	1	2	0	0	2	0	5
Region 10	9	4	0	0	3	0	16
NEA	0	0	0	0	0	1	1
WO	0	0	0	0	0	0	0
Total	90	256	56	14	33	16	465

SAFECOMs by Region

The numbers of SAFECOM's by category are more than the total number of SAFECOMs reported as each SAFECOM can have more than one category assigned to it.

FY 2013 SAFECOMs by Category and Region								
Region	Accident	Airspace	Hazard	Incident	Maint.	Mgt.	Mishap Prevention	Total
Region 1	0	3	14	18	13	8	18	74
Region 2	0	3	5	2	16	0	0	26
Region 3	0	3	16	15	20	0	1	55
Region 4	0	6	37	15	33	8	14	113
Region 5	0	11	63	36	91	0	13	214
Region 6	0	4	24	33	23	0	1	85
Region 8	0	1	23	15	17	0	2	58
Region 9	0	0	1	1	4	0	1	7
Region 10	0	0	7	8	6	0	0	21
NEA	0	0	0	0	0	1	0	1
WO	0	0	0	0	0	0	0	0
Total	0	31	190	143	223	17	50	654



Mishap Summary

This was the third year there were no USFS accountable accidents, this is a major accomplishment, the first time as far as our records go back to have three accident free years.

The Forest Service investigated 5 incidents in 2013 as IWP's. The table below shows the basic information. For additional information, click on the link to the SAFECOM or review the A-200 Mishap Review for 2013 online at <u>https://www.iat.gov/Training/pages/online.asp</u> for more information.

Date	Region/ Forest	Aircraft Type	Incident Description
10/16/12	R-2 San Juan NF	Bell 206 L-4	Bucket line got hung up on the stinger SAFECOM 13-15
8/7/13	R-6 Malhuer NF	Lead Plane and Air Attack	Near Mid-Air at non towered airport SAFECOM 13-702
8/16/13	R-1 Gallatin NF	AT-802	Engine failure resulting in a forced landing SAFECOM 13-732
8/16/13	R-1 Lolo NF	AT-802A	Loss of directional control during landing SAFECOM 13-765
8/19/13	R1-RO	C-90	Engine shutdown, over torque SAFECOM 13-775

