



37th Annual

FY 2025

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.

TABLE OF CONTENTS

01

INTRODUCTION

Description of the DOI Aviation Program and Points of Contact.

02

AVIATION OVERVIEW

Accident Rates, Mishap Overview, Fleet Inventory, & Bureau Stats.

03

POLICY & ASSURANCE

General Overview, Safety and Training Updates.

04

RISK MANAGEMENT

SAFECOM Overview and Trends.

05

PROMOTION

Notable Achievements

06

EXECUTIVE SUMMARY

Recap of FY2025 Highlights.



INTRODUCTION



01



OUR PROGRAM

Empowering Individual Risk Refusal

We've all experienced a significant amount of change since the last Annual Report. Amid all the challenges, one principle must remain constant: every individual involved in aviation operations has the right—and the responsibility—to refuse unnecessary risk.

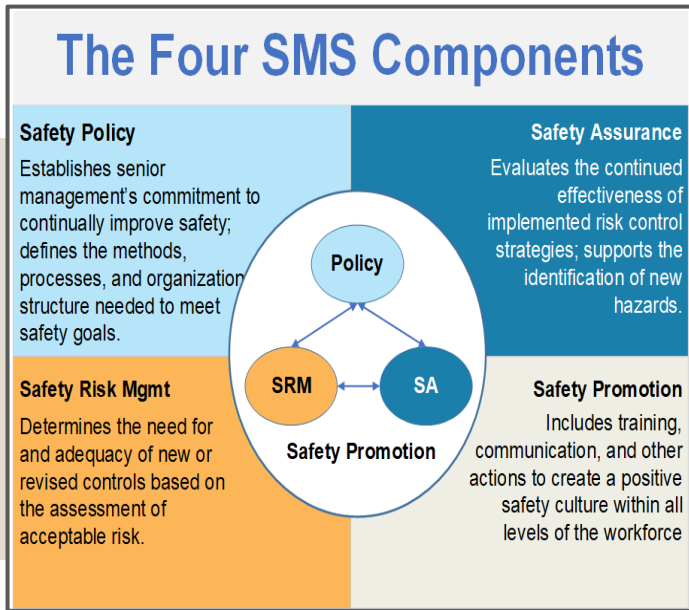
As we present this year's report, it is important to recognize the constant challenges DOI and its partners face within natural resource operations, whether driven by evolving missions, new technology, or adjustments in workforce structure, inevitably introduces uncertainty. In aviation, where safety and reliability underpin every mission, even well-designed reforms can create new exposure points. Navigating these changes safely requires a firm commitment to empowering individuals to assess risk and decline unsafe conditions without hesitation or repercussion.

Across the Department of the Interior's aviation programs, our approach to safety has always depended on proactive risk management, operational awareness, and the professional judgment of personnel in the field. Our missions are demanding, and excellence cannot be achieved through standards alone. It requires ensuring that every pilot, crew member, manager, and specialist has both the authority and the support to stop, question, or decline missions when conditions exceed acceptable risk thresholds.

Recent program guidance reinforces that excellence must be upheld "through changing circumstances, fatigue, and external pressures." This includes organizational pressures. During periods of high operational tempo, the potential for miscommunication, blurred authority, or unfamiliar processes can increase. These factors underscore why individual risk refusal—backed by leadership and policy—is an essential safeguard, not an optional one.

Leadership plays a critical role in ensuring that the aviation safety system remains coherent, adaptable, and explicitly supportive of individual decision-making. Foundational policy makes clear that mishap prevention is a management duty—but safety is executed one decision at a time by individuals who must feel fully empowered to speak up and say no when needed.

Reinforcing the authority of individuals to make risk-informed decisions ensures our aviation operations remain resilient, mission-focused, and grounded in our core commitment: enabling safe, effective, and risk-appropriate aviation support across the Department.



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AVIATION OVERVIEW



02



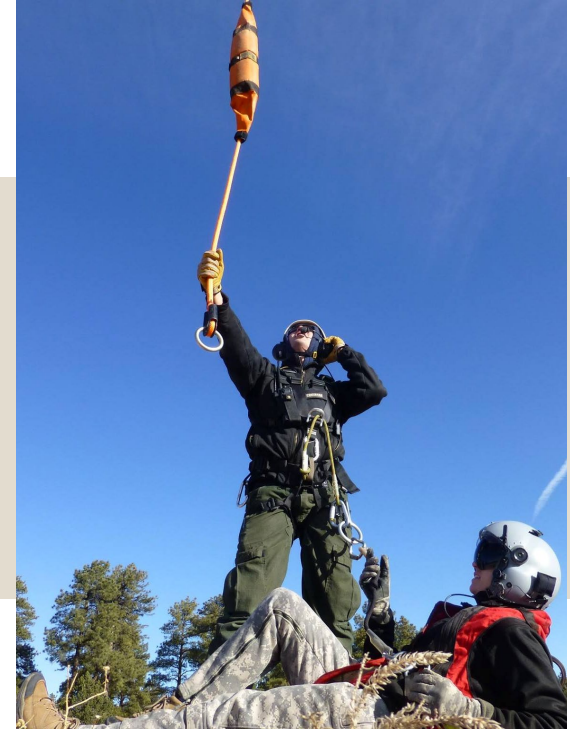
SAFETY PERFORMANCE

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. \(2026\)](#)

- 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.



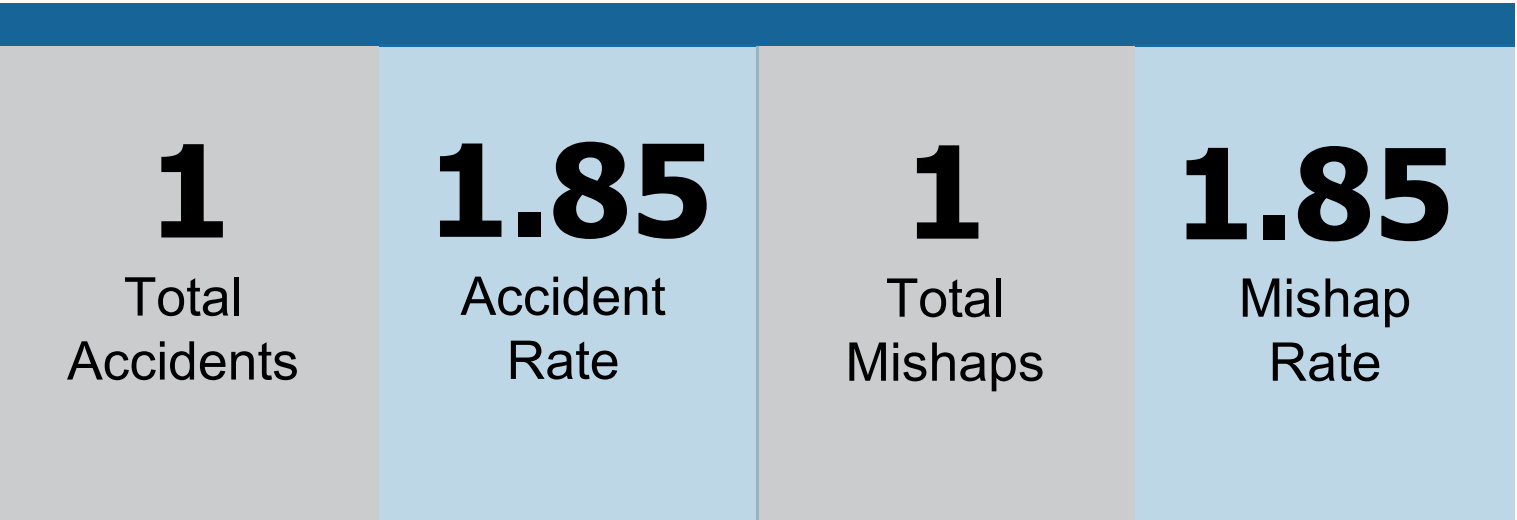
FY25 CREWED AIRCRAFT ACCIDENT RATE



*Value Statistical Life (VSL) \$13.7 million [Department of Transportation](#)

| Cost Input | Cost |
|----------------------|-----------|
| DOI Losses | \$400,000 |
| Vendor Losses | N/A |
| DOI sUAS Losses | N/A |
| Fatalities (0) VSL* | N/A |
| Serious Injuries (0) | N/A |
| Minor Injuries (0) | N/A |
| Total | \$400,000 |

Incidental Costs Associated with Mishaps



FY25 CREWED AIRCRAFT ACCIDENT RATE



DOI Total Flight Hours

| Procurement Type | Hours | Percent of Hours Flown |
|---------------------------|---------------|------------------------|
| Fleet (DOI Owned) | 11,598 | 21% |
| Non-Fleet (Contracted) | 42,413 | 79% |
| Total Flight Hours | 54,011 | |

↓

Approximately 1.6% increase in total hours from FY24.

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>

1
Mishaps

Crewed Mishaps = Accidents + IWPs

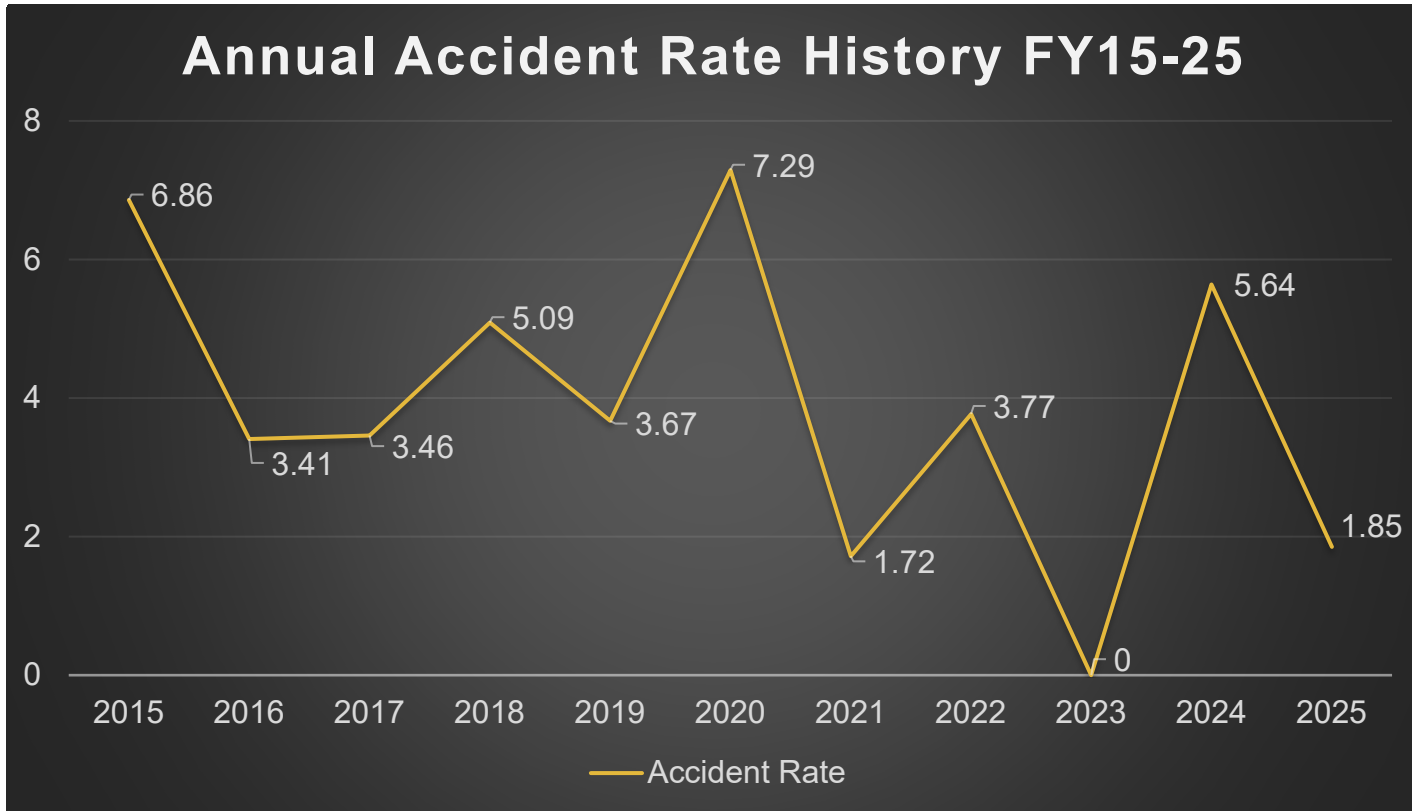
Crewed Aircraft

1
Accidents

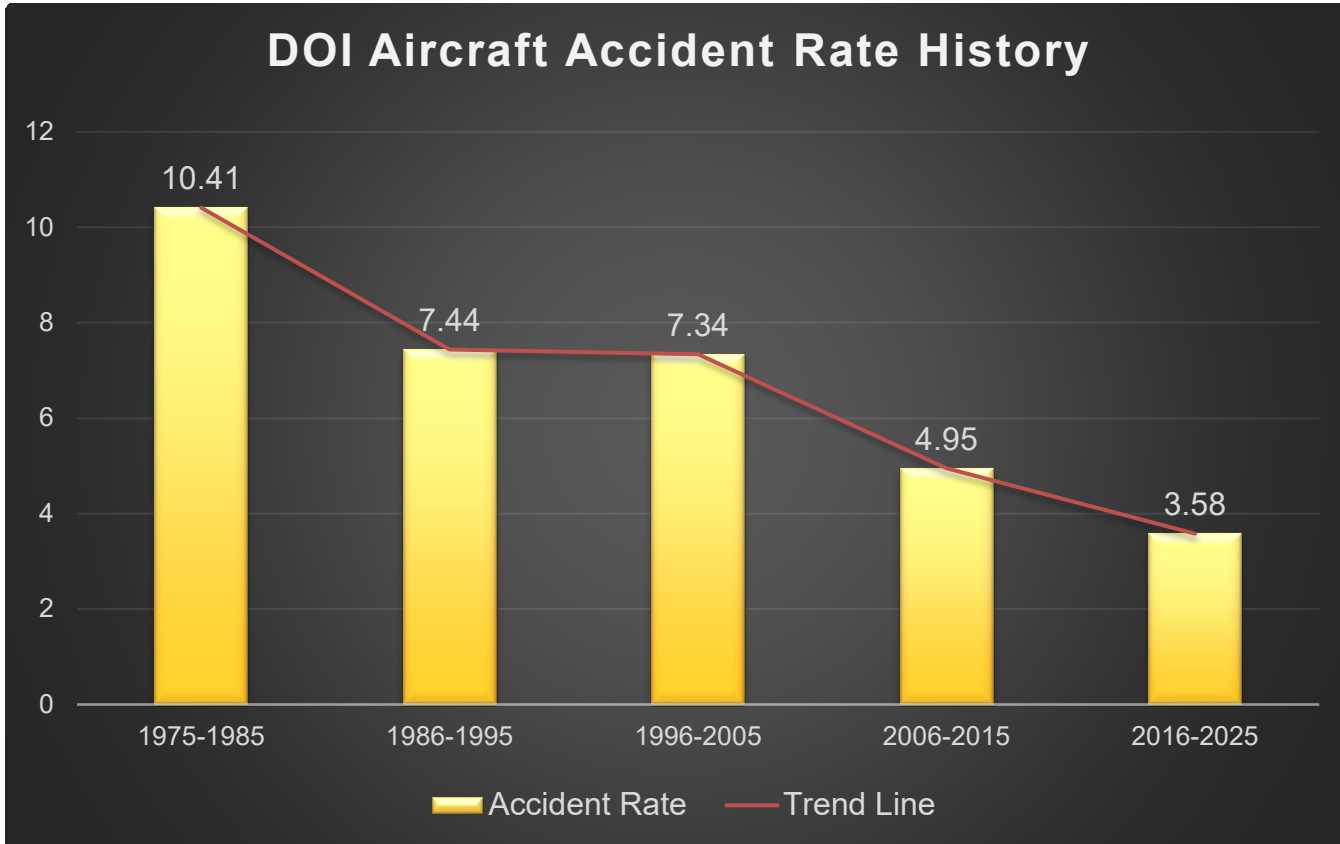
0
Incident with Potential

6
Elevated SAFECOM

7
**AIRCRAFT ACCIDENT
RATE HISTORY**




8
**AIRCRAFT ACCIDENT
RATE HISTORY**




AIRCRAFT ACCIDENT RATE COMPARISON

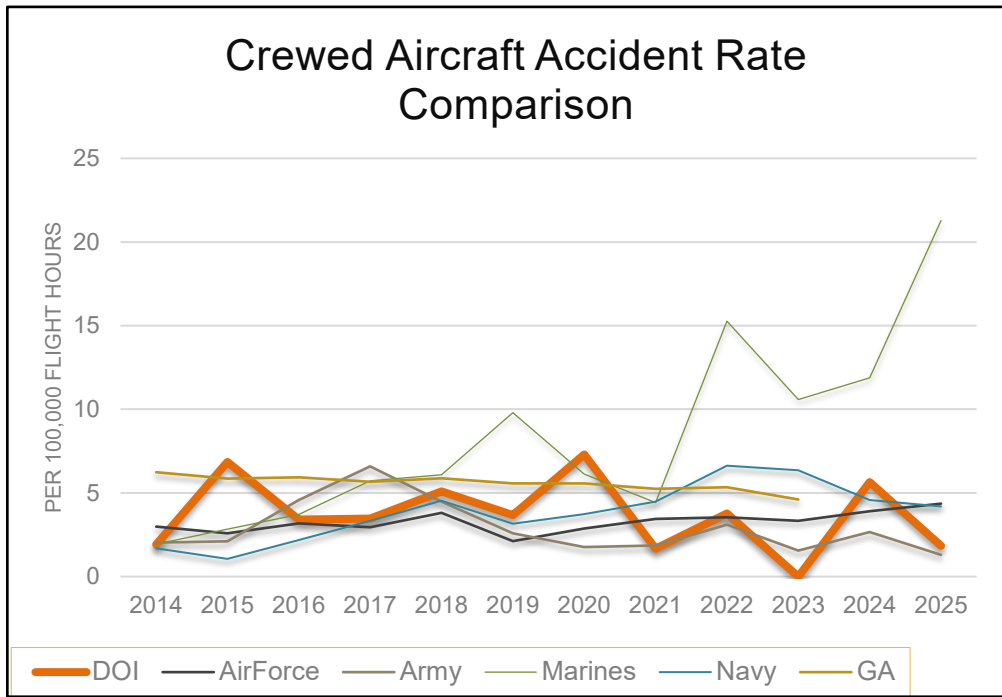
5-year Data Summary

Crewed Mishap Rate
 **4.88**

Total Mishaps
 **13**

Total Hours
 **266,042**

Crewed Mishaps = Accidents + IWPs



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

10
**ANNUAL FLIGHT
 USAGE STATISTICS**

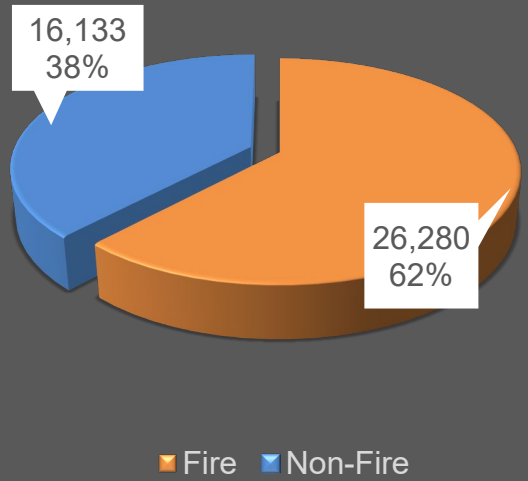
| Procurement Type | Flight Hours | FY24 Percent Difference | Flight Usage Cost | FY24 Percent Difference | Cost per Flight Hour |
|-------------------------------|---------------|-------------------------|----------------------|-------------------------|----------------------|
| Fleet (DOI Owned) | | | | | |
| Fixed-wing | 10,575 | -12% | \$4,586,171 | -8% | \$434 |
| Rotor wing | 1,023 | -5% | \$2,315,014 | +5% | \$2,263 |
| Total | 11,598 | -11% | \$6,901,185 | -4% | \$595 |
| Non-Fleet (Contracted) | | | | | |
| Fixed-wing | 26,767 | +35% | \$80,286,886 | +32% | \$2,999 |
| Rotor wing | 15,646 | -23% | \$31,425,900 | -7% | \$2,009 |
| Total | 42,413 | +6% | \$111,712,786 | +18% | \$2,634 |
| Grand Total | 54,011 | +2% | \$118,613,971 | +16% | \$2,196 |



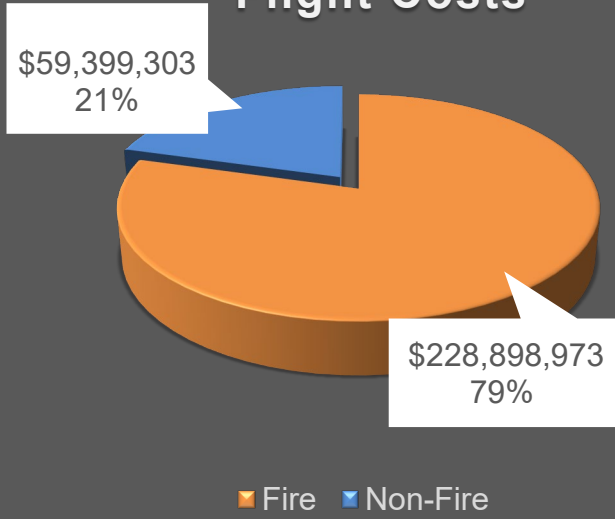
NON-FLEET (Contracted) FLIGHT USAGE & TOTAL OPERATIONAL COSTS

Fire and Non-Fire Missions

Non-Fleet (Contracted) Flight Hours



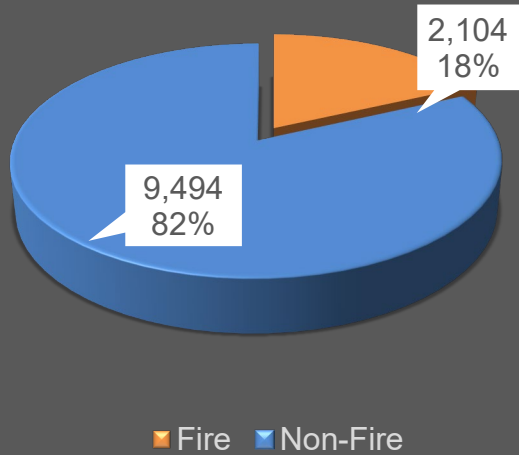
Non-Fleet (Contracted) Flight Costs



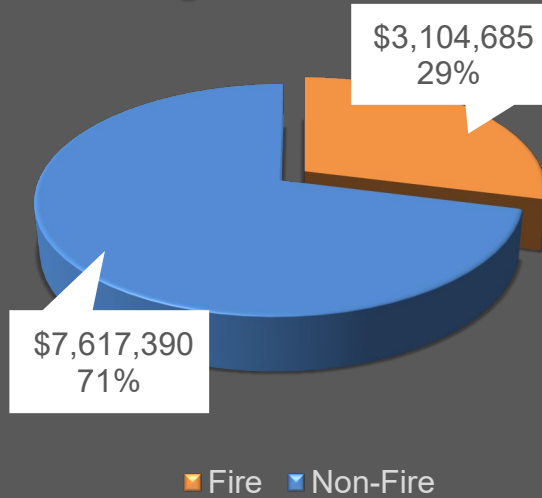
FLEET (DOI Owned) FLIGHT USAGE & TOTAL OPERATIONAL COSTS

Fire and Non-Fire Missions

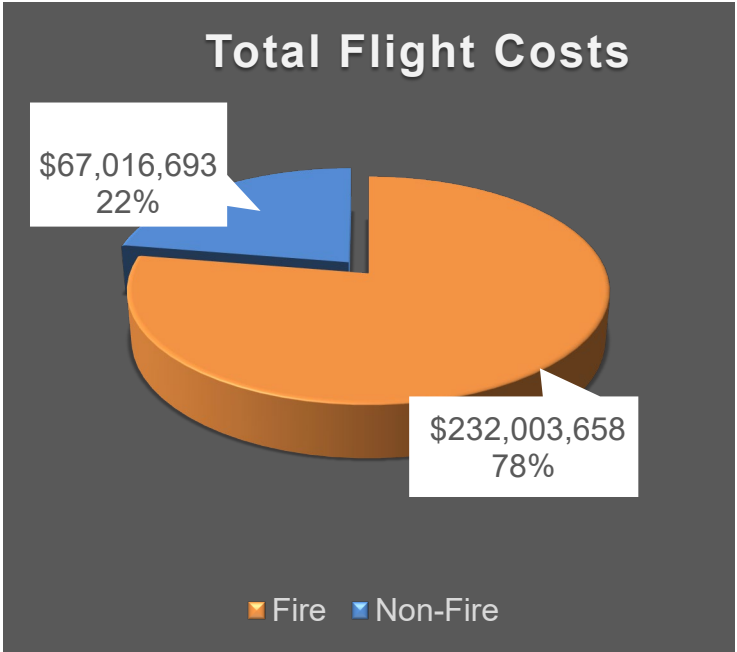
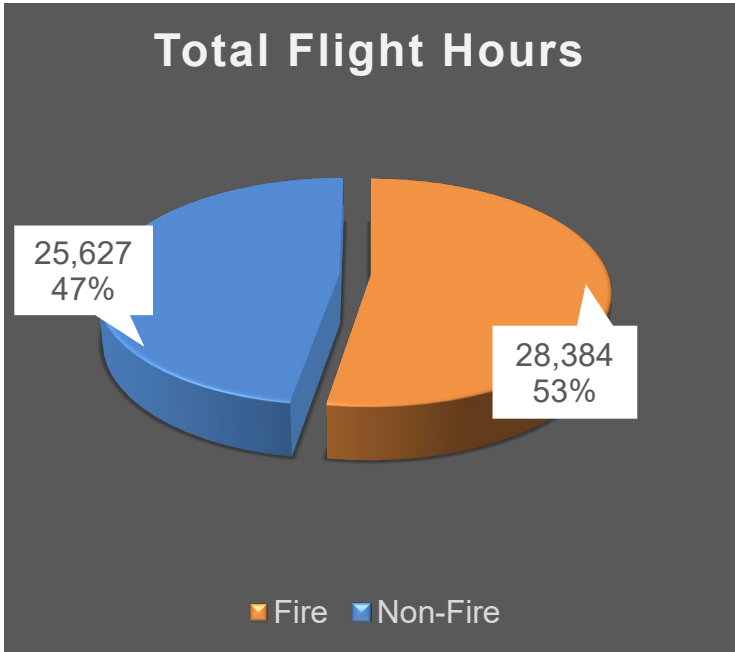
Fleet (DOI Owned) Flight Hours



Fleet (DOI Owned) Flight Costs

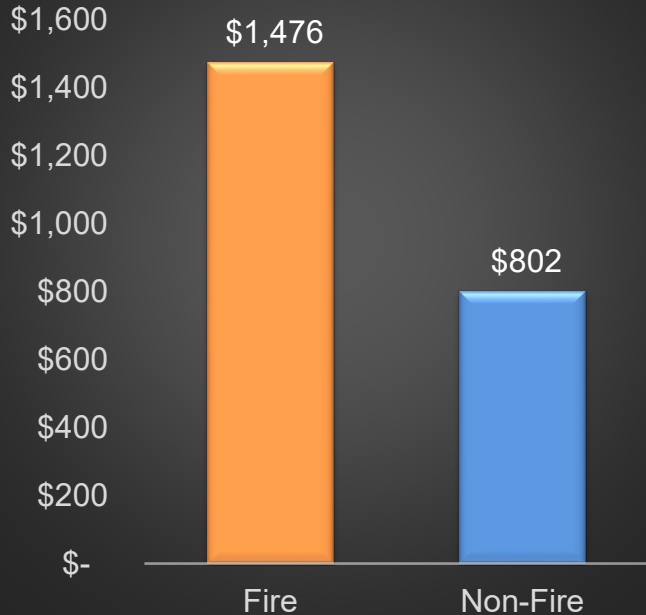


FLIGHT USAGE AND TOTAL OPERATIONAL COSTS – Fleet (DOI Owned) & Non-Fleet (Contracted) Combined - Fire and Non-Fire Missions

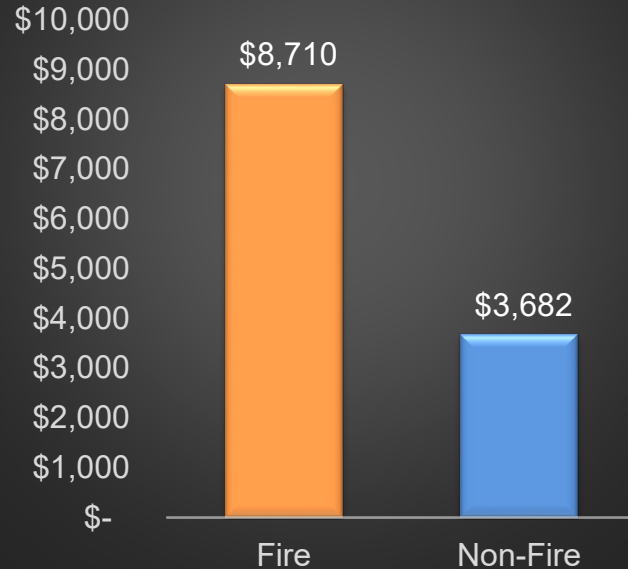


Total Operational Cost per Hour – Fire vs Non-Fire

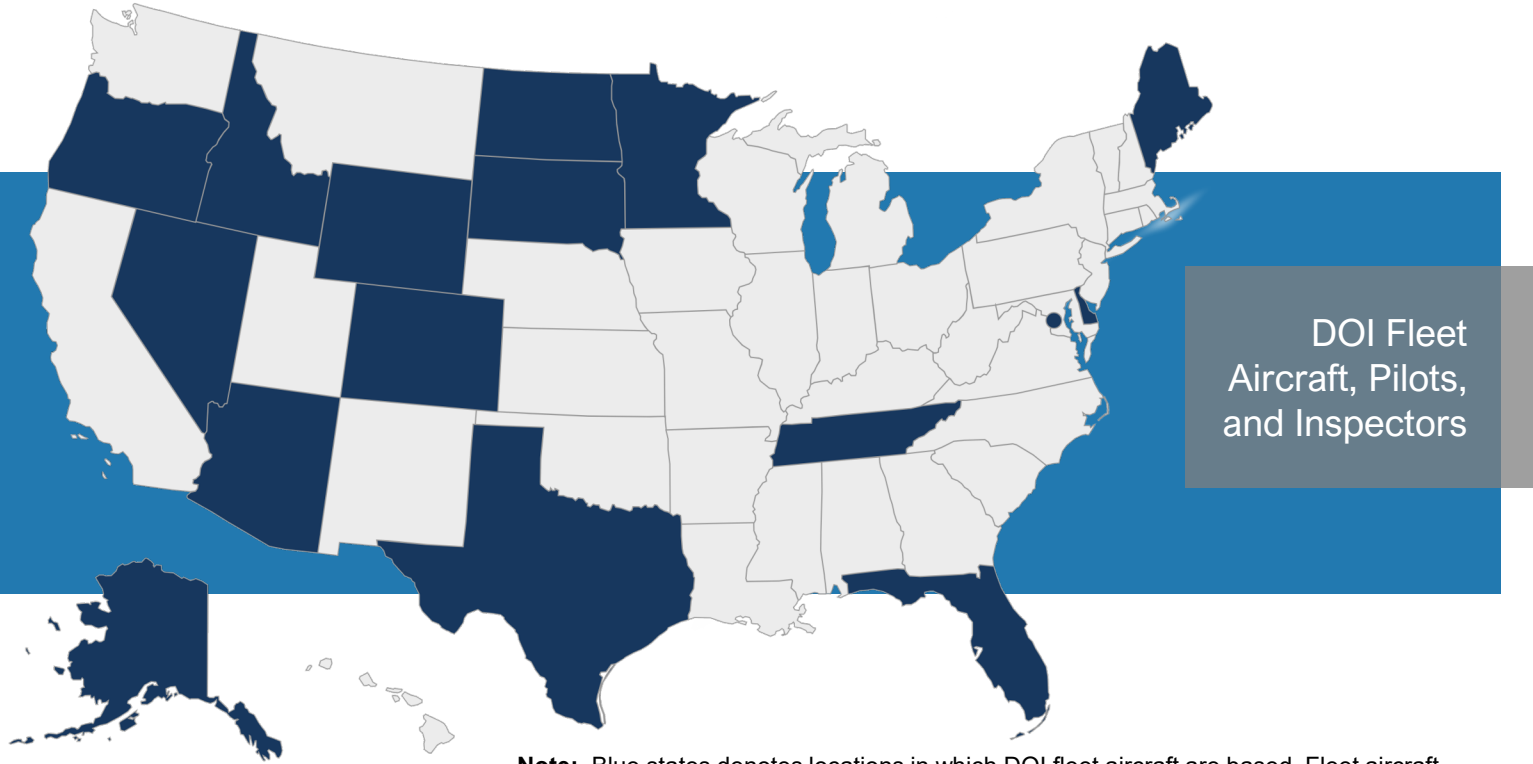
Fleet (DOI Owned) Cost per Hour



Non-Fleet (Contracted) Cost per Hour



OUR LOCATIONS

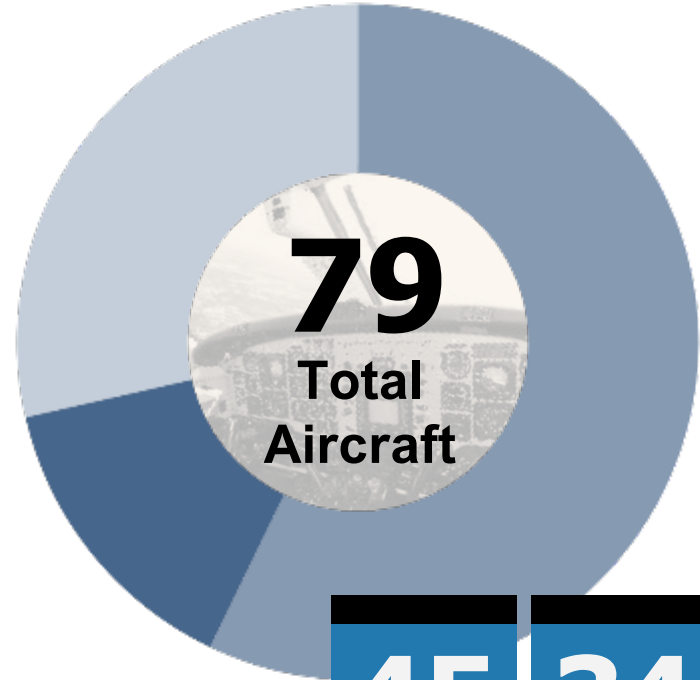


Note: Blue states denotes locations in which DOI fleet aircraft are based. Fleet aircraft and pilots occasionally move home base location. For more information, please contact the Fleet Maintenance Manager for the L48 at 208-433-5082 or AK at 907-271-6104.



FLEET (DOI Owned) INVENTORY

| Aircraft Type | # | Aircraft Type | # |
|--------------------------|---|------------------------------|----|
| Airbus AS350 B3 | 1 | Cessna C-206 | 23 |
| Beechcraft B200 King Air | 2 | CubCrafters CC-18 | 18 |
| Beaver DHC2 | 2 | DeHavilland DHC-6 Twin Otter | 1 |
| Bell 206B-III | 1 | Found FBA-2C1 | 5 |
| Bell 206L-III | 2 | Found FBA-2C2 | 1 |
| Bell 412EP | 2 | Partenavia P68 | 1 |
| Cessna 182T | 2 | Pilatus PC 12/45 | 1 |
| Cessna 185F | 8 | Piper PA-18 | 1 |
| | | Quest Kodiak 100 | 8 |



45
Alaska

34
Lower
48

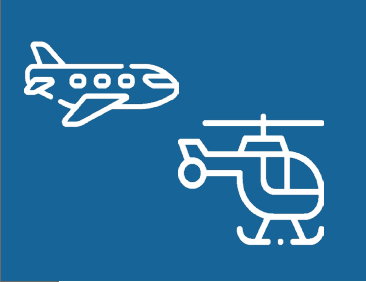


Aircraft by Bureau

| | BLM | FWS | NPS | OAS | Total |
|--------------|----------|-----------|-----------|----------|-----------|
| Fixed Wing | 6 | 43 | 22 | 2 | 73 |
| Rotor Wing | --- | 1 | 4 | 1 | 6 |
| Total | 6 | 44 | 26 | 3 | 79 |

Aircraft by OAS Region

| | Alaska | Western | Eastern | Total |
|--------------|-----------|-----------|-----------|-----------|
| Fixed Wing | 44 | 15 | 14 | 73 |
| Rotor Wing | --- | 1 | 5 | 6 |
| Total | 44 | 16 | 19 | 79 |

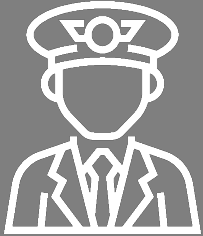


Pilots by Bureau

| | BLM | FWS | NPS | OAS | Total |
|--------------|----------|-----------|-----------|-----------|-----------|
| Fixed-wing | 9 | 25 | 15 | 5 | 54 |
| Rotor wing | --- | --- | 5 | 4 | 9 |
| Dual (FW/RW) | --- | --- | --- | 1 | 1 |
| Total | 9 | 25 | 20 | 10 | 64 |

Pilots by OAS Region

| | Alaska | Western | Eastern | HQ | Total |
|--------------|-----------|-----------|-----------|----------|-----------|
| Fixed-wing | 29 | 16 | 8 | 1 | 54 |
| Rotor wing | 1 | 2 | 5 | 1 | 9 |
| Dual (FW/RW) | --- | 1 | --- | --- | 1 |
| Total | 30 | 19 | 13 | 2 | 64 |



Number of Pilots

54

Fixed-wing

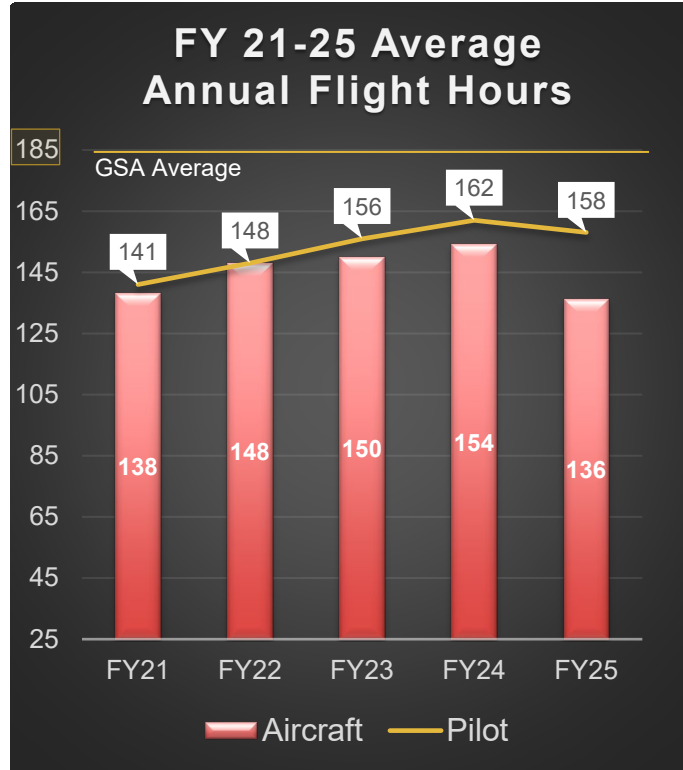
9

Rotor wing

1

Dual (FW/RW)

64
Total



Fleet pilot and fleet aircraft averages were -2% and -12% below FY24, respectively.



By the Numbers

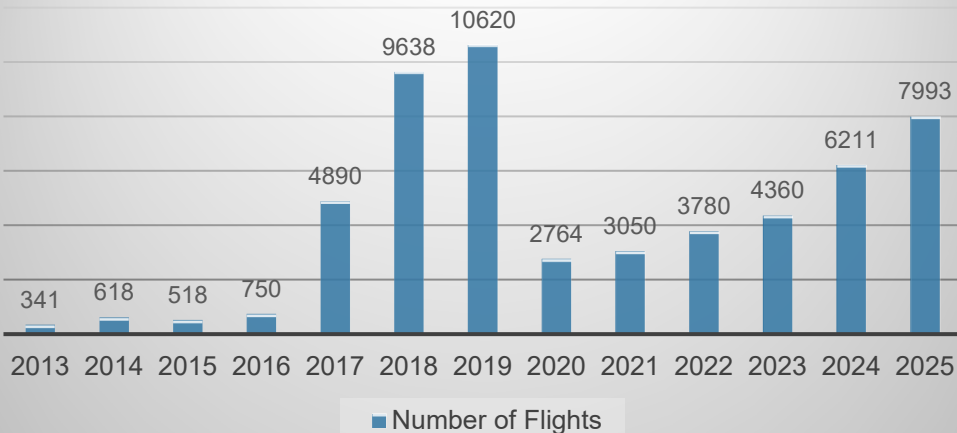
583

sUAS Fleet Pilots

567

sUAS Fleet Aircraft

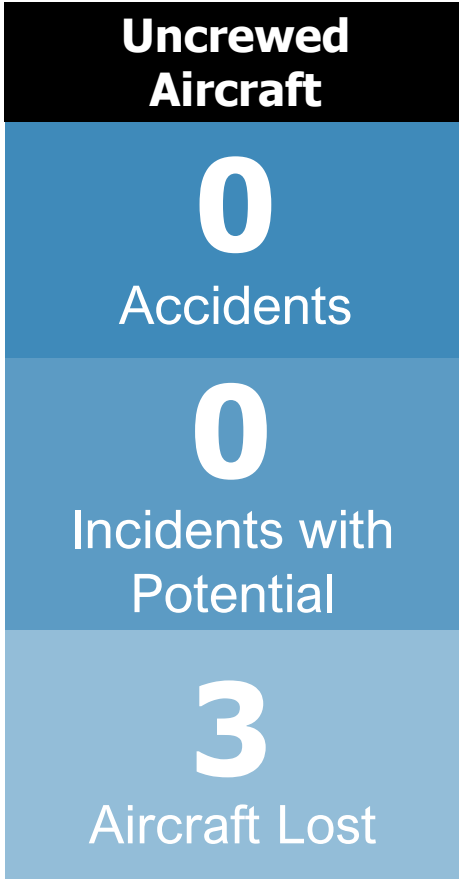
sUAS Fleet Flights



7,993

Total Flights

FY25 UNCREWED AIRCRAFT ACCIDENT RATE



3*
Mishaps

| Procurement Type | Flight Count | Percentage of Flights |
|---------------------------|--------------|-----------------------|
| Fleet | 7,993 | 100% |
| Non-Fleet | 0 | 0% |
| Total Flight Count | | 7,993 |

Approximately 29% increase in total flight count from FY24.


3.75 FY25 sUAS Mishap Rate

*FY25 UAS data is preliminary; additional reports are still being received and totals may change.

SUAS ACCIDENT RATE COMPARISON

5-year Data Summary

sUAS Mishap Rate




7.88

Total Mishaps

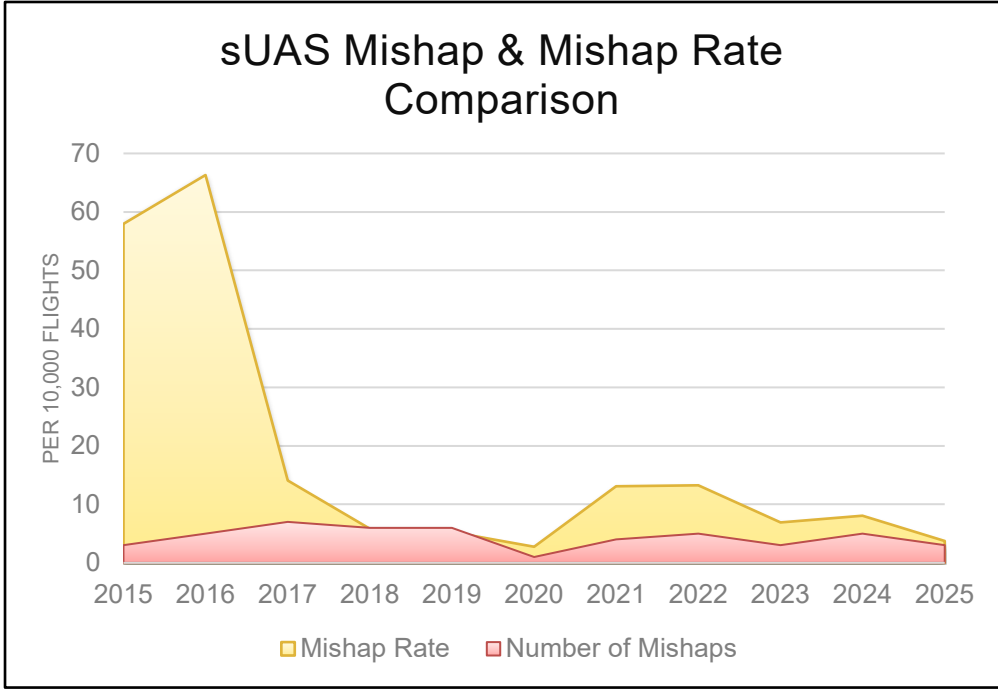


20

Total Flights



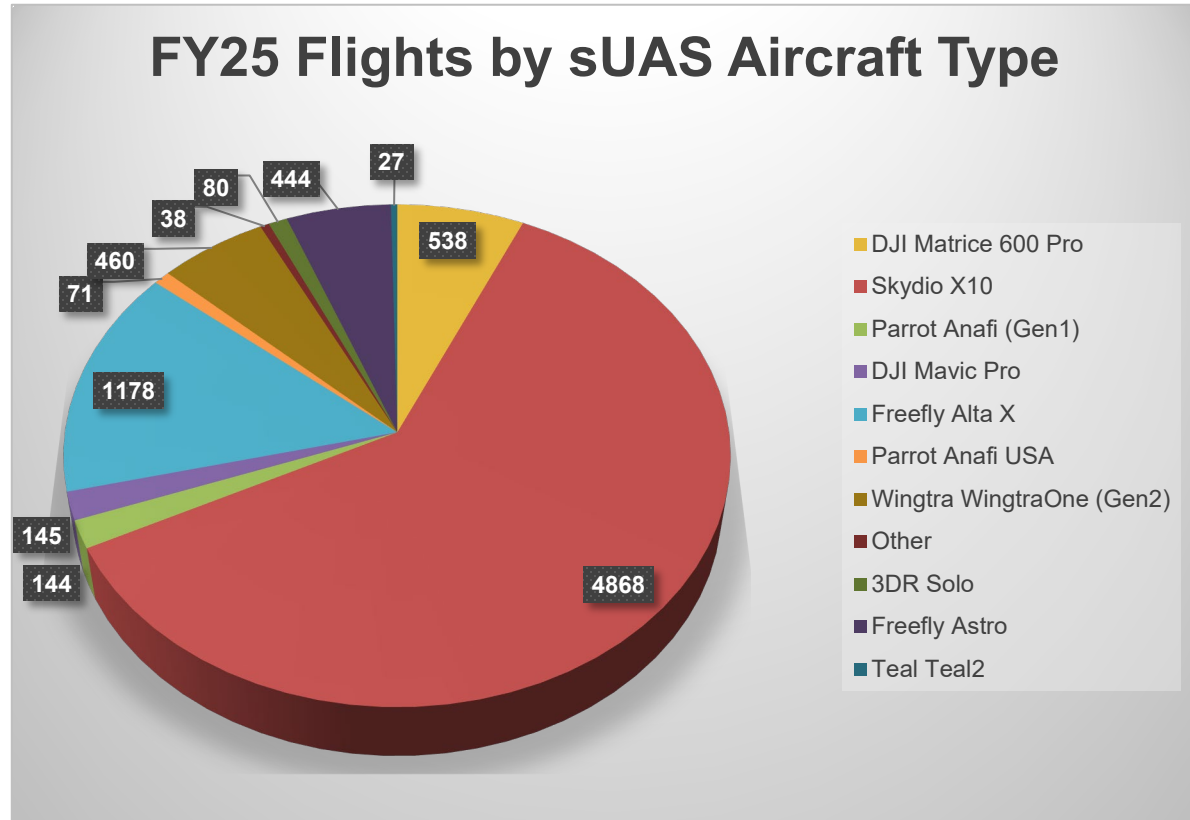
25,394



sUAS Mishaps = Accidents + IWPs + Aircraft Losses

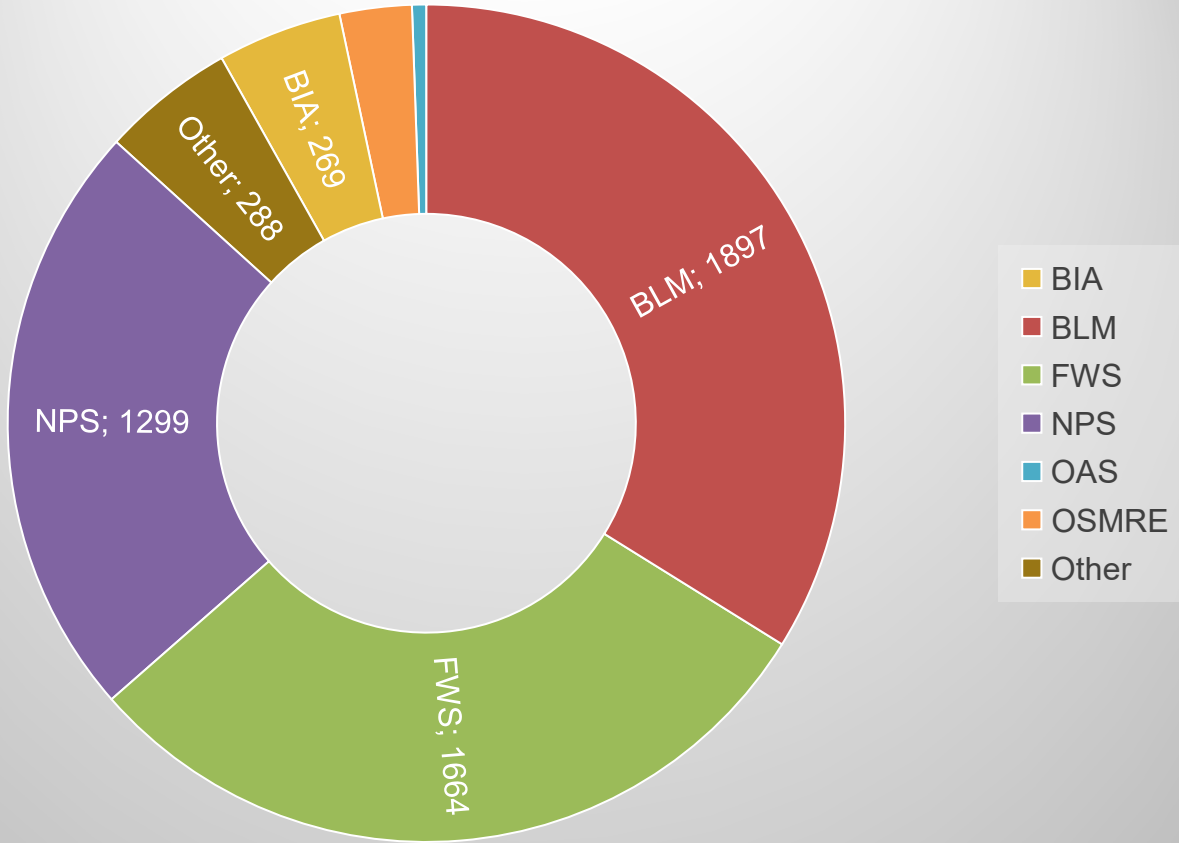


| Aircraft Type | # |
|---------------------------|--------------|
| Skydio X10 | 4,868 |
| Freefly Alta X | 1,178 |
| DJI Matrice 600 Pro | 538 |
| Wingtra WingtraOne (Gen2) | 460 |
| Freefly Astro | 444 |
| DJI Mavic Pro | 145 |
| Parrot Anafi (Gen1) | 144 |
| 3DR Solo | 80 |
| Parrot Anafi USA | 71 |
| Other | 38 |
| Teal Teal2 | 27 |
| Grand Total | 7,993 |



FY25 sUAS FLEET ACTIVITY

FY25 sUAS Fleet Flights per Bureau



FY25 COOPERATOR AIRCRAFT USE



| At-A-Glance | |
|-------------|-----|
| BLM | 307 |
| USGS | 286 |
| NPS | 136 |
| FWS | 21 |
| BIA | 20 |

770
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.





FY25 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 | 2,679 | \$9,259,811 | \$3,456 |
| Fleet | --- | --- | --- |

0
Fleet Missions

2,173
Non-Fleet Missions



Top 3 Categories: Hazards, Maintenance, and Incidents

Submission Breakdown:
6% sUAS
94% Crewed

| | |
|-----------------|-----|
| Total Reported | 33 |
| Remaining Open | 2 |
| Completion Rate | 94% |

269 sUAS Flights

| Fleet Statistics | # |
|-------------------|----|
| Crewed Aircraft | 0 |
| Pilots | 0 |
| Uncrewed Aircraft | 20 |
| sUAS Pilots | 18 |

Top Categories: Training & Proficiency and Aerial Ignition

Top Aircraft Used: Skydio X10, Parrot Anafi, and FreeFly





Bureau of Land Management

| Crewed Aircraft | Annual Flight Hours | Annual Flight Usage Cost | Cost per Flight Hour |
|-----------------|---------------------|--------------------------|----------------------|
| Non-Fleet | 23,913 | \$75,935,876 | \$3,176 |
| Fleet | 1,271 | \$1,556,634 | \$1,225 |

605
Fleet Missions

15,510
Non-Fleet Missions



Top 3 Categories: Hazards, Maintenance, and Incident.

Submission Breakdown:
12% sUAS
88% Crewed

| | |
|-----------------|-----|
| Total Reported | 165 |
| Remaining Open | 26 |
| Completion Rate | 84% |

| Fleet Statistics | # |
|-------------------|-----|
| Crewed Aircraft | 6 |
| Pilots | 9 |
| Uncrewed Aircraft | 99 |
| sUAS Pilots | 113 |

1,897 sUAS Flights

Top Categories: Training & Proficiency, and Monitoring/Inspection

Top Aircraft Used: Skydio X10, and Parrot Anafi





Bureau of Ocean Energy Management

| Crewed Aircraft | Annual Flight Hours | Annual Flight Usage Cost | Cost per Flight Hour |
|-----------------|---------------------|--------------------------|----------------------|
| Non-Fleet | 75 | \$64,090 | \$855 |
| Fleet | 116 | \$113,484 | \$978 |

35
Fleet Missions

28
Non-Fleet Missions

SAFECOM
Aviation Safety Command

Top 3 Categories:
N/A.

Submission Breakdown:
0% sUAS
0% Crewed

| | |
|-----------------|-----|
| Total Reported | 0 |
| Remaining Open | 0 |
| Completion Rate | N/A |

| Fleet Statistics | # |
|-------------------|---|
| Crewed Aircraft | 0 |
| Pilots | 0 |
| Uncrewed Aircraft | 0 |
| sUAS Pilots | 0 |

0 sUAS Flights

Top Categories: N/A
Aircraft Used: N/A

FY25 BUREAU OVERVIEW



Bureau of Reclamation

| Crewed Aircraft | Annual Flight Hours | Annual Flight Usage Cost | Cost per Flight Hour |
|-----------------|---------------------|--------------------------|----------------------|
| Non-Fleet | 16 | \$38,118 | \$2,382 |
| Fleet | --- | --- | --- |

0
Fleet Missions

12
Non-Fleet Missions



Top 3 Categories: Incident and UAS.

Submission Breakdown: 100% sUAS
0% Crewed

| | |
|-----------------|----|
| Total Reported | 2 |
| Remaining Open | 2 |
| Completion Rate | 0% |

| Fleet Statistics | # |
|-------------------|----|
| Crewed Aircraft | 0 |
| Pilots | 0 |
| Uncrewed Aircraft | 44 |
| sUAS Pilots | 72 |

731 sUAS Flights

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

Top Aircraft Used: Skydio X10



Bureau of Safety & Environmental Enforcement

| Crewed Aircraft | Annual Flight Hours | Annual Flight Usage Cost | Cost per Flight Hour |
|-----------------|---------------------|--------------------------|----------------------|
| Non-Fleet | 5,004 | \$7,034,910 | \$1,406 |
| Fleet | --- | --- | --- |

0
Fleet Missions

2,789
Non-Fleet Missions



Top 3 Categories:
Hazards, Maintenance, and Incident.

Submission Breakdown:
0% sUAS
100% Crewed

| | |
|-----------------|-----|
| Total Reported | 218 |
| Remaining Open | 2 |
| Completion Rate | 99% |

| Fleet Statistics | # |
|-------------------|---|
| Crewed Aircraft | 0 |
| Pilots | 0 |
| Uncrewed Aircraft | 0 |
| sUAS Pilots | 0 |

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 | 665 | \$838,390 | \$1,261 |
| Fleet | 5,863 | \$2,120,488 | \$362 |

1,710

Fleet Missions

454

Non-Fleet Missions



Top 3 Categories:
Hazards, Maintenance, and Incident.

Submission Breakdown:
18% sUAS
82% Crewed

| | |
|-----------------|------|
| Total Reported | 17 |
| Remaining Open | 0 |
| Completion Rate | 100% |

Fleet Statistics

| Fleet Statistics | # |
|-------------------|-----|
| Crewed Aircraft | 44 |
| Pilots | 25 |
| Uncrewed Aircraft | 125 |
| sUAS Pilots | 107 |

1,664 sUAS Flights

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

Top Aircraft Used: Skydio X10, and Parrot Anafi





National Park Service

| Crewed Aircraft | Annual Flight Hours | Annual Flight Usage Cost | Cost per Flight Hour |
|-----------------|---------------------|--------------------------|----------------------|
| Non-Fleet | 5,162 | \$7,978,908 | \$1,546 |
| Fleet | 3,432 | \$1,943,739 | \$566 |

1,712
Fleet Missions

4,436
Non-Fleet Missions



Top 3 Categories: Hazards, Maintenance, and Incident.

Submission Breakdown:
9% sUAS
91% Crewed

| | |
|-----------------|-----|
| Total Reported | 76 |
| Remaining Open | 16 |
| Completion Rate | 79% |

| Fleet Statistics | # |
|-------------------|----|
| Crewed Aircraft | 26 |
| Pilots | 20 |
| Uncrewed Aircraft | 57 |
| sUAS Pilots | 89 |

1,299 sUAS Flights

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

Top Aircraft Used: Skydio X10 and DJI Matrice 600





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



Top 3 Categories:
N/A

Submission Breakdown:
0% sUAS
0% Crewed

| | |
|-----------------|-----|
| Total Reported | 0 |
| Remaining Open | 0 |
| Completion Rate | N/A |

| Fleet Statistics | # |
|-------------------|----|
| Crewed Aircraft | 0 |
| Pilots | 0 |
| Uncrewed Aircraft | 38 |
| sUAS Pilots | 19 |

156 sUAS Flights

Top Categories:
Monitoring/Inspection and Mapping

Top Aircraft Used: Parrot Anafi and Skydio X10



| Crewed Aircraft | Annual Flight Hours | Annual Flight Usage Cost | Cost per Flight Hour |
|-----------------|---------------------|--------------------------|----------------------|
| NonFleet | 1,071 | \$1,390,200 | \$1,298 |
| Fleet | 27 | \$35,330 | \$1,309 |

6
Fleet Missions

1000
Non-Fleet Missions



Top 3 Categories:
Incident, UAS, and Hazard.

Submission Breakdown:
80% sUAS
20% Crewed

| | |
|-----------------|------|
| Total Reported | 5 |
| Remaining Open | 0 |
| Completion Rate | 100% |

| Fleet Statistics | # |
|-------------------|-----|
| Crewed Aircraft | 0 |
| Pilots | 0 |
| Uncrewed Aircraft | 190 |
| sUAS Pilots | 141 |

1,658 sUAS Flights

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

Top Aircraft Used: Skydio X10, and 3DR Solo





Office of Aviation Services

| Crewed Aircraft | Annual Flight Hours | Annual Flight Usage Cost | Cost per Flight Hour |
|-----------------|---------------------|--------------------------|----------------------|
| Non-Fleet | 76 | \$62,362 | \$821 |
| Fleet | 554 | \$247,711 | \$447 |

393
Fleet Missions

66
Non-Fleet Missions



Top 3 Categories: Maintenance, Hazard, and Incident

Submission Breakdown:
0% sUAS
100% Crewed

| | |
|-----------------|-----|
| Total Reported | 20 |
| Remaining Open | 1 |
| Completion Rate | 95% |

| Fleet Statistics | # |
|-------------------|----|
| Crewed Aircraft | 3 |
| Pilots | 10 |
| Uncrewed Aircraft | 2 |
| sUAS Pilots | 12 |

31 sUAS Flights

Top Categories: Training & Proficiency, and Monitoring/ Inspection

Aircraft Used: Skydio X10



POLICY & ASSURANCE

N35HX



03





| Performance | Quantity |
|--|----------|
| Cooperator Approvals | 44 |
| Elevated SAFECOMs Completed | 4 |
| Fuel Service Vehicle Inspections | 237 |
| Fleet Aircraft Inspections | 88 |
| Fleet Maintenance Facility Inspections | 4 |
| Fleet Pilot Evaluations | 175 |
| Interagency Safety Communications Issued | 23 |

| Performance | Quantity |
|--|----------|
| Operational Procedures Memoranda (OPM) Revisions | 3 |
| Program Evaluations Completed | 9 |
| sUAS Operator Inspections Completed | 134 |
| Student Hours of IAT Training Completed | 175,822 |
| Technical Specifications for Procurement Reviewed* | 85 |
| Vendor Aircraft Inspections | 714 |
| Vendor Pilot Evaluations | 682 |

*Includes Solicitation Reviews

GENERAL OVERVIEW





At-A-Glance

41,236

Online Courses
Completed

7,598

Classroom Courses
Completed

3,972

Webinars
Completed

* Includes RTs and Workshops

52,806

Total Courses
Completed

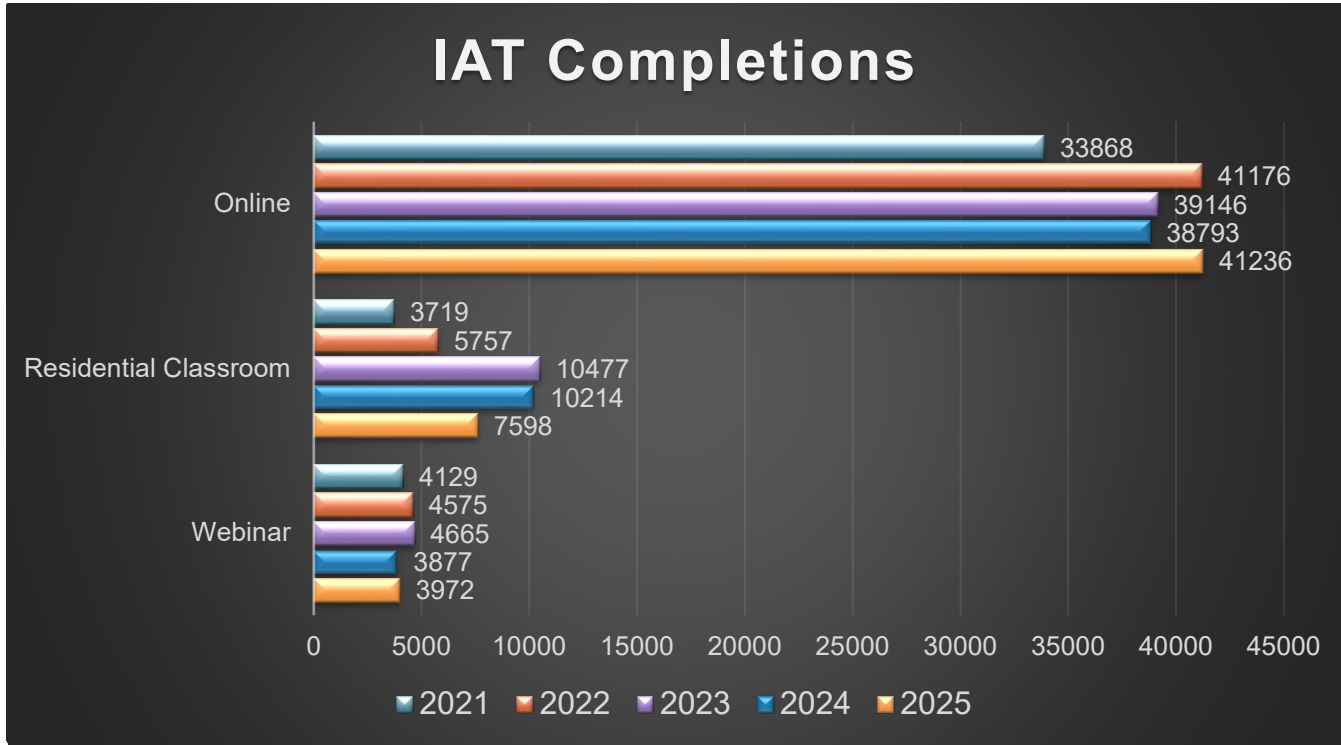
<https://www.iat.gov>

In FY25, the OAS Training Branch satisfied a robust demand for instructor-led courses including over 100 webinars and in-person trainings. Other accomplishments include IAT course revisions and updates to instructor and student materials. Additionally, we held one successful ACE event in Denver, CO and aviation training weeks in Anchorage and Fairbanks, AK.

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. As a result we have developed a training gap analysis to better meet the training needs of personnel who hold IAT qualifications. Analysis and implementation will continue in FY26.

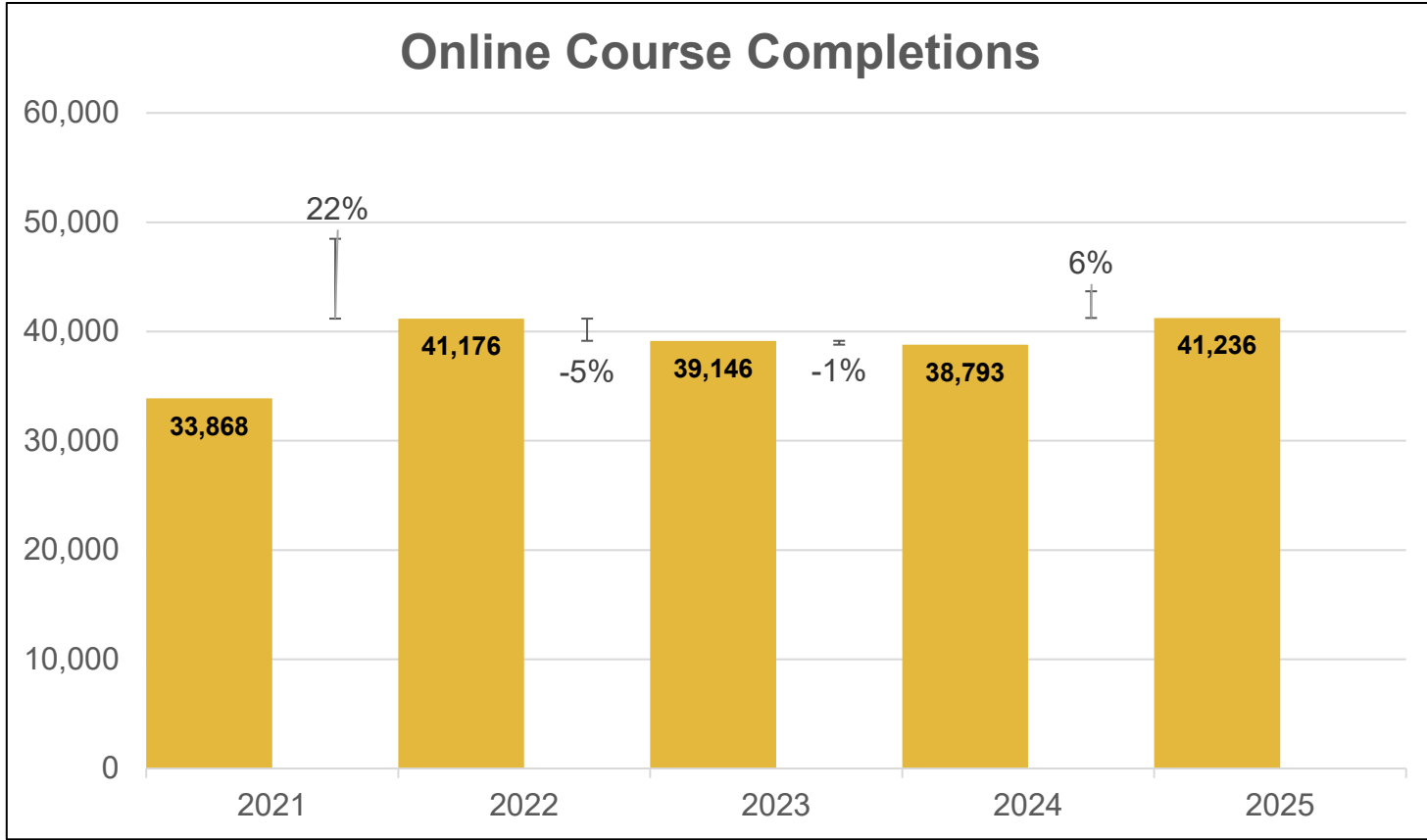
TRAINING BRANCH UPDATE



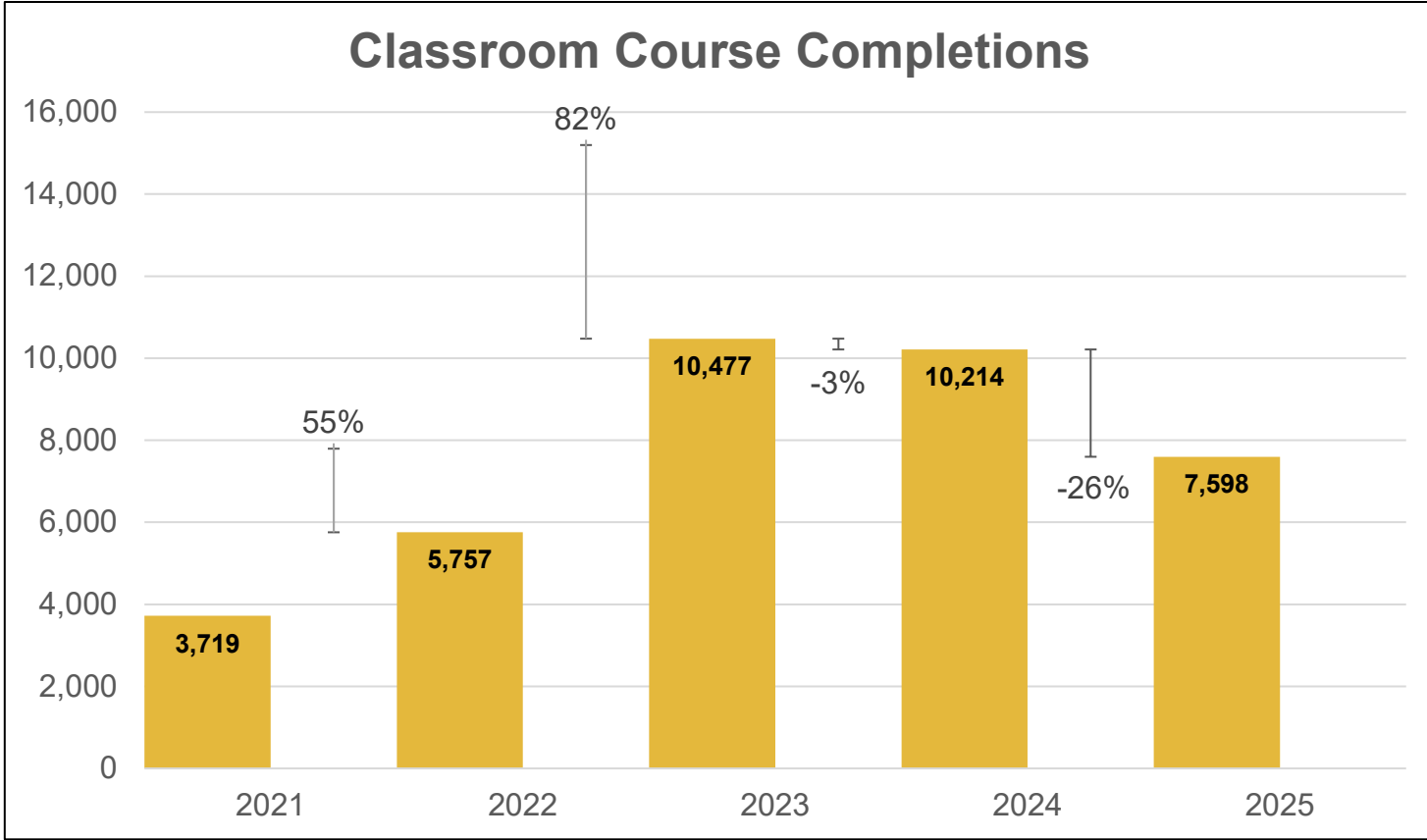
52,806 FY25
Course
Completions



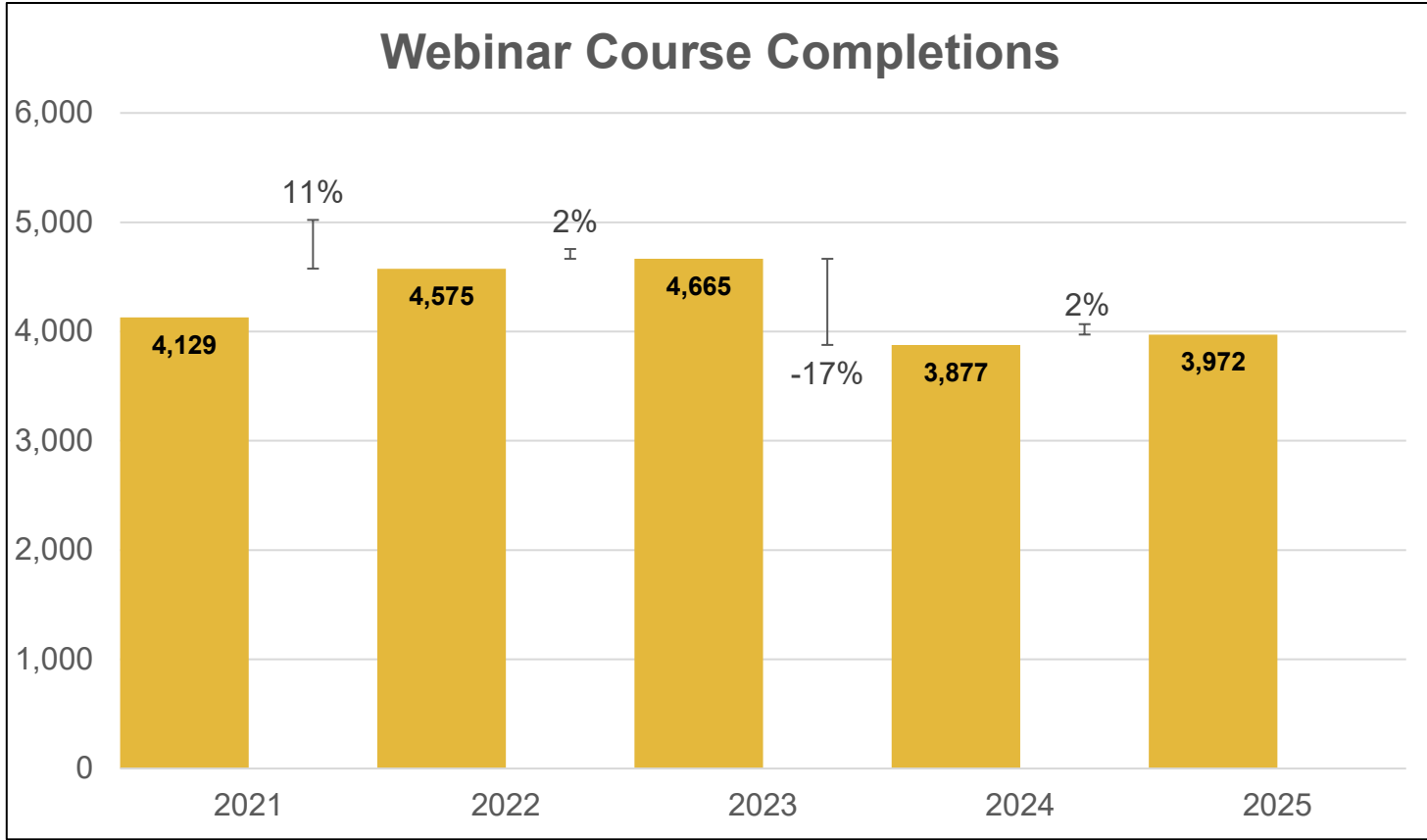
TRAINING BRANCH UPDATE



TRAINING BRANCH UPDATE



TRAINING BRANCH UPDATE



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 FY21-25

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



Top 5 Best Practices for FY21-25

- 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)



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.

Safety & Evaluation Changes

Adjusted Adjectival
Rating Thresholds

Updated FAA
and
IS-BAO Standards

12

SSEB
Completions

14

Solicitation
Reviews

8

SMS Vendor
Onsite Visits

At-A-Glance



Aviation Safety Management System (SMS) Success Stories / Improvements

- 1) Updated inclusion of FAA SMS requirements in DOI solicitations (Part 135/91).
- 2) Completed first SMS site visit for MN and TX based vendors.
- 3) 100% SMS Manual submission compliance.

For more information:

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



RISK MANAGEMENT



04





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.

40%

DOI

38%

USFS

21%

State

1%

Cooperator

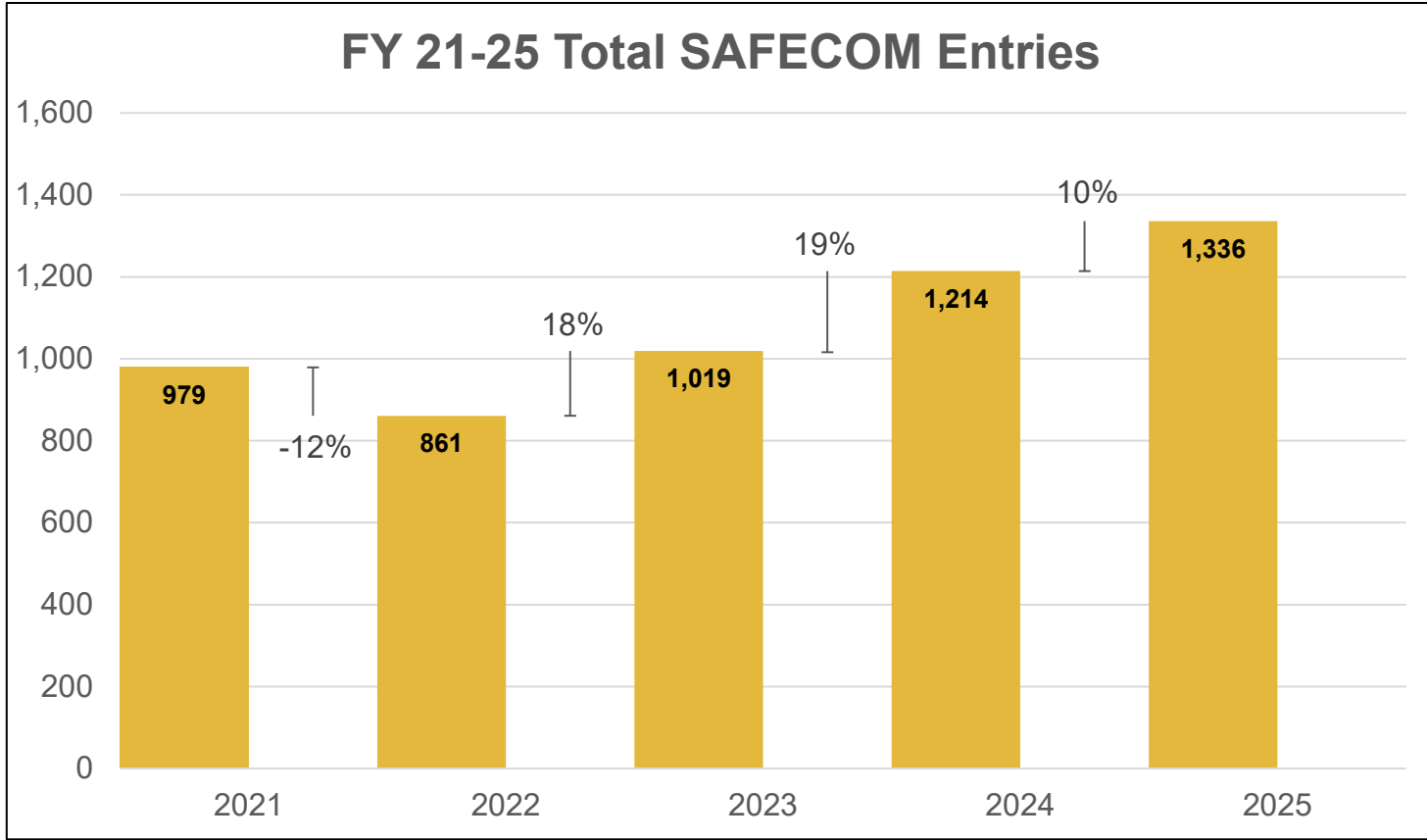
SAFECOM Data

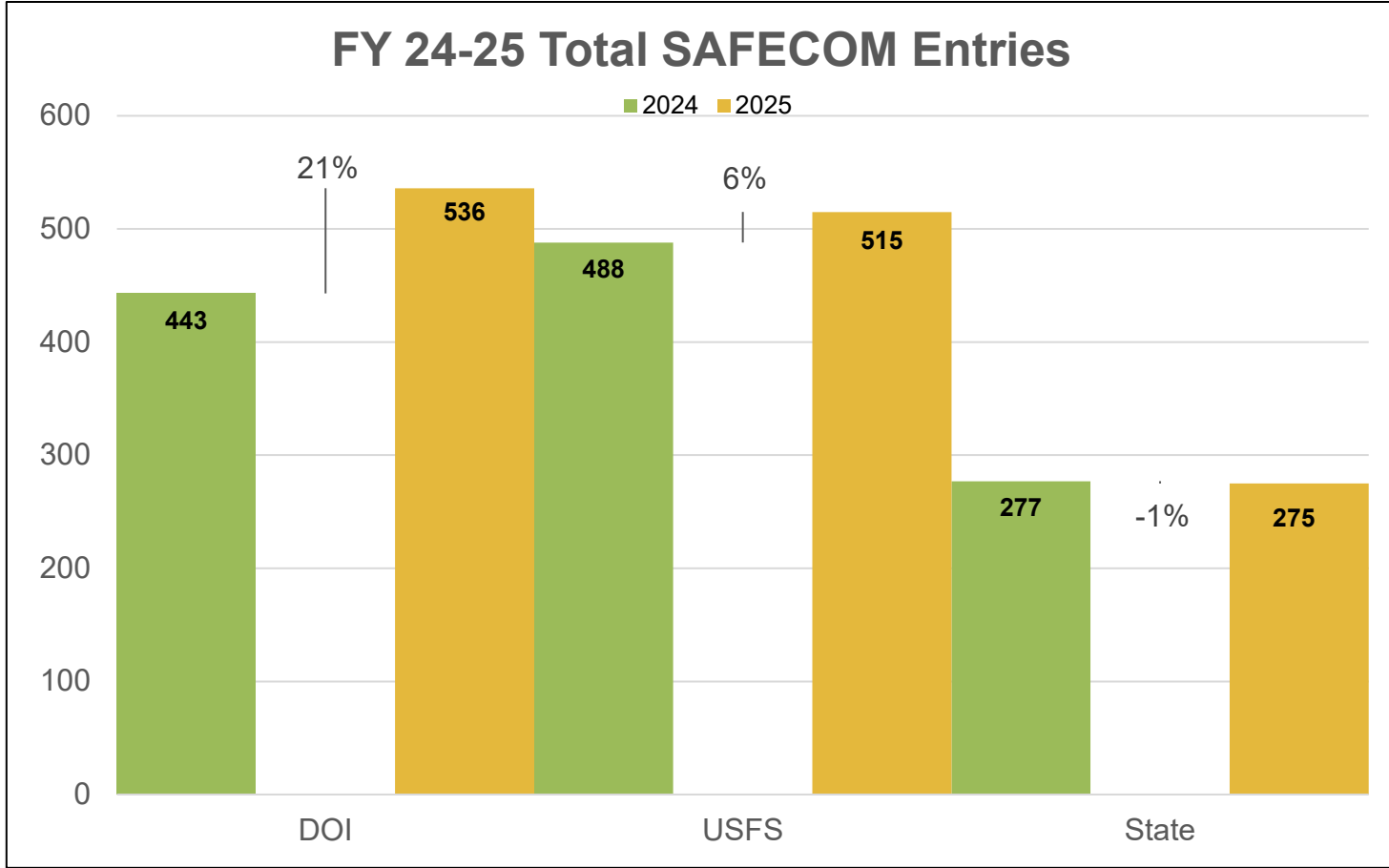
1,336
Total SAFECOM
Entries*

536
DOI Bureau
Entries

*DOI, USFS, States, & Cooperators





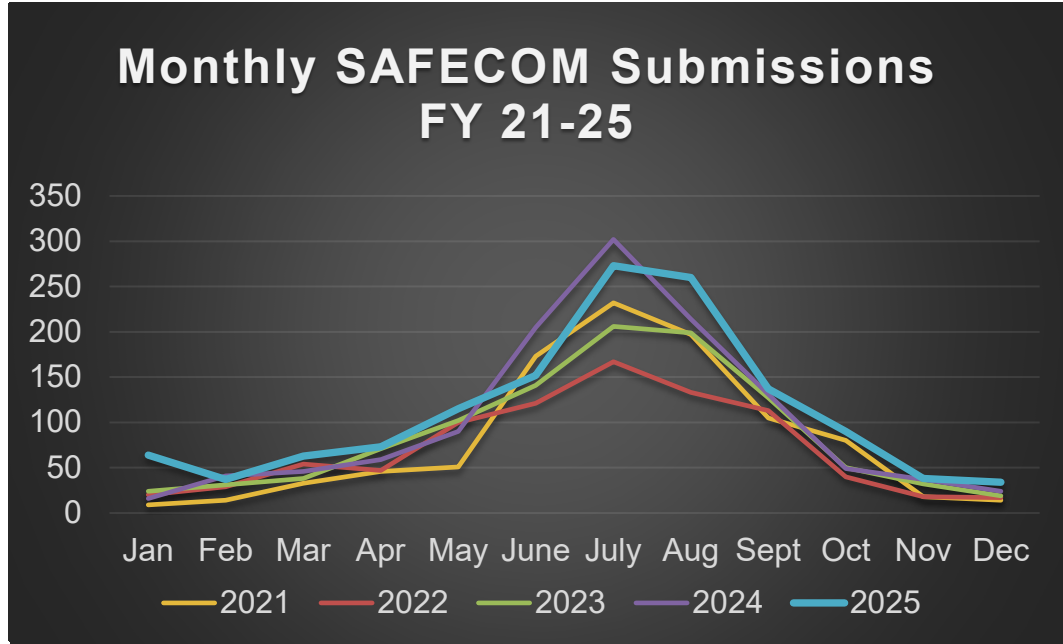




FY 25 Percentage Submission By Bureau*

| Bureau | Percent |
|--------|---------|
| BIA | 6% |
| BLM | 31% |
| BOEM | 0% |
| USBR | 0.3% |
| BSEE | 41% |
| FWS | 3% |
| NPS | 14% |
| OAS | 4% |
| OSMRE | 0% |
| USGS | 1% |

*Crewed & sUAS



*All Agencies





FY25 SAFECOM Comparison

Crewed Aircraft

| Bureau | Reporting Rate per 1,000 flight hours* | FY25 Flight Hours | FY25 Crewed SAFECOMs |
|--------|--|-------------------|----------------------|
| BSEE | 43.56 | 5,004 | 218 |
| OAS | 34.07 | 587 | 20 |
| BIA | 11.57 | 2,679 | 31 |
| NPS | 8.10 | 8,512 | 69 |
| BLM | 5.69 | 24,318 | 145 |
| FWS | 2.15 | 6,509 | 14 |
| USGS | 0.92 | 1,077 | 1 |
| USBR | 0 | 16 | 0 |
| BOEM | 0 | 191 | 0 |
| OSMRE | N/A | 0 | 0 |

*Reporting Rate Formula = (# SAFECOMs/Flight Hours) x 1000

FY25 SAFECOM Comparison

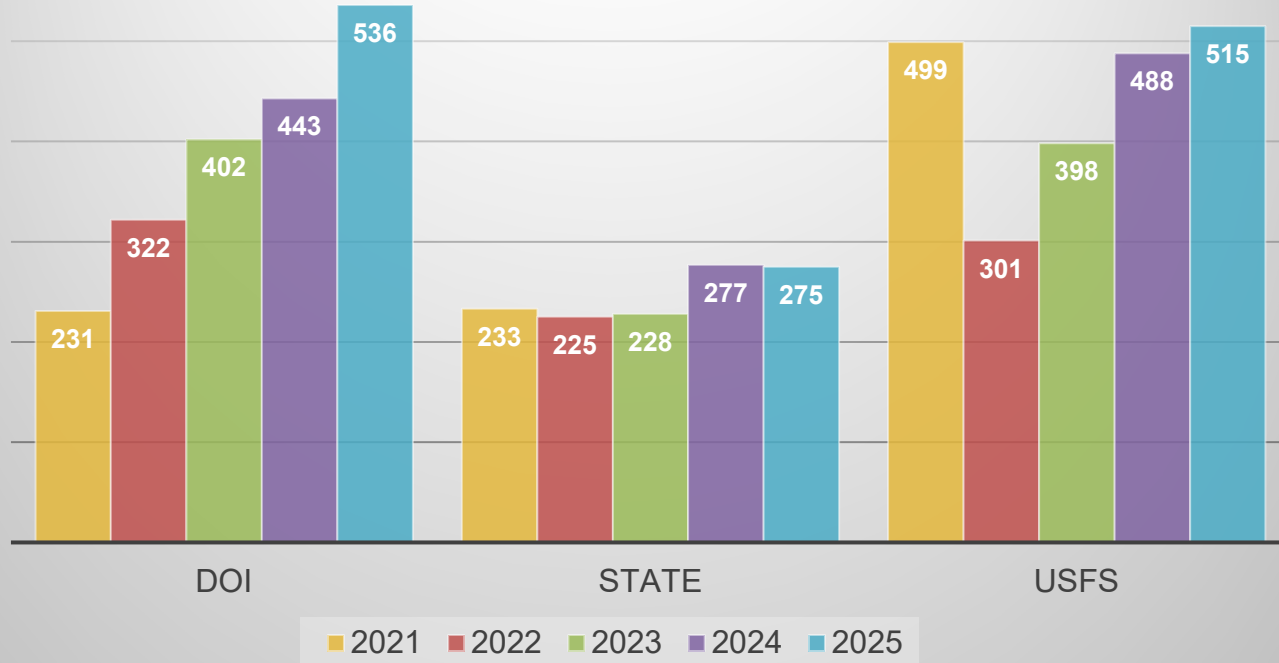
Uncrewed Aircraft

| Bureau | Reporting Rate per 100 flights* | FY25 Flights | FY25 Uncrewed SAFECOMs |
|--------|---------------------------------|--------------|------------------------|
| NPS | .84 | 1,299 | 11 |
| BIA | .74 | 269 | 2 |
| OSMRE | .64 | 156 | 1 |
| BLM | .47 | 1,897 | 9 |
| USGS | .42 | 1,658 | 7 |
| USBR | .41 | 731 | 3 |
| FWS | .12 | 1,664 | 2 |
| OAS | 0 | 31 | 0 |
| BSEE | N/A | 0 | 0 |
| BOEM | N/A | 0 | 0 |

*Reporting Rate Formula = (# SAFECOMs/Flights) x 100



FY21-25 SAFECOMs REPORTED





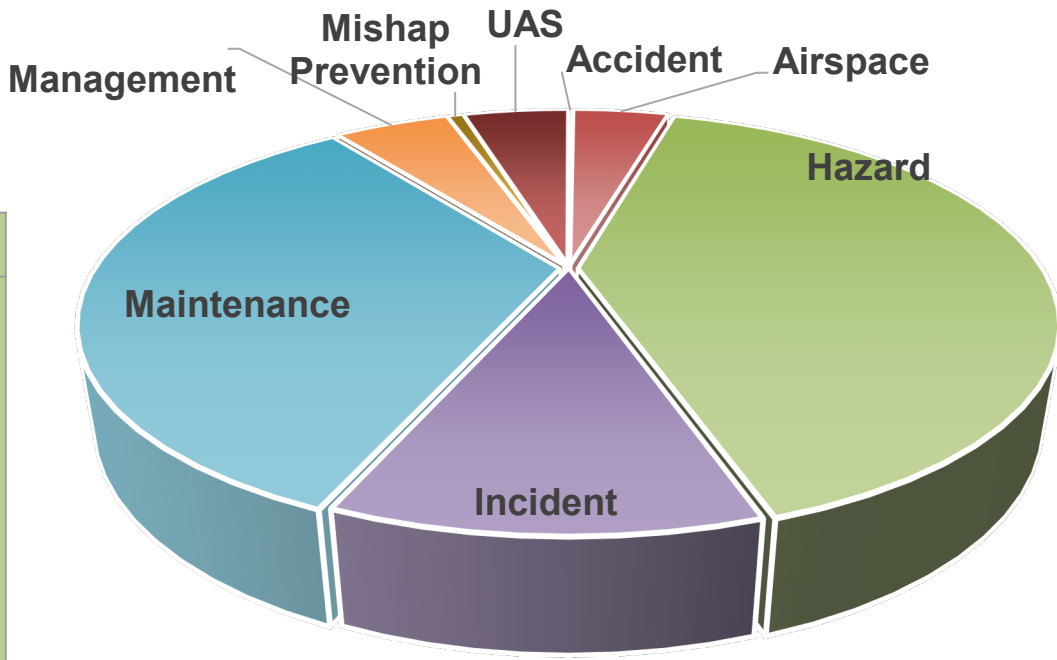
FY25 SAFECOM DISTRIBUTION BY CATEGORY

Maintenance

- Engine
- Electrical
- Avionics
- Airframe
- Instrument
- Chip Light
- Mission Equip.
- Oil
- Caution Light

Hazard

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





| | | | | |
|-----------|-----------|--------------|--------------|----------|
| 3 | 4 | 8 | 6 | 2 |
| DOI SA | IA APB | DOI/IA LL | DOI/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. |





Interagency Aviation Safety Alert

| Publication Number | Title |
|--------------------|--|
| DOI SA 25-01 | Top Cub Rear Flight Control Stick Installation |
| DOI SA 25-02 | Beaver Ignition Interlock |
| DOI SA 25-03 | Top Cub Rear Stick Cover |

Interagency Accident Prevention Bulletin

| Publication Number | Title |
|--------------------|--|
| IA APB 25-01 | Non-Towered Airport Operations |
| IA APB 25-02 | Flight Deck Visibility |
| IA APB 25-03 | Redmond Airport Airspace |
| IA APB 25-04 | Cockpit Recording Devices |

DOI and Interagency Lessons Learned

| Publication Number | Title |
|--------------------|--|
| IA LL 25-01 | Flight Line Safety |
| IA LL 25-02 | King Air Pitch Trim Malfunction |
| IA LL 25-03 | Pre-Mission Planning |
| IA LL 25-04 | Human Factors - Startle Effect |
| IA LL 25-05 | Expectation Bias |
| IA LL 25-06 | Precautionary Landings |
| DOI LL 25-01 | Pilot Proficiency |
| DOI LL 25-02 | Improper Installation of Flight Controls |

Interagency/DOI Information Bulletin

| Publication Number | Title |
|--------------------|---|
| IA IB 25-01 | Single-Engine Scooper Numbering and Identification Change |
| IA IB 25-02 | Notice 7930.114 - NOTAM Term Change from Notice to Air Missions to Notice to Airmen |
| IA IB 25-03 | Southern Border Flight Operations |
| IA IB 25-04 | Eastern Idaho Flight Following Frequency Change |
| IA IB 25-05 | UAS AFF |
| DOI IB 25-01 | NDAA and DOI UAS Operations |

Interagency Technical Bulletin

| Publication Number | Title |
|--------------------|---|
| IA TB 25-01 | Attitude and Heading Errors After Sustained Turns |
| IA TB 25-02 | LC E20 Contaminants |



PROMOTION

05





| Award | Recipient(s) |
|--|---|
| Departmental Award for Outstanding Contribution to Aviation Safety | John Mills (OAS) |
| Award for Significant Contribution to Aviation Safety | Garrett Wilkerson (FWS) |
| In-Flight Action | Kyle Victor (BSEE) Gregory Liner (BSEE) Brandon Dunigan (BSEE) Jacob Tullos (BSEE) |
| Airward | Jeff Runck (BLM) Marty Skjordahl (BLM) Alex Watson (BLM) Lisa Faust (USGS) Gabe Alvarado (NPS) Jonathon Shore (FWS) Ted Viator (BSEE) Scott Mouton (BSEE) Hunter Romero (BSEE) Pete Haure (BSEE) |

In FY25, DOI awards increased 21% compared to FY24.





Accident-Free Milestones

| Bureau | Years |
|--------|-------|
| BIA | 8 |
| BLM | 1 |
| BOEM | 14 |
| BSEE | 51 |
| FWS | 1 |
| OSMRE | 5 |
| USBR | 28 |
| USGS | 5 |

| Bureau | National Aviation Manager | Phone |
|--------|------------------------------|--------------|
| BIA | George Violante | 208-616-5279 |
| BLM | Mike Reid | 208-387-5173 |
| BOEM | Richard Knowles | 907-334-5268 |
| BSEE | Andrew Wareham | 907-334-5278 |
| FWS | Anthony Lascano | 571-213-3021 |
| NPS | Kristin Swoboda | 208-387-5931 |
| OSMRE | Kamiliah Pendleton | 412-937-2849 |
| USBR | David Rosser | 208-433-5050 |
| USGS | Dirk Hart | 904-614-8844 |



EXECUTIVE SUMMARY



90





FY25 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 |
|---|
| <p>3 – OPM Updates Completed 770 – Cooperator Flight Hours Reported</p> |
| Assurance |
| <p>9 – Program Evaluations Completed 8 – Vendor SMS site visits. 83% of DOI contracts contained SMS requirements in FY25.</p> |
| Risk Management |
| <p>DOI achieved a 22% increase in SAFECOM reporting rate from FY24 to FY25.</p> |
| Promotion |
| <p>23 – Safety Publications released. 16 – DOI Safety Awards given.</p> |

| Procurement Type | FY 25 Rate | FY 24 Rate | Percent Difference |
|--------------------------|------------|------------|--------------------|
| Crewed Aircraft | | | |
| Mishap | 1.85 | 9.40 | -80% |
| Accident | 1.85 | 5.64 | -67% |
| 5-Year Mishap | 4.88 | 6.72 | -27% |
| Uncrewed Aircraft | | | |
| Mishap | 3.75 | 8.05 | -53% |
| 5-Year Mishap | 7.88 | 8.92 | -12% |

5-Year Data Summary

| Type | Total | Mishaps |
|----------|----------------|---------|
| Crewed | 266,042 hours | 13 |
| Uncrewed | 25,394 flights | 20 |





FY25 DOI Executive Summary

DOI EXECUTIVE SUMMARY

| Crewed Aircraft | Annual Flight Hours | Annual Flight Usage Cost | Cost per Flight Hour | Total Operational Costs | Total Operational Costs per Flight Hour |
|------------------------|---------------------|--------------------------|----------------------|-------------------------|---|
| Non-Fleet (Contracted) | 42,413 | \$111,712,786 | \$2,634 | \$288,298,276 | \$6,797 |
| Fleet (DOI Owned) | 11,598 | \$6,901,185 | \$595 | \$10,722,075 | \$924 |
| Total | 54,011 | \$118,613,971 | \$2,196 | \$299,020,351 | \$5,536 |



Top 3 Categories:
Hazard, Maintenance, and Incident.

Submission Breakdown:
7% sUAS
93% Crewed

| | |
|-----------------|-----|
| Total Reported | 536 |
| Remaining Open | 48 |
| Completion Rate | 91% |

| Fleet Statistics | Bureau Total |
|-------------------|--------------|
| Crewed Aircraft | 79 |
| Pilots | 64 |
| Uncrewed Aircraft | 567 |
| sUAS Pilots | 583 |

| |
|-------------------------------------|
| 11,598 Fleet Missions |
| 41,386 Non-Fleet Missions |

7,993 sUAS Flights

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

Top Aircraft Used: Skydio X10, Parrot Anafi, and DJI Mavic Pro

