

Reducing Aviation Accidents in Alaska

Delivered by: Clint Wease
Manager; Flight Standards, Alaska Region

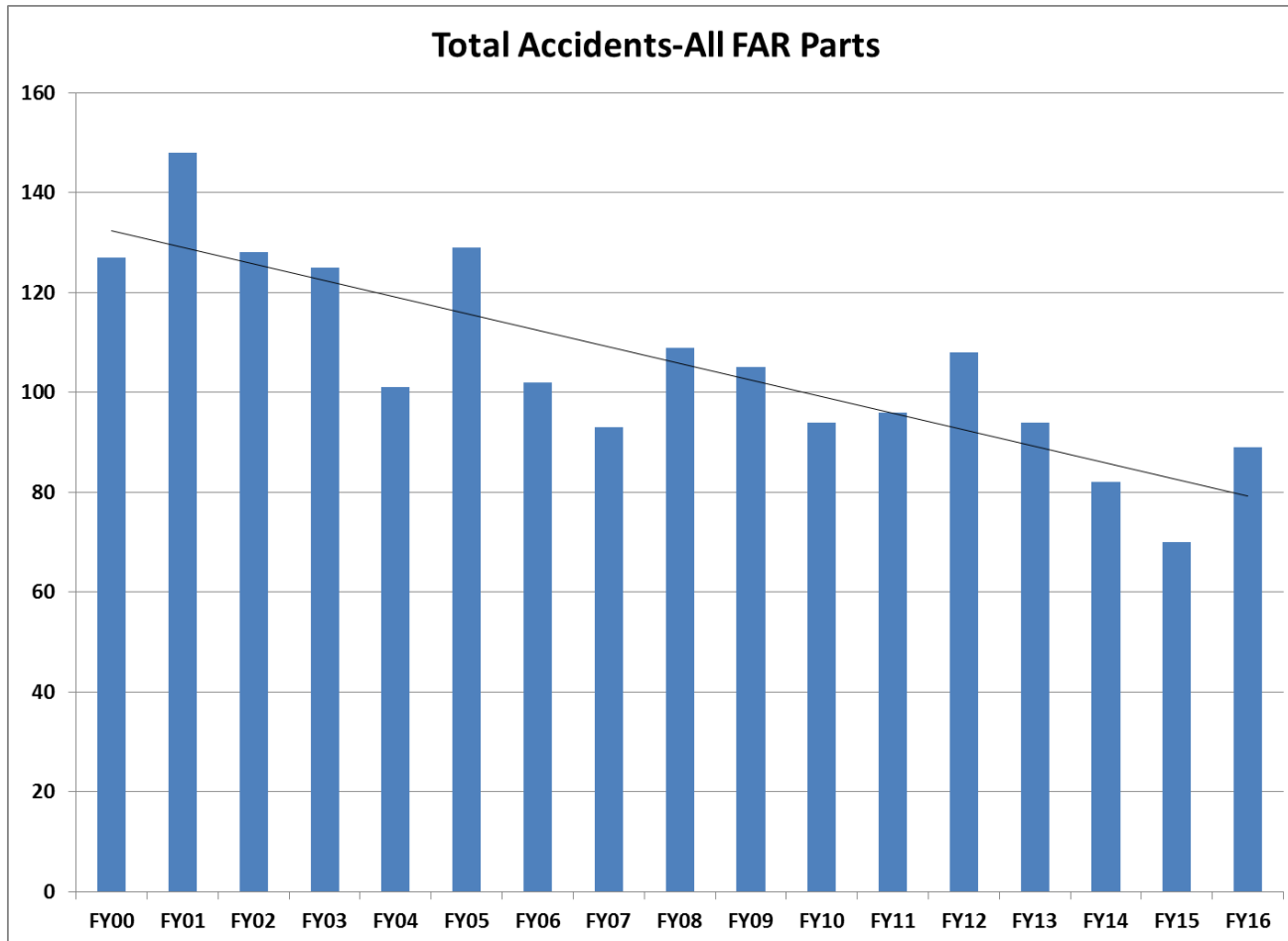
Deke Abbott
Manager; Polaris Certificate Mgmt Office

Briefing to: Technical Panel - NTSB Public Hearing



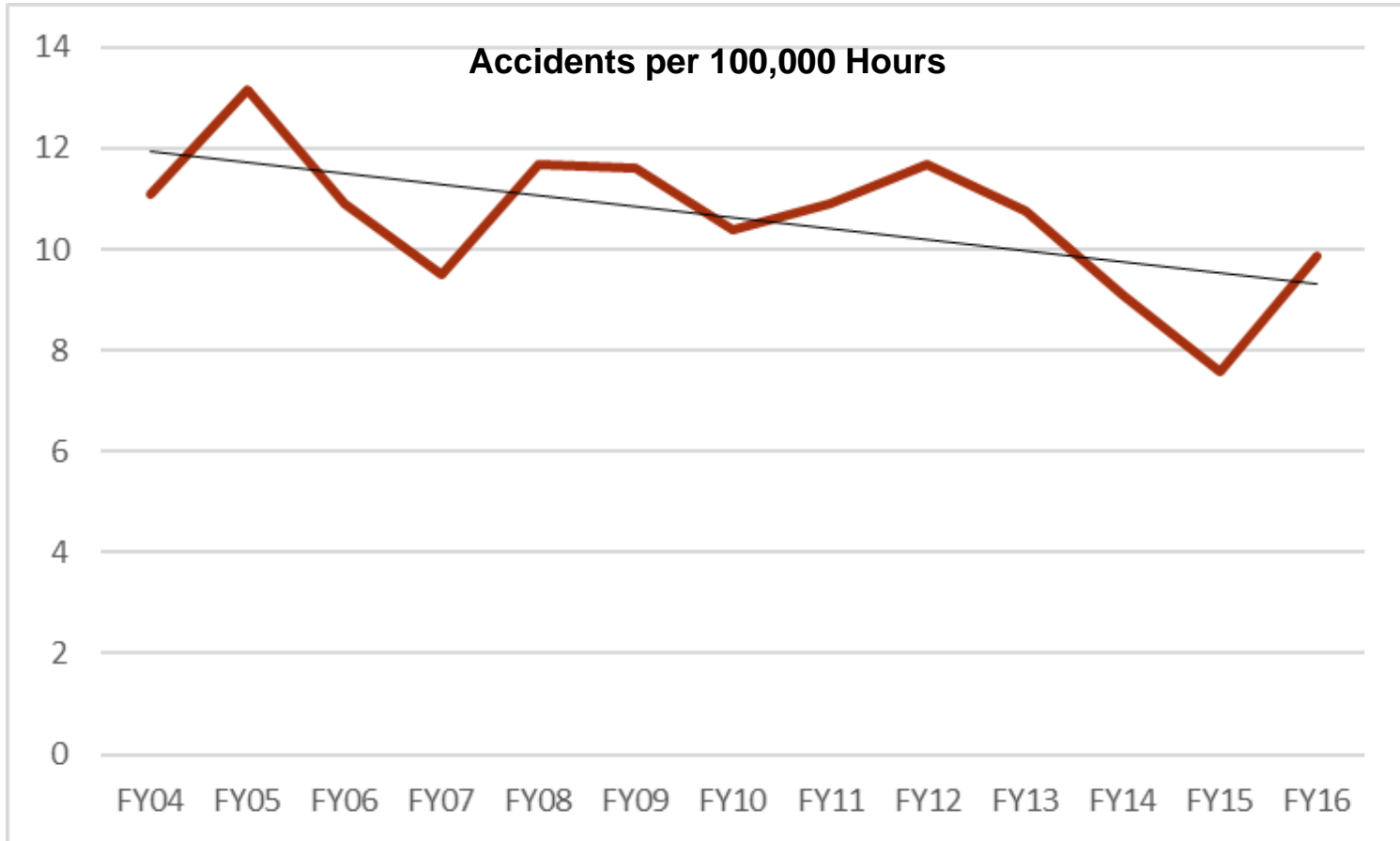
Total Aviation Accidents in Alaska

(Includes all Fatal and Non-fatal Accidents - in All FAR Types of Operations)



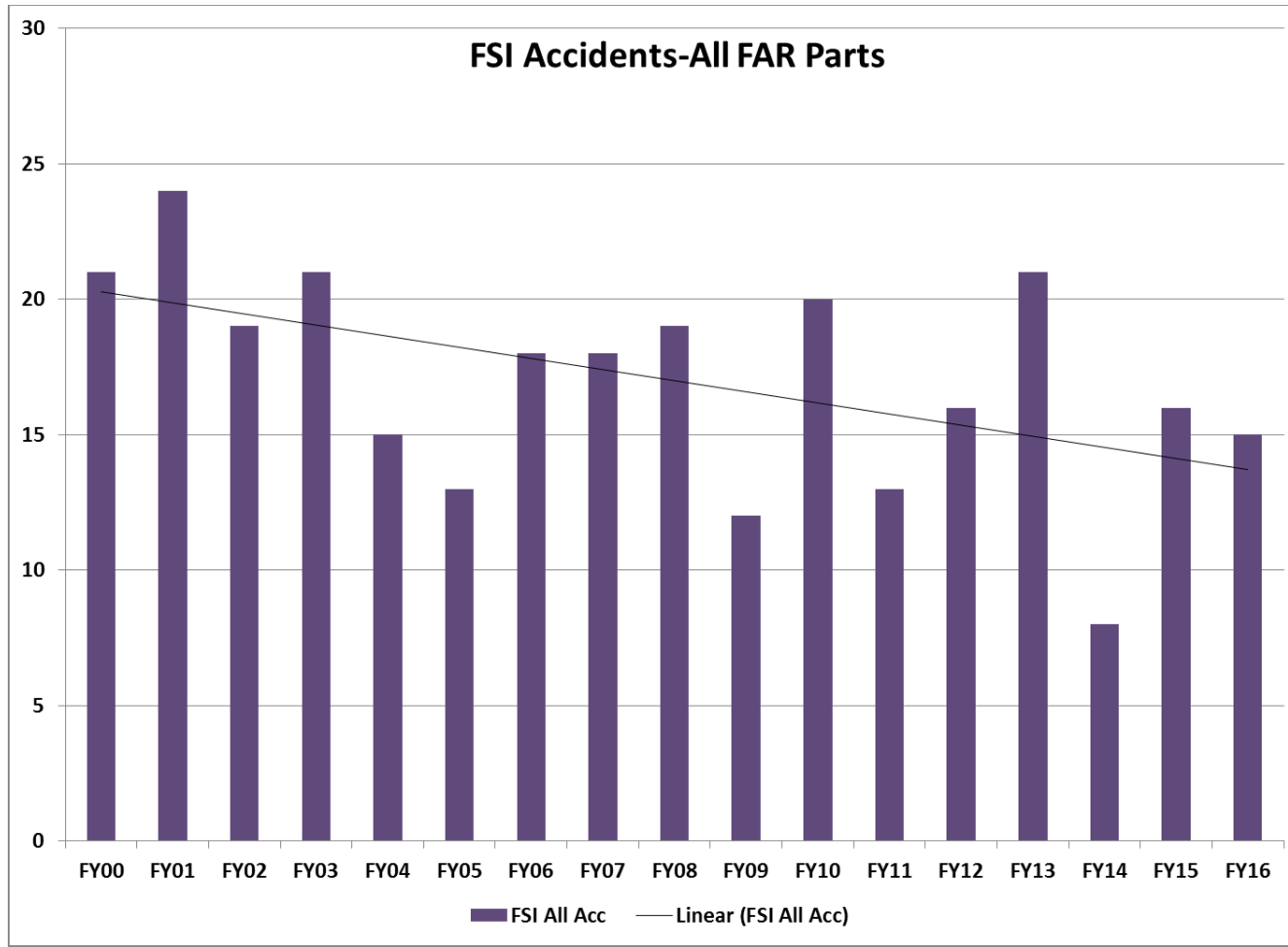
Aviation Accident Rate in Alaska

(Includes all Fatal and Non-fatal Accidents - in All FAR Types of Operations)



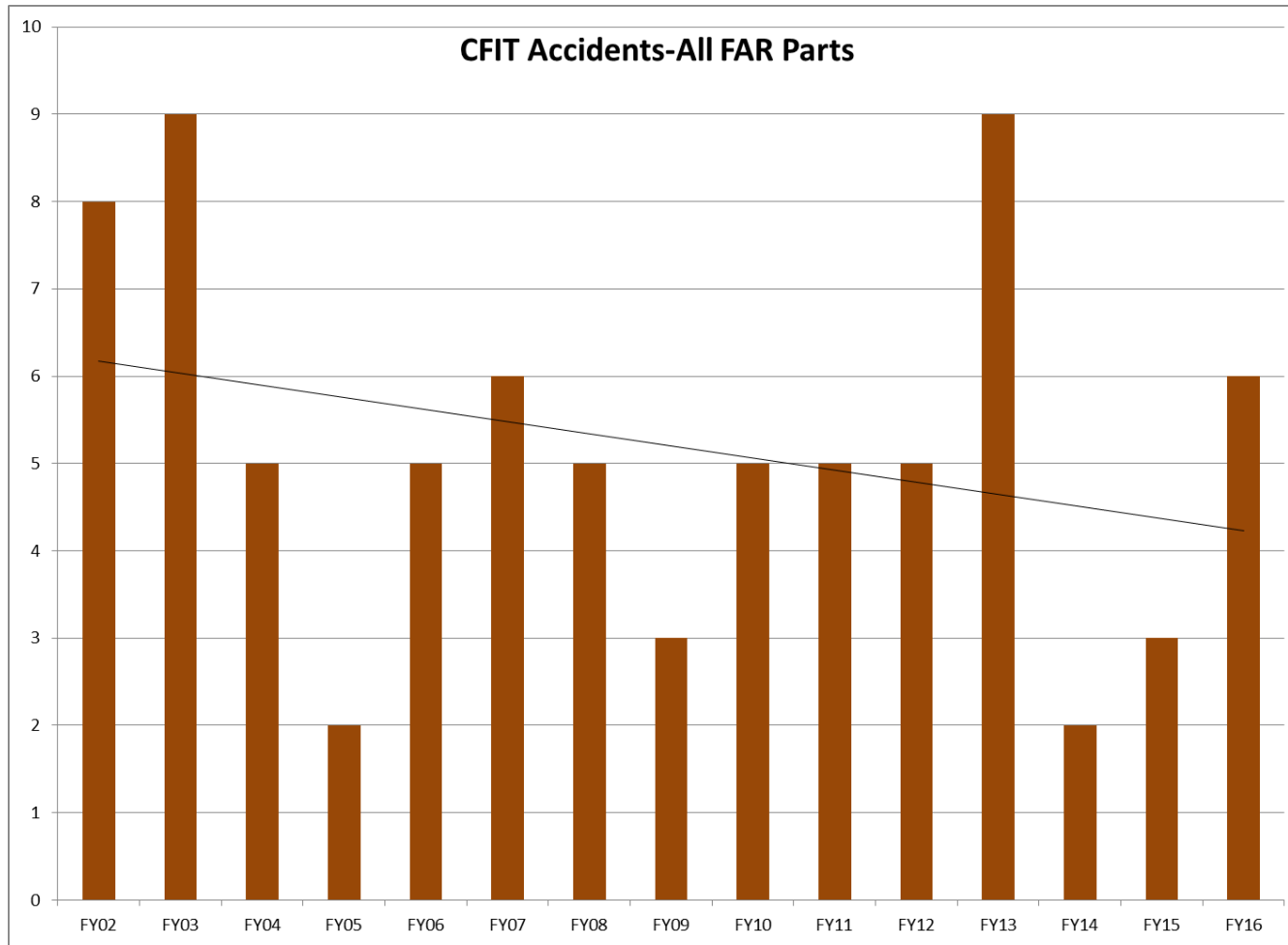
Total *Fatal & Serious Injury* Alaska Accidents

(Includes All FAR Types of Operations)



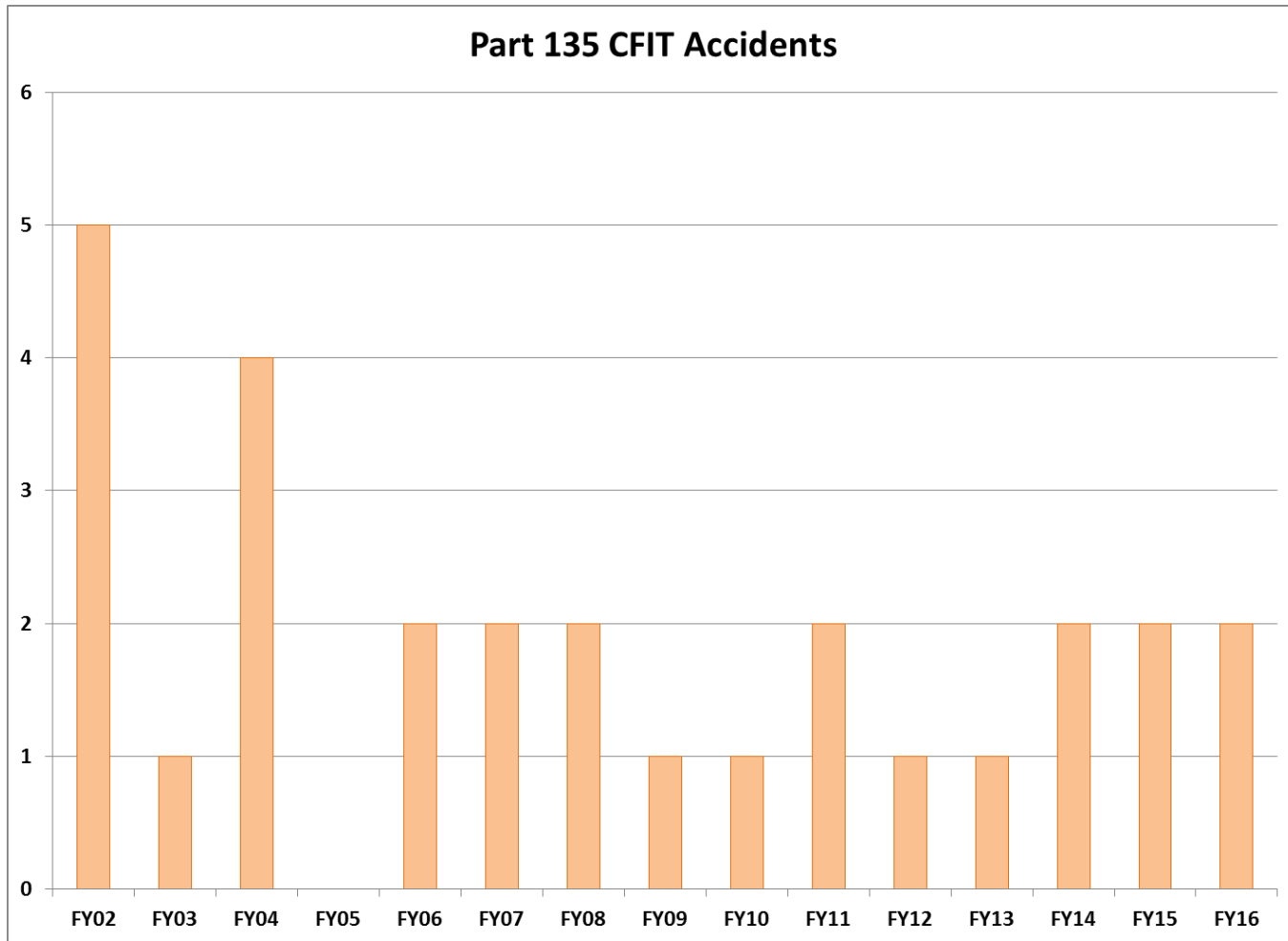
Total CFIT Accidents in Alaska

(Includes all Fatal and Non-fatal Accidents - in All FAR Types of Operations)



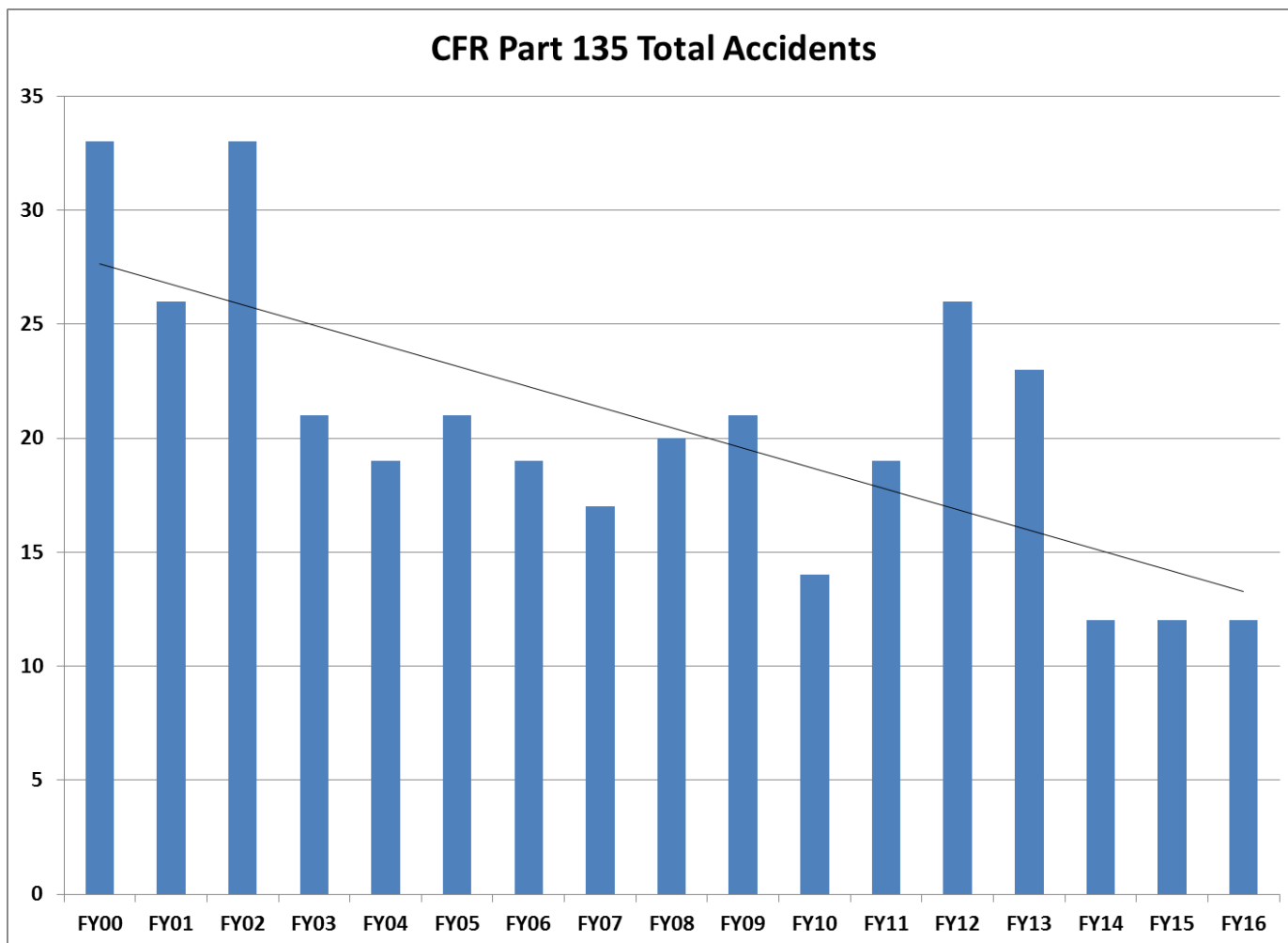
Total Part 135 CFIT Accidents in Alaska

(Includes all Fatal and Non-fatal Accidents - FAR 135 only)

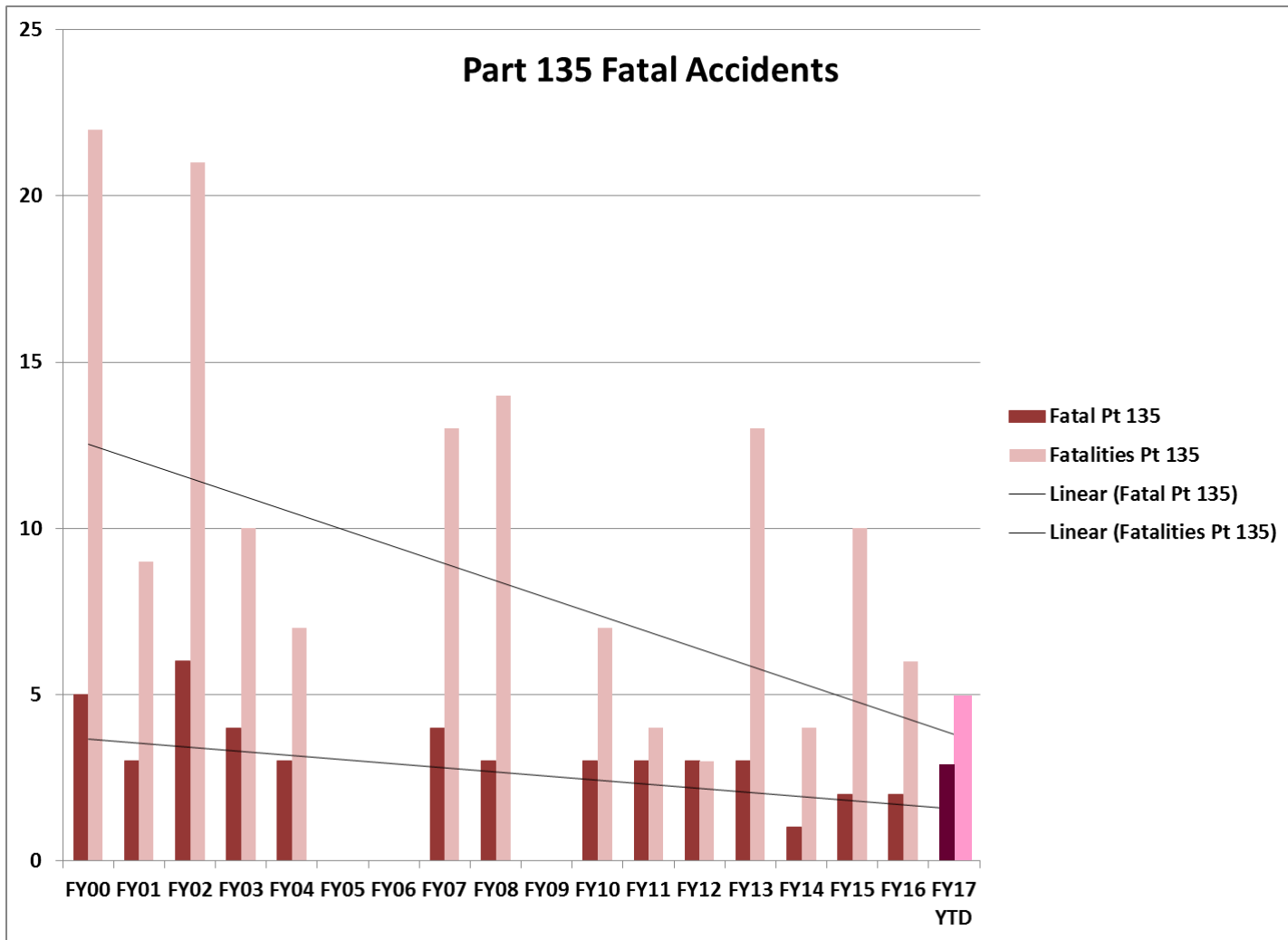


Total *Part 135* Accidents in Alaska:

(Includes all Fatal and Non-fatal Accidents – for all accident types)

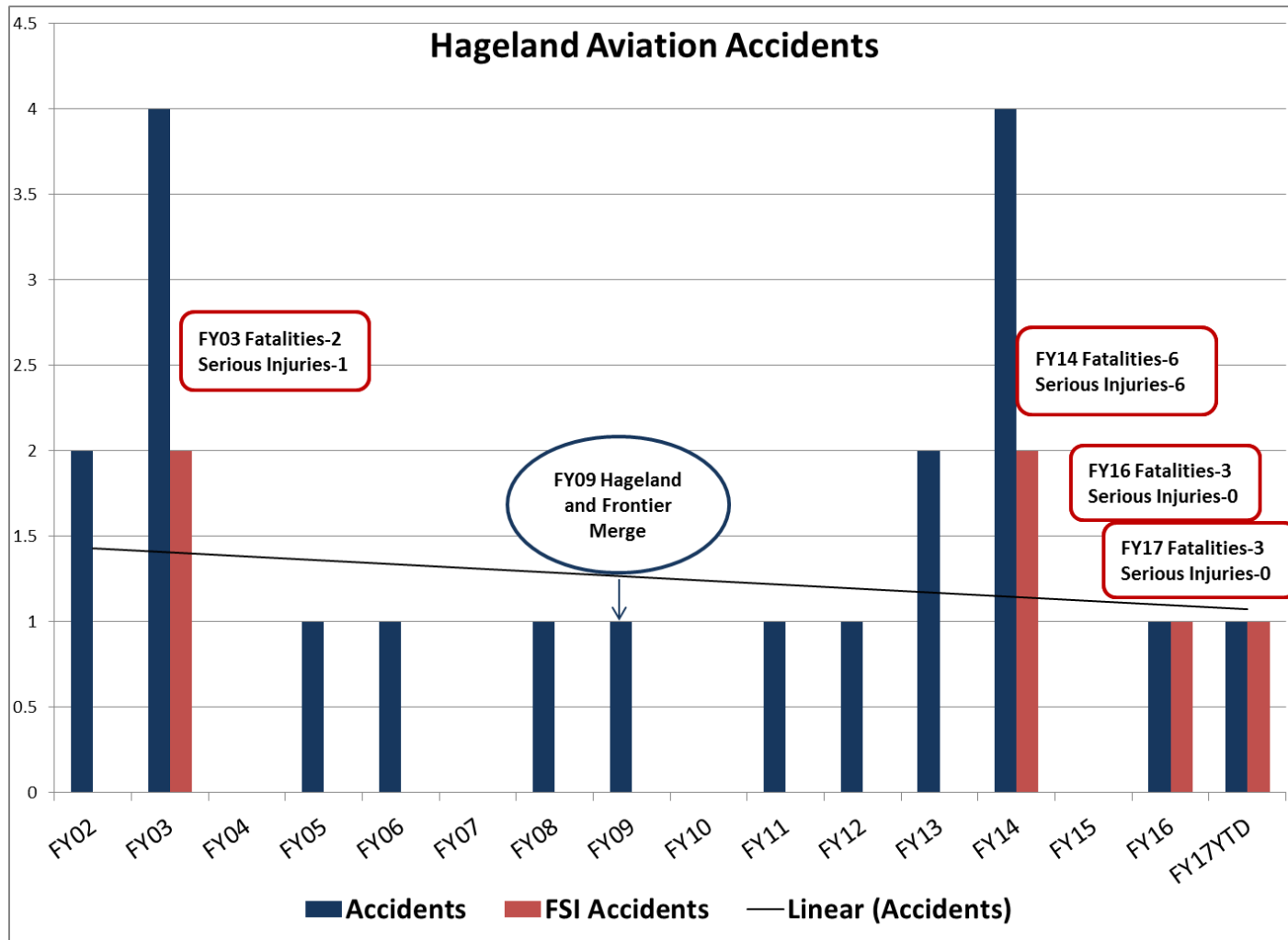


Fatal Part 135 Accidents in Alaska



Total Accidents – Hageland Aviation

(Includes All Fatal & Non-fatal Accidents)



Recent FAA Actions to Improve the Overall Safety of Aviation in Alaska

- Established the *Polaris Certificate Management Office* (CMO) – dedicated for oversight of higher risk operators
- Conducted *first-ever Part 135 Certificate Holder Evaluation Process* (CHEP) on three higher-risk operators
- Began a *CFIT avoidance initiative* for Part 135 commercial operators
- Developed & implemented the *Paid Passenger Program* for increased & unannounced surveillance of commercial operations.
- Conducted *annual meetings* with higher risk operators
- Participated with local industry groups at annual *Commuter Summit*
- Working to increase coverage of *AWOS & TAF* programs for 157 airports in Alaska. (*Partnership with Air Traffic & National Weather Svc.*)
- Consulted with Medallion Foundation to *upgrade their CFIT Avoidance and Operational Control* star/shield programs



FAA Oversight of Hageland Aviation

Briefing to: Technical Panel - NTSB Public Hearing
Delivered by: Deke Abbott, Manager
Polaris Certificate Management Office,
Anchorage, Alaska



FAA Oversight of Hageland Aviation

- The FAA's Certificate Management Team (CMT) has 5 inspectors dedicated to the oversight of Hageland Aviation (*2 ops inspectors; 2 maint. inspectors, 1 avionics inspector*)
- The CMT maintains consistent and frequent high-level engagement with Hageland Management.
- During a 6-month period in 2016, Hageland was inspected 117 times (*average of an inspection every business day*).
- Hageland's performance of the efforts implemented after the St. Mary's accident in 2013 is continually being monitored by the CMT (*i.e. Operational Control Center; Flight Tracking, Risk Assessment; Pilot Briefings; CFIT Training, etc.*)

FAA Actions Specific to Hageland Aviation

Completed Post-Togiak

- Reevaluated Hageland's level of risk (*as per our processes*)
- Validated adequacy of documentation of inspector oversight to detect risks (via SAS)
- Conducted internal assessments of Hageland's system designs for specific high-risk areas
- Initiated an external audit - conducted by inspectors from outside Alaska - to assess the performance of Hageland against their system designs

FAA & Hageland Agreement: Post-Togiak

Safety Management System (SMS)

- Written commitment to implement an SMS into their system.

Pilot Training

- Implemented a *Professional Pilot Program* into the initial new hire Ground School & Recurrent training, utilizing outside consultants
- Developing training programs for: Human Factors; SIC-to-PIC transition; leadership and pilot evaluations

Electronic Record Keeping

- Converting entire system of company manuals into an all-electronic format (*nearly complete*)

FAA & Hageland Agreement: Post-Togiak

(Continued)

Operational Control

- FOQA equipment to be installed in every aircraft to monitor flights
- Developing a department that will analyze FOQA data to ensure compliance with company manual requirements
- Inop GPS will be assessed as elevated risk
- Cessna 208 checklist modified to verify that TAWS selected “on”

VFR Routes

- All VFR flights will be conducted on a GPS route with minimum altitudes, visibility and ceiling assigned for day/night operations
- Most routes will use direct routing & flown with GPS
- Route parameters will be entered into the management software system for an authorized flight release

Safety Culture – Captured in a Pilot Blog

Comment posted March 2017 by a pilot with a distinct attitude:

“ 290/day and I believe \$60ish/HR over a 5 HR daily average ...But they have taken away the joy of bush flying in Alaska. No deviating off a direct path ... You are expected to fly like an airline pilot ... without the perks... And have the FAA watching your every move... I just turned down an offer from the DO. He says the new Alaska safety culture is entirely his doing and wants everyone to know that... Never met someone with a bigger ego. ”

Response from a pilot with a different view:

“ As a low-time CPL with an interview coming up for an SIC slot, I am not entirely upset that this boost in safety culture is a bad thing, even if the DO has an ego..... For people who want to get in, build hours, and move on to regionals after a year or so, I don't think its too much of a hassle to put up with someone like that if it means things will be done in a safer manner.”

Questions ?

