Safety Communiqué (SAFECOM)

To report any condition, observation, act, maintenance problem, or circumstance with personnel or the aircraft that has the **potential** to cause an aviation-related mishap.

SAFECOM

If you see something… say something

If you think it's wrong… QUESTION IT

If you know it's wrong… STOP IT !!!

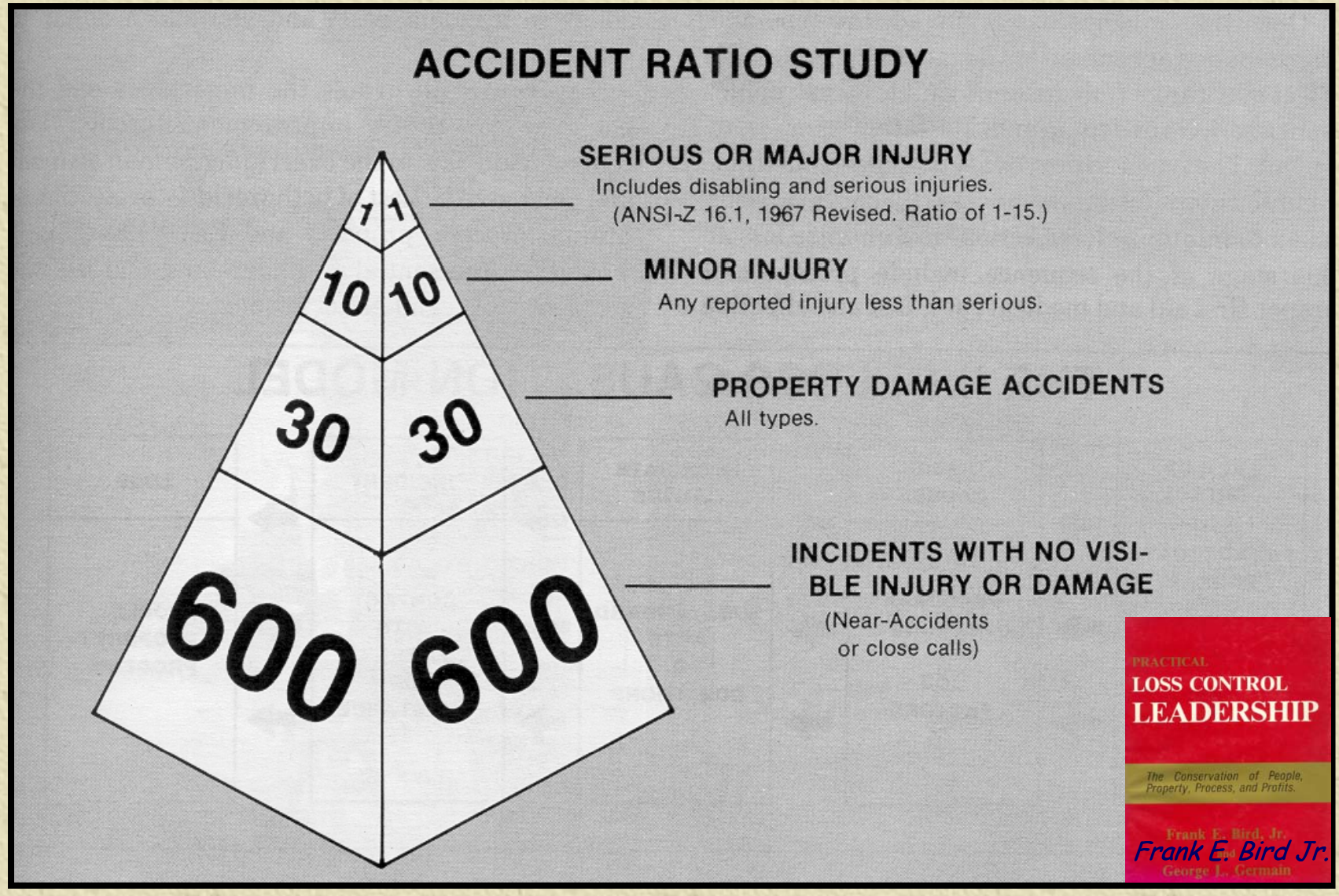
Either way, get all the details, people involved, correct the problem and…. in a timely manner REPORT IT

Objectives

- Why we have the SAFECOM system and how it fits in Safety Management Systems (SMS).
- Who can submit a SAFECOM
- Proper/improper use of a SAFECOM
- How to submit and search SAFECOMs
- Steps of SAFECOM management from submittal to being made public

Ratio of Incidents to Accidents

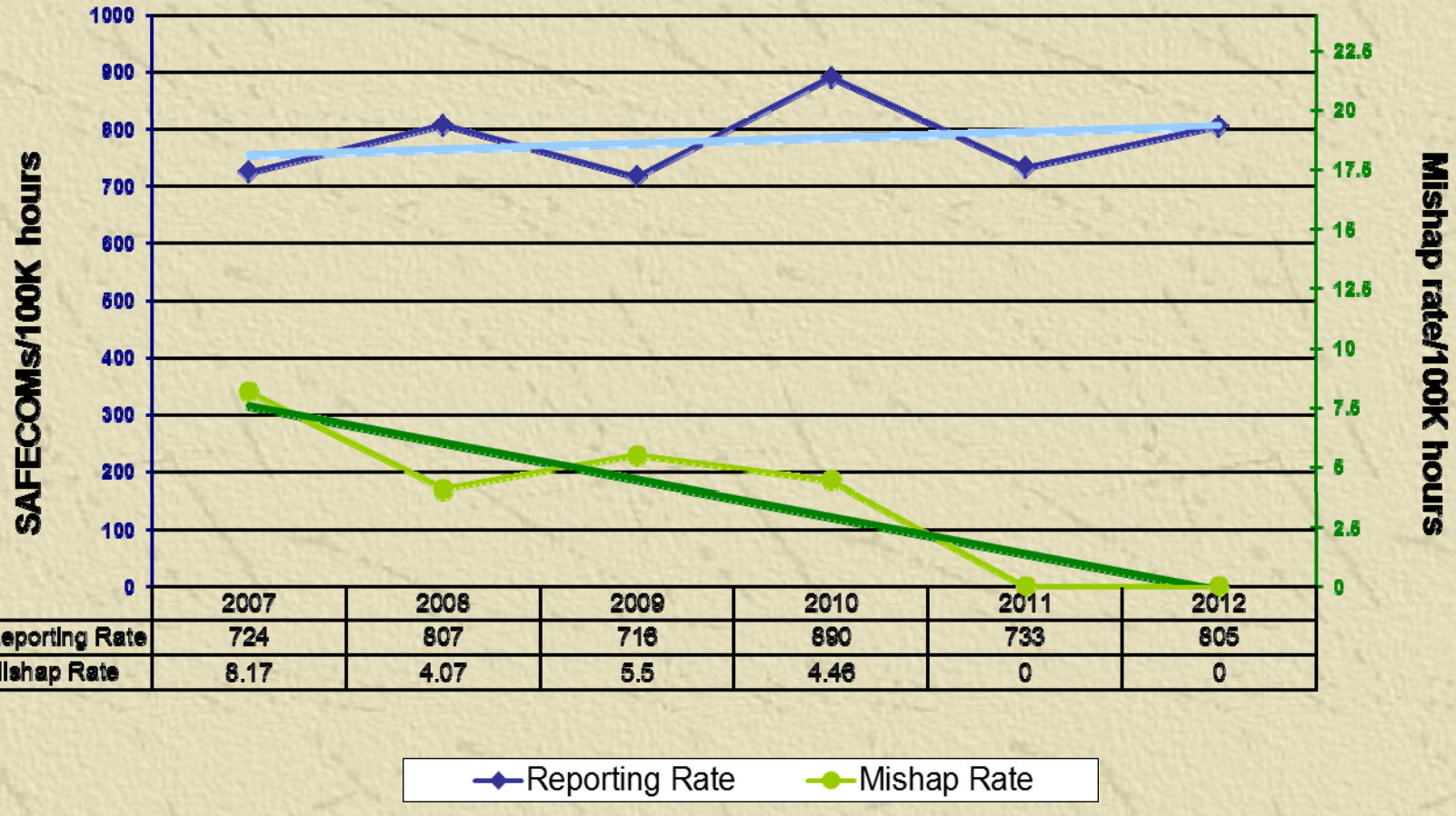
(one reason why reporting hazards is so important)



Comparing SAFECOMs to Accidents

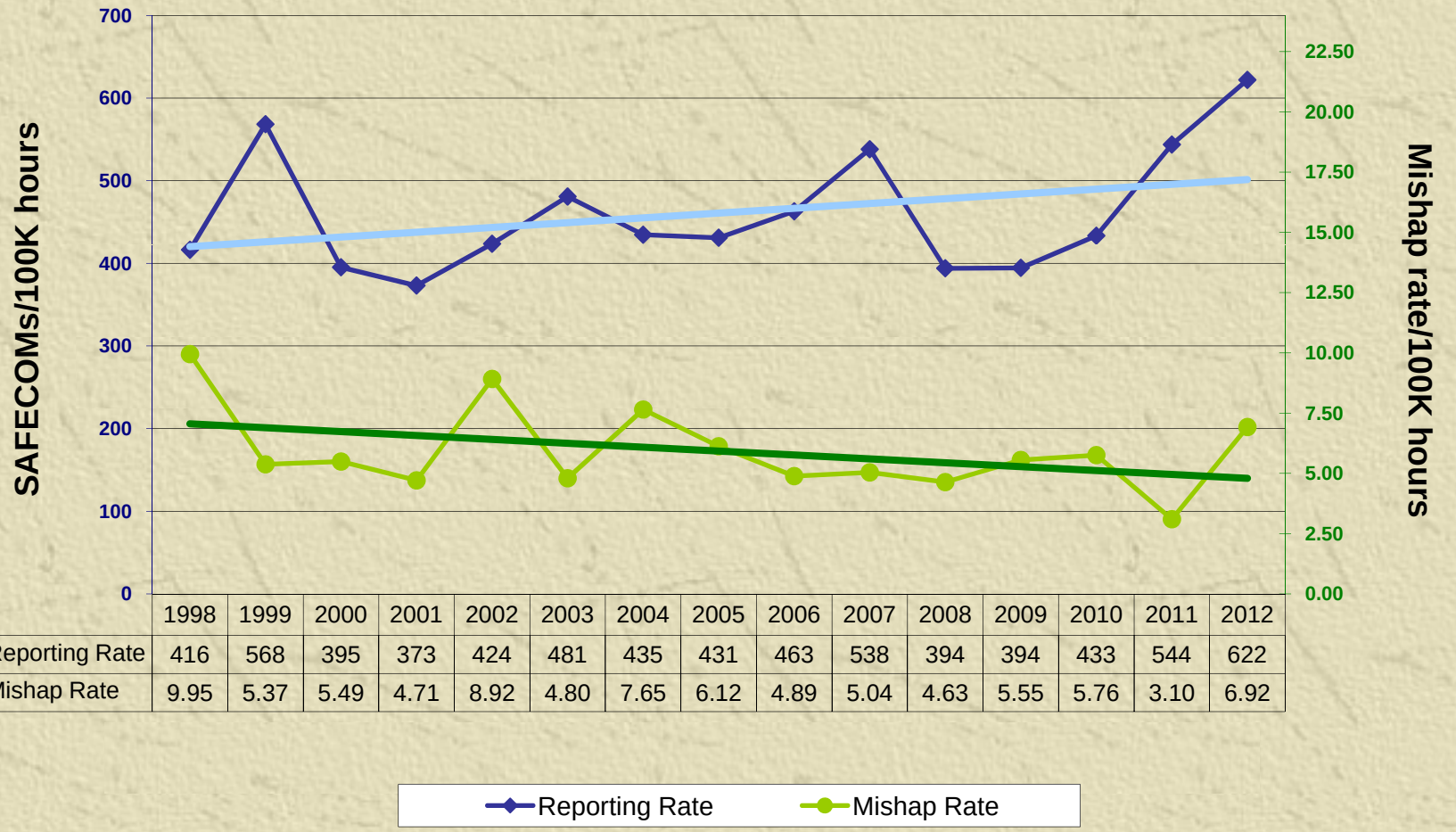
(another reason why reporting hazards is so important)

6 Year Comparison of Forest Service Accident Rates to No of SAFECOMs reported per 100,000 flight hours



	2007	2008	2009	2010	2011	2012
Reporting Rate	724	807	716	890	733	805
Mishap Rate	8.17	4.07	5.5	4.46	0	0

15 Year Comparison of DOI Accident Rates to No of SAFECOMs reported per 100,000 flight hours



	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Reporting Rate	416	568	395	373	424	481	435	431	463	538	394	394	433	544	622
Mishap Rate	9.95	5.37	5.49	4.71	8.92	4.80	7.65	6.12	4.89	5.04	4.63	5.55	5.76	3.10	6.92

SAFECOM

Safety Alert 06-01- Your chance to speak out !

Interagency Aviation

Safety Alert

No. IA 06-01 | **July 12, 2006** | **page 1 of 2**

Subject: **The SAFECOM System – Your chance to speak out !**

Area of Concern: **Aviation Operations**

Distribution: **All Fire and Aviation Personnel**

Discussion: The Department of the Interior (DOI) and the U.S. Forest Service (FS), maintain one of the most powerful accident prevention tools in the industry, the SAFECOM!

The SAFECOM is similar to the FAA's Aviation Safety Reporting System (ASRS - FAR 91.25) in that it is a voluntary reporting system for aviation hazards. However, as opposed to the ASRS that depends on the receipt of hundreds of reports that identify a similar problem and then publishing a report for corrective action purposes, the SAFECOM system provides immediate information to leaders at all levels of the organization that enables them to take corrective action in real time.

The SAFECOM website (http://www.safecom.gov) provides excellent guidance on how and when to submit a SAFECOM. However, all too often the SAFECOM system is misunderstood and underutilized. Failure to understand and use the SAFECOM system can prolong an unsafe situation, increase costs, and in a worst-case scenario cost someone their life.

SAFECOM
Aviation Safety Communique

Frequently heard reasons for not using the SAFECOM system:

Saving electrons by not telling the whole story. You don't have to write a book, but too little information can cause your SAFECOM to be dismissed without the attention it deserves. Remember, the person reading your SAFECOM can't understand what you're reporting unless you explain it clearly and thoroughly.

Letting "someone else" do it. Submitting a SAFECOM is free and only takes a few minutes. Hoping someone else will see the same thing you see and will report it has cost at least one pilot his life. Multiple SAFECOMs for a single event, submitted by different people provide different points of view and are extremely valuable.

I will when I get around to it. There may be times when the pace or remoteness of operations make it difficult to submit a SAFECOM. However, all too often a minor situation, or a series of minor situations, will not get reported until it develops into a major problem.

I don't want to get someone in trouble. This is understandable, except for at least two significant factors. First, in DOI and the FS, SAFECOMs are expressly prohibited from being used for anything other than accident prevention purposes (352DM6.9(B) and FSM 5720). While program managers at various levels do have access to SAFECOMs, and some issues identified in SAFECOMs are serious enough to warrant additional follow-up action, the SAFECOM by itself is not allowed to be used for punitive purposes. In such a case the manager must investigate the issue independently of the SAFECOM before taking action. The second problem with the statement "I don't want to get someone in trouble" is that by withholding information about a true safety hazard you might actually be endangering the very person you don't want to get in trouble.

SAFECOMs are only for Government folks to write bad things about Vendors. This statement combines two fallacies, first that vendors should not write SAFECOMs and second that SAFECOMs should only be used to document "bad things". The truth is that our accident prevention efforts will never be as good as they could be if we don't actively seek the participation of our vendors (owners, pilots, and support staff). Furthermore, if you (vendor or government personnel) see something good happening, by all means let the person (or persons) doing good know, and if you think it is worthy let us know too. **Your SAFECOM might result in anything from a simple "thank you" from a local manager, to a more formal recognition from a State or National-level manager, to someone receiving a well-deserved "Airward."**

While NO system is perfect, the SAFECOM system remains an invaluable tool in our continuing efforts to reduce costly aircraft accidents by applying lessons learned from less serious incidents. Our safety culture and the SAFECOM system is depending on you and your input. **If you see something, say something**. Remember, the SAFECOM that you initiate today could save a life tomorrow. For additional information contact either Bob Galloway, DOI-AM at (208) 433-5071 or Ron Hanks, USDA-FS at (208) 387-5607.

/s/ Robert Galloway
Robert Galloway
Aviation Safety Manager

/s/ Ron Hanks
Ron Hanks
National Aviation Safety
and Training Manager

SAFECOM

The "SAFECOM" (Form OAS-34/FS-1500-14) is used to report <u>any</u> condition, observance, act, maintenance problem, or circumstance with personnel or aircraft that has the <u>potential</u> to cause an aviation-related mishap.

A SAFECOM's <u>sole</u> purpose is for mishap prevention.

A SAFECOM is <u>not</u> intended to fix blame and is <u>not</u> be utilized in disciplinary action against an employee or vendor.

Use of a SAFECOM for contract evaluations or any other purpose is prohibited.

Our interpretation of FAR 15.306 and 42.15

The SAFECOM system doesn't follow the FAR's and therefore Contracting Officers can not use SAFECOMs when evaluating past performance.

Using SAFECOM information to determine past performance jeopardizes the regular, honest communication that the SAFECOM system depends upon to work effectively.

SAFECOMs are not to be mentioned or attached to the daily diaries.

SAFECOM
How it fits in Safety Management Systems

While it touches every aspect of SMS in one way or another it is generally found under Assurance or Promotion

- Policy – FMR 102-33 requirement for a Aviation Mishap Information System (AMIS).
- Risk Management – Hazard identification
- Assurance – Trend Analysis
- Promotion – Communications & Lessons Learned

SAFECOM
(Who can submit a SAFECOM)

A SAFECOM may be submitted by anyone.

Government Employees / Managers

Vendor Employees / Managers

Aviation Users

Dennis Brown (right) presents airward to Rich Ludke (left)

SAFECOM
(Who can submit a SAFECOM)

Supervisors DO NOT have to approve SAFECOM submittals, although they should be notified of all safety related issues immediately.

SAFECOM

Safety Alert 08-07 – Effective SAFECOM Use

Interagency Aviation

Safety Alert

No. IA 08-07 **July 11, 2008** **Page 1 of 2**

Subject: Effective SAFECOM Use

Area of Concern: All Aviation Activities

Distribution: All Fire and Aviation Personnel

Issue: The interagency SAFECOM system is misunderstood, under-utilized, and on occasion, misused. Failure to understand and use the system as it is intended can not only prolong an unsafe situation or increase cost, but can result in injury or loss of life. Misuse of the SAFECOM system, or use for purposes other than reporting safety concerns, jeopardizes the communication needed for the SAFECOM system to work effectively.

Discussion: The SAFECOM system originated as a voluntary reporting system for the identification and tracking of hazards in an effort to prevent mishaps. The sole purpose of the SAFECOM system is for accident prevention. It is a tool used to encourage the reporting of any condition, observance, act, maintenance problem, or circumstance which has the potential to cause an aviation or aviation-related accident. While it is imperative that problems and issues be addressed at the local level, it is beneficial to share problems and solutions system-wide. The SAFECOM system is one of our best tools for accident prevention and a major component of the Safety Management System (SMS) and a part of our culture to be a High Reliability Organization (HRO).

The SAFECOM system contains specific information concerning vendors, aircraft tail numbers, and pilot names that link them to specific acts. As a result, misuse of that information, although unintentional, has occurred.

The following are examples of how SAFECOM information MUST NOT BE USED:

* Claims:
  - SAFECOM information cannot be used to support claims for or against the government. All information gathered for this purpose must come from other sources.
* Contracting:
  - The Daily Diary (HCM-1) currently instructs Helicopter Managers to note or reference SAFECOMs in the daily sequence of events. However, managers **must not** address SAFECOMs in their daily diaries since the diaries are used by Contracting Officers. While safety events need to be documented in the daily diary, it is strictly prohibited to mention that a SAFECOM was filed or to attach a SAFECOM as a record.
  - Contractor performance evaluations. The Federal Acquisition Regulations (FARs) section 42.1503 addresses the government requirement for holding past performance information. The SAFECOM does not meet the requirements of the FARs as an acceptable past performance record. Therefore, SAFECOM records/data are not to be referenced when evaluating past performance for any contract solicitation.

No. IA 08-07 **July 11, 2008** **Page 2 of 2**

* Complaint system:
  - The SAFECOM system is not a venue for complaints.
* Personnel performance:
  - Access to the SAFECOM system for the purpose of gathering information to be used in any punitive action is prohibited. SAFECOMs are to be used for mishap prevention ONLY.
* Hazard mitigation:
  - Using the SAFECOM system as a means for first action, instead of communicating events with appropriate individuals, can erode working relationships and add distrust of the system's intent. Submitting a SAFECOM is not a substitute for "on-the-spot" correction(s) to a safety concern, but a tool used to identify, document, track, and correct safety related issues.

Recommendation:
Our goal is to create a "Reporting Culture" where people are encouraged to voice safety issues and concerns without fear of reprimand or reprisal. It is important that we maintain a just environment that encourages open and honest reporting of our mistakes and failures, as well as our successes. It is essential that we continually learn from our experiences, both good and bad, and to improve our effectiveness and execution. A reporting culture is essential in communicating potential hazards or trends for use in accident prevention.

If you become aware of an unsafe event or hazard, notify your supervisor, Regional Aviation Safety Officer (RASM), Regional Aviation Officer (RAO), State Aviation Manager (SAM), Helicopter Inspection Pilot (HIP), Aircraft maintenance Inspector (AMI), Unit Aviation Officer / Forest Aviation Officer (UAO/FAO), etc. and ensure that the information is communicated so that it can be dealt with appropriately. Using the SAFECOM system as designated in Chapter 9 of the Interagency Helicopter Operations Guide (IHOG) for maintenance related issues is appropriate. Discuss events/hazards with all affected flight crews and personnel to resolve situations at the local level, then elevate to an appropriate level for resolution only when necessary. Finally, use the SAFECOM to document your proactive risk mitigation. SAFECOMs should be used to report good things too.

For additional information on the use of the SAFECOM system, please review SAFECOM IA 06-01; The SAFECOM System – Your chance to speak out!

SAFECOMs provide the necessary feedback for development of the following communication tools:

- Safety Alerts
- Lessons Learned
- Safety trends
- Information sharing Memos
- Training needs
- Technical Bulletins
- Mechanical deficiencies (ADs, SBs, etc)
- AirWards

In our effort to revitalize and make the SAFECOM system a robust accident prevention tool, we have established an Interagency SAFECOM Working Group to address issues and look for new ideas to increase participation and trust in the system.

Your thoughts and ideas are important to us; please submit comments or ideas to Barb Hall at: bhall@fs.fed.us

/s/ Robert Galloway
Robert Galloway
Aviation Safety Manager

/s/ Ron Hanks
Ron Hanks
Chief, Aviation Risk Management and Training Systems

A SAFECOM should be TIMELY

SAFECOM 08-199: Aircraft Damage. During a preflight inspection, it was discovered that the right wheel fairing was cracked and the right strut fairing dented. Upon further inspection with an A&P mechanic, the strut fairing was removed and additional damage was found. The A&P mechanic recommended further inspection.

The Problem: Date of occurrence: April 14, 2008
Date of report: May 8, 2008

A SAFECOM should be RELEVANT

SAFECOM 08-592: Maintenance. On return from last cycle of day it was discovered that the hobbs was not working. It was replaced after shift.

The Problem: ***This is unscheduled maintenance that has no safety issue associated with it. It should be documented in the daily diary.***

SAFECOM 08-221: Runway construction. During construction work that was taking place at an airfield during the asphalt removal phase, the contractor dug through the concrete protector of a main electrical conduit and ripped out the wire harness that feeds the airport runway lighting system.

The Problem: Runway construction / runway lighting status is reported via the NOTAM system, not SAFECOM.

A SAFECOM should be APPROPRIATE

SAFECOM 08-562: Ramp Scheduling. On July 15, 2008, I asked about the scheduled trips for a particular aircraft. I was told that on July 16, 2008, it was to arrive at 1445, depart at 2045, and then return back at 2330. It was then scheduled to depart at 0410 on the 17th of July 2008. I said that we would not be able to park the aircraft, or open Ramp Services building up to let the flight crew off the AOA for the flight arriving at 2330. At 0600 on the 16th of July, 2008 I expressed my concerns that no one from Ramp Services would be at the ramp or AOA. The flight arriving at 2330 on the 16th of July took place.

The Problem: This is not a SAFETY issue, the SAFECOM system is not the appropriate way to deal with scheduling problems. Personal and management differences should stay in-house.

A SAFECOM that can be ACTED UPON

SAFECOM 08-763: Communications.

Established frequencies on the fire for aircraft and personnel became very confusing.

The incident occurred on dispatch while on the fire around 1700. The helicopter was given the local fire frequencies from dispatch. At this time the helicopter was the only aviation resource working on this fire. The IC ordered additional aviation resources to help in the suppression efforts. At 1830 the Air Attack arrived over the fire and seemed to be frustrated to find the helicopter working the fire with no positive communications. The helicopter however, had been informed by dispatch that air attack was inbound.

The helicopter tried multiple times on a total of six different frequencies {including air guard} to make positive contact for approximately 10 min while the air attack was inbound. The three frequencies: 1. Tactical, 2.Victor, and 3. Guard that were assigned by dispatch and south ops were changed en-route by air attack and he was not informed by dispatch that a helicopter was working the fire. The pilot finally made contact with air attack and told him that he had been working with the Helitack crew for the past hour on the fire. The pilot also stated that he had tried multiple times to make positive contact with air attack.

A SAFECOM that is REWARDING

SAFECOM 08-611: Near Wire Strike. The helicopter arrived on scene of the Slough fire at 1545. The fire, located in the urban interface, was very active and growing. The pilot and manager evaluated possible dip sites. There were two ponds in the area, one was too shallow; the other was small and located in a camp park with a lot of civilians in the area. The Colorado River was just a little further away. The pilot was concerned with the strength of the current in the river. We started flying downriver to find a wider spot that the pilot was comfortable with. Both the pilot and manager were looking down when the backseat crewmember keyed "power lines!" The pilot instantly responded by lifting the aircraft up and left. The maneuver was smooth and efficient. The pilot estimates we missed the power lines by 50 yards. The power lines stretch across the river and do not have any high visibility markers.

The Result:

1. ***Interagency Lessons Learned published within 8 days.***
2. ***Airwards were given to both aircrew for their actions.***

A SAFECOM that is REWARDING

SAFECOM 08-569: Near Mid-Air. A near mid-air occurred between a Single Engine Air Tanker (SEAT) and a helicopter equipped with a bucket on a 100 foot longline. The near mid-air occurred during the exit phase of the SEAT after dropping retardant along the left flank of the fire. The helicopters were supporting ground operations on the west and east ends of the left flank (north side). Retardant operations were happening in the middle zone of the left flank. The air attack thought the line was clear and proceeded with the drop. There were no ground personnel in the drop area to clear. The SEAT made the drop, flew through some smoke on the exit and encountered the helicopter. A helitack person, on the ground, saw the SEAT approaching and called to the helicopter pilot, who then started a right hand break. The SEAT pilot saw the helicopter and broke right. Separation was estimated at horizontally 200 to 300 feet and vertically at 50 feet.

The Result:

1. ***Interagency Lessons Learned published within 7 days.***
2. ***An Airward was given to the helitack supervisor for his actions.***

A SAFECOM that makes a DIFFERENCE

SAFECOM 08-239: Dart 4 Point Harness. During short haul training, the rescue supervisor discovered that his seatbelt had inadvertently released. Upon closer inspection, it was found that all seatbelts in the crew area would release without using the release lever.

The Difference: Interagency Safety Alert 08-06, Dart Aerospace Ltd Helicopter Seat 4-Point Harness, resulted in service bulletins issued by Dart Aerospace Ltd. to correct the problem.

DART SERVICE BULLETIN SB08-1

Attachment

D412-702-021 / D412-702-023 / D412-702-025 / D412-702-027 / D412-702-029 / D412-702-031 / D412-702-033 / D214-702-035 Shoulder Harness Kits (4 Point Metal to Metal)

REF. CANADIAN STC: SH04-7
REF. FAA STC: SR01997NY
REF. EASA STC: IM.R.S.03710

BASED ON FURTHER INVESTIGATION BY THE HARNESS MANUFACTURER, CUSTOMERS WHO HAVE RECEIVED SB08-1 "DRAFT" AND/OR SB08-1 REV A, MUST ENSURE THAT THEIR KITS COMPLY WITH SB08-1 REV B.

Dart Aerospace Ltd. has received information that indicates that under certain circumstances, the lever-type buckle included in the 4-Point Metal to Metal Shoulder Harness Kits (part numbers D412-702-021/-023/-025/-027/-029/-031/-033/D214-702-035) may become unlatched without the manual release of the buckle lever, causing the shoulder harness kit lap and shoulder belts to separate.

The following inspection must be conducted PRIOR TO NEXT FLIGHT. If aircraft and/or kit ownership has changed since purchase, please forward this bulletin to new owner IMMEDIATELY.

1) Inspect the SSP code stamped on the latching plate (see Photo 1 below) of p/n D3446-041A/-043/-045 and D3496-041 shoulder harness assemblies. The SSP code should end with either the digits "07" or "09", ie: "XXXXXXXX". If the SSP code is anything other than "XXXXXX07" or "XXXXXX09" the buckle portion of the harness (p/n D3446-1/-11/-21 or D3496-7, refer to Figure 25.9 of ICA-0412-702 Rev. 3 or sheet 3 of this service bulletin) must IMMEDIATELY be removed from the aircraft and RETURNED TO DART AEROSPACE LTD.

Photo 1: SSP number on the Buckle Latching Plate

REV.	DESCRIPTION	BY	DATE
B	REVISED NOTE 1 TO SHOWS "SSP" CODE CRITERIA, DELETED NOTES 2 AND 3, DELETED PHOTO 2	MP	08.06.04
A	NEW ISSUE	HS	08.05.28

DESIGN	SW	DART AEROSPACE LTD HAWKESBURY, ONTARIO, CANADA	
DRAWN	HS		
CHECKED	DS	DRAWING NO. SB08-1	REV. B
MFG. APPR.	DA		SHEET 1 OF 3
APPROVED		TITLE SERVICE BULLETIN	SCALE NTS
DE APPR.			
DATE	08.06.04		

A SAFECOM that makes a DIFFERENCE

SAFECOM 08-214: Bell 407 Seats. While I was moving the cargo from the right aft seat to the door, I caught the seat cushion and loosened it. Additionally, when moving the cargo back across the seats the bottom seat cushion was inadvertently released. The possibility of the bottom seat cushion coming off and exiting the aircraft was high. We discussed the corrective action with contract maintenance and the AMD Technical Representative. This quick release kit manufactured by Bell Helicopter was designed to expedite the removal of the seats to reconfigure for a medical litter (See Bell Technical Bulletin Number 407-04-61). The new seat retaining system is standard on all new Bell 407 delivered from the factory. AMD Technical Representative contacted Bell Helicopters.

The Difference: Interagency Safety Alert 08-05, Bell 407 Seats outlined a temporary fix while Bell Helicopters developed an Engineering Change.

Maintenance Deficiencies
What should be reported?

Use SAFECOM form to report any condition, observance, act, **maintenance deficiency**, or circumstance which has **caused** or has the **potential to cause** an **aviation-related mishap**…

Examples of items that NEED TO BE REPORTED in a SAFECOM but not limited to:

1. Declaration of an In-flight emergency due to a mechanical deficiency/malfunction.
2. Termination of flight due to a mechanical deficiency or malfunction.
3. Fires caused by a system or equipment failure, malfunction, or defect.

Maintenance reporting continued

4. Fire-warning light activation.
5. An engine exhaust system failure, malfunction, or defect.
6. An engine failure.
7. A malfunction, failure, or defect of a propeller control system.
8. An Over-torque, Over-speed of the engine, propeller, or rotor system.
9. The accumulation or circulation of smoke, toxic or noxious gases in the crew compartment or passenger cabin.
10. A propeller or rotor hub or blade structural failure.
11. Flammable fluid leakage in areas where an ignition source normally exists.
12. A significant aircraft primary structural defect or failure caused by fatigue, corrosion, etc.

Maintenance reporting continued

13. Any abnormal vibration or buffeting caused by a structural or system malfunction, defect, or failure.
14. An unwanted landing gear extension or retraction or opening or closing of landing gear doors during flight.
15. Brake system components that result in loss of brake actuating force when the aircraft is in motion on the ground.
16. Aircraft structure that requires major repair.
17. Any structural or flight control system malfunction, defect, or failure which causes an interference with normal control of the aircraft for which derogates the flying qualities.
18. Loss of electrical power generating system or hydraulic power system.
19. A failure or malfunction of attitude, airspeed, altitude, and any engine or transmission instruments.

Maintenance reporting continued

20. Aircraft components or systems that result in taking emergency actions.
21. Anytime a Caution Light illuminates (Red or Yellow), resulting in the pilot having to take some kind of precautionary procedure.
22. Damage to the aircraft caused by any part of it striking another object.
23. In-flight loss of any part of the aircraft.
24. In addition to these items, report any other failure, malfunction, or defect in an aircraft that occurs or is detected at any time if, in your opinion, it has endangered or may endanger the safe operation of the aircraft.

SAFECOM
(How to submit a SAFECOM)

- Submit online @ www.safecom.gov
- Phone ~ 1-888-4mishap (1-888-464-7427)
- Complete SAFECOM Form (OAS-34/FS 5700-14) then:
    - Fax to : OAS @ 208-433-5007 or
      USFS @ 208-387-5735 or
    - Give to local unit Aviation Safety Officer to submit online

SAFECOM

http://www.safecom.gov

Safety Communiqué Form

Operational Control identifies the Agency, Region or State and the Unit that had operational control of the mission at the time of the event. These selections determine which organization(s) will receive initial notification that a SAFECOM has been entered into the database.

If you enter a email address, you will receive a confirmation from the SAFECOM system that your SAFECOM has been received and an email when the SAFECOM has been managed and made public.

s used to report any condition, observance, act, maintenance problem, c

al to cause an aviation related mishap. Submitting a SAFECOM is not a s

). Note: denotes a required input field.

COM
Communiqué

REPORTED BY (optional)

Name:
E-Mail:
Phone:
Cell Phone:
Pager:
Organization:
:Org-Othe
Date Submitted: 3/2/2012

EVEN

Date: mm / dd / yyyy
Local Time: 24 hour clock
Injuries:
Damage:
Operational Control:
Location: Airport, City, Lat/Long, Fix Name
Agency:
Region:
State:
Unit:
Refresh Unit Menu

MISSION

Type:
Other:
Procurement:
Other:
Persons Onboard:
Special Use:
Hazardous Materials:
Departure Point:
Destination:

AIRCRAFT

Type:
Tail #:
Manufacturer:
Model:
Owner/Operator:
Pilot:
Manager:

NARRATIVE (A brief explanation of the event - 8000 character max)

In the **NARRATIVE** section give a brief description of the event with the facts and outcome of the event. Elaborate on any previous blocks as necessary.

CORRECTIVE ACTION (What was done to correct the problem - 8000 character max)

In the **CORRECTIVE ACTION** section give a brief description of the corrective action that was taken in an effort to prevent the event from reoccurring. Remember, submitting a SAFECOM is not a substitute for resolving the problem and taking on the spot corrective action. SAFECOMS often get the attention of senior management. However, minor or repetitive issues may only be used for tracking and trending purposes and generating SAFETY ALERTS for prevention purposes.

REVIEW INSTRUCTIONS

1) To proceed with your SAFECOM submission, select the CONTINUE button to the right. From the next screen you will be able to review your SAFECOM, print a copy for your records and SUBMIT. You will also be able to make changes after reviewing if necessary.
2) From the next screen you can attach image files **(JPG and GIF Only)** and **PDFs** to your SAFECOM. You will be able to review your SAFECOM, print a copy for your records and SUBMIT it. You will also have the option to make changes after reviewing if necessary prior to submission.

3) If you'd like to clear the form and start over, select the CLEAR FORM button to the right.

CONTINUE

CLEAR FORM

Click here to download the a PDF version of SAFECOM (**Form AMD-34** or **FS 5700-14**).

(1) If you'd like to change your SAFECOM prior to submission, select the **CHANGE** button below.

(2) If you'd like a copy of your SAFECOM prior to submission, use your web browser's **Print Button/Print Option** now.

(3) Once you have finished making your changes you can attach image files **(JPG and GIF Only)** and/or **PDF** file(s) by scrolling down to the Upload Attachments / Images section at the bottom of this page.

(4) If you'd like to submit your completed SAFECOM now, select the **SUBMIT** button at the bottom of this page.
Note, the SUBMIT button will only allow you to submit the SAFECOM one time.

CHANGE

SAFECOM
Aviation Safety Communique´

Name:
E-Mail:
Phone:
Cell Phone:
Pager:
Organization:
Date Submitted: 3/6/2012 11:43:47 AM

EVENT

Date: 03/02/2012 **Local Time:** **Injuries:** **Damage:**
Location: **State:** Other/Unknown
Operational Control: Other/Unknown

MISSION

Type: **Other:**
Procurement: **Other:**
Persons Onboard: **Special Use:** **Hazardous Materials:**
Departure Point: **Destination:**

AIRCRAFT

Tail Number: **Manufacturer:** **Model:**
Owner/Operator: **Pilot:** **Manager:**

NARRATIVE

test

This is the first half of this screen, the bottom portion is on the next slide. This screen gives you the chance to review your SAFECOM and go back and make changes if necessary. If you are done, you can print a copy for your records only, but do not distribute it.

NARRATIVE

test

CORRECTIVE ACTION

test

UPLOAD ATTACHMENTS / IMAGES

You may attach up to 4 image files **(JPG and GIF Only)** and/or **PDFs** to your SAFECOM report by clicking on the browse button below.
Please limit your attachments to items related to the SAFECOM itself.
NOTE: Make sure you have made all other changes to the report prior to attaching any files.

File #1: Browse...
File #2: Browse...
File #3: Browse...
File #4: Browse...

SUBMIT

If you have pictures or pdf files related to the SAFECOM, you can upload up to 4 files. If the files are big, please decrease the size before submitting. Once the files have uploaded or if you are done without adding pictures, click on the **SUBMIT** button.

SAFECOM

SAFE ATTITUDE
SAFECOM
Aviation Safety Communique´
Submit SAFECOM
SAFECOM Instructions
Search SAFECOM's
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Edit User Info
SWG Progress Report (Feb/2012)
Safecom Survey Report Results (Dec/2010)
Safety Alert 06-01
The Safecom System - Your Chance to speak out!
Safety Alert 08-07
Effective SAFECOM Use.
NEW
SAFECOM Brochure:
An informative overview of the SAFECOM program that everyone should know about.
The Aviation Safety Communique (SAFECOM) database fulfills the Aviation Mishap Information System (AMIS) requirements for aviation mishap reporting for the Department of Interior agencies and the US Forest Service. Categories of reports include incidents, hazards, maintenance, and airspace. The system uses the SAFECOM Form AMD-34/FS-5700-14 to report any condition, observation, act, maintenance problem, or circumstance with personnel or the

"Protected" information

SAFECOM
Aviation Safety Communique

SAFECOM Number - Lookup SAFECOM Number

Hint: As you learn to use this system, inputting the least amount of information returns the most query results.

Begin Date mm/dd/yyyy
End Date mm/dd/yyyy
Fiscal Year
Show Duplicates No

ti-Select Boxes.
Use: Hold Down CTRL Key and Select Values from list.
Select (highlight) at least one value or multiple values.
Do not select any value if you do not wish to search by that field.
To de-select a value hold down the CTRL Key and click again on the highlighted value you wish to remove.

Event State	Mission Type	Procurement
Alaska	Accident Investigation	Cooperator
Alabama	Aerial Photography	CWN (Call when needed)
Arizona	Air Quality Monitoring	End product contract
Arkansas	Camp Letdown (Non-Fire)	Exclusive use contract

Manufacturer	Aircraft Type	Category
Aero Commander	Airplane	Accident
Aeronca	Airtanker (SEAT)	Accident : Accident
Aerospatiale	Airtanker (Multi Engine)	Airspace
Air Tractor	Helicopter	Airspace : Conflict

Model contains
Owner/Operator contains
Tail Number contains
Pilot Name contains
Reported to
Public
Completed
Agency Operational Control:
Agency:
Region:
Unit:
Narrative Text all words
Corrective Text all words

Warning: A large number of records in the search could result in a time-out error when "ALL" is selected

Return 10 Record Per Page
Submit Reset

This information does NOT show up in the public search. This information is only available to managers of the SAFECOM system. This information must remain protected and is not to be distributed in any form. Managers are required to sign a SAFECOM Manager Responsibility Agreement form and review manager training to ensure the privacy information contained in SAFECOMs is protected. Violators will have their access revoked.

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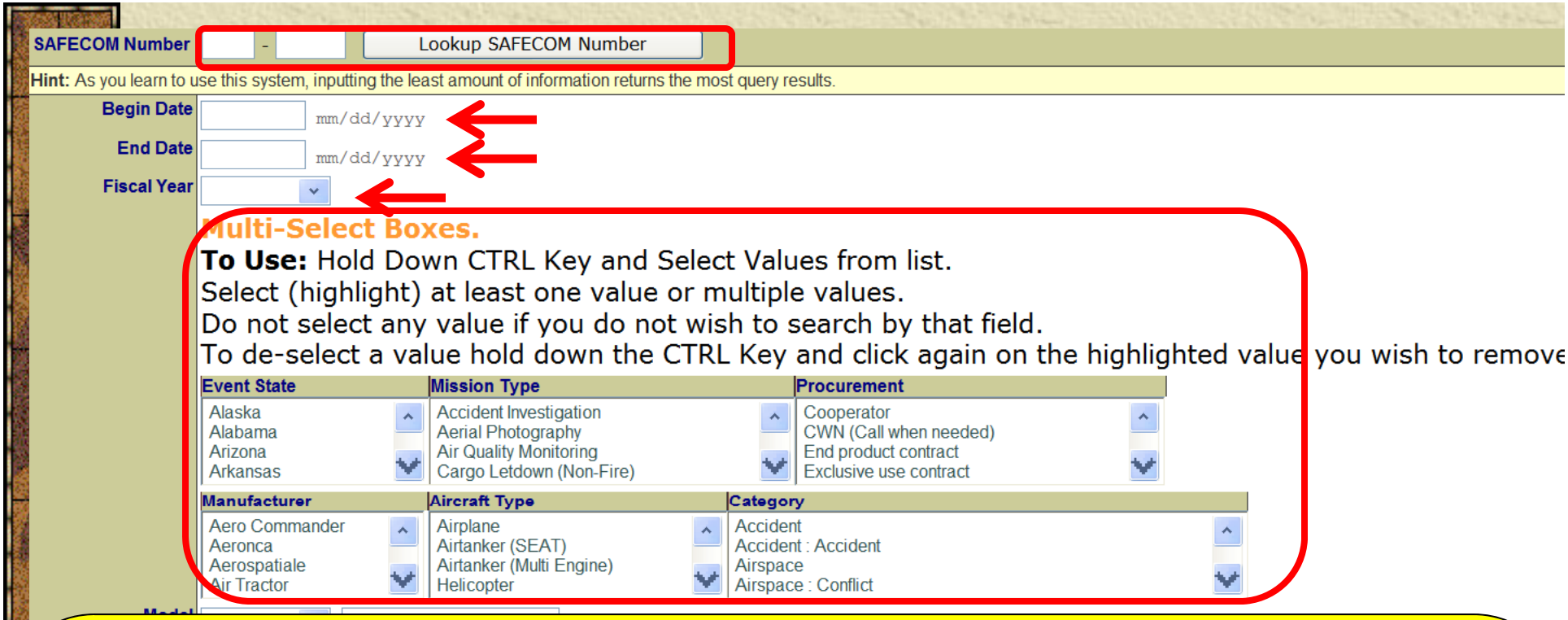
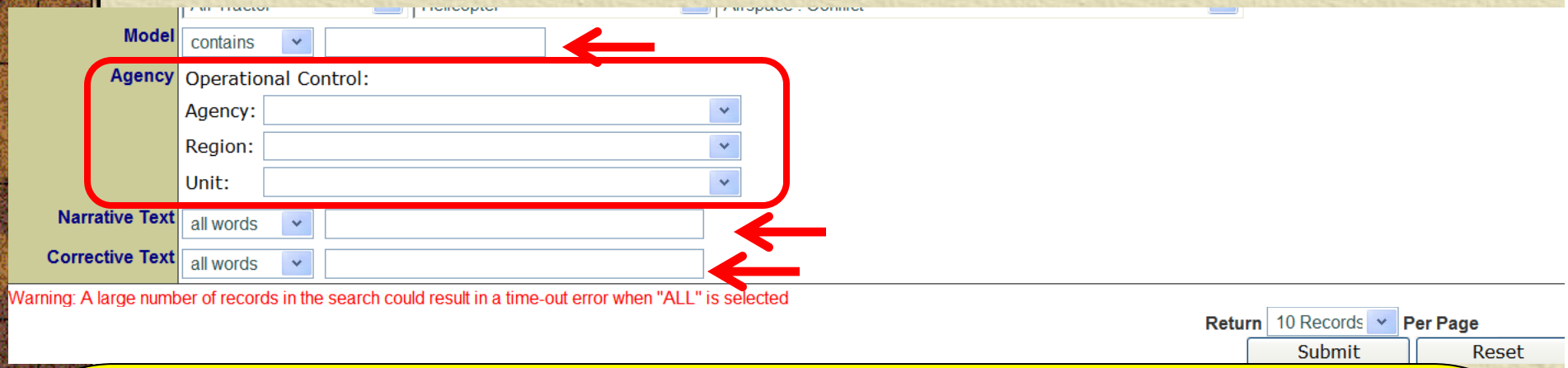


If you know the number of the SAFECOM you are looking for, simply enter the SAFECOM number at the top of the screen. The first block is the fiscal year (2 number, ex 11) followed by the SAFECOM number for that year. Then click to the right on "Lookup SAFECOM Number"

In the next selection choose the dates you want to search by beginning and ending date <u>OR</u> select from the Fiscal Year dropdown if you want to search by the fiscal year.

The next section are multi-select boxes, follow the directions on the screen to select more than one selection under any of these six fields.



If you are searching by model, it is best to enter as little data as possible as this is a free field for the submitter and models can be entered many different ways, i.e. spaces and dashes. For example if you are searching for a Bell 206 B-III, select Bell under Manufacturer and enter only 206 in the model, unfortunately it will pull up all models in the series but you can easily see which ones are the B-III models.

Agency – Operational Control: Some agencies only have one level with no regions or units available, while others have regions and some all the way down to the unit. Be aware that those agencies that do have units available only go back to 2004 or 2005. When you choose the agency, if there are regions available they will appear in the dropdown and the same for the units.

For text searches in the narrative and corrective action fields, there are three choices from the drop down menu. All Words, Any Words and Exact Phrase. **ALL WORDS**, means that it must find all the words that you enter to search for. For example, if you enter **near mid air**, all three of those words would have to be found in the text for the search engine to select that SAFECOM. **ANY WORDS,** means if you type that same string, **near mid air,** it would select all SAFECOMS that have any of those three words. **EXACT PHRASE** is just what it says, it searches for an exact phrase, for example: **near mid air**, in that exact order.

Let's do a simple search

SAFECOM
Aviation Safety Communique'

SAFECOM Number - Lookup SAFECOM Number

Hint: As you learn to use this system, inputting the least amount of information returns the most query results.

Begin Date mm/dd/yyyy

End Date mm/dd/yyyy

Fiscal Year 2011

Multi-Select Boxes.

To Use: Hold Down CTRL Key and Select Values from list.
Select (highlight) at least one value or multiple values.
Do not select any value if you do not wish to search by that field.
To de-select a value hold down the CTRL Key and click again on the highlighted value you wish to remove.

Event State	Mission Type	Procurement
Nevada	Accident Investigation	Cooperator
New Hampshire	Aerial Photography	CWN (Call when needed)
New Jersey	Air Quality Monitoring	End product contract
New Mexico	Cargo Letdown (Non-Fire)	Exclusive use contract

Manufacturer	Aircraft Type	Category
Hughes	Airplane	Accident
Hustler	Airtanker (SEAT)	Accident : Accident
Hyder	Airtanker (Multi Engine)	Airspace
Kaman	Helicopter	Airspace : Conflict

Model contains

Agency
Operational Control:
Agency:
Region:
Unit:

Narrative Text all words

Corrective Text all words

Warning: A large number of records in the search could result in a time-out error when "ALL" is selected

Return 10 Records Per Page

Submit Reset

SAFECOM

Aviation Safety Communique'

To see a specific SAFECOM click on the SAFECOM number

New Search

Fiscal Year : 2011
Event State : NM
Manufacturer : Kaman

PAGE 1 of 1 (4 matches found)

	Trac #	Event Date	State	Aircraft Type	Manufacturer	Model	Mission
1	11-0752 ® ✓	7/12/2011	NM	Helicopter	Kaman		Fire, Water Drop (Helicopter Bucket)
	Unit Assignment: Forest Service (USFS) > Region 03 Southwest Region > Santa Fe NF Category Assignment(s): Incident:Dragged Load						
2	11-0641 Å	7/12/2011	NM	Helicopter	Kaman	1200	Fire, Water Drop (Helicopter Bucket)
	Unit Assignment: Forest Service (USFS) > Region 03 Southwest Region > Santa Fe NF Category Assignment(s): Incident:Other						
3	11-0616	7/1/2011	NM	Helicopter	Kaman	1200	Other
	Unit Assignment: Forest Service (USFS) > Region 03 Southwest Region > Santa Fe NF Category Assignment(s): Airspace:Conflict						
4	11-0609	7/11/2011	NM	Helicopter	Kaman	1200	Fire, Water Drop (Helicopter Bucket)
	Unit Assignment: Forest Service (USFS) > Region 03 Southwest Region > Santa Fe NF Category Assignment(s): Maintenance:Rotor (Main)						

Å - Indicates a SAFECOM that has ATTACHMENTS.
® - Indicates a SAFECOM that has been Initially Reviewed (DOI or USFS).
✓ - Indicates a SAFECOM has USFS Final Review Completed.

SAFECOM Home Page | Submit SAFECOM | SAFECOM Submit Instructions | Search SAFECOMS
Manage SAFECOMS | SAFECOM Contacts | Safecom Comments/Suggestions | Reset Password | Related Links | Policies & Dis

To view any of the SAFECOMs, click on the blue Trac #. To return to search results screen, use your browser back button.

Sanitized before public release

As discussed previously, fields that contain tail numbers, vendor names, pilot and manager names do not appear on the public side of the SAFECOM. In the narrative and corrective action fields, the Regional/State SAFECOM managers are responsible for manually removing any identifiable information prior to making it available to the public. Depending on the nature and area, even fire names and base names may be removed, however, it is optional and at the managers discretion to remove that data.

NARRATIVE

Original Text:

On 9/1/11 at around 1030 Helicopter [redacted] was en-route for a troop shuttle on the [redacted] fire. About a minute into the flight the master caution illuminated . The pilot decided to land a[redacted] Helibase as a precaution instead of returning to [redacted] Air Base. The manager contacted [redacted] Air Base and [redacted] Helibase to keep them informed on the situatio[redacted] Helibase asked helicopter [redacted] to land at the crash pad, {pad zero}. The pilot and manager noticed that the emergency pad still had tents on it from the night before. The pilot then landed the helicopter past the emergency pad at the helibase without incident. The helibase manger asked why we did not land at the emergency pad, asking if it was due to the tents around the pad.

Public Text:

On 9/1/11 at around 1030 Helicopter XXX was en-route for a troop shuttle on the XXXX fire. About a minute into the flight the master caution illuminated . The pilot decided to land at XXXX Helibase as a precaution instead of returning to XXXXXX Air Base. The manager contacted XXXX Air Base and XXXX Helibase to keep them informed on the situation. XXXX Helibase asked helicopter XXX to land at the crash pad, {pad zero}. The pilot and manager noticed that the emergency pad still had tents on it from the night before. The pilot then landed the helicopter past the emergency pad at the helibase without incident. The helibase manger asked why we did not land at the emergency pad, asking if it was due to the tents around the pad.

Sanitized before public release

Same management responsibility for the corrective actions and notes area. The Notes area is only seen by those that have management responsibility for that particular unit. This area is for the Forest/Unit Aviation Officer or regional/state managers to make notes/comments for the Aviation Safety Manager whom is responsible and the last step in making the SAFECOM public.

CORRECTIVE ACTION

Original Text:
The master caution warning panel was inspected, cleaned and checked for loose wiring. Corrective action for the tents around the crash pad would be to make sure people are not camping in or around areas that are used for any type of landing areas for aircraft, be it emergency or normal ops.

NOTES AREA: (This Area Only Seen by Those with MODIFY Access. 4000 Character Max.):

The aircraft is actually [redacted] instead of [redacted]
Spoke with mech and pilot at [redacted]. A new Master Caution panel will arrive today 9/7/11 and will be installed. Switch components were found loose. Components were tightened but in [redacted] fashion they decided to replace with new to avoid any future problems. Continued availability. [redacted]

Public Text:

The master caution warning panel was inspected, cleaned and checked for loose wiring. Corrective action for the tents around the crash pad would be to make sure people are not camping in or around areas that are used for any type of landing areas for aircraft, be it emergency or normal ops.

AMI Comments: Spoke with mech and pilot. A new Master Caution panel will arrive today 9/7/11 and will be installed. Switch components were found loose. Components were tightened but vendor decided to replace with new to avoid any future problems. Continued availability.

RASM Comments: No futher action required.

Processing the SAFECOM

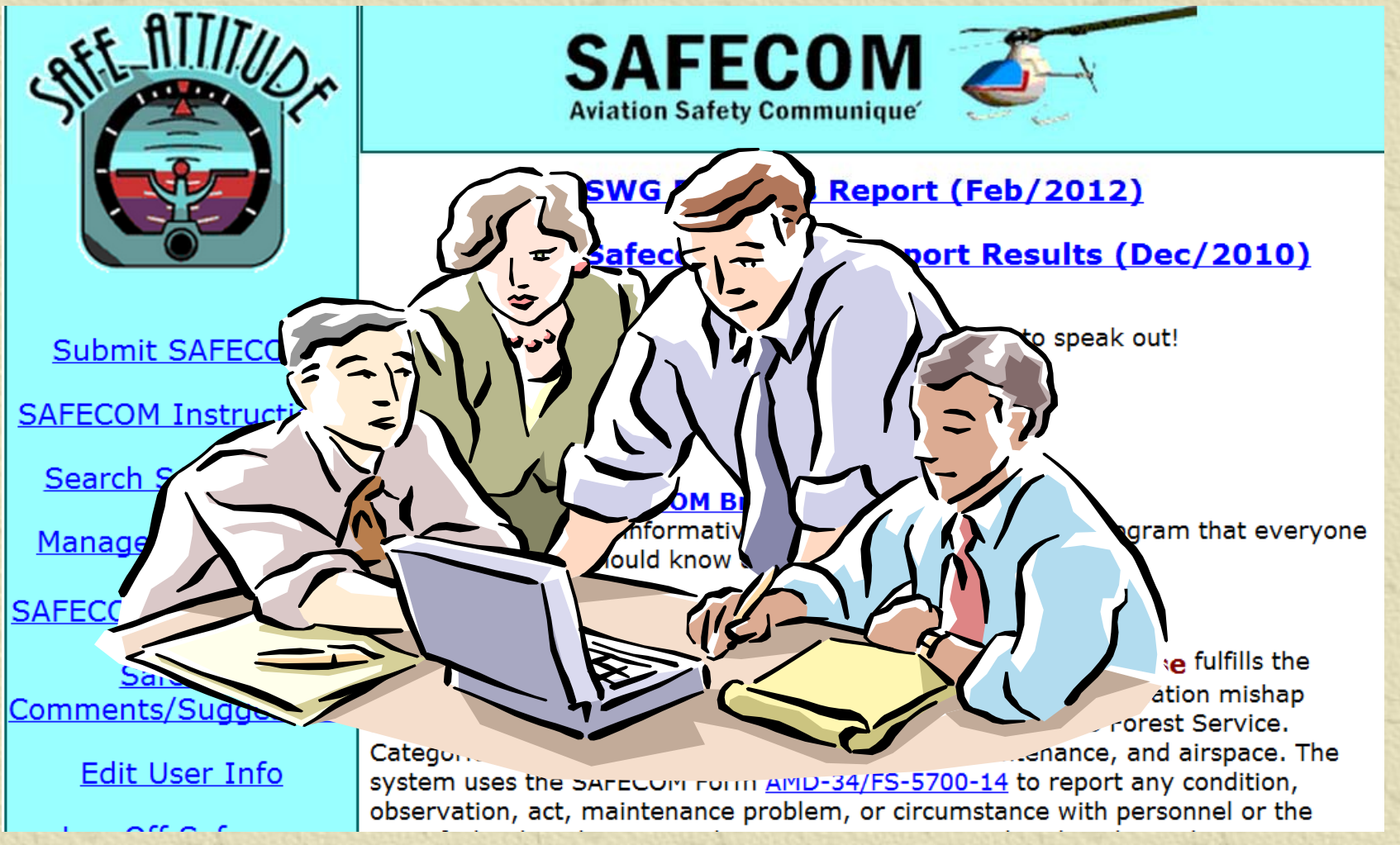
SAFECOMs may be submitted electronically, telephonically, by mail, or by fax.

The submitter's choice of “Operational Control” initially directs the routing of the SAFECOM.

Aviation Safety personnel review all SAFECOMs.

Most SAFECOMs are followed up by the Bureau or Regional Aviation Safety Manager or delegated down to subordinate managers.

The most serious SAFECOMs may be followed up by OAS Safety, Technical Services, or Regional/WO Office personnel.

SAFECOM Program

Discussion