Alaska Aviation Safety Program **FY2014 Request: $1,500,000**
Reference No: 52034

AP/AL: Allocation
Project Type: Life / Health / Safety
Category: Transportation
Location: Statewide
House District: Statewide (HD 1-40)
Impact House District: Statewide (HD 1-40)
Contact: Steven Hatter
Estimated Project Dates: 07/01/2013 - 06/30/2014
Contact Phone: (907)269-0730
Appropriation: Safety

Brief Summary and Statement of Need:
This project seeks to reduce aviation accidents, focusing on air charter operations in Alaska. Project sponsors developed a real-world software based pilot training product for use in aviation simulators to help pilots train in a real-to-world simulated environment. The advanced training program depicts terrain, faithfully depicts regional weather conditions, and evaluates a pilot's decision making ability. This request seeks to expand initial success to other air corridors identified by the air service industry.

Funding:	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	Total
Fed Rcpts	$500,000						$500,000
Gen Fund	$1,000,000						$1,000,000
Total:	$1,500,000	$0	$0	$0	$0	$0	$1,500,000

☐ State Match Required ☐ One-Time Project ☐ Phased - new ☐ Phased - underway ☑ On-Going
0% = Minimum State Match % Required ☐ Amendment ☐ Mental Health Bill

Operating & Maintenance Costs:

	Amount	Staff
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Prior Funding History / Additional Information:
Sec1 Ch17 SLA2012 P134 L23 SB160 $2,500,000
Sec1 Ch5 SLA2011 P99 L19 SB46 $3,000,000
Sec7 Ch43 SLA2010 P35 L25 SB230 $1,750,000
Sec1 Ch15 SLA2009 P21 L11 SB75 $800,000

Project Description/Justification:
The Alaska Aviation Safety Project (AASP) is an on-going project in collaboration with the Federal Aviation Administration (FAA); National Institute of Occupational Safety and Health (NIOSH); National Aeronautics and Space Administration (NASA); and National Oceanic and Atmospheric Administration (NOAA). The purpose of this project is to save and preserve human life. Additional stakeholders include the tourism and aviation industries as well as the traveling public.

According to the National Institute of Occupational Safety and Health (NIOSH) there were 1,319 commuter and air taxi crashes (statistics exclude General Aviation) between 1990—2004 in the US of which 351 (27%) were fatal, resulting in 1,027 deaths. In contrast Alaska accounted for 473 (36%) of the total US air crashes resulting in 211 deaths (21% of all US deaths). Based upon statistics provided by NIOSH, commercial pilots in Alaska experience greater than four times the risk of fatality

while working over a 30-year career than do their counterparts working in the Lower 48 over the same career span.

NTSB statistics reveal there were more than 1,186 aviation accidents in Alaska between the years 2000 and 2009. Of those accidents,107 were deadly causing 236 human fatalities. On average 24 people a year lost their lives to fatal air crashes in Alaska during this time period. In other words, over the past 10 years from 2000 to 2009, on average one person has been killed in an aviation related accident every two weeks. This is unacceptable, and in the grim statistics of the value of human life lost, this represents $472M in damages due to lost life and indirect effects upon family and society according to the FAA. In 2010 there were 10 fatal aircraft accidents accounting for 18 fatalities.

Some of the issues affecting these high rates of aviation fatalities are:

- Extreme terrain and weather;
- Continuation of flights into poor visibility, causing a loss of situational awareness whereby a perfectly functional airframe is flown into terrain (Controlled Flight Into Terrain [CFIT]);
- A data disparity that exists between Alaska and the continental US (CONUS) which inhibits technological parity with the CONUS that could prevent CFIT from occurring in Alaska (accurate elevation/terrain data);
- Inexperienced pilots unfamiliar with Alaska flying;
- Pilot turn-over, and
- The old culture of bush flying (always get through).