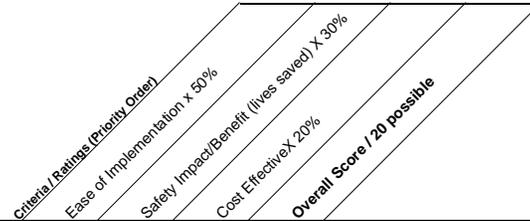


FSI Recommendation Decision Matrix



Ease of Implementation: Is the implementation of this recommendation relatively simple to complete with minimal resources (personnel, financial, time, etc...)?

Safety Impact/Benefit: What is the potential for lives saved? Are there other collateral safety benefits?

Cost Effective: Is the cost to implement the recommendation (either to the government or public) justifiable? A lower rating (like a 1) would indicate the cost is high relative to the safety benefit. A 5 rating would indicate the cost is justifiable as compared to the safety benefit.

Stakeholder	Recommendations	1 through 5				Overall Score	Status	Tasks/Milestones
FAA	Develop Biennial Flight Review Guide to Emphasize causes of accidents. Deploy through CFI/DPE initiative.	4.7	3.7	4.0	16.6	In Progress - Medallion/FAAST	FY14	
FAA	Establish a Single Point of Contact phone number for the public to call in of safety issues. Advertise the new simplified phone access for FAA notification.	4.5	3.3	3.5	15.3	COMPLETE FY11		
FAA	Distribute brochure "how to assess your airplane for Survivability" part of GA initiative.	4.2	3.2	3.8	15.0	COMPLETE FY11		
FAA	Add Flat light/Whiteout presentations to Safety Seminars. Try to get experienced 135 operators to help train 91 pilots. (Fund travel and honoraria)	3.8	3.3	3.5	14.3	COMPLETE FY11/12		
FAA/Public	Develop new Mountain flying seminar topic for pilot seminar.	4.0	3.2	3.3	14.1	COMPLETE FY12		
FAA/Public	Encourage Shoulder Harnesses installation in all seats. Emphasize passenger seats.	3.2	4.2	3.0	13.8	COMPLETE FY11/12		
FAA	Briefing brochure about how to do a preflight safety briefing of passengers.	4.0	2.8	3.3	13.7	COMPLETED FY11		
FAA	Develop brochure and other more detailed guidance documents to provide guidance to eye doctors and to pilots for the best color sunglasses for flat light conditions and provide the limitations of sunglasses. May need to conduct research for determine the correct information to publish.	4.3	2.5	3.2	13.6	COMPLETE FY11		
Public	VFR into IMC transition training at Medallion Foundation.	3.7	3.2	3.0	13.2	COMPLETE FY11		
FAA/Public	Encourage Part 91 pilots to get mountain flying training. Have Medallion Foundation develop a mountain flying course and a more thorough class for instructors. Implement the Instructor program through the CFI/DPE initiative.	3.3	2.8	3.2	12.5	OPEN	TBD	

FAA/Public	Work with Industry Partners to design and implement rear seat shoulder harness restraint systems and/or airbags in DeHavilland Beaver and Otter Airplanes. (Most of the Beavers and Otters flying in Alaska today only have a lap belt, including the seat that Former Senator Stevens was in at the time of his death.)	2.5	4.2	2.7	12.4	OPEN	ACO
FAA	Post Passenger Bill of Rights and (Circle of Safety poster) in passenger lounge for all 135 operators. Add Weather to the Circle of Safety.	3.7	2.5	3.0	12.4	COMPLETE	
FAA	Enhance participation of targeted pilots in safety seminars. Cross-index existing databases to identify pilots that do not attend seminars and are likely to be high risk pilots. Use info to invite at-risk pilots by personal phone calls, to seminars. Consider offering limited seminars in smaller communities, Willow, Kenai, Port Alsworth, Bethel, Glennallen, Nome, Hanes, Skagway, Wrangel, Petersburg, Kenai, Homer, Kodiak, Kotzebue Yakutat, and Sitka, Talkeetna, Anchorage.	3.3	3.2	2.3	11.9	In Progress; Bethel, Talkeetna, Anchorage Complete FY12	FAAS Team FY13
FAA	Concentrated 406 MHz ELT Implementation. Distribute brochures.	2.7	3.5	2.5	11.6	Distribution of material/brochures In Progress	ACO/FAAS FY13
Public	Enhance Medallion Foundation PA-18 simulator, add Moose stalls and stall spin awareness training. Make the simulation as realistic as reasonable by giving the pilot a high gain task like counting the brow ties. Simulate a wake turbulence	2.5	3.2	2.7	11.1	IN PROGRESS: pending funding	Medallion
FAA/Public	Weather Cameras to provide Weather cam site/app optimized for Smart Phones. (In prototype stages currently, Weather Camera independently came to the same conclusion as FSI Working group)	2.0	3.5	2.3	10.4	COMPLETE	
FAA	Conversations with a Ghost (Youtube posting), Flat Light, Rouge Pilot out of Mantley (Model after AOPA Aviation Safety Foundation Videos)	2.8	2.5	2.3	10.3	OPEN	
Public	406 ELT Award as a door prize at safety seminars and conventions.	2.5	3.0	2.2	10.3	OPEN	
Public	Underwater egress training at seaplane seminars.	2.2	3.3	2.2	10.2	OPEN	
FAA	Expand Cue Based Training in Southeast once prototype is finished and expand Phase II to 135 other areas of the state. (Program will have to change along with operational differences) offer Phase III to Part 91.	2.3	3.3	1.8	10.0	COMPLETE: Southeast is completed, other areas pending funding	
FAA	Anonymous inspector program (Part 135)	2.7	2.3	2.2	9.6	COMPLETE	Ongoing
FAA	Dramatic reenactments (YouTube posting) VFR into IMC; example, Cub into Lake Hood, Stall/Spin Turn about whale stall/spin accident, Mountain Flying 185 with the bucket as a chair killed mechanic.	2.5	2.3	2.0	9.2	OPEN	
Public	Develop and install an enhanced stall warning systems for Cessna 170, Piper PA-18 and DHC-2 airplanes. (170 system may be usable on 180/185 and PA-18 system may be usable on PA12 and PA 22/20)	1.5	3.2	2.2	9.0	OPEN	ACO

FAA/Public	Fund a position to be a web master to maintain Aviation Safety outreach data and address branding of old safety information that was eliminated due to branding issues. Allow any interested pilot to access data without password. Include flying to Alaska web site.	2.2	2.5	2.0	8.9	COMPLETE FY12	
Public	A low cost terrain avoidance system (Capstone like) for VFR into IMC accidents in Alaska.	1.5	3.2	1.8	8.6	OPEN	Feasibility? Other options...
Public	Fund instructors for the Medallion Simulators and establish goals for increasing SIM use by Medallion Foundation.	1.8	1.8	1.5	6.9	IN PROGRESS:	Medallion ONGOING
Public	Get the Helicopter laser light system certified and create an equipage program. Work with operators to evaluate prototype and make suggestions to improvement prior to certification. Identify a company to manufacture systems.	1.3	2.3	1.3	6.6	OPEN	Feasibility? Other options...
FAA	Lowering barriers to going IFR when weather deteriorates Non punitive approach to going into IFR when not legal. A program similar to ASAP, however, designed for Part 91.	1.3	1.2	1.7	5.5	OPEN	Feasibility? Other options...