



The Initial Approach Fix

How Are We Doing?

Every flight requires an untold number of decisions and actions to get the mission done and return home. That's just the way it is: a complex aircraft manned by highly trained professionals getting the job done. And we're good at what we do, but how are we doing safety-wise? So far in FY06 (through Feb. 26) our Class-A aviation mishap rate is 2.22 for Navy and 2.53 for Marines. When compared to last year's rates (at the same time) of 1.99 for Navy and 1.89 for Marines, we're doing worse. Keep in mind that our goal now is to reduce mishaps by 75 percent from the FY02 baseline and we have much to do. Our math and stats folks track the mishap rates and this information can be viewed at: www.safetycenter.navy.mil/statistics.

Hazreps

Just knowing the mishap rates and tracking the statistics isn't enough, the challenge is to be proactive in taking steps toward improvement. Hazard reporting (hazrep) has been getting a lot of attention lately, and justifiably so. The four purposes of hazreps reports are:

- To report a hazard and the remedial action taken, so others may take similar action.
- To report a hazard and recommend corrective action to others.
- To report a hazard another organization may determine appropriate corrective action.
- To document a continuing hazard in order to establish risk severity and exposure.

The next three stories in this issue, "What Do You Mean, It Didn't Go Out?," "Barry Gets Schooled," and "Sins of the Father," are linked to hazreps and reinforce the value of reporting.

Runway Incursions—Get the Ultimate Guide

The NSC has a new CD that focuses on runway incursions. The CD contains information and training aids, and is highlighted on page 11 of this issue of *Approach*.

Web-Enabled Safety System Improvements Underway

The WESS BRT (barrier-removal team) has been listening to fleet feedback and is working on several initiatives to make the system better. Visit our WESS website for more information on the BRT, get simple answers to common questions, or learn how to use the system. WESS can be found at: www.safetycenter.navy.mil/wess/.

Investigations

Your squadron has a mishap: a plane has crashed. Is your squadron mishap plan current? Does everybody, not just the ASO, know the reporting procedures in the event of a mishap? Our aviation investigation webpage is a good place to find information and provide resources for squadron training. Visit it at: www.safetycenter.navy.mil/aviation/investigations/.

Aeromedical—Human Errors in Naval Aviation

Progress has been made in reducing human-errors, but they continue to be the primary cause of aviation mishaps. As we work toward reducing mishaps, we need to focus on understanding the components of human error and how to combat them. Eliminating skill-based and decision errors is the goal. We also must continue to focus our intervention strategies on improving crew-resource management and avoid adverse mental states, which contribute to unnecessary risks.

A new addition to our aeromedical webpage is "The Fishwrapper." This new feature includes information and analysis on a variety of topics for all aviators. View this new webpage at: www.safetycenter.navy.mil/aviation/aeromedical. Our POC for "The Fishwrapper" is LCdr. Greg Ostrander, email at: greg.ostrander@navy.mil, (757) 444-3520 ext. 7229 (DSN 564).