



The Initial Approach Fix

FROM OUR AVIATION DIRECTORATE...

Focus on NavAir

In this issue of *Approach*, we are featuring information about the Naval Air Systems Command (NAVAIR). They are an integral part of the process to provide the finest and safest resources to naval aviation. A part of the process that is critical to NAVAIR's mission accomplishment is the continued reporting of hazards. The web-enabled safety system (WESS) is used to submit these reports and get the needed information to the NAVAIR team. Below is an update on WESS, and the feature on NAVAIR follows on page 4.

Web-Enabled Safety System (WESS)

Q. What is the goal of the Naval Aviation Safety Program (OPNAV 3750.6R)?

A. The goal of the Naval Aviation Safety Program is to identify and eliminate hazards before they result in mishaps.

Everyone associated with naval aviation has an obligation to report hazards. These reports are submitted through the web-enabled safety system, better known as WESS. The Naval Safety Center WESS website link is: <http://www.safetycenter.navy.mil/wess/default.htm>

What to report

When events occur that do not meet the criteria of an aviation mishap, a hazard report (hazrep) should, and in some cases, must be submitted. Even though you may have submitted a hazardous-material-report (HMR) or a quality-deficiency-report (QDR), you still may need to submit a hazrep. Your aviation safety officer should review all reports to make sure a hazrep is submitted, if necessary.

How to report a hazrep

Admittedly, the introduction of WESS had initial fleet-training requirements, which resulted in a significant drop in the number of hazard reports submitted. But, with fleet input, training and defects identified, WESS continues to improve, incorporating system enhancements that increase user-friendliness. The addition of online tutorials, downloadable worksheets, enhanced help screens, and increased user-proficiency, significantly reduced the amount of time it takes to input a report into the system. All WESS resources can be found at: <http://safetycenter.navy.mil/wess/default.htm>.

Quality of hazreps

The accuracy and benefits of the information we get from our safety database depends entirely on the accuracy and effort level of the personnel entering the reports. The more detailed and in-depth the hazrep, the greater benefit it will provide to others to prevent the same from happening to them. Does it include all the human factors involved? Are the recommendations reasonable and actionable? Is the report routed through endorsers, who have the authority to take action on the hazard? In some cases, you may want to convene your aviation-mishap board (AMB) to investigate and report the hazard.

Command safety authority

Each command shall designate a safety authority, who is responsible for managing the WESS accounts for their command. These duties include:

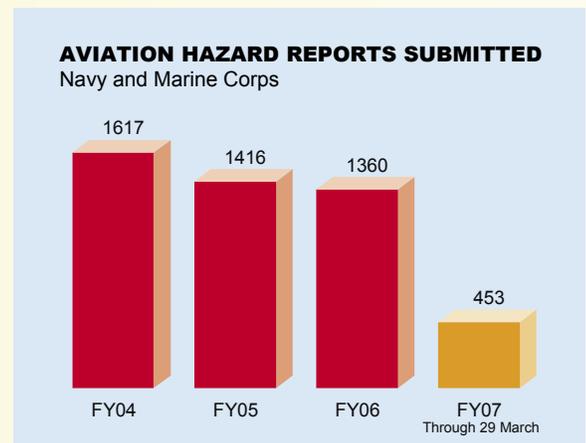
- Approving or rejecting requests for WESS access for personnel in their UIC.
- Indicating the level of access each user in their command is allowed.
- Granting access for community-of-interest (COI) notifications and/or endorsement privileges.

Although the WESS aviation module is currently used for hazard reporting, within the next few years, it will include aviation mishap reports which deal with privileged information. Take this into consideration when selecting who will have an account. Do they need it to perform their duties?

The command-safety-authority billet is mandated by OPNAVINST 5102.2D/ MCOP 5102.1B, Navy and Marine Corps Mishap and Safety Investigation, Reporting and Record Keeping,

Community-of-interest (COI) notification

The COI notification essentially is the same as your previously used collective-address designators (CADs). They are named the same, such as,



Visit our Aviation Directorate website at:
<http://www.safetycenter.navy.mil/aviation/default/htm>.

“all Hornet aircraft activities” and “all NavMarCorp air-station activities.” Adding COIs to your WESS reports ensures other aviators will brief and learn from your hazard report to hopefully prevent it from happening to them.

Need help?

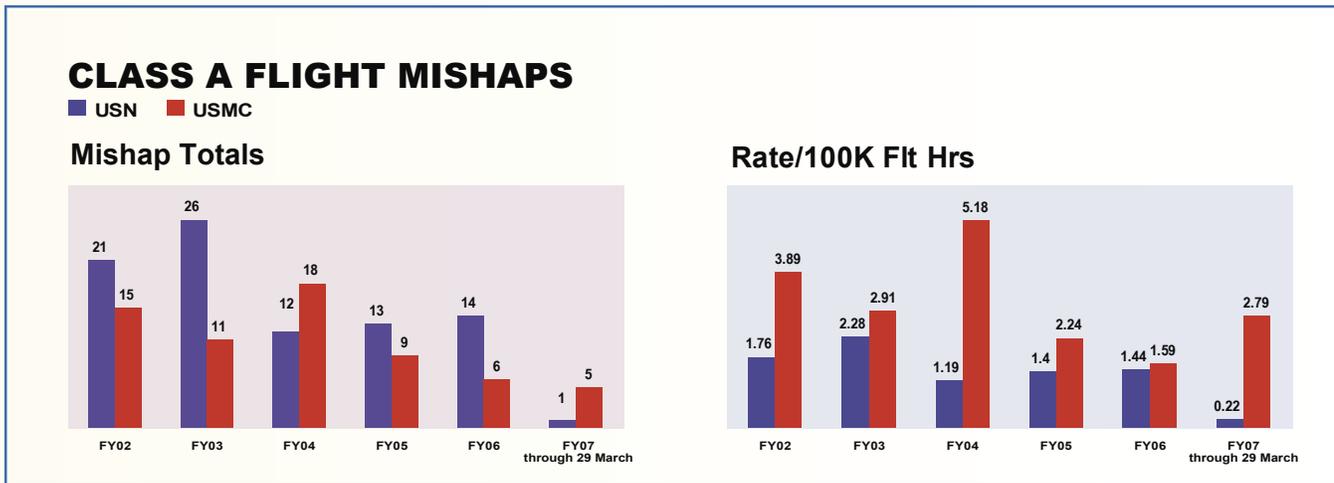
There are two primary methods for obtaining help for WESS. First, you can submit a feedback form. The link to the feedback form is always available under the activities link on the left of every WESS page. Second, is to call our help desk where you will talk with a live person for immediate assistance. The phone number is (757) 444-3520 Ext. 7048.

Remember, when you don't report a known hazard, aircraft systems aren't improved, people don't learn from other's incidents, and mishaps can occur. It is our responsibility to the future of naval aviation to report and track the hazards of today to prevent the mishaps of tomorrow.

Aviation-mishap-rate update

One of the missions of the Naval Safety Center is to track and analyze aviation data. As we enter the summer months, we continue to stress programs such as risk management, crew resource management, safety surveys, culture workshops, and command assessment surveys as key factors in driving down all mishap rates. The real measure of success lies in mishap prevention and saved lives.

Here's how we're doing in aviation:



Aviation statistics can be viewed at: <http://www.safetycenter.navy.mil/statistics/aviation/default.htm>.

Grampaw Pettibone Award Winners

The Grampaw Pettibone Awards are presented annually to the individual and organization that contributes the most toward aviation safety awareness through publications. The Naval Safety Center team congratulates and is proud to announce the 2006 winners:

Individual category winner: LCdr. Steven Kiggans, VT-22, Runner-up: LCdr. Gabe Soltero, HS-4.

Organization category winner: VFA-87, Runner-up: VAW-121.

Citation plaques for winners and certificates for runners-up will be mailed to controlling custodians for presentations.