



Admiral's Corner

From Commander, Naval Safety Center



How are you helping to reduce mishaps? While the Safety Center aims to make the Navywide working environment as safe as possible, the important person contributing to mishap-reduction is you! Everyone owns safety.

When I talk to Sailors and Marines, I get frustrated because many junior personnel are unaware of the 50-percent mishap-reduction campaign. We can, and must, fix that lack of awareness by increasing the information flow and communicating both up and down the chain of command. We must improve how we do business, and all hands must get involved.

Another area in which we can help is hazard reporting. In an attempt to bring hazard reporting to the forefront of the naval-aviation safety program, the January-February 2004 issue of *Approach* highlighted changes to OPNAVINST 3750.6R (hazrep instruction), Chapter 4. These changes improve the reporting process with a more user-friendly document, a 50-percent reduction in number of pages required, and one standard reporting format for aircraft and UAVs.

Hazard reporting has proved very beneficial to the training command squadrons. Recently they have used NMAC (near-midair collision) hazard reports to raise awareness of a dangerous situation: T-34s operating at an uncontrolled civilian airfield were regularly having near-midairs with civilian aircraft. Increased reporting from the training squadrons provided essential data for safety analysis that allowed higher echelon commands to identify

problem areas, establish risk severity, and control the risk. Those hazreps began the information flow among CNATRA, COMTRAWING Four, and COMTRAWING Five, which got the ball rolling to develop a risk-mitigation strategy with necessary controls, minimizing risk to primary training aviators.

Training-command personnel got involved, took ownership, raised awareness, used improved reporting procedures, and communicated—they improved the way they do business. I'm pleased to see the hazard-reporting system offering that vehicle to the training command. BZs to all TRACOM COs for bringing this NMAC hazard to everyone's attention!

I'll close by addressing what remains our No. 1 problem: private motor-vehicle (PMV) mishaps. Motor-vehicle accidents during the 2004 Critical Days of Summer (the period that began the Friday before Memorial Day and ended Labor Day) killed 23 Sailors and 13 Marines. All hands—including those in leadership positions—should reflect on these tragic and unnecessary losses.

Every death is one too many. Could any, or maybe all of these deaths have been prevented? In our hearts, we know the answer is, "Yes." We have to communicate better and make sure we are engaged at all levels in each command. There is not a Sailor, Marine or civilian in our Navy community who wakes up in the morning with the intent to die on the road that day—many become victims, while most just make poor decisions. Let's make sure we pass the word about driving safety. It's all part of caring for one another.

HOW ARE WE DOING?

Here's information on our safety status as we work toward the goal.

Aviation (Rates = Mishaps Per 100,000 Flight Hours)

Class-A Flight Mishaps (FY04 thru 30 September)

Service	Total/Rate	FY03 thru 30 Sep	FY04 Goal*	FY05 Goal*	FY01-03 Avg	Fighter/Attack	Helo
USN:	12/1.13	26/2.28	14/1.24	10/0.88	20.3/1.77	8/3.30	1/.50
USMC:	18/5.25	11/2.91	10/2.75	7/1.94	10.3/2.77	9/6.19	8/5.32

* Goals based on FY02 baseline.

■ rate above goal.

■ rate below goal.