

# WORK ZONE

REDUCING MISHAPS BY 50%

## HAZREPS: Improving how we do business

**E**arly last year, a newly designated HAC, on his first flight, signed for the plane and looked forward to a super mission. However, the flight was eventful and anything but routine: an engine failed. He executed the NATOPS procedures and landed safely. He recalled that other squadrons had experienced similar incidents and a hazard report was required. He headed for the safety office and found himself struggling through the hazard-reporting process.

That was last year. Since then, hazard-reporting procedures have been updated and streamlined. Here's the 411 on hazreps you should know.

**OPNAVINST 3750.6R, Chapter 4, is the guiding instruction for hazreps.**

It is important to remember that, unlike safety-investigation reports (SIRs), hazreps are not privileged.

On Aug. 11, 2003, the Commander, Naval Safety Center, signed Change 2 to the 3750.6R. This change removed and replaced all of Chapter 4 and resulted in these improvements:

- A more user-friendly document
- Reduced number of pages more than 50 percent
- One standard reporting format for aircraft and UAVs

### Types of hazreps:

General Use Hazards (GENUSE)  
Electromagnetic Interference (EMI)  
Out of Control Flight (OOCF)  
Bird-Aircraft Strike Hazard (BASH)  
Near-Midair Collision (NMAC)  
Physiological Episode (PHYSEP)  
Embarked Landing (EMBLAND)  
Air Traffic Control (ATC)

### Why submit hazard reports?

- 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 so other organizations may determine how to fix the problem or control the risk
- To document a continuing hazard in order to establish risk severity

### Special cases for hazrep submission:

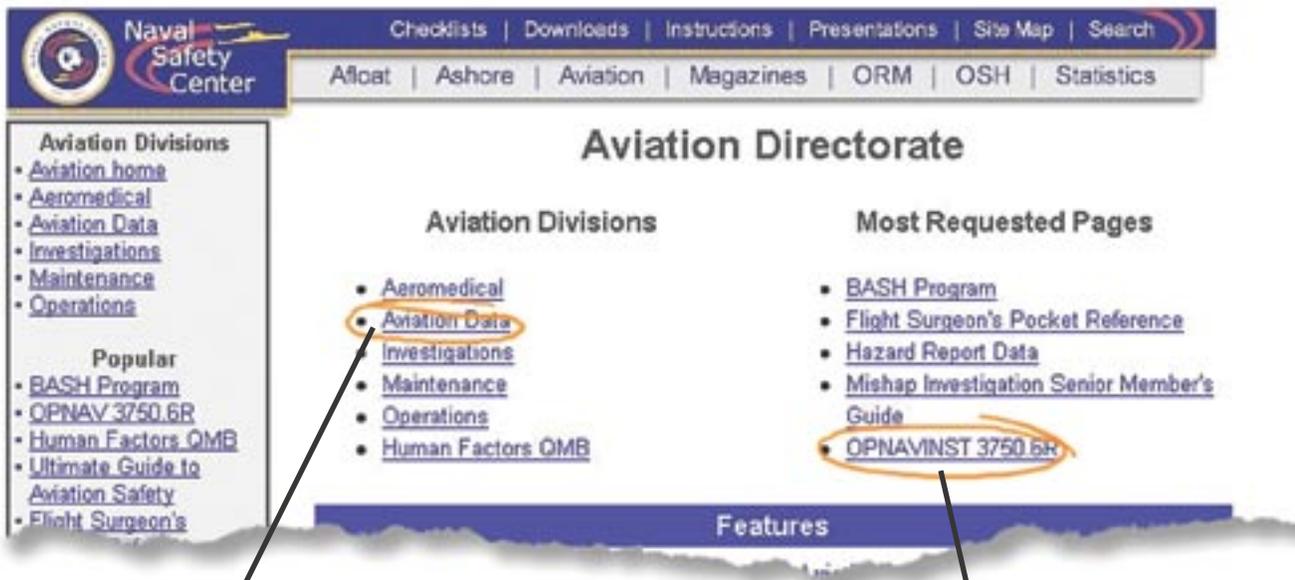
- An aviation-mishap board (AMB) finds severe hazards among their cause factors that require immediate attention.

- An AMB detects hazards that are not themselves causal factors in the mishap under investigation.

### The bottom line:

Mishap prevention often depends on detailed, accurate hazard reports.

Visit our aviation-directorate website for more information at: <http://safetycenter.navy.mil/aviation/default.htm>.



Click here to obtain aviation hazard-report information for your aircraft.

To view OPNAVINST 3750.6R, Chapter 4, click here.

Have questions about hazreps? Contact Kimball Thompson, executive assistant Aviation Safety Programs, Naval Safety Center at: [edward.thompson@navy.mil](mailto:edward.thompson@navy.mil).