



# Admiral's Corner

From Commander, Naval Safety Center



## Press On

As I prepare to turn over command of the Naval Safety Center to RADM George Mayer, I want to reflect on my two years at the NSC helm. In May of 2003, all of DoD was challenged to reduce mishaps across the board by 50 percent before FY06. We're approaching the end of the period covered by this daunting challenge, so let me offer my perspective on our Navy and Marine Corps efforts.

To date, our overall mishap-reduction program has yielded mixed results...in some areas we are doing very well, in others there remains work to be done to change our culture. The two-year challenge provided us with a focal point and while the short-term goal had its purpose and we have seen some successes, we must also look toward long-term mishap-reduction and eventual elimination in all areas. Fifty-percent reduction is a good place to start, **but the end state goal is ZERO mishaps.**

Let's reflect on our results. While the numbers are important, they are not the only measure of our successes or shortcomings. Changing our cultural mindset from the misconception that hazards and mishaps are "part of the job" takes time, and as a result some of our shortfalls are cause for frustration.

On the other hand, we have made some very strong progress. Our mishap-reduction efforts have led to incorporating initiatives and adopting procedures and a mindset that have changed our Sailors' and Marines' safety culture. Today many are analyzing the risks and making prudent decisions on every level—not always—but more and more often.

The below aviation mishap rate figures are examples of safety progress. However, this data is a mere snapshot from a short timeframe. Long-term trends will provide a better perspective.

To get a broader picture of our status in reducing mishaps, to include aviation, afloat, ashore, off-duty and motor vehicle mishap statistics, visit: <http://www.safetycenter.navy.mil/statistics>.

We are also squarely in the Critical Days of Summer time period when Sailors and Marines take leave, travel and enjoy summer's recreational opportunities. Unfortunately, this too often means an increase in off-duty injuries and deaths. **This does not have to happen**, for when you practice proactive leadership and assess the risk factors for yourself and your personnel, you may very well be the factor that prevents an injury or saves a life in your command. One Sailor or Marine just might avoid having a mishap because a supervisor asked one extra question, took interest and an extra moment to discuss someone's liberty plan, or grabbed the car keys to keep a drunken shipmate from driving—that's progress.

I urge you to revisit our updated website and use resources specifically designed to help your summer safety programs. Keep the press on as the summer turns to fall, ask the extra (sometimes tough) question, and take care of your buddy. Encourage all hands to visit: <http://www.safetycenter.navy.mil/toolbox/criticaldays>.

In closing, I am honored to have served with a superb team of professionals, not just at the Center, but with the entire Navy and Marine Corps team who make safety their passion.

The numbers alone don't measure our progress. In time, the actions we take today will yield measurable benefits in the future. Be safe.

RADM Dick Brooks

### HOW ARE WE DOING?

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

Class-A Flight Mishaps (FY05 thru 13 July)

Service	Current Rate	FY04 thru 13 Jul	FY05 Goal*	FY02-04 Avg	Fighter/Attack	Helo
USN:	10/1.33	10/1.26	10/0.88	19.7/1.77	3/1.53	4/2.80
USMC:	7/2.33	12/4.50	7/1.94	14.7/3.96	5/4.23	2/1.38

\* Goals based on FY02 baseline.

■ rate above goal.

■ rate below goal.