

TOWARD THE GOAL...

Reducing mishaps by 50%

Continual Improvement

As we reflect on our aviation-safety posture, there are many positives, but there also is room for improvement. Based on surveys, culture workshops, and other interactions with fleet squadrons, the Safety Center aviation investigators and analysts share the following comments:

Our aircraft and equipment are well designed, and seldom let us down. Human factors, too often, are causal when a mishap occurs. In many instances, we lose shipmates and valuable assets while conducting basic, routine tasks. Mishaps occur when inexperience and complacency are interrupted by a surprise in the routine.

For helicopters flying low, the desert is a dusty environment and presents different challenges. Basic instrument-takeoff procedures will help you with takeoffs in this environment. And yes, the toll on airframes and engines is increased.

Take care of each other. Old guys, watch out for the new guys, as they don't have your experience. For the new guys, stick to the basics, so you can someday refer to yourself as an old guy. Get that back-in-the-saddle flight,

practice your landings, and get some instrument time. Brief the scenario all the way through to the landings and fly what you brief.

A review of average flight times in some squadrons indicated low-time aircraft commanders were often significantly below average in flight-time distribution. This situation was more indicative of where squadrons were in the deployment cycle (most were in a down time after returning from OIF). However, this period is also when many mishaps occurred.

Manning levels are often driven by where a squadron is in the cycle. However, squadrons need to closely monitor their manning with the possibility of a compressed turnaround cycle and real-world commitments.

The squadrons that see real benefit from safety-suggestion programs are ones that tie safety suggestions to individual safety-award recognition. When COs reward good safety suggestions and practices, better quality and quantity of inputs are received, and the overall safety program is improved.

HOW ARE WE DOING?

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

Class-A Flight Mishaps (FY04 thru 09 Feb)

Service	Total/Rate	FY03 thru 09 Feb	FY04 Goal*	FY05 Goal*	FY01-03 Avg	Fighter/Attack	Helo
USN:	3/0.83	8/2.04	14/1.24	10/0.88	20.3/1.76	2/2.35	0/0.00
USMC:	6/5.72	3/2.55	10/2.75	7/1.94	10.3/2.76	3/6.65	3/6.85

* Goals based on FY02 baseline.
■ FY04/05 rate at or below goal.
■ FY04/05 rate above goal.

For current information on aviation statistics visit:
www.safetycenter.navy.mil/statistics/aviation/default.htm

Mishap-Free
Milestones

HMM-265	15 years	60,000 hours
HSL-45	14 years	95,000 hours
VFA-195	21 years	90,000 hours
HC-11	12 years	100,000 hours
VFA-22	8 years	
VP-46	40 years	280,000 hours
VRC-30	28 years	175,000 hours