



The Initial Approach Fix

FROM OUR AVIATION DIRECTORATE...

ORM: Program Update

The Naval Safety Center is the ORM model manager for the Navy. Here are several initiatives the ORM team is working on.

ORM model – This model is designed to improve ORM knowledge and application throughout the fleet. A new addition to the model is a standardized assessment tool to be used during Safety Center surveys, and unit- and group-level exercises and evaluations to assess how well ORM is being brought into command processes. This tool can help determine if your ORM structure is in place and effective. The model can be found on the Naval Safety Center website at: www.safetycenter.navy.mil/orm.

Time-critical risk management - To correct deficiencies in time-critical ORM training, the Naval Safety Center, working with fleet ORM advocates, is reshaping the ORM fundamentals. The fundamentals still will be based on the four ORM principles but will place increased emphasis on the elements and skills necessary to execute time-critical ORM. These time-critical fundamentals will be part of the ORM model.

ORM training - The Naval Safety Center is presenting time-critical ORM briefs in fleet-concentration centers this year. The applications and integrations (A&I) course offered in fleet-concentration centers will include the new time-critical ORM elements. Course locations and dates are posted on our website at: http://www.safetycenter.navy.mil/orm/class_schedule.htm.

Aeromedical

This issue has two aeromedical-related articles that address problems to all aviators. The article, "Dehydration Will Ruin a Mission," by Lt. Jasmine Gough, VAQ-137, on page 15, stresses the need to drink fluids before and during a flight. The need for female aviators to stay hydrated is no different than for men, and the need for all aviators to be at the top of their game is obvious. The other article is "Doc, My Neck Hurts," by Lt. Mark Jacoby and Tina Avelar on page 16. In addition to information on neck problems, several stretching and strengthening exercises are provided.

Another article, "Patient 296," by Cdr. Skip Trahan, shares a story of support for our aeromedical teams. Medevacs are critical in saving lives, but within each mission, the aircrew and medical personnel always must weigh risks and make decisions. Here's their story. *Approach* focused on the medevac and casevac missions in our July-August 2006 issue, view it at: <http://www.safetycenter.navy.mil/media/approach/issues/julaug06/default.htm>

Over 80 percent of aviation mishaps have human factors as a primary causal factor. Our aeromedical webpage has information to help you overcome these factors. We've added several new articles and resources to our webpage, view them at: <http://www.safetycenter.navy.mil/aviation/aeromedical/default.cfm>.

Aviation3750

We've recently published a special issue of *Mech* and *Approach* magazines, titled *Aviation3750*. Do you want to know where to get information on mishap investigations, BASH, WESS, or the safety-survey program? This handbook is a great resource for these programs and many more. There are even sections on best practices, mishap trends for each community, and mishap summaries. Contact us to obtain additional copies or view it online at <http://www.safetycenter.navy.mil/media/Aviation3750/Aviation3750.pdf>.

Blue Threat

Blue threats are those on- and off-duty actions or inactions that can increase our risk of mission failure, injury or death. ORM is a key tactic in defeating the blue threat, and the application of ORM principles goes a long way in eliminating preventable mishaps. The article, "Painted Into a Corner," by Lt. Jesse M. Reed, on page 3, depicts a blue-threat scenario.

Naval Aviation Readiness Through Safety Award

Congratulations to Commander, Naval Air Force U. S. Atlantic Fleet on their selection for the Naval Aviation Readiness Through Safety Award and the Adm. James S. Russell Naval Aviation Flight Safety Award for CY 2006. These awards are presented annually to the controlling custodian who contributes the most to readiness and economy of operations through safety. CNAL had an outstanding safety record, an aggressive safety program, an improving three-year safety trend and flew over 234,000 flight hours with no Class A flight or flight-related mishaps.