

Aviation



In July 2005, after nearly three years of development and testing, the Naval Safety Center released the aviation-hazard-reporting module of WESS. In the 24 months since, Navy and Marine Corps squadron aviation safety officers, directors of safety and standardization, commanding officers, air wing and type wing safety officers and numerous other safety professionals have submitted more than 3,348 hazard reports and 391 report endorsements. Every Navy and Marine Corps squadron has at least one active WESS account, and most have two or more accounts.

These two statistics do not necessarily represent success, but they are encouraging. That said, we still have much work to do. Valuable fleet feedback, combined with subject matter experts' and programmers' assessments, drives the development process to refine this critical web-based reporting tool.

WESS Accounts

There are two types of WESS accounts—**customer** and **safety authority (SA)**. Activities may have as many WESS customer accounts as desired. The Naval Safety Center recommends that as a minimum, every squadron ASO, safety officer, XO and CO have a WESS customer account established with community of interest (COI) notification and endorsement permissions. Every unit should designate one of those accounts as the safety authority.

While not mandatory, we strongly recommend each activity establish its own internal safety authority. The unit commanding officer must designate the SA in writing on official unit letterhead and fax or mail it to the Naval Safety

Center. Commands can also make this designation via naval message to the Naval Safety Center. The Safety Center cannot accept SA designations via e-mail.

The SA has several principal roles:

- Manage account setup and recommend approval/rejection at the local level.
- Ensure that appropriate personnel are granted necessary privileges and permissions.
- Recommend account deletions or forward account modification requests for personnel who transfer from the activity.
- Set up COI notification and endorsement permissions.

Note: COI notifications and endorsement permissions are a critical step in the reporting and notification process. Safety authorities should ensure that users in their activity who have the need to read, view, or disseminate report information have COI notification selected to “Yes” in order to view hazard reports from within the command, community, or in some cases, an outside community.

You can find additional detailed SA information on the Safety Center website at: <http://www.safetycenter.navy.mil/wess/> and in tutorial guide 8 from the “Users Guides” link: <http://www.safetycenter.navy.mil/wess/tutorial/aviation/>.

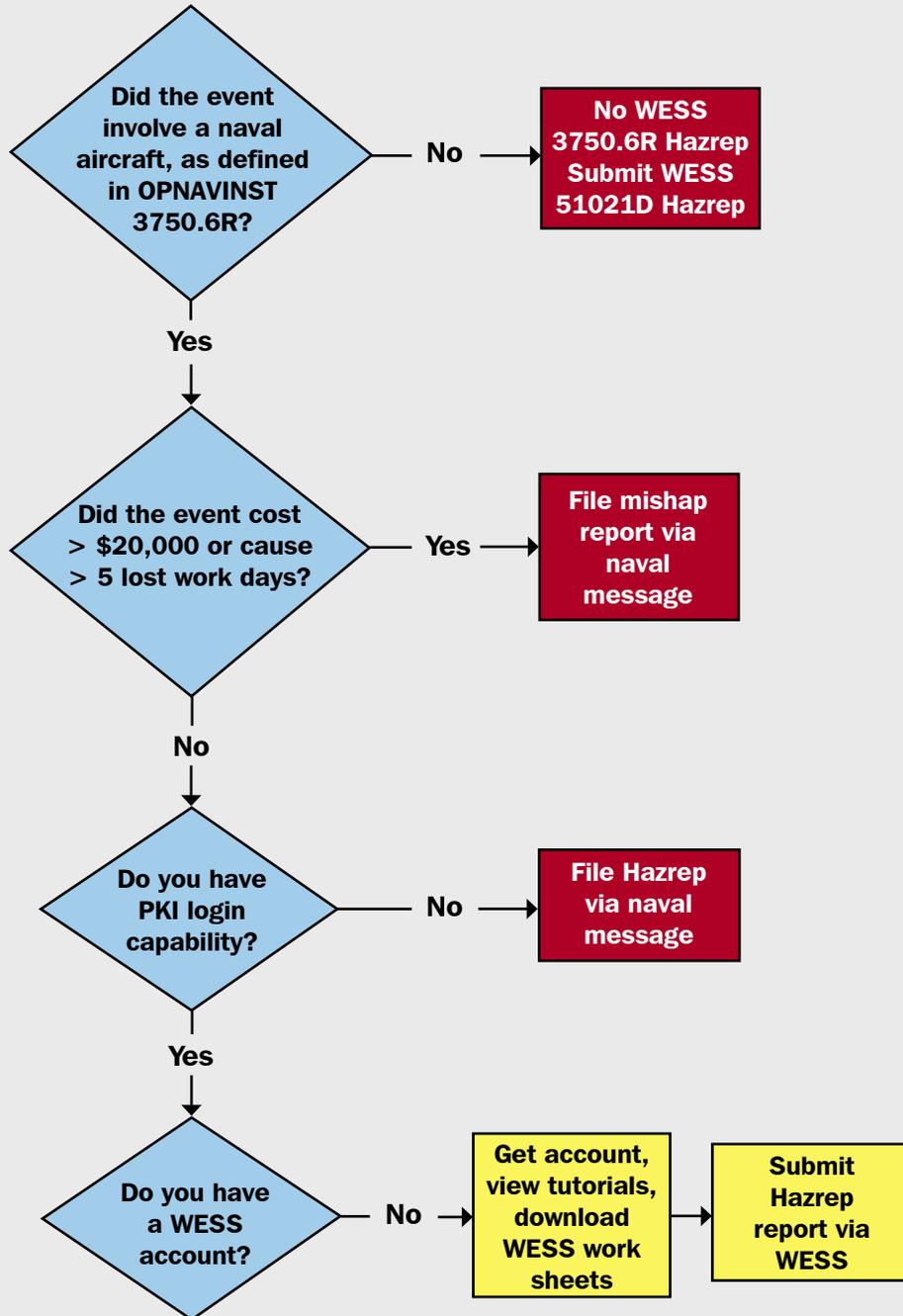
According to the OPNAVINST 3750.6R, everyone associated with naval aviation has an obligation to report hazards. You must report hazards

which threaten people or organizations outside of your command higher authority. WESS is your primary vehicle for reporting hazards and for viewing hazards reported by other people.

Use the flow diagram below to determine the

basics of submitting an aviation hazard report online or via naval message traffic. For those who must submit via naval message, your analyst at the Naval Safety Center will take your message, print it out, and place it into WESS for you.

Submitting Aviation Hazreps and Mishap Reports



Training

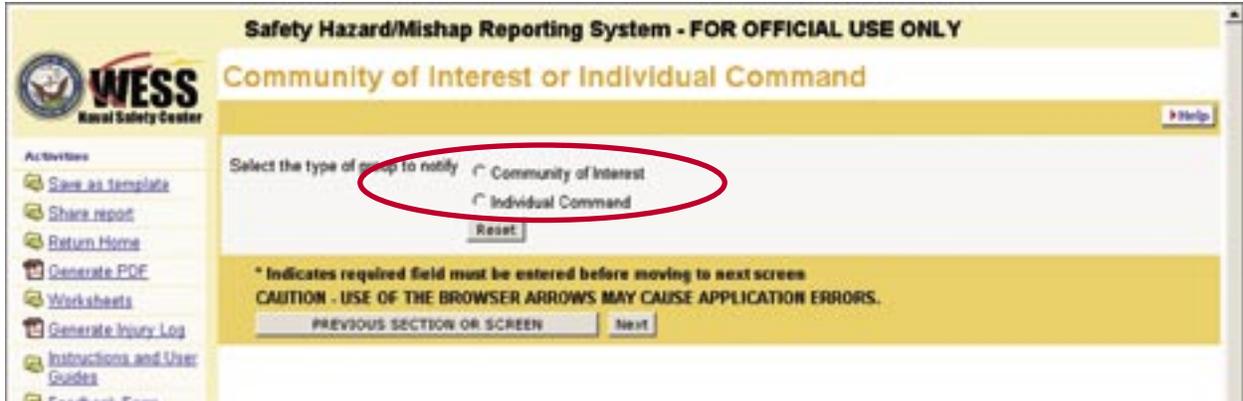
The School of Aviation Safety provides WESS training to ASOs and PXO/PCOs in the Aviation Safety Officer's course and the Aviation Safety Command course respectively. Also, the Naval Safety Center has provided on-site training at many fleet concentration areas. We can provide refresher WESS training to units in fleet concentration areas in conjunction with safety surveys and to units outside of fleet concentration areas on a request basis. We also recommend that each WESS customer download and review the WESS aviation tutorials to become more familiar with the application.

Communities of Interest

Communities of Interest (COIs) form the backbone of the Hazrep notification process in WESS. They are the web equivalent of the collective address designator (CAD) from the Defense Message System. (For example: All Hornet Aircraft Activities, All Seahawk Helicopter Activities). To date, we have established 37 aircraft and 46 wing/group/TYCOM COIs in WESS Aviation.

When you create any WESS hazard report, except for Bird Aircraft Strike Hazard (BASH) reports, you must select at least one COI for notification, (see figure below). At a minimum, you should normally select the community to which your squadron belongs. For example, VAQ-129 should select the All Prowler Aircraft Activities community of interest. This ensures that every WESS account holder with COI notification permission within the Prowler COI can view the hazard report.

When your Hazrep requires action on a recommendation, you can select COIs for that action as well. For instance, if the Hazrep recommends briefing the hazard to an entire community (say—All Prowler Aircraft Activities), you may select that COI in the action agency type page (see next page).



If you have any questions or concerns while filling out your WESS reports, call the Help Desk at (757) 444-3520, Ext. 7048 or the aviation directorate at Ext. 7811. ♦

Just a click away—

Your
 Naval Safety Center
Website
www.safetycenter.navy.mil



www.safetycenter.navy.mil/wess/default.htm

The Web-enabled safety system is the primary method for reporting aviation hazards and mishaps. WESS is an evolving program with lots of features that can make your job easier. Visit our WESS webpage to view the quick links to the online system, set up an account, and find the users' guides, training, and FAQs.



Operational Risk Management

www.safetycenter.navy.mil/orm/default.htm

Operation risk management is a decision-making tool used by people at all levels to increase operational effectiveness by anticipating hazards and reducing the potential for loss, thereby increasing the probability of a successful mission. On or off duty, using the risk management process will keep you safer and ready to carry out the mission.