



THE LATEST FROM THE NAVAL SAFETY CENTER

January 2015

**1. Self-Assessment Cycle Underway** – Commands and units were supposed to have completed their self-assessments by 31 Dec. The next step is for command and units to forward their top five issues and concerns, along with program successes and best practices, to their Immediate Superior in Command (ISIC). ISICs review and consolidate their subordinate command reports into a "top five" and forward to their administrative ISIC. Each subsequent level in the chain of command reviews and consolidates subordinate command reports up to the Echelon III level using a standard template. Echelon III commands review subordinate command submissions and will consolidate their top five and forward to their Echelon II no later than 28 February 2015. Echelon II commands consolidate information received on the template and email submissions to the Naval Safety Center no later than 15 April 2015.



Resources and references, including the CY14 Template (an Excel file), a self-assessment guide, and ALSAFE 060/14 (November 2014) are available at

<http://www.public.navy.mil/comnavsafecen/Pages/osh/nsar-index.aspx>.

**2. New Study of Maintenance-Related Aviation Mishaps** – The Naval Safety Center's Data Management Department recently analyzed aviation-maintenance-related mishaps from FY11 to FY14 ("maintenance-related" means that aviation-maintenance personnel were found causal to the mishap). The study concluded that there had been no significant change in the total number of Navy/Marine Corps maintenance-related mishaps since the start of fiscal year 2011.

Fighter/attack aircraft had a higher maintenance-related-mishap rate per million maintenance man-hours than other aircraft communities. Commander, Naval Air Forces Pacific had a higher number of maintenance-related mishaps (87) than Commander, Naval Air Forces Atlantic (47). The higher number for CNAP was driven primarily by the F/A-18E/F and the H-60S. Of the aircraft with more than two maintenance-related mishaps, the F/A-18 community had the highest mishap rate.



Of the aviation billets, Airframes (Structures) had the highest number of maintenance-related mishaps. Aviation Structural Mechanic (Safety Equipment) had the highest maintenance-related mishap rate per 10,000 personnel per year. The most common unsafe act was "Procedures Not Followed Correctly." The most common HFACS cause was "Complacency."

The full report may be requested from the Naval Safety Center Data Management Department at [nrfk\\_safe\\_code63@navy.mil](mailto:nrfk_safe_code63@navy.mil).

**3. Resource Collection on Sleep and Fatigue Continues to Grow** –The Naval Safety Center partnered with OPNAV, COMNAVSURFLANT, Naval Personnel Command, and the Naval Postgraduate School on a series of videos to highlight the importance of natural sleep cycles, the risk of fatigue, and the role of adequate rest in readiness and mishap prevention. The videos identify problem areas, pass along information to improve awareness, and help guide strategies for preventing fatigue-related injuries and deaths.



Topics include the impact of fatigue on readiness and how a lack of sleep impairs performance. Also available on the website is information about alternative watch schedules, and links to studies and articles.

Find the resources at <http://www.public.navy.mil/comnavsafecen/Pages/video/sleep-fatigue.aspx>.

**4. “Rider Down” Emails Going Out to Motorcycle Safety Reps** -- In an effort to stimulate thought and discussion, and to bring awareness to the frequency of motorcycle accidents, the shore safety team at the Naval Safety Center will be sharing actual mishap information with the Motorcycle Safety Representatives (MSR) listed in ESAMS. With the subject line “Rider Down,” the new weekly e-mail will contain factual information pulled from the accident reports the Naval Safety Center received that week through Naval Message and WESS. Individual PII and command information will be deleted, but the details of the accident, type of bike, and injuries will be shared. By sharing some of the details of each accident, riders can identify how a situation went from safe to unsafe and how the ensuing mishap might have been prevented. “Rider Down” intends to get the riding community openly talking about accidents, how each rider would have handled the situation, and about the unnecessary risks riders take every day.



**5. Interactive Magazines** - You can now read *Approach*, *Decisions*, *Sea Compass*, and *Mech* on your smartphone or tablet via ISSUU, an online digital interactive reader. You’ll need to download the app if viewing on a smart device (data rates may apply). Stay on top of risk-management tips and resources, best practices and lessons learned, and general safety information by visiting <http://issuu.com/comnavsafecen/>.