Safety Center CAC-enabled web portal coming soon!

Naval Safety Center online visitors will soon notice major changes to the command website. The current site will transition into a public-access website providing basic command information including mission, leadership, multimedia products, public affairs and news items, safety event announcements, and other limited public information. Certain aspects of the site will be available via its new SharePoint portal requiring a common access card (CAC).

The new CAC-enabled site, available at https://intelshare.intelink.gov/sites/navsafe, will provide a secure platform where safety professionals can find current and relevant information about the safety community including sensitive information for aviation, afloat, shore, occupational safety and health, expeditionary warfare, statistics, acquisition safety, and operational risk management. Limited information about the Naval Safety and Environmental Training Center and the Naval School of Aviation Safety will remain on the public site; however, the majority of its fleet-centric material has been migrated to the CAC-enabled site.

Visitors will continue to see the current navigation map for a little while, but the public site will eventually display basic command information only. The improved CAC-protected site will require users to establish an account when accessing for the first time. Follow the step-by-step process, to the right, for creating an account or for accessing the new site.

Visit http://www.public.navy.mil/navsafeacen to view additional information and be up to date on enhancements as they occur. Follow us on Facebook at https://www.facebook.com/NavalSafetyCenter for additional updates and news.

HOW TO ACCESS THE NEW CAC-ENABLED NAVAL SAFETY CENTER SITE

1. Visitors with CAC certificates will be asked to request access when they first sign on. Users who have had an Intelink account will only have to enter a statement indicating why they need access to the site. Other users will have to establish an Intelink account through passport before requesting access.

2. The Intelink system will forward your request to the site administrator. Wait time to receive access may vary; but it should be no longer than 48 hours. Watch for an email message indicating you have been granted access.

3. Once logged-in users will be able to browse the site, bookmark their favorite pages, and download documents. Account holders will be able to access a link directly from the NAVSAFEacen’s public website. Users without an account or enabled system can still access the public website and browse general information, news items and publicly accessible files.
2017 not a good year so far for motorcycle riders

Motorcycle fatalities this year are increasing rapidly. The Navy has already exceeded the total number of fatalities from all of last year. Granted, fiscal years 2015 and 2016 were historically low years with 12 fatalities each. This does not mean we should accept an upward trend back to the 10-year average of 17.6 but should always strive to reduce the fatality rate each year. According to Naval Safety Center data, more personnel are lost per year in PMV mishaps than in any other type of fatality. To combat this and help stop this negative trend, the Safety Center is aggressively raising awareness. Our safety promotion strategy includes seasonal and issue-specific safety campaigns, bi-monthly articles in our safety magazines, and weekly “Rider Down” reports. Our subject-matter experts are focused on conducting in-depth ongoing mishap analysis to identify trends and factors for dissemination up the chain and out to the naval enterprise. Additionally, since we switched from conducting safety surveys in 2015, we have been providing assessment teams to the fleet; they review command rider programs. We are also pursuing a new motorcycle training program called REST (riders essential skills training). This new program will potentially provide training at more realistic speeds to simulate actual riding conditions and improve skill sets.

Leadership involvement is needed at the command level to ensure motorcycle riders and motorcycle safety representatives have the support and backing of the chain of command. Leaders at all levels should show interest and promote this vital safety program. Some items that can be done at the command level are as follows: start a mentorship program, inform new check-ins about the safety program, conduct group rides, coordinate a track day, advertise the program, and hold monthly meetings. Motorcycle riders need to ride by example, be good role models for other riders, wear all PPE, share experiences and encourage others to participate in the safety program. For more information, contact safe-oshfdbk@navy.mil.

About the photo: Naval Support Activity (NSA) Souda Bay, Greece commander, CAPT Mike Moore, foreground, participates in a motorcycle safety course offered by the NSA Souda Bay safety office. U.S. Navy photo by Heather Judkins

Update on F/A-18 A-G ECS degradation, contamination

The F/A-18 fleet continues to experience environmental control system (ECS) degrades and contamination, which has been tracked to some specific components. As a result, Naval Air Systems Command (NAVAIR) continues to work with the Hornet community by creating the ECS reset kits. Even with updated systems, NAVAIR field service teams and Naval Air Technical Data and Engineering Service Command representatives have noted that other significant contributing factors are excess grease on nose landing gears and poly alpha olefin (PAO) (used in the radar cooling system) leaking from the port leading edge extension (LEX) of numerous F/A-18 Hornets with ECS issues. NAVAIR recommends that continued reoccurring training on proper servicing techniques, as well as thorough post-servicing inspections, to ensure all excess grease is wiped off the nose landing gear. NAVAIR field service team also recommends that all Hornet activities make every effort to stop PAO leaks from the port LEX. The field service teams are certain that reducing the ingestion of hazardous materials into the intake ports of the ECS system will significantly reduce the possibility of having a physiological episode.

REFERENCES: Aviation maintenance emergency advisories AMEA FA18AD-2016-01; AMEA FA18EF/EA18G-2016-01