



THE LATEST FROM THE NAVAL SAFETY CENTER

April 2015

1. Airfield Vehicle Operators Course (AVOC) Compliance in Question – Recent Navy and Marine Corps Air Station safety assessments have found a negative trend in the quality of AVOC training programs. While we normally see good licensing compliance on paper, the quality of training required to receive a license is generally poor. This is often due to an overly simplistic curriculum (such as a 10-question, true-or-false test with no practical exam) coupled with the desire to have sufficiently large population of qualified personnel (presumably for flexibility).

During a recent assessment, it was noted that more than 100 personnel received AVOC licenses in a single day, leading us to believe that the program manager was simply handing out airfield vehicle operator qualifications. This leads to an increased potential for runway incursions and incidents. AVOC training and licensing must be held to a high standard and should not be seen as a "check in the block" training. Leadership must be actively engaged to ensure this licensing program manages the risks.



2. Safety a "Line of Effort" in CFFC's Commander's Guidance: Fleet '15 Vision – Admiral Phil Davidson, Commander, United States Fleet Forces Command, just released his initial guidance. He lists five Lines of Effort: Force Development, Force Generation, Force Employment, Safety and Security, and Sailors, Civilians and Families. Regarding the Safety and Security LOE, he wrote, "Our warfighting-first culture must embrace two pillars at its foundation – Safety for our Sailors and Security for our personnel, information, platforms and infrastructure. The Fleet must operate with a constant reinforcement of these principles that underpin all combat readiness."

3. "Rider Down" Report Update – The latest issue of "Rider Down" shows three Navy motorcycle fatalities and 112 motorcycle mishaps reported via WESS to date during FY15. The bi-weekly report gives information about the motorcycle involved (year, make and model), PPE, the rider's license and training. We recommend that command Motorcycle Safety Representatives use the information as part of their motorcycle training and mentorship programs.

The "Rider Down" distribution list is generated every two weeks from ESAMS for those personnel who have the Motorcycle Safety Coordinator Duty Task and Access Level. To be added, the command MSR or safety rep must go into an ESAMS account and have these items added. "Rider Down" goes to more than 5,400 MSRs worldwide.

The most recent issue reminded MSRs to take a hard turn on training completion and identify requirements. They should contact their Region safety office for assistance if they can't get a quota for the courses listed in ESAMS. The report also cautioned riders to ride within their training and experience level. Too many riders push the boundaries of their ability when they get caught up in the enthusiasm of the ride and lose situational awareness.



4. **Our Magazines Keep You Up to Date and In Touch** – Generations of Navy and Marine Corps personnel have found Naval Safety Center magazines to be reliable, credible sources of lessons learned and mishap-prevention information:

- Since 1955, *Approach* has guided naval aviators professionals with first-person “There I was” stories that share action, events, misdeeds and adventures.
- *Mech*, launched in 1961, provides stories, information, procedures and most of all, a venue to raise safety awareness among our aviation maintainers. It is written by maintainers for maintainers.
- *Sea Compass* is a comprehensive source of information on risk management, personal experiences, new ideas, best practices, lessons learned, and future initiatives, all aimed at personnel on ships, submarines, hospital ships, sealift commands, diving schools, surface warfare schools, and shore commands.
- *Decisions* magazine offers articles about best practices, lessons learned, technological advances, research and development, new ideas, personal experiences, and risk-and-resource management strategies for shore commands.



Visit the Safety Center website at

http://www.public.navy.mil/comnavsafecen/Pages/media/mag_index.aspx for more information about each magazine, submission guidelines, subscription service and writing resources.

5. **Reports and WESS Info for Divers** – All divers should have Dive-Jump Reporting System (DJRS) profiles created at dive school. Access to individual DJRS accounts requires an active, associated WESS account. Divers who don't have a DJRS account and an associated WESS account – whether they are from afloat, aviation or shore commands – need these accounts. WESS requires all account requests to come from the Naval Safety Center website. Visit

<http://www.public.navy.mil/comnavsafecen/pages/wess/wess.aspx> and click on “Request/Maintain Account” to start the process. If the diver already has a DJRS account, they can log in and select “Maintain Account” in the lower left corner to request additional permissions.

If the user has a WESS account and associated DJRS account and cannot access their account, it has probably been suspended due to inactivity. To reactivate a WESS account, contact the WESS help desk at 757-444-3520, Ext. 7048 or email nrfk_safe_wesshelp@navy.mil.



6. **NTSB Releases “Safer Seas 2014”** – On 1 April 2015, the National Transportation Safety Board (NTSB) released their annual report of marine accident investigations. The 43-page report summarizes the probable causes of 23 major marine accidents and valuable lessons (to be learned) from each in an easy-to-read format. “Safer Seas 2014” focuses on understanding vessel-control systems, passenger safety during critical maneuvers, maintenance and crew training. Although Navy vessels are not under the NTSB purview, we can learn from many of these tragic and costly mishaps. Download the report at <http://www.nts.gov/investigations/AccidentReports/Reports/SPC1501.pdf> .

