

## **Air Station Atlantic City Safety Department Summary of Action**

From: Commandant

To: LT Brian Potter and Frank Fusco, USCG

Subject: CAPTAIN MARION "GUS" SHRODE AVIATION SAFETY AWARD

1. I note with pride and am pleased to commend you on your selection to receive the 2007 Captain Marion "Gus" Shrode Aviation Safety Award.
2. LT Potter and LT Fusco reinvigorated the Flight Safety program at Air Station Atlantic City and developed it into a "world-class" program. Many Coast Guard aviation units have taken on expanding roles and missions over the last few years, but none have experienced the rapid growth and change that Air Station Atlantic City has endured. During the period 01 Jun 06 to 31 May 07, Air Station Atlantic City HH-65 aircraft allocation doubled from 5 to 10, the personnel allowance increased 72 percent to 248 personnel, and the Air Defense Facility (ADF) in Washington, D.C was established. With the significant increase of personnel and equipment in support of the National Capital Region Air Defense (NCRAD) mission, Air Station Atlantic City also accepted a significant increase in operational risk. Many hazards (both ground and flight-related) associated with the mission had to be carefully evaluated, and the Safety Department stepped up to each challenge by integrating and applying ORM principles into each facet of this complex operation while achieving full operational capability. The Safety Department achieved this by 1) managing multiple, cooperative risk mitigation efforts with other departments; 2) instilling a positive, non-punitive Safety climate through education; and 3) streamlining the internal administrative system to improve mishap reporting and better documentation.
3. Their efforts prevented a spike in aviation mishaps, in spite of the rapid growth, expansion, increased facilities and capabilities of the Air Station. Given that the unit was in a transition period, the Safety Department completed a safety climate survey in August 2006 to evaluate the current state of the Safety program. Training deficiencies were identified and steps were taken to ensure the unit received additional safety training. The department researched mishaps over the last five years to provide a pre-NCRAD baseline for statistical analysis. To disseminate this information, the Safety Department compiled an annual Air Station Aviation Safety report, modeled after the CG-1131 annual report, to summarize 2006 accomplishments. The report received high accolades by this Command, assisted in educating unit personnel and provided the ability to track mishaps and evaluate trends as the unit took on increased responsibilities and capabilities.
4. Daily ORM requirements for NCRAD, were implemented requiring the Safety Department and NCRAD mesh ORM models, Rotary Wing Air Intercept (RWAI) Policy, and DOD alert status requirements into the NCRAD SOP. The Safety Department was consulted and crafted the the Command's recommendations to LANTAREA on the NCRAD "strategic napping" policy and mission weather minimums.
5. Unit Safety awareness and education was of paramount importance all year. The Safety Department led three (3) unit Safety Stand-down's including a one-of-a-kind "operational pause" before standing up the NCRAD, included key presentors from CG Headquarters, LANTAREA, District 5, Law Enforcement units, Customs and Border Protection. This event produced a focused and collaborative effort between the many diverse participants supporting this mission and emphasized that Safety would be a key component for success of the NCRAD mission. Air Station Atlantic City recognized the higher risks maneuvers associated with RWAI training

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required the entire aircrew to be engaged in the CRM process to prevent a mishap. An internal RWAI training mini-syllabus was developed, required for crew members prior to their initial RWAI flight. This syllabus was vital towards giving aircrews greater situational awareness during the training and providing a deeper understanding of the mission. As a result, if a training intercept is not going well, crews are very forthright and there is no hesitation to abort the maneuver. Aircrewmembers continually back-up pilots to better allow pilots to concentrate on flying. The Aviation Special Missions Branch not only commended this program during two RWAI STAN visits, it is the model for an aircrew RWAI syllabus still under development by ATC Mobile. Recognizing that integrating safety with effective aircraft maintenance is important to an effective mishap prevention system further develop the unit Maintenance Resource Management (MRM) training program by ensuring the unit had two qualified MRM Instructors.

6. Your names will be placed on the Captain, Marion "Gus" Shrode Safety Award Plaque in the Aviator Hall of Fame at the Coast Guard Aviation Training Center, Mobile Alabama