

Training Resources

Applications and Integration Training

The current ALNAV message about the Applications and Integration Training is at <http://safetycenter.navy.mil/orm/downloads/271940ZOct06.txt>

Request this training by using this on-line form: <http://safetycenter.navy.mil/orm/request.htm>

Registering on NKO

You must register for an online account at <https://wwwa.NKO.navy.mil/>. Follow the instructions for “New Users.” Then select “Navy e-Learning” under the horizontal “Learning” tab at the top of the page. On that page, in the left navigation bar under “Content,” select “Browse Categories,” then select “US Department of the Navy,” then “ORM” (the final item in the right-hand column).

Other ORM training is available by selecting the “Personal Development” tab along the top, then clicking “Risk Management/Safety” in the left navigation bar (the fourth item down). You will find eight traffic-safety items (two are specifically ORM-related), as well as two ORM topics (FY05 GM Topic 1-1, an introduction to the operational risk management process and principles, with a practical application to a long-distance driving scenario), with a facilitator’s guide and a large zip file to download.

ORM 101

A 46-slide presentation that introduces the basics of ORM (on-duty and off-duty) is at http://safetycenter.navy.mil/orm/downloads/USN_ORM_101.ppt

ORM Courses (located on the NKO website)

ORM All Navy Essentials for Leaders Course	CNET11969
ORM All Navy Executive Overview Course	CNET11973
ORM All Navy Fundamentals	CNET11977
ORM Aviation Fundamentals Course	CNET1198
ORM Aviation Executive Overview Course	CNET11985
ORM Aviation Essentials for Leaders Course	CNET11989
ORM Aviation Applications and Integration Course	CNET11993
ORM All Navy Application and Integration Course	CNET11997

FY07 General Military Training Unit 1.1

Operational Risk Management	CPD-GMT07-011
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Answers from page 24.

1. Identify hazards. Fog (check that dew point). Icebergs. Cold water (would rather not have to ditch). Unpredictable weather. Pressure to complete the mission. **2. Assess hazards.** Colliding with an iceberg will be a Class A mishap. If the fog gets bad enough, at some point it will be impossible. Why, after everyone “concurred” with the ship’s weather-guesser, did they go ahead and launch instead of waiting for the fog to burn off? **3. Make risk decisions.** Is finding some illegal fishing boats worth the loss of a helo and aircrew? What part of “sucker’s gap” did the skipper not understand? **4. Implement controls.** The control for the iceberg hazard is the radar—better hope it keeps working. The control for low visibility during an approach is the ELVA. Is there a control for “no visibility”? Flying at 40 feet when the minimum is 50 feet is not good. **5. Supervise.** Whenever someone has to say “I’d finally had enough,” you have to wonder if the process of establishing and monitoring controls is satisfactory. Granted, this flight shouldn’t have launched when it did. Maybe it should have been cut short earlier.