



February 4, 2013

Risk Management Highlighted Prior to C2X

We are in the business of training and preparing for warfighting. There are elements of risk in our business, every day. Commander, Strike Force Training Atlantic's recent message to a carrier strike group's command leadership was not to take any unnecessary risks during their upcoming Composite Training Unit Exercises (C2X).

The C2X is designed to stress the CSG and prepare them for combat operations overseas; clearly this sets the stage for a plethora of risk-management decisions. We have heard the phrase, "Train like we fight, fight like we train." Critical to this is that leaders marshal and coordinate the experience from all personnel involved to make informed risk decisions. Those decisions during training—even high-level, complex training—must be made at the right level. Poor decision-making during training situations won't improve during the real thing.

Two senior members on the Naval Safety Center (NSC) staff visited with the flight deck and CVW khaki leadership before the C2X. They stressed that front line leaders must make sure that personnel didn't take unnecessary risks and that they weren't subjected to an artificial sense of urgency or "operational necessity" during the training exercise.

Applying time critical risk management (TCRM), the process of mitigating risk quickly when conditions rapidly change during a mission or task, is paramount. The key window is during the execution stage, where time and resources are most limited. The A-B-C-D Model offers a structure for individuals, teams, or crews to learn new behaviors, skills, and values, and to gain situational awareness and improve communication. Success depends on knowing up-front how to employ TCRM—there's no time to stop and learn it when you are executing the task or mission.

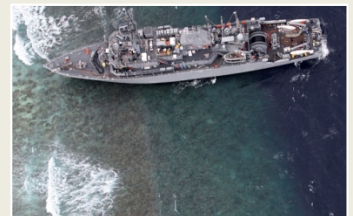


Human Factors and Afloat Mishap Trends

FY11 and FY12 produced ten Afloat Class A mishaps. For nine of them, the Safety Investigation Boards found that the primary causes were human factors. Disturbingly, for three of these nine, the human factor identified was "Unsafe Act, Violation/Deliberate, with Unintended Outcome." This is the same factor identified in the first Class A mishap in FY13.

Here's a summary of these mishaps:

- 05 Oct 2010: Class Alpha fire in deck office and fan room of an LSD while in port. Acquisition and storage of unauthorized hazmat.
- 23 Nov 2011: (Indonesia) On an LHD, an E-6 was fatally injured by a missile launcher during preparations for getting underway. Personnel didn't use the Maintenance Requirement Card or the Combat Systems Operational Sequencing System procedures during system operational tests.
- 12 Aug 2012: DDG entering the Arabian Gulf collided with outbound tanker in strait. Failure to follow COLREGS (international rules of the road).
- 13 Oct 2012: (Atlantic Ocean off the coast of Jacksonville, FL). CG/SSN collision. Personnel failed to comply with procedures.



New on the Web

FY12 Annual Report at http://www.public.navy.mil/navsafecen/Documents/FY12_annual_report.pdf

Update on the Professional Development Conference at http://www.public.navy.mil/navsafecen/Documents/PDC_Update.doc

First Quarter FY13 Data

This chart below shows some rates to date for FY13 as significantly higher or lower than previous years. It is far too early for consternation or congratulations, but not too early to identify potential positive or negative trends and plan mitigations.

Navy -- Areas where the percentage changes may warrant attention include:

- 57% increase in Total Class A On-Duty mishaps. 1st quarter of FY13 had 9; 1st quarter of FY12 had 4; all of FY12 had 23.
- 72% increase in Off-Duty/Rec Fatalities. 1st quarter of FY13 had 3; 1st quarter of FY12 had 1; all of FY12 had 7. FY12 was a near record low for this category.

Some areas where the percentages may be misleading include:

- 303% increase in Class A Shore On-Duty mishaps. 1st quarter of FY13 had 1; 1st quarter of FY12 had 0; all of FY12 had 1.
- 169% increase in PT fatalities. The 1st quarter of FY13 had 2; 1st quarter of FY12 also had 1; all of FY12 had 3.

Mishap Category	FY12	1st Qtr FY13	1st Qtr FY13 vs FY12	5 Yr Avg	1st Qtr FY13 vs 5 Yr Avg
Navy					
Class A Flight Mishaps	0.99	0.44	-56%	1.082	-59%
Class A Afloat Mishaps	1.62	2.57	59%	1.946	32%
Class A Shore On-Duty Mishaps	0.3	1.21	303%	1.23	-2%
PT Fatalities	0.9	2.42	169%	0.826	193%
Class A On-Duty MV Mishaps	0.6	0	-100%	0.532	-100%
Total Class A On-Duty Mishaps	6.92	10.89	57%	7.764	40%
On-Duty Military Fatalities	3.01	3.63	21%	3.82	-5%
PMV Fatalities	12.63	3.63	-71%	11.886	-69%
PMV 4 Fatalities	4.51	1.21	-73%	5.228	-77%
PMV 2 Fatalities	6.01	1.21	-80%	5.65	-79%
Off-Duty/Rec Fatalities	2.11	3.63	72%	3.464	5%
Military Lost Time Cases (Thru 31 Oct. 12)	2.74	1.96	-28%	2.882	-32%
Marine Corps					
Class A Flight Mishaps	2.18	3.02	39%	1.95	55%
Class A Ground On-Duty Mishaps	3.88	3.92	1%	3.17	24%
PT Fatalities	0.97	1.96	102%	0.78	151%
Class A On-Duty MV Mishaps	2.91	3.92	35%	2.978	32%
Total Class A On-Duty Mishaps	10.19	11.75	15%	9.612	22%
On-Duty Military Fatalities	12.62	7.84	-38%	8.35	-6%
PMV Fatalities	15.04	11.75	-22%	19.906	-41%
PMV 4 Fatalities	6.79	1.96	-71%	10.928	-82%
PMV 2 Fatalities	7.28	9.8	35%	7.632	28%
Off-Duty/Rec Fatalities	3.4	5.88	73%	5.266	12%
Military Lost Time Cases (Thru 31 Oct. 12)	3.79	1.74	-54%	3.914	-56%

Marine Corps -- Areas where the percentage changes may warrant attention include:

- 39% increase in Class A Flight Mishaps. 1st quarter of FY13 had 2; 1st quarter of FY12 had 0; all of FY12 had 6.
- 35% increase in PMV-2 Fatalities. 1st quarter of FY13 had 5; 1st quarter of FY12 had 2; all of FY12 had 15.
- 73% increase in Off-Duty/Rec fatalities. 1st quarter of FY13 had 3; 1st quarter of FY12 had 0; all of FY12 had 7.

An area where the percentages may be misleading was the 102% increase in PT Fatalities. 1st quarter of FY13 had 1; 1st quarter of FY12 had 0; all of FY12 had 2.

Closing Comments

This issue introduces the *Safety Update*, which replaces the *Safety Quarterly* that you've been getting for the past few years. It gives me a chance to introduce myself as the new Safety Chief. This newsletter is becoming shorter and more timely. The increased frequency and narrower focus will allow us to address trends and risks as soon as they become apparent. We are all aware of fiscal challenges that have forced us to tighten our budgetary belts. You may have already seen plans for reductions in training opportunities, aircraft and ship maintenance availabilities and facilities improvements that will occur if Congress doesn't pass a budget and we operate under a continuing resolution for the remainder of the fiscal year. Combined with the possible sequestration which will further constrain resources, it is more important than ever to prevent the preventable. Reductions in training, maintenance and operating hours introduce obvious, tangible risks, but these risks can be foreseen and must be managed. The first article in this issue describes how we worked with a CSG that was about to take part in training exercises with an unusually high number of helicopters on deck and crews in which as many as half the personnel hadn't deployed. This presented a perfect opportunity for deliberate risk management. The coming months will amplify the need for time-critical risk-management skills. It is increasingly obvious that safety is an integral part of mission readiness. We owe it the American people to operate smartly, and that means making risk management second nature so we are good stewards of the material resources and the people who have been entrusted to us.

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