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The Scratching Post

VT-10
Safety System Edition

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Inside This Issue:

Page

(1) Words from the Skipper

(2) The XO Snarl

(3) Aviation Milestones

(4) What is "IM SAFE"

(5) Airsickness Chalk Talk

(7) Airsickness Protocol

(8) Defensive Positioning

(9) Safety Management Systems

(12) Hurricane Season

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Words from the Skipper

CDR Ken "Lurch" Froberg VT-10 Commanding Officer

WILDCATS!

It is amazing how quickly time can fly off the clock when we're focusing on training the finest aircrew in the world. In this edition of the Scratching Post, we highlight a couple key attributes of our command safety posture, pass a couple keys to success on adaptation, and tell a sea story. Also remember, Hurricane Season 2017 starts on June 1st, will you be ready?

In March, I signed out the revised VT-10 Standard Operating Procedures. All aircrew should be familiar with the contents. Remember I rely on you to execute your mission in accordance with NATOPS, SOP, and Good Headwork!

Another command product that is under development is a revision of our Command Safety Program. Stay tuned for this over the next couple of months. It will incorporate lessons learned from the last few years, and build on Lydia Wiff's discussion on a Safety Management System in this edition.

It is also an honor to mention, that Training Squadron TEN earned the 2016 CNO Safety "S" award, Grampaw Pettibone award for Organizational Writing, and the CNATRA Training Excellence award for 2016. I mention this because you need only look in the mirror to see what organizational excellence looks like. Each Wildcat contributes to our safety posture. Each of you paying attention to detail, and conducting your tasks with discipline and focus, makes our organization better. You make the amazing appear routine. Stay focused and disciplined!

Over the last few months, we discussed several challenges across CNATRA and Naval Aviation, and my charge to you remains the same: ***Be the Best!*** *Be the best with honor and integrity*, for your country is relying on your personal excellence. I as a fellow citizen am also relying on your excellence, not to mention as your Commanding Officer. I cannot predict what you will face in your careers; my only advice is to be ready. Train adaptively, and train as a team. Do that, and you will be able to surmount any challenge. All my tours around the world have reinforced that principle, as I faced challenges I never could have imagined as a new Ensign.

On that last note I also wanted to up the ante on article submissions. Tell us your story! Submit an article for the Fall 2017 edition, get published, and you'll earn a 48-hour special liberty, time and place of your choosing. Students, I may need to grease the skids with your follow-on squadron, but we want to hear your story!

Fly Safe Team Wildcat!

WILDCAT ONE SENDS

The XO Snarl

CDR Dustin "Eeyore" Hagy VT-10 Executive Officer

This edition has stories and excerpts that touch on a wide range of safety practices, all intended to support the Wildcat Safety Management System (SMS). Overall the purpose is to open up the student's/instructor's aperture as to how our safety programs piece together to support our mission of producing the World's finest Naval Flight Officers.

IM SAFE is a fantastic tool intended to introduce and instill the use of deliberate pre-flight ORM into each and every flight, risk management that will continue for the rest of your aviation career.

One of CNATRA's primary goals is to ensure every student becomes aeronautically adaptable. In trying to meet that goal, select students will find themselves airsick at one time or another; it's a reality and it's normal. Not only is it critical that all aircrew are versed in the squadron's policy, it is imperative each instructor and student is aware of their respective responsibilities following an airsickness event.

For Instructor Pilots, defensive positioning is vital to a safe and effective training environment. This edition will provide some outstanding tools and techniques for our IPs, as well as valuable lessons for everyone to learn from.

Finally, as we inch closer to this year's hurricane season, make sure you and/or your family have a plan to deal with these natural disasters should they impact the region. Please do not wait until the last minute to stock up on water, batteries, food, etc. Although we tend to have substantial warning leading up to landfall, storms will show up on our doorsteps before we know it. Plan early and you won't be surprised!

Take care of yourself and look out for one another!

XO

Aviation Milestones

The following professional aviation milestones were recently reached:

<u>2000 Total Flight Hours</u>
LT Bokelman
LT O'Connor
LT Robie
LT Samsel
LT Toman

<u>3000 Total Flight Hours</u>
CDR Dixey

<u>4000 Total Flight Hours</u>
CAPT McNeill

Congratulations Wildcats, these milestones were accumulated with tremendous preparation and vigilance that all started on deck!

Well Done!
Safety O Sends

What is IM SAFE?

-By DOC Goodrich

What is it and what is the purpose? The intent of "IM SAFE" is to identify human factor precursors that could lead to a potential mishap.

What does it mean? IM SAFE shall be defined as:

- **"I" Illness** - free from illness which could affect safety of flight
- **"M" Medications -** not on any medications which are not prescribed by a flight surgeon or would require a downchit
- **"S" Stress –** adverse life stressors that should preclude flight operations
- **"A" Alcohol –** clear of the effects of alcohol IAW OPNAV 3710
- **"F" Fatigue -** rested and in compliance with squadron SOP regarding crew rest
- **"E" Eating –** properly nourished and hydrated

******Due to HIPAA regulations, if aircrew IM SAFE for a medically related reason, they should only disclose that information to a flight surgeon.******

******During EVERY brief, all aircrew shall verbally acknowledge at the start of the brief Whether or not they are safe to fly.******

What should aircrew do if not in compliance with "IM SAFE"?

- They shall state so prior to the beginning of the brief or if the safety status of the individual changes at any point in time during the flight.

What are the instructor's responsibilities if the student IM SAFEs?

- The event **SHALL NOT** be flown.
- Immediately notify the SDO and Flight Surgeon .
- **Instruct student to contact flight surgeon immediately.** The student shall be seen by FS the same or next business day and CANNOT fly until evaluated.

When does IM SAFE policy apply? While "IM SAFE" is generally reserved for flight events to prevent mishaps, reviewing "IM SAFE" prior to simulator events is encouraged to practice the habit pattern. It should not however prevent a simulator event from continuing unless otherwise determined by the instructor.

From Doc Goodrich, stay safe out there!

Reference: Training Squadron TEN Standard Operating Procedures 29 Mar 17.

Airsickness Chalk Talk

-CAPT Brian "2-String" Hampton

As instructor pilots flying with Student Naval Flight Officers, we find ourselves in a precarious situation with a myriad of requirements and restrictions in order to fulfill the Navy's aviation manning coffers in an efficient and effective manner. This is further complicated when a student gets airsick. Although we receive extensive training on how to deal with emergency situations in the T-6A in all weather conditions, we may not be as proficient on how to remedy and deal with airsickness in the aircraft due to the infrequency with which it presents itself. This chalk talk is intended to provide a basic foundation that an IP can take in order to complete the mission as well as help to simultaneously acclimate the student.

Let's start this with a common foundation – Airsickness, as defined by CNATRA.

Airsickness is a form of motion sickness where an abnormal physiologic state is experienced with some or all of the following signs and symptoms: stomach awareness, apathy, nausea, fatigue, sweating, drowsiness, headache, salivation, and vomiting. Airsickness is a common problem encountered in aviation training and may affect nearly forty percent of students to some degree. Airsickness is a normal response to abnormal motion. Many factors are involved in airsickness. The most significant factor associated with airsickness is lack of adaptation to the flying environment. Conflicting sensory input between the visual and vestibular systems is the most widely accepted cause of airsickness.

Status Quo

As it stands right now, there are limited options when a student becomes passively or actively airsick during an event– puke and rally or incomplete the flight. These options are the basics of the Airsick Protocol directed by aviation medicine. This relegates the acclimation process to the student's intestinal fortitude or remedies provided by the Flight Surgeon such as the Barany spin chair. What can the IP implement as an intermediary? After all, CNATRA's goals are ensure that each student is aeronautically adaptable and can safely operate in the air. To bridge the gap, our Flight Surgeons and Aeromedical Safety Officer have developed a training program aptly named "Throw Up Thursday." The following information is a summary of tools and talking points gleaned from this training opportunity.

The Student Tool Bag

- Direct cold air vents towards your face and neck.
- Take control of the aircraft or keep your fingertips on the stick if the IP has control.
- Avoid rapid head movements. With turns, first move your eyes to the point, then follow with your head. Keep your Situational Awareness and don't be caught by surprise.
- Keep your eyes on the horizon when you can and use a ground reference in turns.
- Perform deep diaphragmatic breathing when airsickness symptoms begin.
- Although learning is impaired with airsickness, continue the sortie if possible. This provides additional exposure to the flying environment and will in most cases hasten the resolution of airsickness symptoms.
- Actively resist the urge to vomit.
- Sip iced water

The Way Forward

The previously mentioned tools are basic, easy to accomplish recommendations that can be used by students in order to prevent or alleviate airsickness. In an effort to increase inclusivity and safety, we need to discuss actions that can be taken as a crew and as the IP. During an airsickness event, passive or active, the symptoms can negatively affect the progression of the mission. These symptoms range from something as benign as communication over the ICS indicating the first symptoms of airsickness, to the other end of the spectrum of active incapacitating airsickness. As an IP, you must be able to respond appropriately to airsickness events in an effective manner in order to maintain a high safety standard and complete the mission. Below are some recommended actions that may alleviate airsickness effects, increase CRM, and assist in completing the mission.

The IP Tool Bag

Pre-flight remedies

- During the brief, ask if the student has been or is susceptible to airsickness.
    - Provide an initial indication to airsickness susceptibility
- CRM with respect to actionable items if affected to any degree by airsickness
    - Consider conducting pattern work first then going to the MOA for high work
    - Discuss how to remove a mask and get the bag quickly
    - Discuss the importance of wearing the mask above 10,000 feet during an airsickness event
- During active airsickness – use hand and arm signals like thumbs up or down to indicate a willingness to continue when the student is unable to verbally communicate. Alternatively provide a scale of 1-10 to indicate the affected degree.
- Cultivate an environment in the brief where the student feels confident in their abilities as well as report symptoms in flight.
    - Studies have shown that increased stress and fear negatively affect the student's resistance to airsickness.

In-flight remedies

- Direct the student to place the O2 to max
- Fly straight and level with near zero acceleration
- Direct the student to look outside of the aircraft, preferably at the horizon
- Direct the student to set their head back to the headrest and limit head movement
- Ask the student fly the aircraft to help align the student's perceived and actual perspective of time, space and orientation.
- Reduce the student's core temperature – AC on cold, blower on high and vents directed at the face and up the sleeves.
- Reaffirm to the student that this is a normal bodily response
- Avoid negative G-loading
- ***SPINS - Direct the student to perform an instrument scan during spins

Post-flight remedies

A visit to the flight surgeon is required after the second episode of airsickness and every episode thereafter for the duration of primary flight training. Your flight surgeon has several resources available to help you overcome airsickness, including medications, relaxation techniques, adaptation flights, and the Barany chair (aka spin and puke). The best treatment for airsickness, and the goal of our program, is to help each student adapt. Flying will almost always cure airsickness by building tolerance to this new environment.

As you can ascertain, airsickness can be overcome with a solid understanding of the physiological abnormality and a plan to remedy it real-time. Every student will handle an airsickness episode differently, but with these simple core adaptation skills, we can positively affect the student's experience and continue providing the highest quality student naval flight officers to meet fleet demands.

VT-10 Airsickness Protocol

When texting DOC:

1. **Provide Full Name**
2. **What event you were airsick on**
3. **Complete/Incomplete**
4. **# of previous airsick events**

Airsick on C4101:

Successful completion of the C4101:
STUDENT: Review your airsickness handout. You CAN fly your next flight. If you have any questions, text DOC.
IP: Fill out 1.) AS Notification form, 2.) AS Tracking sheet and give to student. Check AS box in TIMS and provide comments on grade sheet. All forms given to student will go in their junk

Incomplete/Unsat of C4101 due to airsickness
STUDENT: Text DOC. You CAN NOT fly again until you are evaluated by DOC in the clinic.
IP: Fill out 1.) AS Notification form, 2.) AS Tracking sheet and give to student. Check AS box in TIMS and provide comments on grade sheet. All forms given to student will go in their junk

Airsick after C4101:

Incomplete/Unsat of flight after C4101 due to airsickness

STUDENT: Text DOC. You CAN NOT fly again until you are evaluated by DOC in the clinic.

IP: Fill out 1.) AS Notification form, 2.) AS Tracking sheet and give to student. Check AS box in TIMS and provide comments on grade sheet. All forms given to student will go in their junk jacket.

Successful completion of flight after C4101:

STUDENT: Text DOC. You CAN fly your next flight. You WILL NEED to be evaluated in the clinic in the next few days.

IP: Fill out 1.) AS Notification form, 2.) AS Tracking sheet and give to student. Check AS box in TIMS and provide comments on grade sheet. All forms given to student will go in their junk jacket.

****STUDENTS****

Please bring the following with you to clinic:

1. Junk Jacket
2. Airsickness Notification form (available outside DOC's office)
3. Airsickness Tracking form (available outside DOC's office)

Defensive Positioning – Coyote on the Loose

By: LT Adam Samsel

Every flight is a battle. Most often it is one against "the known;" however, every so often "the unexpected" pops its head up and reminds us of the wide spectrum of irregular events which may occur on any given flight. During a recent contact check ride, I experienced no less when I was accelerating through 60 knots on takeoff out of Sherman Field. That's when I heard a faint sounding advisory call from Tower, "KATT 615, be advised a dog was reported in the vicinity of Alpha 1."

Fortunately I heard the advisory call, but this may not always be the case. In order to facilitate the transition of formation flights into Departure's airspace, Tower normally clears aircraft to switch to departure after clearing them for takeoff. This automatically puts aircrews in an uncomfortable radio switch should they ever need to abort a takeoff. Fortunately, this seldom happens, and for me it had never happened up until Tower's dog advisory call. However, I was able to hear the call because of a habit pattern of always listening to Tower in my backup VHF radio. In order to distinguish UHF from VHF, I simply turn down my backup radio, in this case the VHF, affording me the ability to easily monitor two radios and maintain situational awareness to all radio calls coming over both radios.

Tower's timely call was made possible because of the heightened situational awareness of another contact student who spotted the dog as they were taxing out for takeoff. She quickly relayed this information to her instructor, who never saw the dog, but still quickly reported it to the Tower, and Tower in turn relayed the call to the departing traffic (which had already been switched to departure, but still received the information over the lowered volume VHF radio).

After receiving Tower's faint call, I remember thinking about all the briefs that I had given hundreds of times before specifying, "For aborts; we are looking for any reason to abort," and so, I felt continuing our takeoff would put me in violation of my own principle. I immediately pulled the power back to idle and initiated the abort sequence. Boy was I glad I did! No less than 2 seconds after pulling the power back to idle, I saw a coyote make a dash across runway 7R directly in front of my propeller. Had I elected to continue, I could have been executing an Emergency Engine Shutdown for a coyote Prop Strike. Quick reactions, timely braking, and a little aircraft maneuvering enabled us to steer clear of the coyote. But what really saved the aircraft from a prop strike was defensive positioning. Proper defensive positioning allows us to quickly respond to the expected and unexpected threats that exist for every flight. From the brief, to radio management and situational awareness, to timely communication of a threat, the Navy Sherman and Wildcat Teams chalked up a victory that day, not only saving an aircraft from damage, but saving the life of wayward Sherman coyote, as well.

Safety Management Systems - The Future of Aviation

By: Lydia Wiff

Unless you're working for an airline, you probably haven't heard too much about Safety Management Systems, otherwise known as SMS. While everyone in the industry is most likely focused on safety or has some kind of safety program, SMS is becoming the standard throughout the world.

What is SMS?

SMS was first conceived by the International Civil Aviation Organization (ICAO). Specifically, SMS is the formal, top-down, business-like approach to managing safety risk, which includes a systemic approach to managing safety, including the necessary organization structures, accountabilities, policies and procedures (www.faa.gov). The whole idea behind SMS is to treat safety as an equally important component of a company, such as an airline or flight school. To explain SMS a little further, I'll break SMS down into its four components: Safety Policy, Safety Risk Management, Safety Assurance, and Safety Promotion.

Unless you've been to the School of Aviation Safety, or have done a tour in another squadron, you probably didn't know that you have been operating within a SMS while at VT-10. This SMS provides a safety framework, as defined by the CO, XO, and Safety Department, through which the squadron operates. Each pillar of the SMS provides different, but equally important functions that allow VT-10 to operate at a high operational tempo, while still being able to achieve a high level of safety. In this article, we will take a look at each of these four pillars and how the Wildcats implement each of them to bolster our safety culture.

Safety Policy

Safety Policy is the foundation on which the other four components are built – it's specifically strategic in nature. A safety policy means there is a documented commitment to safety by the certificate holder whether it be a flight school like the University of North Dakota (UND) Aerospace that holds a Part 141 certificate, or an airline like Delta that holds a Part 121 certificate. Now, this Safety Policy isn't merely a piece of paper – it's a document that outlines the company's safety objectives in addition to the accountabilities and responsibilities of the employees with regards to safety.

Before you think that a Safety Policy is a "one-and-done" type of document, think again. This first portion of SMS is the most crucial for an organization because it not only creates an accountable executive who is ultimately responsible, but also makes the connection between the "how" with the "what". For instance, organizations like UND Aerospace and Delta have some sort of SMS Standard or Manual that shows "how" the organization will fulfill that commitment to safety – these are the policies that make the other components of SMS possible. After putting a Safety Policy into place, the next component is Safety Risk Management.

Do you know where to find VT-10's safety policy? Do you know what the safety policy is? Well if the answer to either of those questions is "NO", then you probably should take a look at the back of this publication. This policy is Skipper's vision for how VT-10's safety culture should operate, as well as serves as the foundation and framework for the other three pillars of the SMS. The safety policy provides guidance as well as some tools that each and every one of us can use whether we are out executing the flight schedule, or in an off duty situation that requires some "thoughtful planning".

Safety Risk Management

The Safety Risk Management component, or SRM, is designed to describe the system (i.e., the organization), identify hazards, analyze, assess, and control risk (SMS Voluntary Program Edition 1, Rev. 2). This description is somewhat vague, so let's define this more.

SRM is about creating a set of actions that has the end goal of reducing risk to the lowest, practical level. Even though we're reducing that risk to the lowest level, this doesn't mean we can totally eliminate risk. The point behind SRM is to still accomplish the mission, *but* with the risk that is low enough to the point where management is willing to accept whatever risk remains.

RISK ASSESSMENT MATRIX				
SEVERITY / PROBABILITY	Catastrophic (1)	Critical (2)	Marginal (3)	Negligible (4)
Frequent (A)	High	High	Serious	Medium
Probable (B)	High	High	Serious	Medium
Occasional (C)	High	Serious	Medium	Low
Remote (D)	Serious	Medium	Medium	Low
Improbable (E)	Medium	Medium	Medium	Low
Eliminated (F)	Eliminated			

The graph below is a good representation of what SRM might look like for an organization. This process might be triggered for implementation of new systems, revising existing systems, developing new operational procedures, and identifying hazards or risk controls that are no longer effective. Now, when we think of SRM, we might tend to fixate specifically just on the actual risk instead of all of the other parts of managing safety. So, let's focus a little on Risk Assessment in the SRM process for the moment.

In the graph above is an example of a risk matrix tool. This tool provides a way for an organization to make the connection between the effect of the severity of the outcome and the probability of the occurrence. This allows a person to assess risks, compare effectiveness of possible risk controls, and prioritize risks when there are more than one present. This matrix is often used at UND as tool that students employ before they fly – it could have variables built in for how much sleep they had the night before, how many hours since they last ate, how long since the last time they flew, and more. While Risk Assessment is just portion of the SRM process, we should remember not to fixate on that part alone – as in the graph I showed earlier, there are portions such as Risk Control, Risk Acceptance, and Risk Analysis that all figure into the SRM equation.

For now, we'll move on to the third SMS component: Safety Assurance.

How does VT-10 manage risk? Well, some of the tools that the squadron provides you are talked about in the safety policy, such as NATOPS, SOPs, and the ORM process to name a few. These tools allow each of us to take a dynamic situation and develop a plan based on the inputs from each of these tools. For example, if NATOPS does not provide guidance, then does the SOP? If the SOP does not provide guidance, well then maybe a time-critical ORM is in order. If you are not flying, then maybe querying an instructor or student with more experience in the aircraft is the best way to tackle said situation. Whatever the answer to the problem at hand may be, the purpose of this pillar of the SMS is to reduce risk to the lowest possible level, using the best tools available to us at the time. So knowing what these tools are and how to use them is paramount to the SMS as a whole.

Safety Assurance

A component that works in tandem with SRM is Safety Assurance, or SA. This is defined as the processes within the SMS that function systematically to ensure the performance and effectiveness of safety risk controls and that the organization meets or exceeds its safety objectives through the collection analysis and assessment of information (SMSVP Edition 1, Rev. 2).

So, let's break down SA a little: first we start with system operation/monitoring, then we move on to data acquisition and processes which are analyzed, and then the system is assessed, and a preventive/corrective action is applied. While the SA process may seem benign, the last step scares most people – no matter what level of the organization they are at. Each organization should really strive to impress the importance of every employee being involved in an SMS program. In addition, it is the responsibility of all employees to follow the procedures and policies that are put into place. When everyone is not complying, the risk is increased and it's

difficult to determine if our controls are functioning as we planned or if they are ineffective. This process of SA leads us into the final component of SMS: Safety Promotion.

Safety Assurance is a critical pillar in the SMS. This is how we as a squadron can analyze the effectiveness of the risk management controls that we are using. One of the best ways the squadron has to analyze what is going on in the squadron is the ASAP program. This program, along with others tools such as HAZREPS, safety inspections, and even yearly awards are a direct reflection of VT-10s SMS and how effective it is. These types of products can help illuminate any weaknesses in the Risk Management pillar that may need addressing or need to be reworked. The one issue is that in order to work, this pillar needs constant input. So don't be afraid to provide it through ASAP, an ANYMOUSE, or coming directly to the Safety Department with a concern.

Safety Promotion

Our last component, Safety Promotion, is the most important – it's the glue that holds SMS together. This includes the training, communication, and anything else that is used to create a positive safety culture throughout your organization as a whole.

For instance, organizations like UND and Delta Airlines have whole manuals detailing how everyday business (i.e., operations) is carried out in relation to safety. UND has certain airports that students are approved to land at in certain weather – similarly, Delta has weather and visibility minimums. Students, instructors, and flight crews learn this through company publications, safety seminars and bulletins, emails, and initial and recurrent training. New information, policies, and procedures are passed throughout the organization to create a constant stream of communication and promotion. This is often the minimum that publications from the FAA and ICAO require, but organizations can tailor their programs to offer the former and more.

Promoting safety is surprisingly one of the hardest pillars of the SMS to do well.
This is because this portion of the SMS usually includes training or talks about how we can improve our safety culture and isn't necessarily fun or exciting. Did you know that if you submit a safety-related article and get published in the next edition of the Scratching Post, you can receive a **48-hour** Special Liberty? Did you also know we recognize Safety Pro's for any deserving IP/Student? Do any of these sound appealing? Well, how would you like to be recognized for being safety conscious? Stop by the Safety Department and let us know.

The SMS Program in Harmony

It's important to note that SMS can't simply be "done" by focusing on one part more than the other. The program relies on the interdependency of all four components in order to be effective. In addition, the beauty of SMS is that it is scalable meaning each organization can make it as big or as small as the needs of their organization. What Delta does for their company isn't often the best model for a school like UND or even a different organization such as an airport.

How do all of these pillars tie together? Well, the answer is YOU. Without Wildcats to utilize the tools and processes provided, and then provide feedback on how effective they are, the system doesn't work. So, be an active part in VT-10s SMS and help the squadron continue to operate in a high quality, high operational tempo environment the safest way possible. In closing, I leave you with this excerpt from the Skipper's safety policy, "even the most junior Wildcat can see when something is out of norm and step in to stop an incident from maturing to a mishap."

Preparing for the 2017 Hurricane Season

By: Capt Brian Hampton

The **2017 Hurricane Season** begins **Friday, June 1, 2017** and ends on **Friday, November 30, 2017**. Below are some useful tips and checklists for hurricane preparation. Also check out the VT-10 Destructive Weather Bill and Command Website for helpful resources: https://www.cnatra.navy.mil/tw6/vt10/hurricane.asp it is also under the Links tab.

The Emergency Family Assistance Center (EFAC) program was created after the 2005 hurricane season to ensure that all Navy Families affected by hurricanes Katrina, Rita, and Wilma received assistance in order to return to a stable and independent condition. EFAC case manager has since developed the tools and structure that can be rapidly deployed in the event of future catastrophic events.

NAS Pensacola Disaster Assistance Lead Case Manager:
(850) 452-5990 ext. 3124 or 3127, DSN: 312-459-5990 ext. 0

TAKE ACTION NOW

- **Monitor media reports.** Watch local / Marne TV, listen to AM/FM or NOAA weather radio and check the Internet often for official news. **Evacuate when advised** to do so.

- **Keep your vehicles at least half full of fuel in case you have to evacuate.**

Family Communications Plan Steps:

- **Make a plan and prepare to evacuate**. Plan your evacuation route by using maps and identifying alternative routes. Pets should not be left behind, but understand that only service animals are permitted in shelters. Plan how you will care for your pets and bring extra food, water and supplies for them.

- **Develop a family communication plan** by designating an out-of-town contact that you can call. Ask them to contact other people who care about you, to let them know your status. Write contact information including name, home, work and cell phone numbers and e-mail address.

Assemble a Disaster Supplies Kit Including the Following Items:

□ Cash
□ Non-perishable or canned Food
□ Can opener (non-electric)
□ Bottled water
□ Clothing
□ Rainwear
□ Bedding
□ Sleeping bags
□ Pillows
□ Battery-operated radio
□ Flashlight
□ Extra batteries
□ Prescriptions and medications
□ First aid kit
□ Car keys
□ Maps

Special items for:
□ Infants
□ Elderly
□ People with disabilities

Important Documents
(store in a waterproof container):
□ Driver's license
□ Social Security card
□ Proof of residence
□ Insurance policies
□ Tax records
□ Birth and marriage certificates
□ Deeds
□ Wills

WILDCATS

Submit your Safety oriented articles now! If published you'll receive a "48-Hour" Special Liberty!!!

Some special terms and conditions apply. Blackout dates apply. Not valid in all contiguous states. See Safety for details.

WILDCAT ETHICS

Safety is realized through thoughtful planning and execution. Do not accept unnecessary risk, make risk decisions at the right level, and only accept risk when the benefits outweigh the costs.

Developing and maturing a risk-attuned perspective for work, home, and recreational activities is essential in our profession. We make the amazing appear routine through methodical planning and execution, and by not accepting unnecessary risk. In a training environment we must manage dynamic situations according to NATOPS, SOP, and good headwork. Good headwork matures over time with experience and exposure. But even the most junior Wildcat can see when something is out of norm and step in to stop an incident from maturing to a mishap. Capture error at the earliest point in the error troika before it cascades to a mishap. This applies both on and off duty. The 'blue threat' or 'off-duty mishaps' also represent a high source of mishaps across the Navy. You all, are an essential resource that I need to maintain command mission effectiveness. You all, are also Wildcat safety representatives. Be smart, think critically about what you are about to do, and don't accept unnecessary risk.