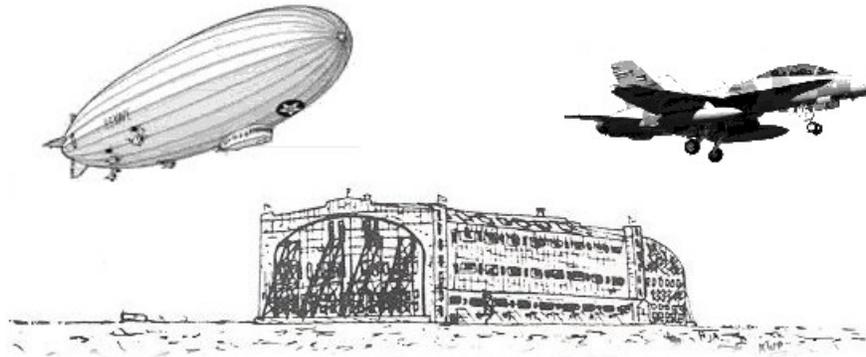


Team Lakehurst Public Safety Department Mission



LAKEHURST NAVAL AIR ENGINEERING STATION

FY 2000 – FY 2005

5 YEAR PLAN

Guiding Principles

We will meet the challenges of both a changing environment and a changing Navy. Our decisions and actions will be guided by the following principles.

Organizational Mission

- Protecting people is our most important undertaking. Our role is to prevent personnel injuries, accidents, and equipment losses. We will provide a safe and healthful work environment for all military, civilian employees and visitors at Lakehurst.
- We are committed to ensuring personnel have the knowledge and tools necessary to carry out their safety and health responsibilities in support of the Aircraft Platform Interface mission.
- Occupational Safety and Health support is customer-oriented and of the highest quality.

Organizational Goals

- We will comply with applicable regulatory requirements.
- We will proactively promote and support command responsibility for safety and health.
- We are dedicated to maintaining a high level of professionalism, credibility, and maintaining a positive Navy image related to safety and health.

- We will strive to continually improve safety processes & integrate Operational Risk Management (ORM) into each and every process.

NAES Lakehurst Safety Program

- Team Lakehurst's goal is to integrate safety into each and every process. We strongly believe that our Occupational Safety and Health Program is one of the finest and most innovative leading edge safety programs in the Department of Defense.
- While changes in industry and mission have not only affected the safety and health of Lakehurst's workers, but also the surrounding community, the Occupational Safety and Health Division's proactive approach and diverse knowledge and experience have helped maintain the lowest injury rate for an industrial facility within the Naval Air Systems Command. This proactive approach has lowered the number of Total cases from 246 in Fiscal Year 1995 to 132 in Fiscal Year 2000.

The station has been a leader in Occupational Safety and Health through the implementation of innovative programs such as:

1. Federal Occupational Safety & Health Councils (3 time National Award winner)
2. OSHA Regional Office Partnership
3. Ocean County NJ Partnerships
4. Operational Risk Management programs
5. OSH Newsletter
6. NJ State Safety Council

The implementation of the Partnerships created a joint understanding between Lakehurst and the various outside agencies. The Partnership opened dialog, promoted sharing knowledge and experience, and increased the ability of this installation to provide a safe and healthy environment for our employees.

2000 Process Review & Measurement System 5 year Goals and Objectives

Mishap Prevention Program

1. We will establish an effective way of compiling mishap data and thoroughly analyzing this data to implement an effective mishap prevention program. Through various media we will post mishap results and analysis to track our goal of mishap reduction.
2. We will ensure process owners are knowledgeable and responsible for the prevention of mishaps in their area of responsibility. Managers, supervisors and employees will be held accountable and will own their piece of our Mishap prevention goal.
3. Supervisors will accept no unnecessary risk to accomplish a task. Operational Risk Management principals will be integrated into all NAES high risk processes. Operational Risk Management Plans (ORMP'S) will be developed on a case by case basis to assist managers and supervisors to carry out their tasking.

Supervision Process Program

1. Establish OSH as a critical performance element defining specific safety and health expectations.
2. Monitoring by management of the supervisors OSH performance, will improve overall safety awareness in their area.
3. Integration of OSH considerations into daily operations and new business operations.

Training Process Program

1. Establish and maintain a matrix match of NAVOSH training against the requirements to safely and efficiently accomplish our mission. We will strive to protect our most valuable assets, our people, by providing them the necessary education and tools to accomplish their task.
2. Establish a method to validate employee knowledge and the demonstration of safe work practices.

Regulatory Compliance Process Program

1. Conduct a comprehensive compliant OSH program that will meet the challenges of the next 5 years. Our decisions and actions will guide the Naval Air Engineering Station through the uncertain road ahead in these days of budget shortfalls, dwindling labor expertise and new business initiatives.
2. Continue to improve safety processes and integrate sound risk management principals into our core business decisions.

Self Assessment Process Program

1. We will effectively assess our program focusing on proactive measures to reduce and eliminate potential loss and injury to our employees.
2. We will establish various methodologies to conduct and document our data driven analysis of key processes to identify areas of performance improvement.

Environmental Quality and Safety Board (EQSB)

The Environmental Quality and Safety Board is chaired by the Commanding Officer. The board meets on a bi-monthly basis to discuss OSH & Environmental policies and share information or new initiatives that have occurred during the month. The Board helps develop proactive procedures to protect the employees from environmental and workplace hazards in the future.

Operational Risk Management

In our business, our safety involvement must be more than investigating the mishap site. We must **prevent mishaps before they occur while maximizing mission success**. To accomplish our goal, individuals at every level must understand risk management concepts and apply them to their part of the mission. Proactive leadership at every level is key to successful risk management

NAES

Commanding Officers ORM Policy

Captain Stephen J. Himes

“I salute you for achieving our lowest ever mishap rates over the last few years. Now, we must find a way to achieve further dramatic reductions in our mishap rates. Operational Risk Management is the tool that will help us attain that goal. It is not a radical way of doing business; we have been applying ORM principals and methods intuitively for years. However, ORM now gives us the tools to systematically make dramatic reductions in our mishaps and improve operational effectiveness. I am counting on your support.”

Federal Safety and Health Councils

The Southern New Jersey Federal Safety and Health Council is an organization of Occupational safety and health specialists (professional and collateral duty) and labor organization representatives who work in the 10 southern New Jersey counties. This Council is a non-profit organization and there is no membership fee. The Council acts as a clearinghouse for all information on matters pertaining to occupational safety and health. NAES Lakehurst serves as Chairman and Vice Chair of the Council. Officially chartered by the U.S. Department of Labor (USDOL), its purpose is to facilitate the exchange of ideas and information throughout the government and private sectors about workplace safety and health issues. The Council, and others like it around the country, has its origins in Title 29, Part 1960 of the Code of Federal Regulations, and Executive Order 12196, February 26, 1980.

Voluntary Protection Program (VPP)

The Voluntary Protection Program is a future cooperative effort between NAES Lakehurst labor, management, and OSHA. This program will initiate a certification process that measures our performance against the established criteria for both Government and industrial facilities. Certification recognizes outstanding safety programs and enhances the combined commitment and working relationship between labor and management. Certification also focuses on the historical performance of Navy Lakehurst and its continuing commitment to the improvement of the working environment. This is accomplished through a rigorous workplace inspection and hazard identification/abatement process as well as a dedication to safety education and training.

What Is The Aircraft Platform Interface?



AIRCRAFT PLATFORM INTERFACE (API)

Imagine that the Navy has just acquired its new state-of-the art attack aircraft. The aircraft squadron is assigned to the latest 90,000 ton nuclear aircraft carrier. This is an enormous investment, but an unrivaled weapon system; if this new aircraft can actually operate from the carrier -- an island steaming at 30 knots in the middle of the ocean. Can the aircraft takeoff and be recovered, be fueled and armed, serviced and maintained; in short, can the aircraft interface with the ship?

Lakehurst is in the business of guaranteeing performance. Lakehurst is in the Aircraft Platform Interface business. The Aircraft Platform Interface or API, is the systems, equipment, processes and know-how that permit fixed or rotary wing aircraft to operate safely and effectively from a variety of platforms; the aircraft carrier, the air-capable ship, the Marines' forward expeditionary site.

API is the catapult launching the aircraft from the carrier, the visual guidance systems guiding the aircraft to the ship and the arresting gear recovering them. It's tractors and spotting dollies moving aircraft on the deck and state-of-the-art test equipment keeping aircraft engines and avionics systems working. It's the equipment to fuel aircraft, load weapons and find and repair structural damage.

We research, develop analyze and design new systems and techniques, seeking safer, more capable and less expensive ways to operate. We work closely with the commercial world to buy the best equipment for a fair price. Our technical experts service this equipment worldwide. Lakehurst is the only activity responsible for this specialized niche of Naval Aviation.

Following are examples of API products and services:

Takeoff

Shipboard steam catapults...Electromagnetic Aircraft Launching system (EMALS)...Jet Blast Deflector (JBD) concepts...In-service engineering support...Computer-aided capacity selector valve setting

Terminal Guidance

Improved Carrier Optical Landing System (ICOLS)...VSTOL Optical Landing System(OLS)...Night Vision Goggle (NVG) compatible deck lighting...Carrier and air capable ship video camera systems...Flight deck marking and lighting

Recovery

Mk7 Series shipboard arresting engines...M-21 and M-29 expeditionary arresting gear...Expeditionary airfield AM-2 mat...Recovery Assist, Securing and Traversing(RAST) system...Advanced recovery control system...ASTOVL aircraft recovery system

Handling

TA-35 heavy aircraft tow tractor...Aircraft spotting dolly...Air-launched weapons loader...Air-capable ship flight deck traversing system...Omnidirectional vehicle development

The A/S32P-25 (P-25) - the next generation Fire Fighting Vehicle, currently under development, will provide increase flow rates and remote control capability on board aircraft carriers and amphibious assault ships.

Propulsion Support

Standard Engine Test System (SETS)...Vibration Analysis Test Set (VATS)...Universal Jet Air Start Unit (UNIJASU)...Out-of-airframe jet engine test system...Advanced refurbishment of engine parts

Avionics Support

Consolidated Automated Support System (CASS)...Common Automatic Test Equipment (CATE) cognizant field activity...CATE life cycle support...Digital automatic test program generator cognizant field activity...Airborne low frequency sonar system

Servicing and Maintenance

Nondestructive Inspection (NDI) equipment...Environmentally compliant coatings...Cryogenic service systems...Aviators breathing oxygen...Aircraft generator test stands...Truck mounted deicer...Aircraft maintenance platforms...Mobile facility program

Aircraft/Weapons/Ship Compatibility

Chemical/Biological defense...Integrated Shipboard Information System (ISIS)...CVN-76 Primary flight controls...Neural networks for pattern recognition...Defense standardization program...Future aircraft carrier study...Reduction of ozone depleting substances