USING RMI TO SPOT SQUADRON TRENDS

By Gunnery Sgt. Samuel Lee
Naval Safety Command

Using RMI to Spot Squadron Trends

As human beings, we tend to be creatures of habit and shy away from change. Learning something new can be daunting at first, but as members of America's elite fighting forces, change is inevitable. We spend countless hours on training, honing our specific crafts to keep this military machine cranking. Then, all of the sudden … bam … there's a new way to do business, and we have to go back and retrain. This is the case when the Navy and Marine Corps changed from the Web Enabled Safety System (WESS) to Risk Management Information (RMI).

The RMI system is a single, integrated system for reporting aviation, afloat, ground and motor vehicle mishaps that replaced WESS as the mishap-reporting and mishap data program of record. The system, which includes various reporting, management and analysis modules, uses the same digital backbone as the U.S. Air Force's Air Force Safety Automated System. To gain access to RMI, go to AFSAS. You will need to request access through your unit representative, who is typically in the safety department and will assign you the appropriate roles.

The RMI system stores all types of safety reports – from flight to ground, on and off duty. Any reports previously completed through WESS can still be viewed in RMI, though the user will only be able to view limited data and a brief summary of the incident. That being said, both WESS and RMI data is available to pull for trend analysis. If you are compiling historical data for trend analysis and need specific WESS or RMI reports or data that's unavailable on RMI, contact your specific type, model or series (T/M/S) analyst, email the aviation group at safe-avnfdbk@navy.mil, or submit an aviation data request here.

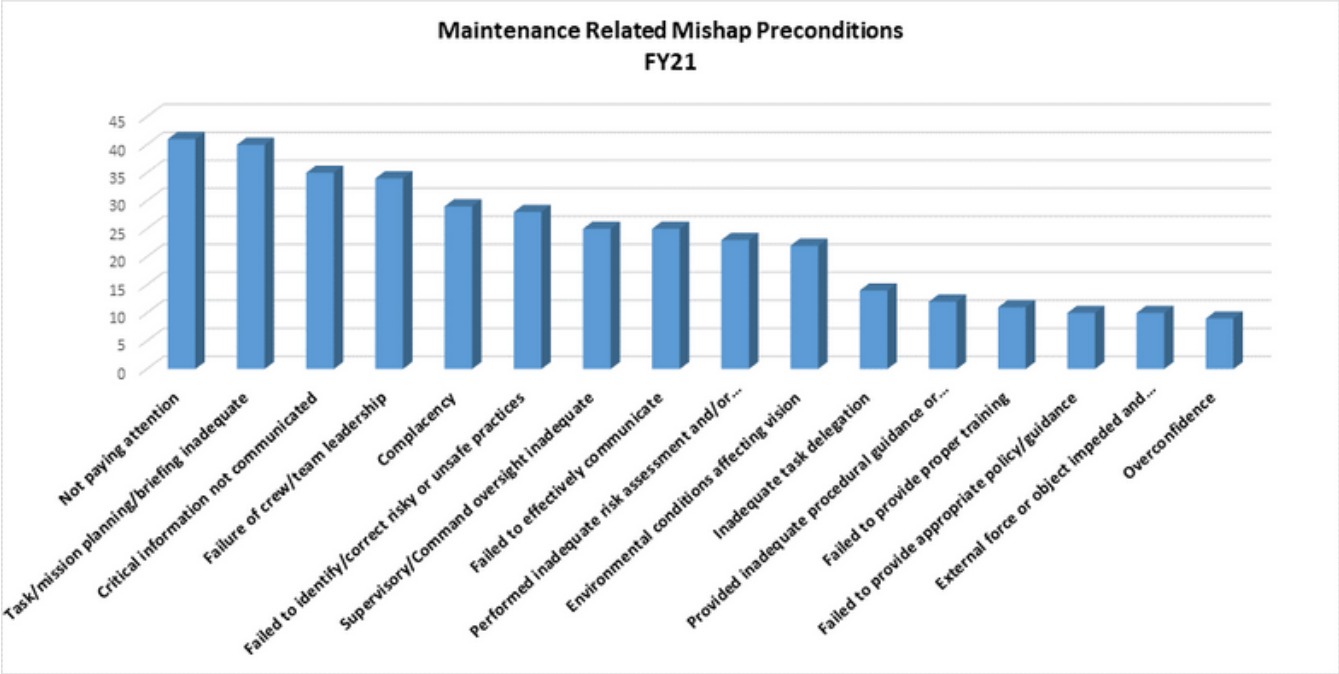
Commanders can use RMI for a general search of their squadron, pulling multiple types of reports to paint a picture of the risks facing the squadron. With RMI, the commander could see that their personnel might be mitigating all the risks while performing maintenance, but for some reason, they are running into major issues when they walk out of that turnstile, or vice versa. Using the data collected, Navy and Marine Corps commanders can work with their subordinates and develop focal points for solutions. Do we need more effective training in a specific area? A safety stand-down to huddle the troops so they can see what I see? Does the unit have a problem with fatigue? Does the squadron need to slow down operational tempo to match the capacity of the resources on hand? Sometimes those turning the wrenches don't see the big picture, and RMI can be a useful tool to help identify risk trends within the squadron.

Using RMI to Spot Squadron Trends

The RMI system can be a useful tool not only for commanders, but also for various program managers. Using the “search investigation” or “data extraction” tools, a user can collect very specific data that can aid them on research or briefs. Say you’re the motorcycle safety representative for your unit and you have a safety stand-down coming up. You could use RMI to search motorcycle incidents that occurred within your squadron during a specific time frame, or safety managers could pull up injuries to see trends that may need added emphasis in training.

Just like anything else, you only get out of RMI what you put into it. If Marines and Sailors fail to report incidents then the data becomes skewed. When in doubt, inform your command and aviation safety officer (ASO) of any event that might arise. As for using RMI, your ASO or safety officer should be able to help. Additionally, the Naval Safety Command has produced various user guides, and a representative is always willing to provide assistance. These guides are posted on the RMI site or the Naval Safety Command common access card-enabled website here. Besides the guides, there are additional aircraft maintenance tools you might find useful here, to include lessons learned, sanitized safety investigation reports, quarterly type and model safety grams, and maintenance-related mishaps, which are developed from trends across the naval enterprise and in T/M/S.

Using RMI, along with the other tools available, will allow you to identify similar risks in your unit, learn from others’ mistakes and implement controls that can help prevent future occurrences.



Using RMI to Spot Squadron Trends