

RTTUZYUW RUOIAAA0001 0972015-UUUU--RHSSSUU.
ZNR UUUUU
R 072015Z APR 26 MID320018630385U
FM COMNAVSAFECOM NORFOLK VA
TO ALSAFE
BT
UNCLAS

ALSAFE 013/26
MSGID/GENADMIN/COMNAVSAFECOM/30/APR//

SUBJ/NAVSAFECOM TIER III ASSESSMENT NOTIFICATION//

REF/A/DOC/OPNAVINST/30JUNE2022//
REF/B/DOC/ALSAFE/JUNE2022//

NARR/REF A IS OPNAVINST 5450.180G, THE MISSIONS, FUNCTIONS AND TASKS OF THE NAVAL SAFETY COMMAND. REF B IS ALSAFE 22/004 071647Z JUNE 22, NAVAL SAFETY COMMAND ALIGNMENT OF PROCESS AND ASSESSMENTS.

POC/CDR DON MCCLAFFERTY/NAVSAFECOM/10/757-444-3520 x7173/DSN 564-3520 X7173/
DONALD.J.MCCLAFFERTY.MIL@US.NAVY.MIL//

GENTEXT/REMARKS/1. Naval Safety Command will be conducting a Tier III Assessment in the Jacksonville, FL geographic area to include NSB Kings Bay, Naval Station Mayport and NAS Jacksonville from 13-16 April of 2026.

This message serves as official notification to all installations, commands, and units in that area.

2. Tier III assessments are formal, independent assessments to evaluate compliance and performance of safety and risk management processes across the fleet enterprise and to identify potential systemic issues that reach beyond a singular unit. The purpose of the assessment is to collect compliance behavior data and observe unit's day to day standards in order to provide trend data potentially indicative of systemic issues which need to be further analyzed and addressed by the appropriate accountable person at higher echelon commands.

3. These assessments are no-notice. Units can expect the assessment to nominally last 3-6 hours in duration. Naval Safety Command assessment team members will not need an escort but will require access to all spaces with exception of classified or controlled areas unless prior coordination is made to satisfy unit requirements. To the maximum extent possible, assessments will be non-intrusive in nature, conducted in port or at home station, and will not require execution of any unplanned evolutions. Units will execute their normal plan of the day, and Naval Safety Command assessors will observe deck plate execution and compliance with all applicable references with a focus on why the deficiencies exist - i.e., what are the organizational factors that allowed/enabled non-compliance to exist. Assessments will include a mix of Sailor and Marine interviews and observing, reviewing any or all of the following:

- Navy's Safety Management System (OPNAV M-5100.23) implementation
- Risk Identification, Risk Communication, Risk Assurance

- External and internal policy adherence
- Implementation of continuous improvement processes
- Program ownership, administration, and execution
- Watchstanding and scheduling
- Observation of routine or major evolutions
- Fatigue management
- Procedural compliance
- Ownership
- Level of knowledge
- Formality
- Forceful backup
- ORM/TCRM/PBED
- Manning, training, and material readiness

4. We encourage each unit to provide a Junior Officer, Chief Petty Officer, or Safety Petty Officer to accompany assessment teams as a best practice. While not required, it allows for training and mentorship in looking for safety issues with a critical eye not just to identify an issue, but also to look at the underlying root causes that enabled an issue to manifest.

5. Inbriefs and outbriefs will not be performed except when serious hazards are discovered. All time sensitive or inherently dangerous discrepancies observed will be immediately briefed to the Commander, OIC, CDO/SDO or otherwise designated representative. Formal, detailed outbriefs will not be provided to the unit level commander or appropriate ISIC. Observations, specific discrepancies, trends, and recommendations will be analyzed to assess overall SMS health and to identify potential systemic issues that need further research and analysis by the responsible higher echelon commander. Reports will be generated for USFF, PACFLT, accountable Echelon 2 commands or SYSCOMs, and assessed TYCOMs. As a regulatory agency, Naval Safety Command will identify non-compliance, behavior trends, and potential systemic issues for the responsible entity to develop appropriate actions necessary to remediate the source of unit level issues that may be proven to extend beyond the scope of a single unit or squadron and may represent larger systemic issues.//

BT

#0001

NNNN