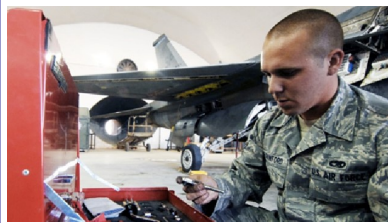




"Crew, the runway lights are out, but we've got to get this critical care team in...."



"I've been using the wrong tool all along? I'm going to submit an ASAP because this is an easy error to make."



"I noticed the C.G. that was marked has moved...."



"Looking back outside...I was in 35 deg nose-low attitude..(then flew) a max performance recovery. Bottomed out at 380AGL"

FRIDAY O'CLUB STORIES?

In the early days of military aviation, knowledge and experiences were shared either in the hangar or at the bar. The word got around quickly and everyone benefited from one aviator's "close call."

Today we operate in a much more complex environment with barely any time to share our personal lessons-learned with anyone beyond our squadron mates, let alone a viable method in which to "get the word out." So if we don't have time to "hangar fly" or "socialize" as aviators, how do we get the word out to others so they don't have to learn lessons the hard way? The answer is ASAP! Here are some threats and errors identified in real ASAP reports:

"...Given instructions '...descend and maintain 2,500 feet, Altimeter 994.' It sounded like the controller said 'Altimeter 29.94.' We intercepted the localizer above the glideslope...acquired the runway and landed. The crew realized the controller had most likely meant to call the altimeter setting in MB versus inches."

"I ID'd the Lead and shot him...then I was spiked. As I was executing the out, I exited my block and came within 900ft, with 1,000kts of closure of the lead (now dead) hostile."

"...I called base with gear.....having the IR lights in sight. I never saw the LZ on the right until rollout...and did not realize we had landed on the (main) rwy...I think he (Tower)...cleared us to land on the LZ but flipped the lights to the (main) rwy."

"I should have sent him around, but due to fatigue and simply wanting to get the sortie over with, I did not when I should have."

WANT MORE INFO?

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Access ASAP product from AFSAS homepage:
—>PUBS & REFS tab
—>MFOQA/ASAP/LOSA tile

ASAP



Airman Safety Action Program

ASAP is specifically designed to capture hazards and errors detected by Airmen to distribute information throughout the Air Force so that all may benefit.

Submit via the Airman Safety App downloaded onto EFBs, personal devices, etc., or at <https://asap.safety.af.mil>

Access the ASAP Scoreboard at <https://afsas.safety.af.mil>

FY19 Goal & Objective

ASAP 1—1—1

1 ASAP—per 1 Wing—per 1 month

- A healthy safety culture enthusiastically encourages hazard and error reporting.
- ASAP helps "next generation" AF Airmen by passing on valuable lessons learned.
- Commanders and instructors lead by example when reporting mission and safety hazards via ASAP.

BENEFITS



- Learning the latest hazards at deployed locations: ability to brief-up threats and errors related to airfields, terrain, ATC, navigation, & weather.
- The “Scoreboard” is a protected website that allows ASAP participants to see what remedial actions have been taken to address those hazards that are identified.
- Allows us to document and track those minor incidents that escape the “net” of formal safety reporting channels but that comprise the bulk of events that we can learn from to prevent mishaps.
- ASAP allows decision-makers to look across different MDS to perceive system-wide problems at deployed locations, with command & control, or with non-U.S. transient alert.

WHO USES ASAP?

Since the Air Force program started in 2009, we have received over 4,000 reports from Airmen. Currently over 50 airlines use ASAP in the U.S., producing approximately 50,000 reports every year. The U.S. Army, U.S. Navy, and numerous allied air forces use ASAP or similar reporting programs. Globally, over 105 airlines use ASAP-style initiatives that have yielded over 500,000 reports. That’s half-a-million identified threats and errors to aircraft safety!

HOW DO I USE ASAP?

1. Download the Airman Safety App from respective Apple and Android sites as desired to submit an ASAP report anytime, anywhere.
2. Or submit an ASAP report via the Airman Safety App at <https://asap.safety.af.mil>.
3. Please email diagrams, pictures, etc., to lead MAJCOM staffs that further enables AF/MAJCOM/Wing risk mitigation.
4. Boost airmanship by reviewing reports posted on the ASAP Scoreboard at <https://afsas.safety.af.mil> describing another AF Airman’s lesson learned.
5. Promote hazard and error reporting—consider ASAP as part of 21st century pre-brief and debrief capabilities where Airmen amplify other valuable mission information.

WHO ARE WE?

The OPR for AF ASAP is the Aviation Safety Division at the HQ Air Force Safety Education Center at Kirtland AFB, New Mexico. The AF ASAP manager oversees contract MAJCOM program managers who promote the program and assist MAJCOM staffs with crafting risk management initiatives that address reported unsafe acts and conditions.



GOT ASAP?



Over 4,000 ASAP reports have been submitted by Airmen flying and maintaining these and other aircraft. To learn more ASAP, contact the Air Force Safety Center.