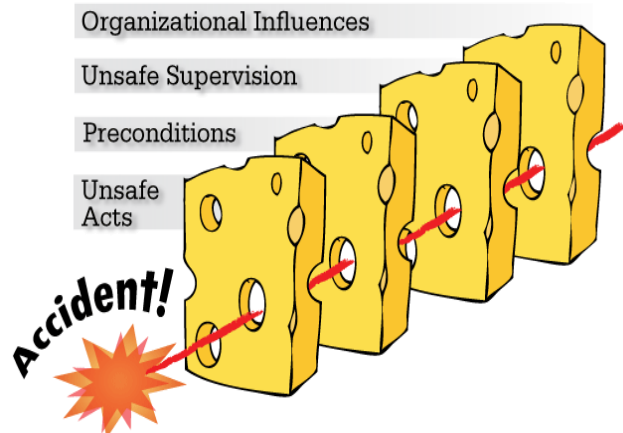


MCLB ALBANY SAFETYGRAM

Using Human Factors Analysis & Classification System (HFACS) in safety

The HFAC System was developed by behavioral scientists in the United States Navy. The development of HFACS was originally initiated due to increasing problems with human performance leading to apparent preventable accidents. The Swiss-Cheese model of accident causation is the result of this system.

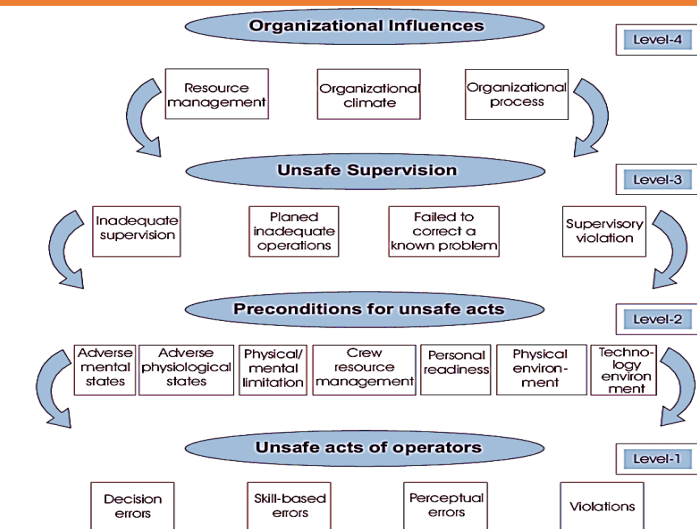
The Swiss-Cheese model takes a systems approach to accident investigation, where human error is viewed as a symptom of a larger problem in the organization, not the cause of the accident. Within an organization, barriers are established to prevent adverse events. Establishing four separate levels of barriers sequential in nature means that those levels at the top affect the levels at the bottom.



Within each level, failures can cause holes in safety barriers. These failures can be active, meaning they occur immediately prior to an accident and directly impact events; or latent, meaning they are removed temporarily from the event and do not exhibit a direct impact.

HFACS uses the following levels: Organizational Influences, Unsafe Supervision, Preconditions for Unsafe Acts and Unsafe Acts.

Within each level, causal categories were named to identify active and latent failures, so if at least one failure occurs at every level an accident will occur. If at any time leading up to the adverse event, one of the failures is corrected, the adverse event will be prevented.



If you want to learn more about how to apply HFACS as explained by the safety division of the Marine Corps, click on the following link:

<https://www.safety.marines.mil/Portals/92/Mishap%20Investigation%20and%20Reporting%20Toolbox/DoD%20HFACS%207.0%20for%20USMC.pdf>



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