

SAFETY FIRST



PCR Three Missions Conference

April 25-27, 2014



Now let's tell the truth

- What is CAP's top priority?



Now let's tell the truth

- What is CAP's top priority?
 - The THREE MISSIONS are CAP's top priority
- What is the real role of safety?



Now let's tell the truth

- What is CAP's top priority?
 - The THREE MISSIONS are CAP's top priority
- What is the real role of safety?
 - Control the risk to an acceptable level
 - If this cannot be achieved, abort the mission



Talk vs Action

- Empty talk is counter-productive
- If you did not DO something about safety, you are not working a safety program
- Focus on action



CAP AVIATION OPERATIONAL RISK MANAGEMENT WORKSHEET



Pilot Name: _____ Date: _____ Mission #: _____ A/C #: _____ Sortie: _____

HAZARD	LOW RISK	PTS.	MODERATE RISK	PTS.	HIGH RISK *	PTS.	VALUE
<u>HUMAN</u>							
Experience / Training	≥ 1,000 hours PIC ≥ 50 hours mission time	0	≥ 250 < 1,000 hours PIC ≥ 25 < 50 hours mission time	10	< 250 hours PIC < 25 hours mission time	20	
Pilot Currency	≥ 10 hours within last 30 days	0	≥ 5 < 10 hours within last 30 days	10	< 5 hours within last 30 days	20	
Health / Crew Rest	Good health and proper crew rest	0	Fair health with adequate crew rest	10	Poor health or signs of fatigue	No Go	
<u>MACHINE</u>							
Maintenance Factors	Fully Functional	0	Partially Non-Functional	15	Fully Non-Functional	No Go	
Performance Factors	≤ 5,000' Density Altitude	0	> 5,000' ≤ 8000' Density Altitude	10	> 8,000' Density Altitude	20	
A/A & A/G Comms	Good comms and/or high bird available	0	Some blind spots or faulty comms and no high bird	10	Poor comms and no high bird	15	
<u>MISSION</u>							
Operations Tempo	1 - 2 total mission aircraft	0	3 - 4 total mission aircraft	10	> 4 total mission aircraft	20	
Search Complexity	Simple tasks, no new technology	0	Complex tasks, no new technology	10	Complex tasks, new technology	20	
<u>ENVIRONMENT</u>							
Weather (current & forecast)	Icing: none Turbulence: none X-Winds: ≤ 5 kts.	0 0	Icing: none Turbulence: lite.-mod. X-Winds: > 5 ≤ 10 kts.	0 5	Icing: ≥ light Turbulence: severe. X-Winds: > 10 kts.	No Go No Go 50	
VFR Flight ceiling/vis	≥ 3000 agl And ≥ 5 sm	0	≥ 1,000 agl < 3,000 agl And / or ≥ 3 < 5 sm	25	< 1,000 agl and / or < 3 sm visibility	No Go	
IFR Flight ceiling/vis	≥ 500 agl < 1,000 agl and/or ≥ 1 sm < 3 sm visibility	25	< 500 agl and/or < 1 sm visibility	50	Below departure airport approach minimums	No Go	
Terrain	Low, flat	0	Foothills / featureless	15	Mountainous	30	
Night Ops			VFR	25	IFR	75	
Airfield	Familiar	0	Unfamiliar	25			
<u>ADDITIONAL FACTORS</u>							
CAPF 5 & 91	No forced landings or simulated engine cuts	0	Forced landings and/or simulated engine cuts	50			
Overwater			Within gliding distance of land	50	Outside gliding distance of land	100	
Extended Overwater			With immersion suit Water temp < 60° F	75	Without immersion suit Water temp < 60° F	No Go	
TOTAL CALCULATED RISK ASSESSMENT:							0
OVERALL RISK ASSESSMENT						Initials	Date / Time
Low Risk = 0 — 75 †						FRO	/
Moderate Risk = 76 — 150 †						Squadron DO / DOS / CC or AOBD	/
High Risk = > 151 †						Wing DO / DOS / CC or IC	/
No Go						Mission can be rejected by any direct participant at any level	

Notes: * Implement suitable controls for any item in the high range. † Approvals are granted in ascending order of command and only with PIC concurrence. All approvals are optional, based upon local procedures and established Wing policies.



What Step is This?

TOTAL CALCULATED RISK ASSESSMENT:

0

OVERALL RISK ASSESSMENT

Initials

Date / Time

Low Risk = 0 — 75[†] FRO

/

Moderate Risk = 76 — 150[†] Squadron DO / DOS / CC or AOBD

/

High Risk = > 151[†] Wing DO / DOS / CC or IC

/

No Go Mission can be rejected by any direct participant at any level

/

Notes: * Implement suitable controls for any item in the high range. † Approvals are granted in ascending order of command and only with PIC concurrence. All approvals are optional, based upon local procedures and established Wing policies.



ORM

- Identify the hazards
- Assess the risks
- Analyze risk control measures
- Make control decisions
- Implement risk controls
- Supervise and review



What are you going to DO?

TOTAL CALCULATED RISK ASSESSMENT:

200

OVERALL RISK ASSESSMENT

Initials

Date / Time

Low Risk = 0 — 75[†] FRO

Moderate Risk = 76 — 150[†] Squadron DO / DOS / CC or AOBD

High Risk = > 151[†] Wing DO / DOS / CC or IC

Brian Bishop/CC 4/25/0931

No Go Mission can be rejected by any direct participant at any level

/

Notes: * Implement suitable controls for any item in the high range. † Approvals are granted in ascending order of command and only with PIC concurrence. All approvals are optional, based upon local procedures and established Wing policies.



What are the real TOOLS of Safety?



What are the real TOOLS of Safety?

- Engineering



What are the real TOOLS of Safety?

- Engineering
- Procedures



What are the real TOOLS of Safety?

- Engineering
- Procedures
- Regulation



What are the real TOOLS of Safety?

- Engineering
- Procedures
- Regulation
- Education



Summary

- CAP's top priority is its THREE MISSIONS
- The missions are to be performed
 - at an acceptable level of risk
 - or the mission is to be aborted
- If you did not DO something about safety, you are not working a safety program
- Stop the cheerleading and get to work!