

Safety Stand Down Day Briefing:



Parker Cadet Squadron

Safety Stand Down
21 MAY 09

21 MAY 09

Safety is a Mind Set

Parker CAP ORM
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- Identifying and analyzing hazards



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- Assess (measure) and manage risk



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- Evaluate hazard controls



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- If something is UNSAFE – modify the process!



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Risk Management



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- United States Air Force (USAF) and Civil Air Patrol (CAP) refer to the preceding process as Operational Risk Management (ORM)



- This is an active squadron...



- Whether indoors - building rockets

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- Or outdoors – conquering mountains...



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- Safety begins with each of you...



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What's the plan?

- All of us – cadets, seniors, parents, etc.,
- will continue to promote an active –
SAFE – squadron! Is that clear?
- Continuing safety education as part of
weekly meetings and annual refresher
- Safety briefings – either face-to-face –
or via a link off of squadron website

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Safety concern?

- **If imminent danger exists** – remove
yourself from the situation – and report
to ANY Senior Member
- Otherwise - follow your chain of
command. Safety concern will be
addressed by either Squadron Safety
Officer or Assistant Safety Officer

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Squadron Safety Officers

- SM Rick Shaw, Safety Officer
- SM Ray Phillips, Assistant Safety Officer

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Resources Available

- Local
 - CAP Parker Cadet Raptor Squadron
 - Website will have safety link
- State
 - CAP Colorado Wing
- National
 - CAP National Headquarters
 - Website has safety link

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Local: Raptors

<http://www.raptorsquadron.com/index.html>



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State: Wing

<http://www.coloradowingcap.org/>



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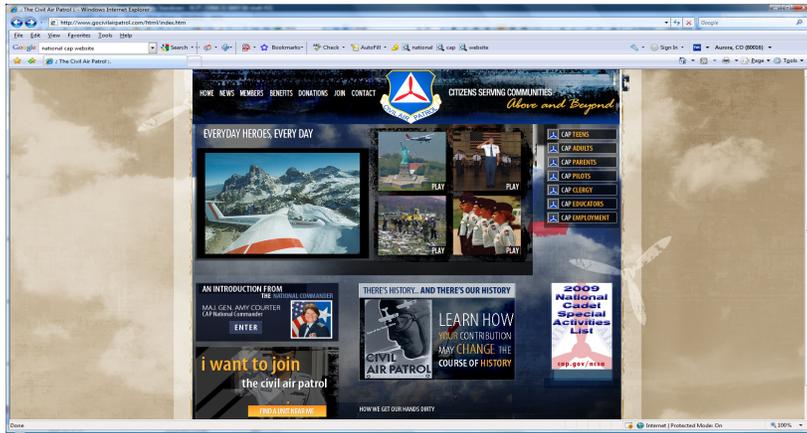
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National: Headquarters

<http://www.gocivilairpatrol.com/html/index.htm>



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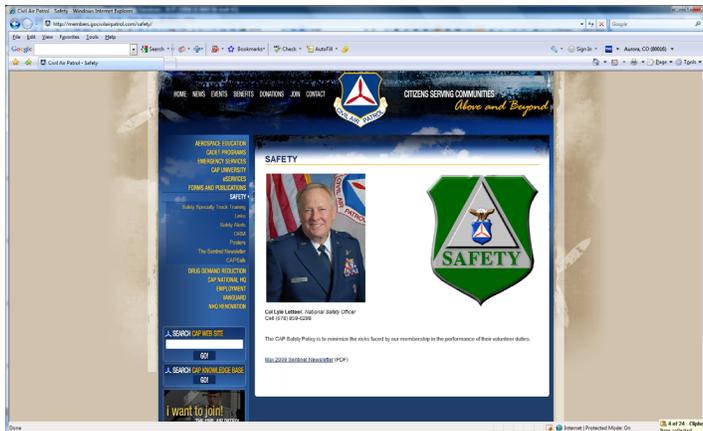
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Safety

<http://members.gocivilairpatrol.com/safety/>



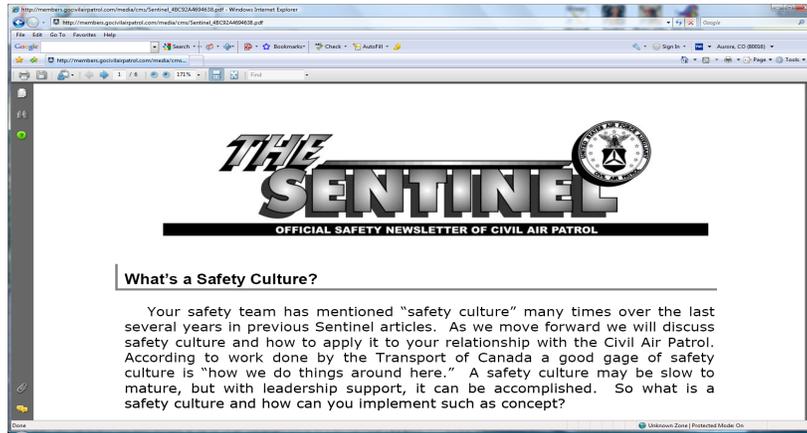
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THE SENTINEL



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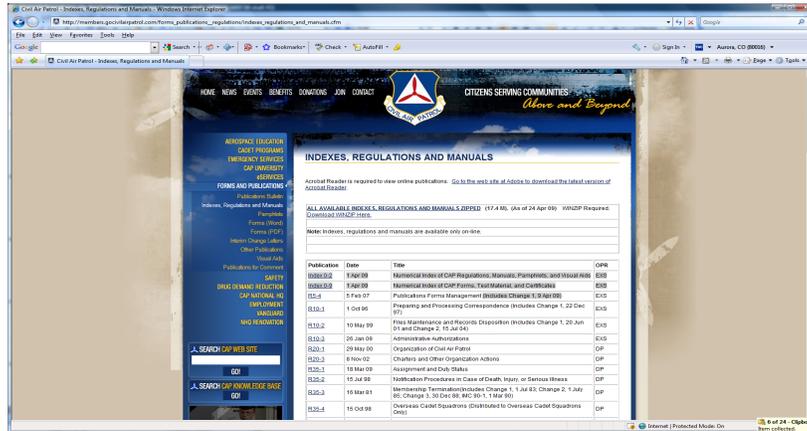
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FORMS AND PUBLICATIONS

http://members.gocivilairpatrol.com/forms_publications_regulations/



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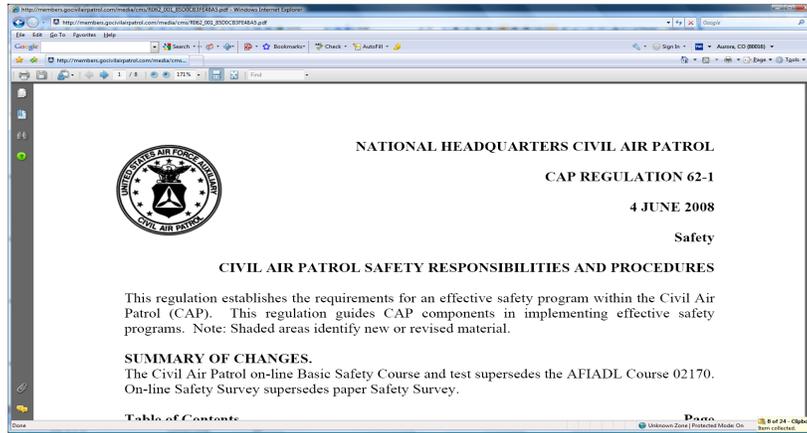
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CAP REGULATION 62-1

http://members.gocivilairpatrol.com/media/cms/R062_001_85D0CB3FE48A5.pdf



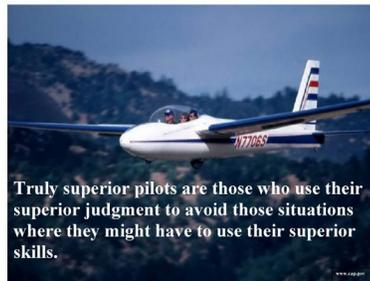
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Superior Judgment = Being Safe!



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FedEx Weather Event



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Questions?

- Who does safety begin with?



- “Safety begins with you!...”

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Orientation Flight ORM Brief and Brainstorming Session:



Parker Cadet Squadron



Safety Stand Down Items:

Orientation Flight ORM Review 21 May 09



Orientation Flight ORM



- Purpose - ORM Reivew for O-flight events
- ORM Process
- Orientation Flight ORM:
 - Hazards
 - Risks
 - Risk Control Measures
 - Control Decisions
 - Risk Control Implementation



Basic ORM Process



- The Six Steps of the ORM Process
 1. Identify the hazards
 2. Assess the risks
 3. Analyze the risk control measures
 4. Make control decisions
 5. Risk control implementation
 6. Supervise and review

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Purpose: Basic ORM



CAPR 62-1

CIVIL AIR PATROL SAFETY RESPONSIBILITIES AND PROCEDURES

3d(1): *At least once annually, Operational Risk Management (ORM) will be discussed during a unit safety meeting.*



Basic ORM Process



LEVELS OF PROBABILITY

- **Frequent** (Individual/Item) – Occurs often in career/equipment service life. Everyone exposed. Continuously experienced.
- **Likely** (Individual/Item) – Occurs several times in career/equipment service life. All members exposed. Occurs frequently.
- **Occasional** (Individual/Item) – Occurs sometime in career/equipment service life. All members exposed. Occurs sporadically, or several times in inventory/service life.

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ORM: Orientation Flights



- Assumptions:
 - Evaluate risks we can affect (no worries about asteroids)
 - FAA Flight Safety, ATC, and maintenance rules outside our area of expertise
 - ORM control measures have to be achievable (\$\$, expertise, authorities)
 - Mission still has to be accomplished



Basic ORM Process



Risk Assessment Matrix

		Probability				
		Frequent	Likely	Occasional	Seldom	Unlikely
S E V E R E I T Y	Catastrophic	Extremely High				
	Critical		High			
	Moderate		Medium			
	Negligible		Low			



Basic ORM Process



LEVELS OF SEVERITY

- **Catastrophic** – Complete mission failure, death, or loss of system.
- **Critical** – Major mission degradation, severe injury, occupational illness or major system damage.
- **Moderate** – Minor mission degradation, injury, minor occupational illness, or minor system damage.
- **Negligible** – Less than minor mission degradation, injury, occupational illness, or minor system damage.

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Basic ORM Process



LEVELS OF PROBABILITY

- **Seldom** (Individual/Item) – Possible to occur in career/equipment service life. All members exposed. Remote chance of occurrence; expected to occur sometime in inventory service life.
- **Unlikely** (Individual/Item) – Can assume will not occur in career/equipment service life. All members exposed. Possible, but improbable; occurs only very rarely.

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Brainstorm: Hazards in O-Flights



Hazards	Severity	Probability
Walking into props	Catastrophic	Seldom
Hit by aircraft (e.g. cadet hit by moving aircraft)	Catastrophic/Critical	Occasional/Seldom
Aircraft damaged in ground handling	Catastrophic/Critical	Occasional
Injuries: aircraft doors, sharp edges (flaps)	Critical/Moderate	Occasional
Noise Hazards	Moderate	Frequent
Sunburn	Moderate	Frequent
Falls, slips, trips	Critical/Moderate	Likely
Bodily Fluids	Moderate	Frequent
Tie Down strikes	Critical/Moderate	Likely
Windblown objects in eyes	Critical/Moderate	Frequent
Tow rope strikes	Catastrophic/Critical	Seldom



Brainstorm: Risks in O-Flights



Hazards	Severity	Probability	Risk
Walking into props	Catastrophic	Seldom	High
Hit by aircraft (e.g. cadet hit by moving aircraft)	Catastrophic/Critical	Occasional/Seldom	High
Aircraft damaged in ground handling	Catastrophic/Critical	Occasional	High
Injuries: aircraft doors, sharp edges (flaps)	Critical/Moderate	Occasional	High
Noise Hazards	Moderate	Frequent	High
Sunburn	Moderate	Frequent	High
Falls, slips, trips	Critical/Moderate	Likely	Medium
Bodily Fluids	Moderate	Frequent	High
Tie Down strikes	Critical/Moderate	Likely	Medium
Windblown objects in eyes	Critical/Moderate	Frequent	High
Tow rope strikes	Catastrophic/Critical	Seldom	High



Brainstorm: Risk Controls in O-Flights



Hazards	Risk	Control Measures
Walking into props	High	Safety Brief
Hit by aircraft (e.g. cadet hit by moving aircraft)	High	Safety Brief – Personal responsibility
Aircraft damaged in ground handling	High	Wing Walker and towing procedures
Injuries: aircraft doors, sharp edges (flaps)	High	Bring gloves, watch hands around aircraft
Noise Hazards	High	Bring ear plugs
Sunburn	High	Bring sunscreen, sunglasses
Falls, slips, trips	Medium	Proper footgear, watch for ground hazards
Bodily Fluids	High	Cadets provide Barf Bag
Tie Down strikes	Medium	Be aware of others, handle ropes slowly
Windblown objects in eyes	High	Wear sunglasses
Tow rope strikes	High	Set safety zones on flight line (stay behind fences at Boulder airport)



Summary: Orientation Flight ORM



- Purpose - ORM Reivew for O-flight events
- ORM Process
- Orientation Flight ORM:
 - Hazards
 - Risks
 - Risk Control Measures
 - Control Decisions
 - Risk Control Implementation