



The Safety Chain

September 2019

Kentucky Wing CAP
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If you have not received the notice from CAP Chief of Safety, Mr. George Vogt, the new safety regulations are now available for preview at the following url:

<https://www.gocivilairpatrol.com/members/publications/regulations-for-preview>

Everyone, especially commanders and safety officers are recommended to read the new safety regulations as they go into affect no later than the start of the new fiscal year. In this issue of the Safety Chain I want to talk about some new things as well as items that have not changed.

Quoting from chapter 1 CAP's safety vision, "*The vision of the CAP Safety Program is to be a recognized leader in safety RM, ...*" One new change is ORM, or Operational Risk Management, it no longer exists. ORM had the implication that it was to be used for operational missions such as during a SAREX or a SAREVAL and other operational missions. This is one of the new changes. Now it is simply RM or Risk Management, and it is to be used with all CAP activities. Playing volleyball as a team building exercise, then RM will be used. NHQ has created three different risk management worksheets for us to use. These are; F160, Deliberate Risk Assessment Worksheet; F160S, Real Time Risk Assessment Worksheet; and F160HL, Hazard Listing Worksheet.

The new CAP Safety Management System is built around four pillars; 1) Roles & Responsibilities; 2) Safety Risk Management; 3) Safety Assurance; and 4) Safety Promotion & Recognition. It is here that I will touch on several items in chapter 4, Safety Assurance. Paragraph 4.5 discusses the Safety program Assistance to Subordinate Units. First, wing and group SEs are expected to provide assistance to subordinate units. This is the plan I am currently developing where both myself and the group SEs will be visiting Kentucky squadrons. Visits may be face-to-face, by telephone, or through the Internet.

Safety surveys have not gone away. If you remember last year the safety surveys were put on hold. So yes, safety surveys are coming back. There will be an annual SMS Program Review completed by all units. Guidance for the annual program review is found in CAPP 163.

Chapter 5 speaks to Safety Promotion & Recognition. Safety and Risk Management education will be built into all professional development and specialty training. Every cadet and senior member is required to receive safety education at least one time during each calendar month. Every unit, squadron, group, and wing staff will provide and document monthly safety education to its members. For groups and the wing, it may not always be possible to present a face-to-face briefing so other options are available such as telephone and on-line meetings. And there is always the option to complete an individual safety briefing on-line using the Learning Management System (LMS).

Lastly I will speak on qualifications and training requirements for safety officers. The group SE must meet the same qualifications as the wing assistant SE. The group SE must be enrolled in the Safety Specialty track and have completed the knowledge & academic requirements for the Technician rating.

The squadron SE will be enrolled in the Safety Specialty track and have achieved the Technician rating. If the Technician rating has not been achieved the squadron SE is expected to achieve at least the Technician rating after appointment.

Activity SEs also need to meet minimum training and education requirements. The activity SE should have previously served as an activity SE or possess a Technician rating in the Safety Specialty track. The activity SE must also have completed the activity SE training module in eServices during the current or previous calendar year.

The wing SE has the following qualifications and training requirements. The wing SE must be a graduate of NSOC or complete NSOC within one year after appointment. The wing SE must have achieved the Technician rating in the Safety Specialty track and have completed the academic and knowledge requirements for the Senior rating.

This information here amounts to only a drop in the bucket. I strongly encourage all commanders, safety officers, activity SEs go online and read CAPR 160-1, CAPR 160-2, CPP 160-3, CAP Forms 160, 160S and 160HL.

More information will be provided at this year's wing conference. Should you have questions please feel free to contact me at (812) 207-5350 or via email at knoe@kywg.cap.gov. If I cannot answer your questions I will gladly contact the CAP/SE and get your questions answer.

Semper Vigilans