

From: Commander, Maryland Wing Civil Air Patrol
To: Distribution

Subj: MARYLAND WING COMMAND SAFETY POLICY

1. Maryland Wing has several missions one of which is to provide Search And Rescue in the state of Maryland and, to perform such other functions as may be directed by higher authority. I am the head Safety Officer and my office is the safety office. I expect all personnel to act as safety officers to ensure their duties are carried out in the proper manner. We will NOT allow safety to be compromised.

2. Each squadron commander will act as my adjunct safety officer in their respective command. Pride and professionalism in our standards and testing are examples of a command ready and adequately trained to perform their duties. I charge you with ensuring all directives and standards are met and adhered to.

3. Other specific policies are:

a. Anyone in the chain can use the no vote without prejudice.

b. All MD WG personnel are responsible for their safety and those with whom they work.

c. All MD WG personnel must be assertive in challenging the actions of others if unsafe practices become apparent.

d. Published standards shall be strictly adhered to and when specific guidelines are absent, conscious use of the mature, professional judgment is expected.

e. All flights shall be conducted with all established safety procedures strictly adhered to and conformed with.

4. The primary responsibility of my safety department is to ensure all safety directives are properly followed and to assist assigned commands when and where needed in safety related matters. You are encouraged to make use of all MD WG assets for the enhancement of safety.

Original signed
L. L. TRICK
COL CAP



Maryland Wing Civil Air Patrol



SAFETY GRAM

The Maryland Wing Safety Policy establishes the five principles that we must adhere to in order to have an effective Safety Program. The program is built on trust. I trust you to be professional in all of your actions. I trust you to be trained for the tasks that you are assigned to perform. I believe that you will take pride in all of your accomplishments. You must trust the chain of command to act on all of your safety concerns. When it comes to safety, the chain of command works for you. I believe in this policy of mutual trust, all who work with me must share that same belief. Going outside the chain of command has never been a productive method of solving safety-of-flight issues. Safety issues must be brought to the attention of those charged with the authority and responsibility to fix the problem.

This is my philosophy of how the Maryland Wing Safety Policy works:

1. Anyone in the chain can use the no-vote without prejudice.

** This includes Senior Members, Cadets, aircrew and ground team members. All are treated the same. It is your duty to exercise the no-vote whenever you believe that an unsafe evolution is about to occur. The no-vote stops the evolution. The Operational Risk Management process will then be used to resolve the issue. There are only two possible outcomes – One is that the appropriate commander accepts the risk or that the risk is mitigated or eliminated. False alarms – All no-votes will be recognized as a good faith no-vote. There will be no reservation or recrimination.

2. All Maryland Wing personnel are responsible for their safety and for the safety of those with whom they work.

** Share lessons learned no matter how embarrassing. Set the example. Think before you act. Don't do anything dumb. Enough said.

3. All Maryland Wing personnel must be assertive in challenging the actions of others if unsafe practices become apparent.

**Tell it like it is. This can be one of the most difficult policies to comply with. *You feel that you can't go to your chain of command, so you tell those that you are comfortable with. You go to your squadron mates, family or friends.* While all of these contacts are important they can do little to fix the problem. If you feel that you cannot use your chain of command use the "Civil Air Patrol Safety Improvement or Hazard Report" CAPF 26, or USDT FAA "Safety Improvement Report" FAA FORM 8740-5. Talk to your unit Safety Officer. If you are still uncomfortable, call the Wing Safety Office. If you still feel uncomfortable contact the Commander of the Maryland Wing. I will respect your concerns.

4. Published standards shall be strictly adhered to and when specific guidelines are absent, conscious use of mature, professional judgment is expected.

**I expect you to do your job. You expect me to do my job. Implied in this policy is that the publication is correct. If it is not correct, raise the red flag and get it fixed.

5. All flights shall be conducted with all established safety procedures strictly adhered to and conformed with.

****Do not invent or improvise. Do learn and implement. These rules are here to protect you. If you feel that you must violate a safety rule or procedure – reconsider quickly. There is no room in this organization for those who violate the rules and put people and aircraft at risk.**

If we have folks in the wing who have safety-of-flight issues they must be heard by the chain of command. It is the chain of command that has the RESPONSIBILITY and AUTHORITY to initiate corrective actions. All personnel who voice a safety issue will be treated with respect and they will receive a timely response concerning the issue.

L. L. Trick, Col, CAP
Commander