HEADQUARTERS
CIVIL AIR PATROL - NORTHEAST REGION
UNITED STATES AIR FORCE AUXILIARY
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CONNECTICUT • MAINE • MASSACHUSETTS • NEW HAMPSHIRE • NEW JERSEY • NEW YORK • PENNSYLVANIA • RHODE ISLAND • VERMONT

24 August 2013

Commander's Safety Policy

Compliance with this Policy is Mandatory

All Civil Air Patrol activities are safe until safety is compromised. To protect you and all Civil Air Patrol property we have clear safety policies in place that must be adhered to fully and reviewed on a regular basis. A safety conscious culture means everyone is in tune with these policies and practices them without question. The following are effective immediately:

- All members of the NER will familiarize themselves with the current CAPR 62-1, CAPR 62-2 and the current NER supplement 62-2.
- NER Wings will perform all missions with an assessment of safety factors being the foremost concern and will not allow, nor enter into, any operation that threatens the safety of any person or property or that is a violation of Civil Air Patrol regulations.
- All NER personnel who are tasked and will be working near or around any NER aircraft will familiarize themselves with the Aircraft Ground Movement – Operational Risk Safety Briefing cards. The operational Risk Safety Briefing card will be briefed during all AirCrew Briefings and a copy of the document will be placed in all NER Aircraft.
- Wing commanders shall distribute this memorandum to all members of their wing and post on each Squadron Bulletin Board.
- All New members will review all NER Supplements and this Policy Letter during Level I training.

Daniel M. Leclair

Daniel Leclair, Colonel CAP
Commander, Northeast Region

Ground Movement Team – Operational Risk Safety Briefing Card

AIRCRAFT GROUND MOVEMENT / MOVEMENT TEAM LEADER

OPERATIONAL RISK SAFETY BRIEFING CARD

PRIOR to aircraft movement

- Identify yourself as the "Movement Team Leader" who is responsible for aircraft movement.
- Determine qualification of team members participating in aircraft movement.
- TOW TEAM PERSONAL PROTECTIVE EQUIPMENT
- Conduct Operational Risk Safety Briefing, to include:

  Sterile Flight line / Hangar requirements

  Statement that information related to aircraft movement or related hazards are always appropriate and shall be brought to the immediate attention of the Movement Team Leader. Safety concerns would be such items as potentially conflicting aircraft, objects or structures.

  Mandatory 360 degree walk around the aircraft ☹

  Visually Inspect for safe clearance from any obstacles along the entire path of aircraft movement. Identify potential contact points that include, but are not limited to:

  ----right wing,

  ----horizontal stabilizer,

  ----vertical stabilizer,

  ----left wing,

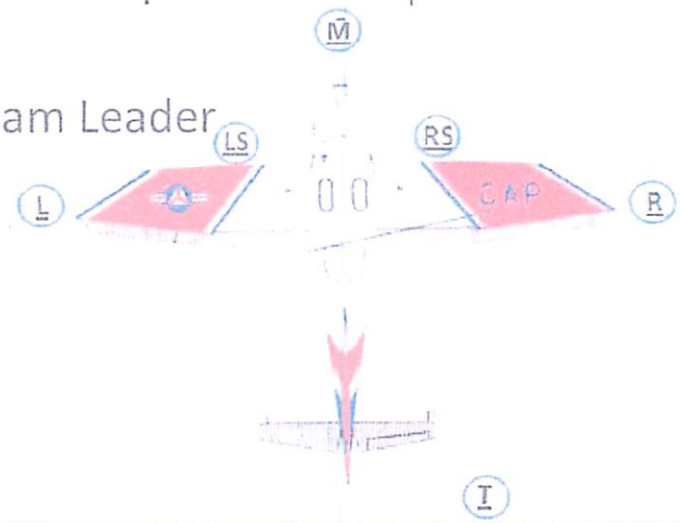
  -----NOSE, Tow Bar

Ground Movement Team-member Positions

HOW DO WE MOVE AIRCRAFT

- Hands-on aircraft movement into a hangar or string of aircraft in a line will involve at least 2 CAP members — 4 more are optional

-- Movement Team Leader
-- Left Wing
-- Right Wing
-- Right Strut
-- Left Strut
-- Tail



The Movement Team Leader (MTL) is always positioned at the nose of the aircraft. Other members should be placed relevant to the highest risk to the aircraft being moved.