



# CAP Safety Beacon

**March 2022**

*The Safety Beacon is for informational purposes. Unit Safety Officers are encouraged to use the articles in the Beacon as topics for their monthly safety briefings and discussions. Members may go to [eservices Learning Management System](#), click on “Go to AXIS,” search for this month’s Safety Beacon, take the quiz, and receive safety education credit. Past Beacon newsletters can be found in the [CAP Safety Beacon Archive](#).*

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## **CAP SIS Corner**

Once the CAP Safety Information System (CAP SIS) goes live in the next few months, we will begin referring to damage, injury, illness, and near misses as “Safety Significant Occurrences” or SSOs. The new reference is intended to reduce confusion and errors in safety reporting which will lead to improved capabilities in safety data analysis. Following is an excerpt describing some safety reporting terms from the draft Safety Reporting Guide:

**Safety Significant Occurrence.** Any observed outcome that resulted in or could have resulted in damage to equipment or a facility, injury to a member, and/or a member illness

**NTSB Reportable Accident or Incident.** 49 CFR Part 830 defines requirements for immediate and later reporting of aircraft accidents and incidents. Refer to this regulation for the most current and up to date requirements.

**Damage.** Any physical harm, breakage, marring, or any unintended change to a vehicle, aircraft, facility, or any other piece of real or personal property. This includes any damage to CAP property, regardless of the cause, or damage to private property that may occur during a CAP activity or mission.

**Injury.** Evidence of internal or external physical trauma or damage to the body and/or evidence of an aggravated pre-existing injury in the context of a CAP activity or mission.

**Illness.** Evidence of disease or sickness affecting the body or mind and/or evidence of an aggravated pre-existing illness occurring in the context of a CAP activity or mission.

**Near Miss.** an SSO that did not, but could have resulted in damage to equipment, injury to a member, and/or a member illness

### **What about non-mishap reportable events?**

Currently, non-mishap reportable events (NMRE) still need to be reported in SIRS because some NMREs fall under [49 CFR Part 830.5](#) incident reporting requirements to the NTSB. When CAPSIS goes live, we intend to gather NMRE information directly from CAP's Aircraft Maintenance Repair and Documentation application (AMRAD) which will eliminate the need to report them in CAPSIS.

### **REMEMBER:**

- If an NMRE falls under [49 CFR Part 830.5](#) incident reporting requirements, in accordance with [CAPR 160-2](#), Section 5.6, it must be reported by the wing or region commander to the CAP National Operations Center (888-211-1812, ext. 300 ) immediately, day or night, to allow CAP National Headquarters personnel to guide and assist with the proper notifications and post-accident/incident requirements.
- NMREs are *only* applicable to aircraft. Any aircraft damage – including damage to tires – is considered a mishap and are not NMREs.

### **What is complacency?**

Complacency is a scary word in safety. The [definition](#), according to Merriam-Webster, is “self-satisfaction especially when accompanied by unawareness of actual dangers or deficiencies.” The safety-related ramifications of complacency can be catastrophic, especially when we begin to think nothing bad can happen because nothing bad has happened so far. The results of this thinking can be seen in everyday life, from cellphone use while driving to ignoring safety signs and warnings.

Risk is a part of CAP missions and activities, and for us to engage in these activities, we consider some risk acceptable. However, we must all work to reduce the likelihood of an unsafe outcome by putting reasonable safeguards in place. One of our most effective safeguards is member awareness, vigilance, and assertiveness. Leaders that brief activity or mission participants on what can go wrong, what to look out for, and when to speak up show the importance of safety in everything we do.

Simply bringing important safety concerns to members' attention combats complacency and keeps people and equipment ready to serve America's communities, save lives, and shape futures.

The National Safety Council offers some additional thoughts on this important safety topic at [complacency-safety-talk.pdf \(nsc.org\)](#).

### **Welcome to the National Safety Team!**

This month, we welcome the following new members of the National Safety Team:

Lt Col Peter “Pete” Bohler – Lt Col Bohler joins the National Safety Team as a member of NC-048 and serves as the North Carolina Wing Assistant Director of Safety. He will support our safety education and training and communications efforts.

Lt Col Jo “Joey” Kelly – Lt Col Kelly joins the National Safety Team as a member of VA-081 and serves as the Virginia Wing Director of Safety. She will support our safety education and training efforts.

Lt Col Sarah Wildman – Lt Col Wildman re-joins the National Safety Team from the North Central Region where she served as the Assistant Director of Safety and Assistant Standardization/Evaluation Officer. She joins us in the role of National Senior Safety Program Advisor.

Lt Col William “Bill” Woody – Lt Col Woody joins us as a National Safety Team Member supporting safety analysis and reporting as well as helping identify trends and opportunities for continuous improvement, joining the team from FL-457.

Who else is on the team? Check out [National Safety Team | Civil Air Patrol National Headquarters \(gocivilairpatrol.com\)](https://www.gocivilairpatrol.com) for more information.

### **Question from the field: Can a cadet who has completed the safety officer technician rating requirements wear the safety badge?**

The short answer is no. In a former version of our safety regulations, wearing the safety badge under the criteria above was permitted. Cadets who previously completed the safety officer technician rating requirements may continue to wear the badge, but current regulations do not offer this authorization to any cadets who complete the requirements now. We will revisit this in the next revision of CAPR 160-1 which began earlier this year.

### **Noteworthy Safety Regulation Change**

The revised [CAPR 160-2, Safety Reporting and Review](#), was published on 14 March 2022. Changes are highlighted in gray. You can also read the highlights of the changes in the [February 2022 CAP Safety Beacon](#).

### **Annual Safety Risk Management Day 2022**

The end of March marks the deadline for squadrons to complete their Annual Safety Risk Management Day. As of this writing, 481 squadrons had not yet logged completion of this requirement in SIRS. The most critical part of this requirement is in making members aware of safety emphasis areas so we can better protect our members and be good stewards of our valuable resources. Tools and information to support this effort can be found at [2022 Annual SRM Day Emphasis Items and Resources | Civil Air Patrol National Headquarters \(gocivilairpatrol.com\)](#). Your region or wing director of safety can help with additional information, if needed.