

CHAPTER 4 – FLIGHT SAFETY ASSURANCE

GENERAL

1. There is a requirement to monitor the FSP itself to ensure that the mandated FSP elements are present and that the FSP is being properly implemented. This chapter provides guidance on the types and conduct of FS Assurance Visits (FSAVs) that are used to monitor the implementation of the FSP.

FS ASSURANCE VISIT (FSAV)

OVERVIEW

2. FSAVs are conducted as part of the FSP monitoring function and shall be carried out at all Wings, Formations, Units and Contractors that implement the FSP. FSAVs assess that all mandated FSP elements are present and assist in the identification of measures to correct any noted deficiencies. As such, the FSAV is conducted primarily to provide the chain of command with credible advice on implementing the FSP.

3. Additionally, FSAVs can provide an indication as to the health and effectiveness of the FSP. Comds/COs/Accountable Executives have found that FSAVs identify deficiencies that would have otherwise remained undetected until revealed as cause factors of FS occurrences.

TYPES

4. There are two types of FSAVs:
- a. Formal FSAV - Conducted by Higher Headquarters (HHQ) at FS Wings/Formations and at participating FS contractors. Formal FSAVs shall be conducted at least once every two years; and
 - b. Local (informal) FSAV - carried out by the Unit/Wing/Formation FSO on FS units within their organization, including contractor operated units/sections. Local (informal) FSAVs should be carried out at least annually.

CONDUCT OF FSAV - GENERAL

5. In order to be effective, FSAVs need to be carried out on a regular basis. While there is a minimum frequency for conducting each type of FSAV, they may be conducted more frequently to monitor and assist with a FS concern if required.

6. FSAVs should review all aspects of the FSP being implemented by the Unit/Wing/Formation/Contractor. This includes a review of the Air Weapons Safety Program (AWSP) at units having an air weapons capability. A checklist approach should be used to ensure all aspects of the FSP/AWSP are considered during the FSAV. Sample checklists for FSAVs at Wing/Formation, Contractor and Air Cadet Gliding Program units are provided in Annexes A

through C, and may be tailored for use according to the type of FSAV being conducted and the scope of the FSP being reviewed.

7. Questionnaires can be used effectively during FSAVs. One of the difficulties of taking a snapshot of a unit is the number of people one can meet. A simple questionnaire that can be distributed beforehand and collected during the FSAV provides the FSAV team a much broader reach. The questionnaire should be short, easy to complete, anonymous, and use questions that are objective in nature. It is important to collate the results quickly and ensure effective feedback is provided to both the chain of command and to those who responded to the questionnaire.

8. FSAV team members may receive conflicting information. The team must attempt to balance these inputs and must rationalize these inputs with the “big picture”. There are three basic tenets to conducting an effective FSAV: listen effectively, observe objectively and share all observations in an open and honest manner. The biggest challenge to overcome is the fact that an FSAV is a snapshot in time and it is difficult to receive feedback and insights from everyone. The FSAV team must be cooperative, understanding and helpful.

9. The FSAV process is conducted primarily to provide the chain of command with credible advice on how to better accomplish the mission. There are a variety of formats available to provide such advice, be it the informal verbal debrief or a more formal written report. Regardless of which method is utilized, it is essential to have a clear aim and a set structure that leads to a logical conclusion and recommendations.

10. FSAVs will generate both observations and recommendations for improving the FSP. To ensure these recommendations are completed, it is important that realistic target dates be established for each recommendation; moreover, recommendations must be affordable, achievable and based on common sense. Recommendations without an assigned target date for closure can cause the survey to become merely an event instead of a process, thereby greatly limiting any potential improvements or enhancements that could result from the operation. There are tremendous advantages to capturing the observations and recommendations in a written format. A written report, be it in point form or in full paragraph form, provides a clear delineation of the observations and recommendations.

FORMAL FSAV

RESPONSIBILITY AND FREQUENCY

11. Formal FSAVs shall be carried out at least once every two years for each Wing/Formation/Contractor participating in the FSP. Formal FSAVs should be carried out more frequently as required to address safety concerns or to provide additional assistance. Comds/Accountable Executives can also request a formal FSAV whenever they want to have an outside view of their formation/company. The HHQs responsible for conducting FSAVs are as follows:

- a. Wing/Formation FSAV: 1 CAD FSO and 2 CAD FSO conduct formal FSAVs at their respective Wings. For Army, Navy and CANSOFCOM Formations, the Formation FSOs conduct formal FSAVs at Units falling under their respective Formations.

- b. Contractor FSAV: DFS conducts formal FSAVs for each contractor participating in the FSP.
- c. Air Cadet FSAV: 2 CAD FSO conducts formal FSAVs for the regional cadet support units (RCSUs).

12. 1 CAD FSO also conducts formal FSAVs at units accountable to Comd RCAF for their FSP (e.g. AETE, ATESS). These FSAVs may be coordinated with FSAVs to the unit's designated FS Wing.

13. As part of its responsibility to provide monitoring and oversight of the FSP, DFS retains the authority to conduct or participate in formal FSAVs at any FS Formation/Unit.

NOTIFICATION/PREPARATION

14. The Comd/CO/Accountable Executive of the organization should be notified in advance of a formal FSAV. The following are the recommended timelines for preparation for a formal FSAV:

- a. initial staff check for timings with Wing/Formation/Contractor 4–6 months before survey;
- b. request for FSAV team member participation 2–4 months before survey;
- c. FSAV directive to Wing/Formation Comd or Accountable Executive 1 month before survey; and
- d. initial brief to FSAV team members by team lead 1–2 weeks before survey.

TEAM COMPOSITION

15. The team lead is drawn from the HHQ FS organization responsible for conducting formal FSAV (i.e. DFS or 1 CAD FSO) and is assigned to an appropriate FS desk officer. The FSAV team lead determines the FSAV team composition based on the scope of the FSP/AWSP to be reviewed. A formal FSAV may contain up to 12 team members which may include:

- a. additional desk officer(s) from DFS and 1 CAD FSO;
- b. WFSO from a Wing having similar aircraft/roles (e.g. formal FSAV of 4 Wg may include 3 Wg FSO on team);
- c. assigned WFSO for Contractor FSAV;
- d. air weapons safety rep;
- e. maintenance reps (e.g. A4 Maint rep for Wing/Formation FSAV and DGAEPM rep for Contractor FSAV);
- f. ATC rep; and
- g. other members as required.

FORMAL FSAV REPORTS AND FEEDBACK

16. The formal FSAV report and feedback process will consist of three distinct phases:

- a. the first phase is that the FSAV team lead will provide a verbal debrief, at the end of the FSAV, to the host Wing/Formation Comd / Sqn CO / Accountable Executive. The debrief should include all significant findings and observations as well as any analysis from items such as survey questionnaires;
- b. the second phase is a written report from the FSAV lead to the host Wing/Formation Comd / Sqn CO / Accountable Executive. The report will identify any recommendations and the corresponding action organization. The written report should be staffed and distributed within one month of the FSAV completion date. For contracted organizations, the written report will be staffed through the contracting authority; and
- c. the third and final phase of the formal FSAV process is for the host Wing/Unit/Accountable Executive to provide written feedback to the FSAV lead regarding the acceptance and implementation of each FSAV recommendation for which they are the action organization. FSAV leads are responsible to track the status and closure of each FSAV recommendation.

LOCAL (INFORMAL) FSAV

CONDUCT

17. A local (informal) FSAV shall be carried out by the Wing/Formation FSO on FS units, including contractor units, located locally on their Wings. For FS Units not co-located with their Wing/Formation, the Wing/Formation FSO may direct the UFSO to conduct the local (informal) FSAV. The local FSAV team will normally be led by the local Wing/Formation/Unit FSO as applicable.

18. A local FSAV should follow the same methodology as a formal FSAV, but may be done on a more informal basis according to local procedures. The local FSAV shall review all aspects of the FSP and AWSP at least once annually, but does not need to be completed all at once. For example, a Wing with four FS Units may decide to visit one unit every three months on a rotating basis. Local FSAVs should be conducted more frequently as required to address safety concerns or to provide additional assistance.

19. Local FSAV teams are generally smaller than for a formal FSAV, but should normally include FS personnel from the host unit. FS personnel from units external to the host unit may also be used to conduct or participate in the FSAV to provide a fresh view and to encourage an invaluable exchange of ideas.

20. In addition to conducting an annual local FSAV, unit FS teams should also informally visit each section regularly throughout the year to promote the FSP, maintain awareness of developing FS issues and develop a positive relationship with unit personnel. Further, whenever someone joins the FS team, be it at the wing or unit level, they should visit all sections within their purview within one month of assuming their duty to familiarize themselves with the FSP implementation, issues and personnel at each unit.

21. When there is a change of command, a local FSAV of the wing/formation/unit shall be conducted as soon as practical to provide the incoming Comd/CO with an updated FS health check of the unit.

Annex A
 Chapter 4
 A-GA-135-001/AA-001

ANNEX A – WING/FORMATION FSAV CHECKLIST

LEGEND

A: SATISFACTORY B: SATISFACTORY WITH DEBRIEFING C: UNSATISFACTORY

SER	ITEM	A	B	C	REMARKS
FSO					
1.	ACCESS TO COMD: <input type="checkbox"/> DIRECT <input type="checkbox"/> INDIRECT				
2.	ACCESS TO BRANCH AND SECTION HEADS: <input type="checkbox"/> DIRECT WHEN NECESSARY				
3.	RELATIONSHIP WITH SUBORDINATE PERSONNEL: <input type="checkbox"/> HOW WELL ARE THE FSO / FSNCM KNOWN? <input type="checkbox"/> MEETINGS WITH FS TEAM				
4.	ADEQUACY OF PERSONAL VISITS TO SECTIONS: <input type="checkbox"/> REGULAR AND FREQUENT <input type="checkbox"/> NON-FLYING UNITS				
5.	FEEDBACK PROCESS TO CO: <input type="checkbox"/> IF PROBLEMS IDENTIFIED ON VISITS <input type="checkbox"/> AREAS OF CONCERN THROUGH TREND ANALYSIS <input type="checkbox"/> ROUTINE OR ONLY AS REQUIRED				
6.	TRAINING: <input type="checkbox"/> BASIC, ADVANCED, FSIMS <input type="checkbox"/> ADDITIONAL COURSES (HUMAN FACTORS, SCSI, ETC) <input type="checkbox"/> TIME IN JOB				
7.	CONCEPT OF OPS / BUSINESS PLAN: <input type="checkbox"/> STRUCTURED ROUTINE OR REACTIVE <input type="checkbox"/> MISSION, ASSUMPTIONS, RISKS, INITIATIVES				
8.	DOES THE FSO HAVE ANY SECONDARY DUTIES? <input type="checkbox"/> TIME DEDICATED TO FS DUTIES <input type="checkbox"/> TIME DEDICATED TO OTHER DUTIES (PRIMARY OR SECONDARY) <input type="checkbox"/> OTHER MAJOR PROJECTS				

SER	ITEM	A	B	C	REMARKS
9.	DOES THE FS NCM HAVE ANY SECONDARY DUTIES? <input type="checkbox"/> TIME DEDICATED TO FS DUTIES <input type="checkbox"/> TIME DEDICATED TO OTHER DUTIES (PRIMARY OR SECONDARY) <input type="checkbox"/> OTHER MAJOR PROJECTS				
10.	MOS ID CURRENCY: <input type="checkbox"/> MEETS REQUIREMENTS / STAYING CURRENT <input type="checkbox"/> TIME AWAY FROM FS JOB AS A RESULT				
FS OFFICE					
11.	LOCATION: <input type="checkbox"/> PROXIMITY TO FLIGHT LINE <input type="checkbox"/> PROXIMITY TO COMD <input type="checkbox"/> PROXIMITY TO CLERICAL STAFF				
12.	ADEQUACY OF EQUIPMENT: <input type="checkbox"/> CELLULAR, PAGER, VOICE MAIL <input type="checkbox"/> FSIMS, INTERNET, LAPTOP <input type="checkbox"/> DIGITAL CAMERA <input type="checkbox"/> ACCIDENT KITS (COMPLETE)				
13.	SUPPLIES: <input type="checkbox"/> RESOURCE MATERIAL <input type="checkbox"/> HAZARD REPORTS <input type="checkbox"/> POSTERS <input type="checkbox"/> MAGAZINES <input type="checkbox"/> VIDEOS				
14.	SUPPORT: <input type="checkbox"/> TECHNICAL <input type="checkbox"/> ADMINISTRATIVE				
15.	FILES: <input type="checkbox"/> FUNCTIONAL <input type="checkbox"/> ADEQUACY <input type="checkbox"/> SPECIAL INTEREST ITEMS <input type="checkbox"/> COMPLETENESS				
16.	FSIMS: <input type="checkbox"/> NUMBER OF TERMINALS <input type="checkbox"/> LOCATION <input type="checkbox"/> HANDBOOK <input type="checkbox"/> FAMILIARITY				

SER	ITEM	A	B	C	REMARKS
17.	PUBLICATIONS: <input type="checkbox"/> A-GA-135-001/AA-001 <input type="checkbox"/> AOIs FOR ALL UNIT AIRCRAFT <input type="checkbox"/> HUMAN FACTORS BOOKS <input type="checkbox"/> SAFETY MAGAZINES <input type="checkbox"/> ERP				
FS PROGRAM					
18.	WRITTEN PROGRAM: <input type="checkbox"/> CO'S PHILOSOPHY <input type="checkbox"/> FOCUSED, FAST, FLEXIBLE, FRIENDLY <input type="checkbox"/> ACHIEVABLE <input type="checkbox"/> UPDATED AND CURRENT				
19.	OCCURRENCE REPORTING: <input type="checkbox"/> PROCESS <input type="checkbox"/> RECORDS / FILING SYSTEM <input type="checkbox"/> INCLUSION OF FLYING / GROUND SUPERVISOR <input type="checkbox"/> PROCESS FOR DEPLOYED OPERATIONS <input type="checkbox"/> PREVENTIVE MEASURES FOLLOW-UP <input type="checkbox"/> TRENDS ANALYSIS TECHNIQUE				
20.	FS MEETINGS: <input type="checkbox"/> FREQUENCY <input type="checkbox"/> FORMAT <input type="checkbox"/> TRAINING <input type="checkbox"/> ATTENDEES (OPS, MAINT, SUPPORT)				
21.	FS BOARDS: <input type="checkbox"/> LOCATION <input type="checkbox"/> EFFECTIVENESS <input type="checkbox"/> UP TO DATE <input type="checkbox"/> METHODS OF DISPLAY				
22.	HAZARD REPORTS: <input type="checkbox"/> USE PROMOTED <input type="checkbox"/> AVAILABILITY OF BLANKS <input type="checkbox"/> PROCESSING OF COMPLETED FORMS <input type="checkbox"/> FOLLOW-UP PROCEDURES				

SER	ITEM	A	B	C	REMARKS
23.	EDUCATION AND PROMOTION: <input type="checkbox"/> FREQUENCY AND VENUE <input type="checkbox"/> RELEVANCE <input type="checkbox"/> TOPICS (HF, COMMUNICATION, SEASONAL) <input type="checkbox"/> AIRCREW / GROUND CREW <input type="checkbox"/> PRE-DEPLOYMENT <input type="checkbox"/> ORIGINALITY				
24.	ALSE: <input type="checkbox"/> ALSE O TRAINED <input type="checkbox"/> PROCESS TO STAFF AND TRACK ISSUES <input type="checkbox"/> ATTENDANCE/INPUTS TO ANNUAL PRM				
25.	AWARDS PROGRAM: <input type="checkbox"/> EFFECTIVENESS <input type="checkbox"/> VISIBILITY				
26.	LOCAL SURVEYS: <input type="checkbox"/> FREQUENCY <input type="checkbox"/> USE OF EXTERNAL RESOURCES (FSOs, FS NCMs) <input type="checkbox"/> EFFECTIVENESS IN TRACKING FINDINGS <input type="checkbox"/> FOLLOW-UP ACTION				
27.	USE OF EXTERNAL RESOURCES : <input type="checkbox"/> USE OF EXTERNAL SUBJECT MATTER EXPERTS FOR BRIEFINGS <input type="checkbox"/> USE OF LESSONS FROM SIMILAR FLEETS <input type="checkbox"/> LINKING LESSONS LEARNED FROM OTHER FLEETS				
28.	UCR PROGRAM: <input type="checkbox"/> FS INPUT <input type="checkbox"/> FSO COMMENTS AS REQUIRED <input type="checkbox"/> FS STAMP <input type="checkbox"/> FOLLOW-UP PROCEDURE				
29.	EMERGENCY RESPONSE PLAN: <input type="checkbox"/> COMPLETENESS <input type="checkbox"/> UPDATED AND CURRENT <input type="checkbox"/> DATE LAST TESTED <input type="checkbox"/> WARNING SYSTEM <input type="checkbox"/> TRANSPORT TO SITE <input type="checkbox"/> PHOTOGRAPHER				

SER	ITEM	A	B	C	REMARKS
30.	ACCIDENT INVESTIGATION: <input type="checkbox"/> CONTROL OF WRECKAGE <input type="checkbox"/> GUARDS <input type="checkbox"/> LIAISON WITH SUPPORTING DND WFSO				
31.	INCIDENT INVESTIGATION: <input type="checkbox"/> REPORTING <input type="checkbox"/> THOROUGHNESS <input type="checkbox"/> COMPLETENESS OF REPORT <input type="checkbox"/> CONTROL OF REPORT				
AIR WEAPONS SAFETY					
32.	WRITTEN PROGRAM: <input type="checkbox"/> INTEGRATED WITHIN FS PROGRAM (REPORTING, PREVENTION, EDUCATION, PROMOTION) <input type="checkbox"/> EFFECTIVENESS <input type="checkbox"/> ENCOMPASSES ALL AIR WEAPONS ACTIVITIES FROM READY-USE STORAGE TO TARGET OR RETURN TO READY-USE STORAGE <input type="checkbox"/> CURRENT <input type="checkbox"/> AIR WEAPONS SAFETY COMMITTEE				
33.	ESTABLISHED AWSO / AWS NCM: <input type="checkbox"/> APPOINTED <input type="checkbox"/> TRAINED AND QUALIFIED <input type="checkbox"/> MEMBER OF UNIT FS COMMITTEE <input type="checkbox"/> MEMBER OF AIR WEAPONS SAFETY COMMITTEE				
34.	TRAINING: <input type="checkbox"/> AIR WEAPONS SAFETY INDOCTRINATION AND AWARENESS TRAINING CONDUCTED AT UNIT INCLUDING ALL FLIGHT LINE SUPPORT STAFF (FIREFIGHTERS, FUEL TENDER DRIVERS, MILITARY POLICE) <input type="checkbox"/> ANNUAL AWS TRAINING <input type="checkbox"/> ANNUAL AIRCREW FAMILIARIZATION TRAINING <input type="checkbox"/> LOAD CREW TRAINING <input type="checkbox"/> WEAPONS LOAD OFFICER TRAINING <input type="checkbox"/> CONVOY TRAINING ARM / DE-ARM TRAINING <input type="checkbox"/> RECORDS SYSTEM EXISTS TO DOCUMENT TRAINING				

SER	ITEM	A	B	C	REMARKS
35.	SAFETY SURVEY: <input type="checkbox"/> ANNUAL INFORMAL SURVEY CONDUCTED <input type="checkbox"/> EFFECTIVENESS (FOLLOW-UP, CORRECTIVE ACTIONS)				
36.	OPERATIONS: <input type="checkbox"/> ABSOLUTELY NO MAINTENANCE CARRIED OUT ON AIRCRAFT IN THE ARMED STATE <input type="checkbox"/> UNIT SOPs DETAILING MAINTENANCE ACTIVITIES THAT MAY BE UNDERTAKEN ON LOADED AIRCRAFT ARE COVERED IN LOCAL ORDERS <input type="checkbox"/> ARMING / DE-ARMING AREAS DESIGNATED AND APPROVED <input type="checkbox"/> LOCATION AND NUMBER OF ARMING / DE-ARMING AREAS DESIGNATED AND APPROVED <input type="checkbox"/> CHECKLIST USED FOR ACCEPTANCE CHECKS ON AIRCRAFT WITH AIR WEAPONS LOADED <input type="checkbox"/> LOADED AIRCRAFT RECOVERY PROCEDURES ENSURE DIRECT ROUTING TO DE-ARMING AREA <input type="checkbox"/> AIRCRAFT LOADED WITH FORWARD-FIRING WEAPONS POINTED AWAY FROM POPULATED AREAS <input type="checkbox"/> EMERGENCY JETTISON AREAS IDENTIFIED IN FLYING AND AIR WEAPONS ORDERS <input type="checkbox"/> PILOT'S HANDS VISIBLE DURING ARMING / DE-ARMING OPERATIONS				
37.	ADMINISTRATION: <input type="checkbox"/> UNIT AIR WEAPONS SOPs CURRENT AND AVAILABLE <input type="checkbox"/> APPLICABLE PUBLICATIONS AVAILABLE AND CURRENT TO ENHANCE UNIT AWS PROGRAM <input type="checkbox"/> DEPLOYMENT SOPs INCLUDE AIR WEAPONS REQUIREMENTS (MANPOWER, EOD, PROCEDURES, EQUIPMENT) <input type="checkbox"/> AWS REPRESENTATIVE APPOINTED FOR UNIT HOSTING DEPLOYMENTS / EXERCISES <input type="checkbox"/> EMERGENCY RESPONSE PLANS INCLUDE AWS CONSIDERATIONS INCLUDING EVACUATION DISTANCES FOR APPLICABLE AIR WEAPONS				

Annex B
 Chapter 4
 A-GA-135-001/AA-001

ANNEX B – CONTRACTOR FSAV CHECKLIST

LEGEND

A: MET B: PARTIALLY MET C: NOT MET

SER	ITEM	A	B	C	REMARKS
CONTRACTOR'S FSP					
1.	WRITTEN FSP: <input type="checkbox"/> DOCUMENTATION UPDATED AND CURRENT <input type="checkbox"/> FUNCTIONAL, ADEQUATE, COMPLETE <input type="checkbox"/> ACHIEVEABLE <input type="checkbox"/> EMPLOYEE AWARENESS, PARTICIPATION				
2.	DIRECTOR'S PHILOSOPHY: <input type="checkbox"/> ALIGNS WITH FUNDAMENTAL PRINCIPLES OF FSP <input type="checkbox"/> COMMITS NECESSARY RESOURCES FOR IMPLEMENTATION <input type="checkbox"/> DOCUMENTED, CURRENT, SIGNED <input type="checkbox"/> VISIBLE ENDORSEMENT, EMPLOYEE AWARENESS				
3.	SUBCONTRACTOR OVERSIGHT: <input type="checkbox"/> FSP AWARENESS, PARTICIPATION				
4.	FS COUNCIL: <input type="checkbox"/> FREQUENCY, ATTENDANCE <input type="checkbox"/> AGENDA ITEMS <input type="checkbox"/> MINUTES / RECORD OF DISCUSSIONS				
5.	INTERFACE WITH OTHER SAFETY PROGRAMS <input type="checkbox"/> FSP INTERFACE WITH OTHER CONTRACTOR SAFETY PROGRAMS (EX. OCCUPATIONAL HEALTH AND SAFETY, GENERAL SAFETY, FALL RESTRAINT) <input type="checkbox"/> FSP INTERFACE WITH CAF UNIT / WING PROGRAMS IF APPLICABLE (EX. RAMP SAFETY, SNIC)				
6.	OCCURRENCE REPORTING PROCESS: <input type="checkbox"/> PROCESS USED <input type="checkbox"/> RECORDS / FILING SYSTEM <input type="checkbox"/> LINK TO FSIMS / FSP				

SER	ITEM	A	B	C	REMARKS
7.	HAZARD REPORTING PROCESS: <input type="checkbox"/> PROCESS USED <input type="checkbox"/> RECORDS / FILING SYSTEM <input type="checkbox"/> LINK TO FSIMS / FSP <input type="checkbox"/> HAZARD REPORT PROMOTION <input type="checkbox"/> AVAILABILITY OF BLANK FORMS <input type="checkbox"/> FOLLOW UP PROCEDURE				
CONTRACTOR FSO					
8.	KNOWLEDGE AND EXPERIENCE: <input type="checkbox"/> PROFESSIONAL KNOWLEDGE <input type="checkbox"/> KNOWLEDGE OF CONTRACTOR'S ROLE <input type="checkbox"/> KNOWLEDGE/EXPERIENCE IN ALL AREAS OF WORK AT CONTRACTOR				
9.	ACCESS TO DIRECTOR: <input type="checkbox"/> DIRECT, INDIRECT				
10.	ACCESS TO BRANCH AND SECTION HEADS: <input type="checkbox"/> DIRECT, INDIRECT				
11.	TRAINING: <input type="checkbox"/> FS COURSE QUALIFICATION <input type="checkbox"/> BI-2 INVESTIGATION CERTIFICATION <input type="checkbox"/> ADDITIONAL FS RELATED COURSES (EX. SAFETY MANAGEMENT, INVESTIGATION)				
12.	RELATIONSHIP WITH COMPANY PERSONNEL: <input type="checkbox"/> FSO WELL KNOWN / VISIBLE <input type="checkbox"/> FS TEAM WELL KNOWN / VISIBLE				
13.	ACCESS TO PUBLICATIONS / RESOURCES: <input type="checkbox"/> DFS WEBSITES (INTRANET AND INTERNET) <input type="checkbox"/> FS PUBLICATIONS (FS MANUAL, AIM) <input type="checkbox"/> AOIs/CFTOs FOR ALL DND AIRCRAFT <input type="checkbox"/> HAZARD REPORTS, LESSONS LEARNED <input type="checkbox"/> PROMOTIONAL MATERIAL (EX. SAFETY MAGAZINES, POSTERS, VIDEOS)				
14.	ACCESS TO FSIMS: <input type="checkbox"/> DWAN ACCESS <input type="checkbox"/> NUMBER OF TERMINALS <input type="checkbox"/> FAMILIARITY WITH TOOL, HANDBOOK				

SER	ITEM	A	B	C	REMARKS
PRE-OCCURRENCE / PREVENTION ACTIVITIES					
15.	FS COMMITTEE: <input type="checkbox"/> FREQUENCY, ATTENDANCE <input type="checkbox"/> AREAS OF CONCERN, TREND ANALYSIS, STRESS POINTS				
16.	FS TRAINING TO PERSONNEL: <input type="checkbox"/> FREQUENCY, ATTENDEES, TRACKING <input type="checkbox"/> FORMAT, TOPICS				
17.	INTERNAL SURVEYS: <input type="checkbox"/> SCOPE <input type="checkbox"/> FREQUENCY <input type="checkbox"/> USE OF EXTERNAL RESOURCES <input type="checkbox"/> REPORT DISTRIBUTION, FOLLOW-UP ACTION				
18.	INFORMAL PERSONAL VISITS TO SECTIONS: <input type="checkbox"/> REGULAR AND FREQUENT				
19.	FS BRIEFINGS <input type="checkbox"/> FREQUENCY AND VENUE <input type="checkbox"/> TOPICS <input type="checkbox"/> USE OF EXTERNAL SMEs FOR BRIEFING <input type="checkbox"/> USE OF LESSONS FROM SIMILAR FLEETS, CONTRACTORS, EXTERNAL AGENCIES				
20.	FS BOARDS: <input type="checkbox"/> LOCATION AND VISIBILITY <input type="checkbox"/> EFFECTIVENESS <input type="checkbox"/> UP TO DATE <input type="checkbox"/> METHODS OF DISPLAY				
21.	FS AWARDS PROGRAM: <input type="checkbox"/> EFFECTIVENESS, VISIBILITY <input type="checkbox"/> DND FS AWARD PROGRAM				
22.	FEEDBACK TO THE CHAIN OF COMMAND: <input type="checkbox"/> FEEDBACK METHOD / REPORTS <input type="checkbox"/> FREQUENCY				
23.	FEEDBACK TO WING: <input type="checkbox"/> FEEDBACK METHOD / REPORTS <input type="checkbox"/> MUTUAL EXCHANGES OF INFORMATION (EX. MAINT ALERTS)				
24.	SPECIFIC FS AREAS OF CONCERN: <input type="checkbox"/> FOD, HOUSE KEEPING, TOOL CONTROL				

SER	ITEM	A	B	C	REMARKS
POST-OCCURRENCE ACTIVITIES					
25.	EMERGENCY RESPONSE PLAN: <input type="checkbox"/> COMPLETE, UPDATED AND CURRENT <input type="checkbox"/> LOCATIONS HELD (COMMAND POST, OFFICES) <input type="checkbox"/> DATE LAST TESTED <input type="checkbox"/> WARNING SYSTEM <input type="checkbox"/> TRANSPORT TO CRASH SITE <input type="checkbox"/> PHOTOGRAPHER AVAILABILITY				
26.	ADEQUACY OF EMERGENCY RESPONSE EQUIPMENT <input type="checkbox"/> COMMUNICATIONS (EX. CELL PHONE, RADIOS) <input type="checkbox"/> DIGITAL CAMERA <input type="checkbox"/> FLUIDS SAMPLING EQUIPMENT <input type="checkbox"/> PPE <input type="checkbox"/> SITE SECURITY EQUIPMENT				
27.	ACCIDENT INVESTIGATION SUPPORT ACTIVITIES <input type="checkbox"/> CONTROL OF WRECKAGE / SITE <input type="checkbox"/> LIAISON WITH SUPPORTING WFSO <input type="checkbox"/> IMPOUNDING RECORDS (ELECTRONIC, PAPER) <input type="checkbox"/> QUARANTINE PROCEDURES				
28.	INCIDENT INVESTIGATION: <input type="checkbox"/> COMPLETENESS AND QUALITY OF REPORT <input type="checkbox"/> CONTROL OF REPORT <input type="checkbox"/> COORDINATION WITH WFSO <input type="checkbox"/> INDEPENDENT FROM CoC				
29.	CAUSE FACTOR ASSESSMENT: <input type="checkbox"/> CORRECT ASSIGNMENT OF CAUSE TYPES (PERSONNEL, MATERIEL, ENVIRONMENT, OPERATIONAL, FOD, UNDETERMINED)				
30.	HUMAN FACTORS ANALYSIS AND CLASSIFICATION SYSTEM (HFACS): <input type="checkbox"/> ACTIVE FAILURES CAPTURED <input type="checkbox"/> LATENT CONDITIONS IDENTIFIED				
31.	PREVENTIVE MEASURES (PM) AND ANALYSIS: <input type="checkbox"/> PROCESS <input type="checkbox"/> PM FOLLOW-UP <input type="checkbox"/> PM CLOSING PROCESS				

Annex C
 Chapter 4
 A-GA-135-001/AA-001

ANNEX C – AIR CADET GLIDING PROGRAM FSAV CHECKLIST

LEGEND

A: SATISFACTORY

B: SATISFACTORY WITH DEBRIEFING

C: UNSATISFACTORY

SER	ITEM	A	B	C	REMARKS
ACCIDENT PREVENTION PROGRAM					
1.	FS PUBLICATIONS <input type="checkbox"/> INCIDENT / ACCIDENT REPORTS <input type="checkbox"/> MAGAZINES <input type="checkbox"/> POSTERS <input type="checkbox"/> FLASHERS <input type="checkbox"/> MEMORANDA <input type="checkbox"/> BULLETINS <input type="checkbox"/> DISTRIBUTION <input type="checkbox"/> METHOD OF DISPLAY				
2.	FS FILMS AND VIDEOS				
3.	FS BRIEFINGS <input type="checkbox"/> FREQUENCY <input type="checkbox"/> SEASONAL <input type="checkbox"/> EFFECTIVENESS				
4.	STANDARD OPERATING PROCEDURES (SOPs) <input type="checkbox"/> DISPLAY <input type="checkbox"/> CURRENT / ADEQUATE <input type="checkbox"/> ALL READ AND SIGNED				
5.	PUBLICATIONS <input type="checkbox"/> AMENDMENTS <input type="checkbox"/> AVAILABILITY				
6.	FACILITIES DISPLAY <input type="checkbox"/> AIRFIELD LAYOUT <input type="checkbox"/> LOCATION				

SER	ITEM	A	B	C	REMARKS
7.	MARSHALLING SIGNALS AS PER SOPs <input type="checkbox"/> COMPLIANCE WITH ORDERS <input type="checkbox"/> POSTER DISPLAY				
8.	RADIO PROCEDURES <input type="checkbox"/> STANDARDIZATION				
9.	AIRCREW <input type="checkbox"/> QUALIFICATIONS <input type="checkbox"/> PROFICIENCY <input type="checkbox"/> CURRENCY				
10.	OPERATIONS <input type="checkbox"/> LAUNCH CONTROL <input type="checkbox"/> SCHEDULING <input type="checkbox"/> DUTY TIME LIMITATIONS <input type="checkbox"/> FLYING TIME LIMITATIONS				
11.	PUBLICATIONS FOR AIRCRAFT AND EQUIPMENT <input type="checkbox"/> CHECKLISTS <input type="checkbox"/> AVAILABILITY <input type="checkbox"/> USE OF PRE-TAKE-OFF AND LANDING CHECKLIST <input type="checkbox"/> AIRCRAFT OWNER'S MANUAL <input type="checkbox"/> AIRCRAFT HANDOVER <input type="checkbox"/> CHECKLIST HANDOVER <input type="checkbox"/> LOCATION				
GLIDER OPERATIONS-GENERAL					
12.	CHECKOUTS <input type="checkbox"/> THOROUGH <input type="checkbox"/> REALISTIC <input type="checkbox"/> SIMULATED ROPE BREAKS <input type="checkbox"/> AS PER SOPs				
13.	MEDICAL <input type="checkbox"/> VALID <input type="checkbox"/> RESTRICTIONS <input type="checkbox"/> HAZARDS POSED BY ILLNESS <input type="checkbox"/> PROCEDURES TO ENSURE THAT AIRCREW CANNOT FLY WHILE MEDICALLY UNFIT				

SER	ITEM	A	B	C	REMARKS
14.	PUBLICATIONS <input type="checkbox"/> ON-TIME DISSEMINATION AIP <input type="checkbox"/> VFR SUPPLEMENT <input type="checkbox"/> AMENDMENTS DISTRIBUTED				
15.	BRIEFINGS <input type="checkbox"/> LOCATION <input type="checkbox"/> REQUIREMENT TO ATTEND <input type="checkbox"/> NUMBER PER DAY <input type="checkbox"/> SPECIAL REQUIREMENTS <input type="checkbox"/> CURRENT WEATHER <input type="checkbox"/> OPS CONDITIONS <input type="checkbox"/> EMERGENCY PROCEDURES				
16.	LAUNCH CONTROL OFFICER (LCO) <input type="checkbox"/> QUALIFICATIONS <input type="checkbox"/> RESPONSIBILITIES				
17.	LAUNCH PERSONNEL <input type="checkbox"/> DUTIES UNDERSTOOD <input type="checkbox"/> ADHERENCE TO SOPs				
18.	WEATHER / WIND LIMITATIONS <input type="checkbox"/> DAYLIGHT VFR ONLY <input type="checkbox"/> 90° CROSSWIND LIMITS <input type="checkbox"/> Z-33 8 KNOTS / 10 MPH <input type="checkbox"/> SCOUT 15 KNOTS / 17 MPH <input type="checkbox"/> L-19 10 KNOTS / 11 MPH <input type="checkbox"/> 15 KTS / 17 MPH FOR STDS / CHECK PILOT CONDUCTING TRAINING ONLY <input type="checkbox"/> GUSTS NOT GREATER THAN 10 KNOTS OR 12 MPH				
19.	GLIDER MOVEMENTS <input type="checkbox"/> SUPERVISION <input type="checkbox"/> SUFFICIENT PERSONNEL <input type="checkbox"/> BY HAND WHEN BACKWARDS <input type="checkbox"/> BY VEHICLE WHEN FORWARD				

SER	ITEM	A	B	C	REMARKS
20.	GLIDER PARKING AS PER SOPs <input type="checkbox"/> DISTANCE BETWEEN GLIDERS <input type="checkbox"/> ALIGNMENT AND DIRECTION <input type="checkbox"/> PARKED CONFIGURATION <input type="checkbox"/> SPOILERS EXTENDED <input type="checkbox"/> LOW WING INTO WIND <input type="checkbox"/> TIE-DOWN AS PER SOPs				
21.	VEHICULAR TRAFFIC <input type="checkbox"/> CONTROL OF MOVEMENT				
22.	SPECTATORS <input type="checkbox"/> SUPERVISION				
23.	PILOT LOG BOOKS <input type="checkbox"/> MAINTAINED AND UP TO DATE <input type="checkbox"/> LOG BOOK CERTIFICATION FOR PROFICIENCY AND QUALIFICATIONS				
GLIDER OPERATIONS-EMERGENCY PROCEDURES					
24.	OCCURRENCE RESPONSE PLAN <input type="checkbox"/> EFFECTIVENESS <input type="checkbox"/> WARNING SYSTEM <input type="checkbox"/> TRANSPORT TO SITE <input type="checkbox"/> PHOTOGRAPHER / CAMERA <input type="checkbox"/> PERSONNEL KNOWLEDGEABLE OF PLAN				
25.	GRID MAPS <input type="checkbox"/> AVAILABLE AND CURRENT <input type="checkbox"/> UNDERSTOOD BY DRIVERS				
26.	ACCIDENT ALARM SYSTEM				
27.	VEHICLES TO ACCIDENT SITE <input type="checkbox"/> RULES GOVERNING VEHICLE MOVEMENT <input type="checkbox"/> CONTROL OF VEHICLES BY TOWER <input type="checkbox"/> MARKINGS <input type="checkbox"/> CURRENT WEATHER <input type="checkbox"/> OPS CONDITIONS <input type="checkbox"/> EMERGENCY PROCEDURES				

SER	ITEM	A	B	C	REMARKS
28.	ACCIDENT RESPONSIBILITIES <input type="checkbox"/> RECOVERY OF WRECKAGE <input type="checkbox"/> WRECKAGE GUARDS <input type="checkbox"/> WRECKAGE SCHEMATIC <input type="checkbox"/> ACCIDENT TRAILER AND ACCIDENT SITE EQUIPMENT				
29.	NOTIFICATION TO <input type="checkbox"/> LOCAL FIREFIGHTERS <input type="checkbox"/> LOCAL POLICE / RCMP <input type="checkbox"/> CAF FS PERSONNEL				
30.	AVAILABILITY OF AMBULANCE <input type="checkbox"/> RESPONSE TIME <input type="checkbox"/> CAPABILITY				
31.	FIRE EXTINGUISHERS <input type="checkbox"/> SPOT CHECKS IN HANGARS, FLIGHT LINE, AIRCRAFT AND WINCH <input type="checkbox"/> UP TO DATE <input type="checkbox"/> KNOWLEDGE OF USE				
32.	EMERGENCY PROCEDURES <input type="checkbox"/> KNOWLEDGE AND PRACTICE <input type="checkbox"/> TAKE-OFF ABORT <input type="checkbox"/> EMERGENCY RELEASE <input type="checkbox"/> NON-RELEASE <input type="checkbox"/> ROPE / CABLE BREAK <input type="checkbox"/> OFF-FIELD LANDING				
AIR SERVICES					
33.	BIRD STRIKE <input type="checkbox"/> RECORDS, I.E. CF 215				
34.	AIRFIELD CONDITION <input type="checkbox"/> RAMPS, TAXIWAYS, RUNWAYS, LIGHTING, APPROACHES, OVER-RUN AREAS, IN-FIELD AREAS <input type="checkbox"/> METHOD OF DISSEMINATING PREVIOUSLY DISCUSSED INFORMATION TO USERS				

SER	ITEM	A	B	C	REMARKS
35.	WEATHER SERVICES <input type="checkbox"/> ACCESS TO CURRENT AND FORECAST CONDITIONS <input type="checkbox"/> INFORMATION DISPLAYED <input type="checkbox"/> INFORMATION UPDATED, E.G. USE OF PIREPS				
36.	CONTROL TOWER <input type="checkbox"/> COMMUNICATIONS WITH ALL GLIDER OPERATIONS <input type="checkbox"/> LOCAL GLIDING PROCEDURES <input type="checkbox"/> VISIBILITY OF ENTIRE GLIDER OPS AND TRAFFIC PATTERNS <input type="checkbox"/> TOWER CONTROL OF GLIDERS AND TOW AIRCRAFT <input type="checkbox"/> TOWER CONTROL OF VEHICLES ON AIRFIELD				
MAINTENANCE AND SERVICING					
37.	RELATIONSHIP WITH FSO <input type="checkbox"/> MUTUAL EXCHANGES OF INFORMATION				
38.	FS PUBLICATIONS <input type="checkbox"/> POSTER DISPLAYS <input type="checkbox"/> "SAFETY COMMENT" FORMS AVAILABILITY AND USE <input type="checkbox"/> AIRCRAFT ACCIDENT SUMMARIES				
39.	USE OF INTAKE DUCT PLUGS <input type="checkbox"/> TOW PLANES				
40.	FOD PROGRAM <input type="checkbox"/> AIRFIELD INSPECTIONS <input type="checkbox"/> NO LOOSE EQUIPMENT IN COCKPITS				
41.	FLIGHT TESTING <input type="checkbox"/> APPROVED PERSONNEL <input type="checkbox"/> CHECKLISTS USED				

SER	ITEM	A	B	C	REMARKS
42.	MAINTENANCE ADMINISTRATION <input type="checkbox"/> EQUIPMENT INSPECTIONS <input type="checkbox"/> SNAGS RECORDED <input type="checkbox"/> AIRCRAFT TECHNICAL LOGS UP TO DATE <input type="checkbox"/> CORRECTIVE ACTION ON SNAGS <input type="checkbox"/> STORAGE CONDITIONS <input type="checkbox"/> CLEANLINESS OF AIRCRAFT AND HANGAR				
SAFETY SYSTEMS					
43.	LIFE SUPPORT EQUIPMENT <input type="checkbox"/> PROPER TYPE <input type="checkbox"/> WELL MAINTAINED <input type="checkbox"/> STORAGE <input type="checkbox"/> INSPECTIONS VALID				
44.	PERSONNEL-ISSUE AS PER SCALE OF ISSUE <input type="checkbox"/> USERS FITTED AND BRIEFED ON EQUIPMENT CARE AND HANDLING PROCEDURES FOR OVERDUE EQUIPMENT				
45.	EMERGENCY LOCATOR TRANSMITTER (ELT) <input type="checkbox"/> AVAILABILITY <input type="checkbox"/> USAGE				
46.	ACCIDENT RESPONSE <input type="checkbox"/> EQUIPMENT <input type="checkbox"/> AVAILABILITY <input type="checkbox"/> USAGE				

SER	ITEM	A	B	C	REMARKS
47.	ACCIDENT RESPONSE EQUIPMENT <input type="checkbox"/> FIRST AID KIT <input type="checkbox"/> DISPOSABLE CAMERA <input type="checkbox"/> RESCUE KNIFE (HARNESS CUTTER) <input type="checkbox"/> TWO FIRE EXTINGUISHERS <input type="checkbox"/> VEHICLE CAPABLE OF TRANSPORTING EQUIPMENT AND PERSONNEL CLOSE TO ACCIDENT SITE <input type="checkbox"/> ACCIDENT AXE <input type="checkbox"/> FIREFIGHTER'S COMBINATION TOOL <input type="checkbox"/> TWO WOOL BLANKETS				
TRAINING					
48.	SUPERVISOR TRAINING <input type="checkbox"/> FREQUENCY				
49.	LOCAL SURVEYS <input type="checkbox"/> REGULAR AND SYSTEMATIC <input type="checkbox"/> ADEQUACY OF CORRECTIVE ACTION <input type="checkbox"/> USE OF FSO RESOURCES				
50.	GLIDING SCHOOL LECTURES AS PER DIRECTIVES <input type="checkbox"/> LESSON PLANS <input type="checkbox"/> ADEQUACY <input type="checkbox"/> ACCORDING TO SYLLABUS <input type="checkbox"/> TRAINING AIDS				
AIR TOW LAUNCH PROCEDURES					
51.	AIR TOW LAUNCH CREW <input type="checkbox"/> NUMBER OF CREW THREE (3) MINIMUM <input type="checkbox"/> BRIEFED ON OPERATION <input type="checkbox"/> UNDERSTAND DUTIES				
52.	POSITION OF SIGNALLERS <input type="checkbox"/> WINGMAN <input type="checkbox"/> TOW AIRCRAFT SIGNALLER 45° AHEAD OF AIRCRAFT, 50 FT. FROM TAKE-OFF PATH, FACING WINGMAN AND AIRCRAFT				

SER	ITEM	A	B	C	REMARKS
53.	TOW ROPE ATTACHMENT PROCEDURE <input type="checkbox"/> ONLY WHEN GLIDER READY <input type="checkbox"/> ROPES AS PER SOPs <input type="checkbox"/> CONDITION OF ROPE CHECKED				
54.	PRE-TAKE-OFF CHECKS <input type="checkbox"/> BACK RELEASE AND FORWARD RELEASE CHECKED AT START OF DAILY OPERATIONS <input type="checkbox"/> AS PER CHECKLIST				
55.	SIGNALS <input type="checkbox"/> VERBAL AND HAND SIGNALS <input type="checkbox"/> USAGE AS PER SOPs <input type="checkbox"/> CLEAR AND UNDERSTOOD				
56.	TOW AIRCRAFT HANDLING PROCEDURE <input type="checkbox"/> TAKE-OFF AND CLIMB AS PER SOPs <input type="checkbox"/> 15° TO 20° OF BANK <input type="checkbox"/> RELEASE DESCENDING LEFT TURN <input type="checkbox"/> ROPE DROP IN DESIGNATED AREA <input type="checkbox"/> LANDING CLEARANCE OF TRAILING TOW ROPE				
WINCH LAUNCH PROCEDURES					
57.	WINCH LAUNCH CREW <input type="checkbox"/> NUMBER IN CREW (4 MINIMUM) <input type="checkbox"/> BRIEFED ON OPERATION <input type="checkbox"/> UNDERSTAND DUTIES <input type="checkbox"/> CERTIFIED WINCH OPERATORS				
58.	WINCH CABLE AND ATTACHMENT <input type="checkbox"/> CONDITIONS CHECKED <input type="checkbox"/> ONLY WHEN GLIDER READY <input type="checkbox"/> MULTIPLE WINCHES: CORRECT CABLE INSTALLED <input type="checkbox"/> DOWNWIND GLIDER LAUNCHED FIRST				
59.	WINCH LAUNCH SIGNALLING <input type="checkbox"/> PROPER SIGNALS USED <input type="checkbox"/> EASILY SEEN BY CREWS <input type="checkbox"/> CORRECT USAGE				

SER	ITEM	A	B	C	REMARKS
60.	SIGNALS <input type="checkbox"/> MECHANICAL <input type="checkbox"/> VERBAL AND HAND SIGNALS <input type="checkbox"/> CLEAR AND UNDERSTOOD <input type="checkbox"/> USAGE AS PER SOPs				
61.	TAKE-OFF AND CLIMB <input type="checkbox"/> TECHNIQUE <input type="checkbox"/> INITIAL CLIMB SHALLOW <input type="checkbox"/> SAFETY ALTITUDE: 200 FEET AGL <input type="checkbox"/> SAFETY SPEED: 50 MPH <input type="checkbox"/> MAXIMUM CLIMB SPEED: 69 MPH				
62.	CLIMB CONTROL PROCEDURE <input type="checkbox"/> YAW TO REDUCE POWER <input type="checkbox"/> RELEASE IF TOO SLOW				
63.	CABLE BREAK PROCEDURE <input type="checkbox"/> GLIDER IN FLYING ATTITUDE <input type="checkbox"/> NON-RELEASE SIGNALS AND PROCEDURE				
64.	CABLE RETRIEVING <input type="checkbox"/> SIGNALS <input type="checkbox"/> ORIGINATED BY WINCH OP <input type="checkbox"/> MAXIMUM SPEED OF 15 MPH TO LAY OR RETRIEVE CABLE				
AUTO LAUNCH PROCEDURES					
65.	AUTO LAUNCH CREW <input type="checkbox"/> NUMBER IN CREW (4 MINIMUM) <input type="checkbox"/> BRIEFED ON OPERATION <input type="checkbox"/> UNDERSTAND DUTIES <input type="checkbox"/> CERTIFIED VEHICLE DRIVER AND OBSERVER				
66.	AUTO TOW CABLE AND EQUIPMENT <input type="checkbox"/> AS PER SOPs				
67.	CABLE ATTACHMENT <input type="checkbox"/> ONLY WHEN GLIDER READY				
68.	AUTO TOW LAUNCH <input type="checkbox"/> FROM RUNWAY OR HARD SURFACE				

SER	ITEM	A	B	C	REMARKS
69.	POSITION OF SIGNALLERS <input type="checkbox"/> LAUNCH VEHICLE OBSERVER IN PLACE				
70.	SIGNALS <input type="checkbox"/> VERBAL AND HAND SIGNALS <input type="checkbox"/> CLEAR AND UNDERSTOOD <input type="checkbox"/> USAGE AS PER SOPs				
71.	TAKE-OFF AND CLIMB <input type="checkbox"/> TECHNIQUE <input type="checkbox"/> INITIAL CLIMB SHALLOW <input type="checkbox"/> SAFETY ALTITUDE: 200 FEET AGL <input type="checkbox"/> SAFETY SPEED: 50 MPH <input type="checkbox"/> MAXIMUM CLIMB SPEED: 69 MPH				
72.	CLIMB CONTROL PROCEDURE <input type="checkbox"/> YAW TO REDUCE POWER <input type="checkbox"/> RELEASE IF TOO SLOW				
73.	CABLE BREAK PROCEDURE <input type="checkbox"/> GLIDER IN FLYING ATTITUDE <input type="checkbox"/> NON-RELEASE SIGNALS AND PROCEDURE				
74.	CABLE RETRIEVING <input type="checkbox"/> PARACHUTE NOT DRAGGED				

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