

9 Dec 24

From: Officer In Charge, Training Wing Five, Fixed Wing Instructor Training Unit

To: Fixed Wing Instructor Training Unit Personnel

Subj: FITU SAFETY POLICY

1. Safe operations are achieved by managing the risk you can control and mitigating the risk you cannot. What we do is inherently risky. Mitigating risk and sustaining a safe work environment while still accomplishing our mission requires the following:

a. **Preparation:** Before each flight consider where you fall on the IMSAFE checklist. Do all aircrew have the appropriate personal protective equipment, in good condition, inspected and worn properly? Have you conducted a thorough brief including CRM, ORM, and TEM discussions? Have you completed the FITU ORM worksheet? Are you ready to face the threats presented to safe mission execution (e.g. weather, NOTAMS, airspace, aircraft status, etc.)?

b. **Proficiency:** Are FITU Standardization Instructors (SI) and Additional Duty (ADDU) Instructors adequately trained and qualified for the mission? When was the last time you conducted the types of maneuvers you will be performing within NATOPS and course training standards (CTS)? Are you ready to confront and repair an aircrew errors or even worse, an undesired aircraft state? If the answer is no, SIs and ADDU should ask for a proficiency flight.

c. **Professionalism:** We are supported by doctrine, policy, tactics, techniques, and procedures written in the lessons learned by those who have gone before us. These rules and regulations are designed as a system to guide how we conduct missions to mitigate risks such as weather, day versus night, and mission urgency. Exceeding risk tolerance parameters on a training mission is accepting added and unwarranted risk. There is no excuse to deviate from routine published procedures and policies. Maintain flight discipline!

2. If you are ever in doubt about the aircraft or your ability to safely execute a mission, I expect you to contact the OPSO or me - conditions, time, and communications permitting. If you cannot reach us, make the conservative call. We are not in combat or in an operational fleet squadron. While student production is important, we shall not accept unnecessary risk. The flight can always be rescheduled for safer conditions, or if you choose poorly, there is always time to convene a mishap board.

*J. W. Hofius*

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