

HMLA-469 COMMAND SAFETY POLICY



Flying and maintaining aircraft is inherently dangerous and will never be completely without risk. As Marines and as an HMLA, we further increase this risk by the environments in which we operate. Though risk is inherent and in many cases accepted, taking unnecessary risk will never be acceptable. It is for this reason that we must adhere to established procedures and remain focused on our environment and the mission at hand. Safety is everyone's responsibility.



Rules and standard operating procedures within the Marine Corps and Naval Aviation are written in blood. The laws that govern our conduct in the civilian world are likewise derived from years of collective experience. It is irresponsible and illegal to knowingly ignore or circumnavigate these directives. Every Marine and Sailor must demonstrate the mental, moral, and physical courage to do what is right, regardless of the level of supervision present. Each of you must also correct a fellow Marine or Sailor who is not doing the right thing, regardless of rank or position. Accountability is essential. Do not allow normalization of deviance. Failing to uphold the standard creates a new lower standard.

Professionals incorporate safety and risk mitigation into every plan and implement controls and supervision in execution. Operational Risk Management (ORM) is a commonsense thought process acknowledging that while some risks cannot be eliminated, most can be anticipated and mitigated to an acceptable level. Published standards and policies shall be strictly adhered to and ORM applied both on and off duty. When specific guidelines are absent or inadequate for the situation at hand, the conscious use of mature, professional judgment is expected. Continue to build into our culture the ability and opportunity for every Marine, regardless of rank, to call a safety pause ("terminate") or stop ("knock it off") in any situation. If it doesn't look, feel or smell right, it is most likely not. Assumptions carried into execution become risk. The "S" in BAMCIS does not make it plural — Supervision is an essential element of safety and risk mitigation. Leadership at all levels is expected to supervise during execution—trust, but verify.

We will not wait for a mishap or incident to occur to examine our Tactics, Techniques and Procedures (TTPs). If you see a problem with our current TTPs, or have a better or safer way of doing your job or conducting operations, use your chain of command to further your ideas into execution. Do not keep it a secret and do not take it upon yourself to independently change procedures. If you hit a roadblock, the Anymouse program is always available. We cannot locate, close with, and destroy our nation's enemies with anything less than fully mission capable Marines, Sailors, aircraft, and equipment. Whether on liberty, on the hangar deck, on the flight line, in the field or in the air, you must maintain the discipline and professionalism for which Vengeance is known.

S.M. Piacente
Commanding Officer
HMLA-469 "Vengeance"