



Commanding Officer
Marine Wing Support Squadron 373
Safety Policy



Aviation Ground Support (AGS) and the missions we execute are inherently dangerous. We work around large machinery, vehicles, aircraft, explosives, and flammables. It doesn't mean that we throw caution to the wind and get comfortable around them. We cannot ignore critical measures to mitigate inherent risk. Our heightened sense of awareness and uneasiness should be similar to the first day we were introduced to our military occupational specialty. How do we protect the force from accidents and mishaps that negatively affect our unit's readiness? We accomplish this through the **application of risk management. Involved leaders who are trained, educated, aware, and conscience are critical to the safety program.**

Collectively, we will ensure safety managers and assistants are properly trained to fulfill their duties. We will host periodic safety stand-downs to assess our safety posture. We will ensure all members in the command are trained in the principles of risk management. Lastly, we will support the safety boards, councils, and committees.

Risk management, formally known as Operational Risk Management, has five basic steps. The process helps to **identify hazards, assess hazards, make risk decisions, implement controls, and supervise.** I expect each Marine, Sailor, and leader to systematically think about the mission, operation, or exercise and apply risk management. I do not expect that you will identify every hazard for a particular event. I do however, expect that you will start with those hazards that would be catastrophic and detrimental to the mission. Your risk management worksheet should be well-rounded, thought out, and applicable to the mission. Bottom line, risk management will be conducted and integrated in all supported operations and day-to-day missions.

Leaders are expected to be completely involved in the safety of their Marines and Sailors. We have the responsibility to provide a safe work environment. Leaders cannot stand idly by as an unsafe act occurs. We must spring to action. More so, **we have to foresee emerging hazards and be predictive, use our instincts to preserve our most valuable resources – our human resources.** Ensuring that safety is implemented in all manner of things within this Squadron begins and ends with the leaders in the unit. We set the pace, tempo, and example. If leaders gaffe-off safety, then risk management and mitigation techniques have no real validity. I expect all leaders to be heavily and actively involved in occupational and recreational safety.

Safety is an individual's responsibility. We have been provided plenty of venues to be aware of hazards, risk factors, and how to mitigate them. We have received the prerequisite training throughout our time in the Marine Corps. **It is complacency and human factors that typically lead to injuries and mishaps.** Here are a few things we will do; follow posted signs and speeds for the road conditions, wear proper protective equipment, wear seat belts, use ground guides at all times, conduct a 360-degree walk-around before and after operating equipment, maintain three points-of-contact when mounting and dismounting, zero tolerance for personal electronic devices while operating equipment, follow weapon safety rules and conditions codes, and lastly do not get comfortable around the items listed in the opening paragraph.

If you notice unsafe conditions, faulty equipment, or unsafe acts immediately take action and report it.


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