



Marine Fighter Attack Squadron 121

Safety Policy



LET'S TALK LESS ABOUT SAFETY AND
MORE ABOUT *OPERATIONAL EXCELLENCE*.

Read more about Operational Excellence in Marine Corps Order 5100.29C,
also known as the Marine Corps Safety Management System.

On-duty Green Knights are explicitly BOUND to published procedures: CNAF 3710, OPNAV 3750, NAMP 4790, Flight Series Data, Joint Technical Data, Standard Operating Procedures, and Local Command Procedures. It is mandatory we strictly and *ruthlessly* adhere to these orders by the book in order to preserve our personnel, aircraft, and equipment. If operational necessity requires other action, it will be *judiciously and deliberately* planned and *properly requested* at the appropriate approval level.

Risk is the residual “things that can go wrong” during an action or operation after we take time to identify and implement control measures to reduce risk. Reducing risk to “zero” is unrealistic, therefore we must learn to operate to our published limitations. Since we are human, *individual’s limitations* may be different every day and we must evaluate and assess our ability to perform at our maximum capacity. **We will do so by personal growth and building experience. In the future we expect our individual ability to increase, our limitations to decrease, and our judgement to know the difference to improve.**

We consciously and subconsciously use the 5 steps of risk management on and off duty:

- 1) Identify hazards
- 2) Assess the hazards
- 3) Develop controls and make risk decisions
- 4) Implement controls
- 5) Supervise and evaluate

Every Green Knight is **required** to stop an unsafe operation when recognized. When we call “uncle” during an aviation or maintenance operation, our actions and planning will be evaluated and captured in an after-action (formally via the Marine Corps Center for Lessons Learned/MCCLL or informally) in order to not fail the next time or during combat when our failure to do our jobs might mean mission failure.

In addition to publications, we are bound to the other 3 sides of the safety “box”: the UCMJ, ethics, and our core values of honor, courage, and commitment. If the required actions fall outside of this box notify your chain of command and don’t push a bad situation. If normal reporting will be inhibited by the chain of command, use the “Any Knight” box for unsafe or unhealthy working conditions.

Off-duty accidents are the primary cause of Marine casualties over the last decade, even during war time. I need each and every one of us to conduct the mission AND I want each of you to enjoy your leave and liberty to its maximum potential. **Before each liberty period, have:**

1. A plan and backup plan
2. A buddy
3. Knowledge of your and your buddy’s limits

Finally, if the weekend/liberty period has gotten out of hand, **call someone**. We always have someone available to help. We’ll sort out how the plan degraded later.


Lieutenant Colonel Zachary K. Everhart

Commanding Officer, Marine Fighter Attack Squadron 121



NO FLINCH