



AIR STATION TRAVERSE CITY COMMANDING OFFICER'S SAFETY POLICY



"No widows, no orphans. Everybody back safe – every time."

I am committed to the preservation and well-being of all of our people and their families. We are an aviation unit in the finest search and rescue organization in the world with a proud legacy of SAFE MISSION ACCOMPLISHMENT. We can't be risk averse and accomplish our mission. Hence, our challenge is to incorporate safety awareness and risk management in every aspect of our lives. I ask all of you to commit to making Safety a personal value. This means using good judgment and critical thinking about possible 2nd and 3rd level consequences of alternative courses of action and choosing the safest option that accomplishes the assigned task consistent with Coast Guard standards. This may mean that, in rare instances, the correct option is to delay or even refuse a mission.

Safety is a key component of PROFESSIONALISM, it isn't a standalone concept. The other bedrocks of professionalism are knowledge, proficiency and discipline. Discipline is a critical trait that, in this context, is the commitment to adhere to a standard of conduct that continuously seeks to minimize the risk of damage to equipment and harm to individuals, whether on or off duty.

Continuous and open communications up and down the chain will mitigate risk. Subordinate leader communications, especially between front line supervisors and young and inexperienced crew members are critical as they are our best opportunity to positively influence the conduct of our highest risk people. Counseling is the most effective way to positively influence behavior. This approach demonstrates a leader's knowledge and a commitment to take care of people. These discussions should occur prior to any period of increased risk – high op tempo, time critical maintenance procedures, transfer season, long weekends, holidays and leave periods. My charges:

- We will strictly adhere to the standards set forth by our Nation, our Service and the chain of command. Many laws and regulations have been "written in blood," and have been refined because of the mistakes of others.
- We will proactively resolve unsafe conditions and situations. When faced with unexpected or demanding events in the air, we will aviate, navigate and communicate in that order. On the ground, we will stop work and seek guidance from a supervisor, the Chief, the department head or the XO or CO. *"When there is doubt, there is no doubt."* – ASK!
- We will uphold HIGH STANDARDS when it comes to training, designating and qualifying all pilots, aircrews, maintenance professionals, watch standers and other positions of responsibility.
- We will proactively identify asset and personnel situations with increased mishap potential and take action to mitigate the risk. Always stack the deck in favor of crew and mission success.
- We will not operate or work on any machinery if we are wired, tired, distracted or otherwise impaired. Our minds and bodies require proper rest, conditioning, nutrition and recreation. We will ultimately go faster by slowing down as required. Do it!
- We will foster a transparent Command Culture that is conducive to learning from others, from our mistakes and sharing knowledge and lessons learned openly.

Safe and effective work practices are good leadership. Good leadership is everyone's duty – down to our most junior non-rate. I'll borrow this from the Army, but it applies "Leaders save soldiers".

CDR Sean M. Cross
Commanding Officer

"We conduct safe, effective operations...at minimum risk - when we can...at great risk - when we must...but, we always conduct safe operations."