

# PHANTOM SIX COMMAND POLICY

NUMBER

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15 APR 03

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: III Corps Command Safety Policy

1. APPLICABILITY. This policy applies to all III Corps units and personnel.

2. POLICY.

a. Successful safety programs require leadership. The safeguarding of personnel and equipment entrusted to our stewardship is part of our responsibility as leaders, down to and most importantly our first line leaders. Strong leadership, attention to standards, training, supervision, and integration of risk management into all of our activities are critical to successful mission accomplishment. We must be able to safely modernize the force, train, deploy, sustain and protect combat ready forces capable of conducting joint operations worldwide. As the III Corps Commanding General, I am also its Safety Officer.

b. Commanders at all levels will establish in writing their own clearly defined Command Safety Policy that outlines comprehensive ground and aviation safety programs and specific risk reduction functions with methods to monitor the success of the program. Unique aviation accident prevention guidance is addressed in the enclosure. Commanders provide the emphasis to keep risk reduction efforts integrated into everything that we do. First line leaders will be empowered to ensure a safe environment for their soldiers and should also be held accountable for achieving this standard. Address your safety policy in the quarterly/semiannual training briefs and include safety goals in the commander's quarterly training guidance.

c. Establish a command climate that is favorable to risk management. Leaders must be proficient with the risk management process, fully embrace and utilize the Army's doctrinal five-step Safety Risk Management process outlined in FM 100-14, Risk Management. Training requirements for risk management and other safety subjects are in III Corps Reg. 350-1, III Corps Training Catalog. Conduct risk assessments routinely for all air and ground training events, operations, long weekends and holidays, and even for social events such as unit organization days. Major Subordinate Commanders will issue written guidance on the levels of risk that subordinates are authorized to accept:

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low, moderate, high, or extremely high. Extremely High-Risk mission acceptance levels will not be delegated below the first General Officer in the chain of command.

d. Train personnel to standard. Demand correct performance and take immediate, decisive action when standards are violated. Ensure this approach is embraced throughout the chain of command and particularly at the first line leader level. High OPTEMPO and PERSTEMPO are challenges we face and must not be excuses for shortcuts that sidestep standards or valuable risk controls. Plan, schedule, and execute a safety day each quarter. Use this day to build a strong sense of safety in all personnel by reinforcing standards and strengthen mandatory safety programs.

e. Raise awareness of personal risk. Encourage soldiers to take responsibility for their actions to care for their own and others' well being. Aggressive action to identify and eliminate unsafe conditions is imperative and positively enhances safety.

f. The cornerstones of POV accident prevention are the Chief of Staff of the Army's Six-Point POV Safety Program and the Army Safety Center's POV Toolbox (<http://safety.army.mil/home.html>).

g. Accurate accident investigations and timely reports allow us to better focus on problems and the right solutions. To fully engage the leadership, the chain of command will brief the first general officer in the chain on facts and lessons learned from on- and off-duty fatality accidents. Further, deaths due to non-natural causes will selectively be briefed (AAR) to the Corps Commander and possibly to the FORSCOM Commander. The III Corps Safety Office will publish lessons learned from on- and off-duty accidents in the form of Red and Yellow Hash memos. Commanders will ensure that the Red and Yellow Hash memos are briefed to the entire command and placed on unit bulletin boards.

h. Augment the Army Safety Awards Program (AR 672-74, Army Accident Prevention Awards Program) with recognition at all levels for individuals and units for outstanding accident prevention efforts and acts.

3. Safety and risk management are force multipliers and apply to all areas of our business. Safety is the result of doing the right thing the right way, all the time. Successful safety programs demand vigilant leadership and discipline. Preventing the loss of a single III Corps team member is our number one priority. Mission success is measured with zero accidental fatalities.

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4. EXPIRATION. This Phantom Six Command Policy Memorandum supersedes 11 Feb 02 policy and will remain in effect until superseded or rescinded.

Encl



THOMAS F. METZ  
Lieutenant General, USA  
Commanding

DISTRIBUTION:  
IAW FH Form 1853: A  
1 Each III Corps MSC

## III Corps Commander's Aviation Accident Prevention

This enclosure to III Corps Command Safety Policy applies to aviation units and Partners in Excellence organizations assigned or attached to III Corps. This enclosure also applies to transient aircrews conducting operations within III Corps.

a. The safety and security of our aviation assets are among my top priorities. Ensuring that these provisions are met requires leadership involvement at all levels. Leaders at every level must continually review training standards, flight rules, and crew coordination efforts.

b. Accident prevention is leadership, discipline, and a proper sense of awareness; it requires detailed planning, effective and realistic training, command supervision, and personal pride. Our mission involves operations that are difficult, challenging, and at times hazardous; therefore, we must be continuously vigilant in our efforts to abate these hazards.

c. To foster a robust command involvement, aviation issues will be discussed during the III Corps Quarterly Safety Council. Attendees will include III Corps major subordinate commanders who have aircraft in their commands; their Command Sergeants Major, and selected staff involved in aviation safety, operations, and standardization. Major subordinate commanders will also bring their subordinate aviation commanders to the councils. Non-III Corps aviation commanders who periodically conduct aircraft training on Fort Hood will also attend.

d. Positive command emphasis on accident prevention must be unrelenting. Hazard abatement and risk management are leadership functions, and the accomplishment of our mission requires a total team effort. Commanders, not lower than company, troop, or detachment, will approve all aviation ground and air operations and/or any subsequent changes, including all aircraft main engine starts. The unit commander's verbal approval or written approval of a daily or weekly flight schedule meets this requirement. The unit commander will approve any changes or additions by telephonic or other means.

e. Mission briefings must be accomplished for all aviation flight operations. Mission briefings may be accomplished by various means (i.e., in person, telephonic, etc.) provided all key elements are understood and recorded IAW AR 95-1. An authorized Risk Assessment Worksheet will be completed and maintained with the mission briefing form.

f. Each commander will ensure an aggressive Risk Management Program is in place and a thorough hazard analysis is accomplished for every aviation operation. Each identified risk will be reviewed and managed at the appropriate level.

g. The Army Aviation community is a leader in the development and maintenance of standards and training. Commanders at all levels will ensure that training and maintenance are accomplished to standard. OPTEMPO/ PERSTEMPO are challenges we face and must not be an excuse for shortcuts in either of these areas.

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