



## UNITED STATES MARINE CORPS

2D MARINE AIRCRAFT WING  
U.S. MARINE CORPS FORCES, ATLANTIC  
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### POLICY LETTER #05-04

From: Commanding General, 2d Marine Aircraft Wing  
To: All Commanding Officers, 2d Marine Aircraft Wing

Subj: GROUND MISHAP PREVENTION POLICY

Ref: (a) WgO 1510.8

1. Purpose. To publish new policy guidance concerning ground mishap prevention within 2d MAW.
2. Background. There continues to be an unacceptable level of ground related mishaps in 2d MAW and Marine Corps-wide. These mishaps have caused the usual response of mandatory operational pauses to allow all units to thoroughly review their force protection programs and policies. However, it is clear that more needs to be done, and recent mishaps within 2d MAW have indicated a need to further refine our policies aimed at preserving our most important asset and that is the individual Marine.
3. Post-Mishap Debriefs. For every mishap that results in a death, or as directed by CG 2d MAW, a post-mishap debrief is required to be presented to CG 2d MAW. This debrief will include a discussion of the Marine's/Sailor's personal and professional background; an overview of the mishap; a detailed review of the chain-of-events including those of the previous 24 hours; a discussion of the causes of the mishap; and a discussion of all unit actions ongoing and planned to investigate the mishap, and to help prevent another. At a minimum, the brief will be attended by the Group Commander, Unit Commander, Unit SgtMaj, and the mishap Marine/Sailor's OIC, SNCOIC and NCOIC/NCO Team Leader. The same brief will then be required to be given to CG II MEF. The Group Commander will coordinate with CG 2d MAW and II MEF for scheduling the MEF debrief. Attendees for the MEF debrief will be the same as those for 2d MAW debrief, and will also include CG 2dMAW or designee.

4. NCO Leadership Program Implementation. The reference, "NCO Mission in Force Protection", is the formalization of policies and procedures within the 2d MAW that Commanding Officers are to use to guide junior leaders in identifying and tracking those Marines and Sailors that may be at greatest risk for mishaps. This program is designed to place the first line of defense for mishap prevention at the NCO level. It is intended to foster in our NCO ranks a greater sense of responsibility and accountability for the safety of every Marine. It should not be viewed as a safety program only, but as a leadership initiative that will have positive safety implications. All 2d MAW Commanding Officers and OICs are to be thoroughly familiar with this program and are to ensure its full and energetic implementation in each respective command. I am counting on our NCOs' leadership to have a positive impact in 2d MAW.

  
T. L. MOORE, Jr.