



DEPARTMENT OF THE NAVY
HEADQUARTERS UNITED STATES MARINE CORPS
2 NAVY ANNEX
WASHINGTON, DC 20380-1775

MCO 3500.33
APP
10 Sep 99

MARINE CORPS ORDER 3500.33

From: Commandant of the Marine Corps
To: Distribution List

Subj: MARINE AVIATION OPERATIONAL RISK MANAGEMENT

Ref: (a) MCO 3500.27
(b) ALMAR 210-97

1. Purpose. To provide information concerning the standardization of Operational Risk Management (ORM) as an integral part of Marine Corps aviation.

2. Background

a. The Marine Aviation Campaign Plan (MACP) was designed to increase combat readiness while reducing mishaps. ORM is a pillar of the MACP. The objective of the ORM process is to reduce risks that can prevent mission accomplishment or cause damage and injury. This is best accomplished by an aggressive and continuous application of ORM in order to identify hazards and the risks associated with those hazards. ORM is an effective process for maintaining readiness in peacetime and success in combat without infringing upon the prerogatives of the Commander.

b. Squadron Assistance Risk Assessment (SARA) is a squadron level risk management, flight scheduling and data management software program that helps Commanders make informed decisions. It is a tool to integrate capabilities across the critical functional areas of scheduling, training management, readiness analysis and operational risk management. SARA uses a separate risk model, developed by the FMF, for each type model series aircraft.

c. This order expands the provisions of reference (a) through (c) to provide assistance to commands in the implementation of operational risk management.

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3. Scope. The provisions of this order are applicable to all Marine Corps aviation commands.

4. Discussion. The Operational Risk Management process shall be integrated into all levels of Command.

a. Hazards should be identified, risks assessed, and controls developed and implemented during the earliest possible planning stages. Operations should be continuously monitored for effectiveness of controls and situational changes.

b. Information available through existing safety, training and lessons learned data bases will be considered whenever practicable in making risk decisions.

5. Policy. All Marine Corps aviation units shall apply the principles of Operational Risk Management in planning, operations and training. The 2ND MAW WgO 3500.23A, Operational Risk Management, serves as the basis for all other aviation ORM orders. To ensure standardization throughout Marine aviation, all other Wing ORM orders shall mirror the 2nd MAW order except where local rules and regulations apply. Aircraft risk models are to be reviewed on an annual basis and updated/modified as required. SARA is to be utilized as the primary risk management and flight scheduling software tool.

6. Responsibilities.

a. Commandant of the Marine Corps (SD/APP) provides policy sponsorship and service approval of Operational Risk Management within Marine Aviation.

(1) Conduct an annual review of this order and the commonality of all four Wing orders.

(2) Ensure each Wing and COMCAB send a minimum of two representatives to the annual review to include one from Operations, and one from Safety.

b. Wing Commanders shall incorporate the Operational Risk Management process into operations, exercises and training.

(1) Conduct an annual review of all risk models and ORM orders with all subordinate units. Ensure attendance includes a minimum of two representatives, one from Operations, and one from Safety.

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(2) Provide ORM instructor training at no lower than the Wing level, to maintain standardization.

7. Reserve Applicability. This order is applicable to all Marine Corps Reserve aviation commands.



F. McCORKLE
Deputy Chief of Staff
for Aviation

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