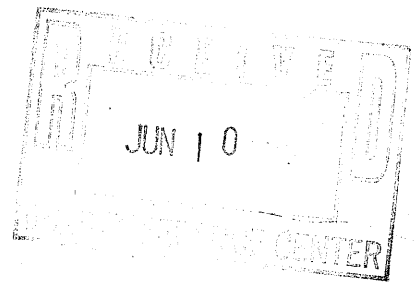
AR 385-95 cy.1

Army Regulation 385–95



Safety

Army Aviation Accident Prevention

also 2,3

Headquarters
Department of the Army
Washington, DC
20 May 1991

SUMMARY of CHANGE

AR 385-95
Army Aviation Accident Prevention

This revision--

- Delineates Army Staff and unit member responsibilities for the prevention of Army aviation accidents and dictates policy (chap 1).
- Establishes the procedures for operational hazards reporting as a tool for the prevention of aviation accidents (chap 2).
- Establishes procedures for the prevention of foreign object damage to aircraft (chap 3).
- Provides commanders with the necessary guidance to establish and maintain a viable aviation accident prevention program (app C).

Headquarters
Department of the Army
Washington, DC
20 May 1991

*Army Regulation 385–95

Effective: 19 June 1991

Safety

Army Aviation Accident Prevention

By Order of the Secretary of the Army:

CARL E. VUONO
General, United States Army
Chief of Staff

Official:

MILTON H. HAMILTON
Administrative Assistant to the Secretary of the Army

History. This UPDATE printing publishes a revision of this publication. Because the publication has been extensively revised, the changed portions have not been highlighted.

Summary. This regulation updates guidance to Army aviation commands in the prevention of aviation accidents.

Applicability. This regulation applies to the Active Army, the Army National Guard, the U.S. Army Reserve, and Department of the Army civilian employees. Applicable requirements of this regulation will be made a part of the safety programs of U.S. Government contractors engaged in any aspect of aviation when the U.S. Government has assumed the risk liability for loss or damage.

Internal control systems. This regulation is subject to the requirements of AR 11–2. It contains internal control provisions, but does not contain checklists for conducting internal control reviews. These checklists appear in DA Circular 11–89–2.

Supplementation. Supplementation of this regulation and establishment of command or local forms are prohibited without prior approval from HQDA (DACS–SF), WASH DC 20310–0200.

Interim changes. Interim changes to this regulation are not official unless they are authenticated by the Administrative Assistant to the Secretary of the Army. Users will destroy interim changes on their expiration dates unless sooner superseded or rescinded.

Suggested improvements. The proponent agency of this regulation is the Office of the Director of the Army Staff. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to HQDA (DACS–SF), WASH DC 20310–0200.

Distribution. Distribution of this publication is made in accordance with the requirements on DA Form 12–09–E, block number 3397, intended for command level A for Active Army, Army National Guard, and U.S. Army Reserve.

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*This regulation supersedes AR 385–95, 15 November 1982.

Chapter 1
Introduction

1–1. Purpose

a. This regulation establishes the Army aviation accident prevention function as an integral part of the Army Safety Program (AR 385–10). It also prescribes policies, procedures, and guidelines for implementing this function as part of the overall Army Safety Program.

b. Army aviation accident prevention includes any interaction between the man, the machine, and the environment as it affects Army aviation operations and the preservation of combat resources.

1–2. References

Required and related publications, and prescribed and referenced forms are listed in appendix A.

1–3. Explanation of abbreviations and terms

Abbreviations and special terms used in this regulation are explained in the glossary.

1–4. Responsibilities

a. The Assistant Secretary of the Army (Installations, Logistics, and Environment) (ASA(IL&E)) is the principal adviser and assistant to the Secretary of the Army for Army aviation safety.

b. The Director of Army Safety (DASAF) manages the Army Aviation Accident Prevention Program. The Commander, U.S. Army Safety Center (USASC), supervises this program. Other specific responsibilities are cited in AR 385–10.

c. Each commander manages the aviation safety function for the elements he or she commands. The overall aviation safety program requires close cooperation among commanders, safety managers, supervisors, and other personnel of the command.

d. Tenants should coordinate with the installation commander concerning prevention program responsibility, function, and funding. In certain cases, duplication of programs may be eliminated in an effort to conserve resources and manpower. In no case will any commander compromise the welfare of personnel or prudent protection of Army resources.

1–5. Policy

a. Commanders, supervisors, and program managers at all levels will comply with the following policies regarding Army aviation accident prevention. The term commanders is used throughout this regulation and applies to all levels of command and supervision. The Aviation Safety Program is a major subelement of the Commander's Accident Prevention Program. The aviation safety officer (ASO) will assist the commander with this program. It must be understood that while safety officers are responsible for administering the safety program and monitoring prevention programs, they have no command authority. They will advise the commander when a certain prevention program needs command attention in order to get back on track. However, the safety officer will halt unsafe actions that would result in injury or property damage and will assist in getting the discrepant program back on track. The Ground Safety Program is a major component of the Commander's Accident Prevention Program. The safety officer will integrate the Ground Safety Program with the Aviation Safety Program. The ASO may assume the duties of the ground safety officer, or those duties may be assigned to another officer as an additional duty and monitored by the ASO. The relationship between the commander and the safety officer should be open and communicative about all aspects of the unit.

b. Commanders' duties are to—

(1) Ensure compliance with the Department of Defense (DOD), the Department of the Army (DA), the Occupational Safety and Health Administration (OSHA), and the National Fire Protection Association (NFPA) requirements. In doing so, he or she will establish other requirements as necessary for the safety and conservation of aviation resources under their control. This will conserve manpower and material by reducing losses due to aviation accidents.

(2) Prepare a written "Commanders Accident Prevention Program" plan (those commanders that control aviation assets). This will be an independent document and implemented by the unit's standing operating procedure (SOP). Commanders of major Army commands (MACOMs) will publish policy on the content of the plan. MACOMs may approve consolidated plans. Safety will also be integrated throughout the entire unit SOP. DA Pam 385–1 provides guidance for managing unit accident prevention programs. A commander with several small aviation units, or limited aviation assets, may consolidate elements of the aviation accident prevention program at a higher echelon. Consolidation of prevention program elements must be approved by the MACOM commander. Every effort should be made to reduce duplication of administrative requirements on the subordinate unit. In designing the unit's accident prevention program, commanders will, as a minimum, use the following six principles:

(a) *Enforce standards.* Set and enforce high operating standards in every activity of the unit. Safety is a byproduct of professionalism, and professionalism means complying with all set standards (Army regulations (AR), aircrew training manual (ATM), technical manuals (TM), field manuals (FM), SOPs, and so forth). By-the-book, disciplined operations are mandatory.

(b) *Know the personnel.* Know personnel qualifications and training status. Document the individuals' qualifications and training status and utilize them according to their abilities. Test the knowledge of new personnel regardless of whether they have been a previously certified operator.

(c) *Know the equipment.* Know equipment capabilities and condition. Ensure equipment inspections are conducted, documented, and disseminated. Numerous check sheets and publications are available as a guide.

(d) *Apply dispatch discipline.* Many accidents involve equipment that should not even be out of the motor pool or off the flight line. Use equipment only when it can contribute to genuine training in the unit's mission, and safe accomplishment of that mission. Dispatch discipline reduces exposure to accidents.

(e) *Manage risks in training.* Integrate the requirement for safety with the demand for realistic combat training. A high degree of safety can be achieved through the systematic management of inherent mission risks. Risk management and risk assessment techniques are required in all training and operations.

(f) *Maintain awareness.* Remain constantly aware of the mission-critical importance of safety in all operations. Never relax vigilance and become complacent when everything is running smoothly. Continuous awareness of the requirement for integrating safety into all day-to-day unit operations is essential to maintaining peak readiness.

(3) Each installation commander, via his or her Director for Health Services, will ensure that, in the event of an Army aircraft accident, all aircrewmembers are promptly aeromedically evacuated to medical facilities where required physical examinations and testing (under the provisions of AR 40–8, AR 40–21, AR 40–501, AR 600–105, and DA Pam 385–95) will be accomplished. Aircrewmembers, and any other individual who may have contributed to the accident, are to be moved by medical evacuation (MEDEVAC) whether they appear to be injured or not.

(4) Not waive safety requirements set by higher headquarters, except in extreme emergencies. When an emergency waiver is needed, the higher headquarters will be informed promptly.

(5) Maintain a current authorized full-time position for a qualified ASO at MACOMs, corps, division, aviation units (brigade/group, battalion/squadron, company/troop, detachments and comparable size activities). A noncommissioned officer (NCO), safety trained, will be appointed to assist the ASO. Aviation detachments, sections, and units having fewer assets (J–, L–, M–series table(s) of organization and equipment (TOE)) which may not have a TOE/tables of distribution and allowances (TDA) authorized full-time ASO will utilize the expertise of the first TOE/TDA authorized ASO up the chain of command. If such is the case, an additional duty ASO will be appointed by the unit commander. The additional duty ASO will attend the USASC Aviation Safety Officer Course of training. Administrative duties, such as the awards program, may be consolidated and implemented at battalion level or higher to reduce the administrative load on subordinate units.

(6) Ensure that safety training is documented. DA Pam 385–1 will be used as a guide for management of the unit aviation accident prevention program.

1–6. Unit-level Aviation Accident Prevention Program duties

a. Commanders. Commanders will integrate accident prevention awareness into all functional areas involving the use, operation, and maintenance of aircraft. Aviation accident prevention programs, to include specific directives, will be published to provide adequate instructions and safeguards for protecting personnel and equipment to enhance mission effectiveness and conserve resources. Specifically, commanders will ensure that—

(1) Accident prevention programs include all aviation operations down through small unit and detachment levels.

(2) Specific aviation accident prevention and safety responsibilities are assigned to applicable staff members and first-line supervisors. DA Pam 385–1 provides clarification of duties.

(3) Aviation Accident Prevention Surveys (AAPS) are conducted semiannually, as a minimum, using the ''Guide to Aviation Resource Management for Aircraft Accident Prevention'' or a similar guide as a reference.

(4) An SOP, covering ALL aspects of the unit's mission, is prepared for all aviation operations within the command. DA Pam 385–1 provides the procedures for unit safety management. For J–, L–, and M–Series TOE units, this requirement may be consolidated at the battalion or squadron level. Army aviation units will integrate safety practices in the unit SOP covering the following subjects (as applicable to the unit's mission):

(a) Terrain flight operations, including wire strike prevention. (Specific guidance will be issued on limiting airspeed during low-level flight.)

(b) Instrument flight procedures.

(c) Passenger and troop carrying operations.

(d) Aviation life support equipment (ALSE).

(e) Resupply and cargo operations.

(f) Training and orientation flights.

(g) Gunnery operations (including training).

(h) Night operations (including the use of night vision devices (NVD)).

(i) Airfield, heliport, and helipad operations, including crash rescue and ground and facilities maintenance.

(j) Foreign object damage (FOD) prevention.

(k) Responsibilities of aviators when involved in accidents.

(l) Aircraft maintenance safety.

(m) Tactical field operations.

(n) Crew endurance tailored to each unit's mission.

(o) Parachute operations.

(p) Rappelling.

(q) Formation flying.

(r) Transportation of hazardous material.

(s) Petroleum, oils, and lubricants (POL) safety.

(t) Hearing conservation/occupational health/hazard communication.

(u) Hazards to aircraft systems due to electromagnetic radiation.

(v) Risk assessment.

(w) Command and control with ground commander.

(x) Laser and other directed energy hazards.

(y) Nuclear, biological, and chemical (NBC) operations.

(z) Extreme environment (arctic or jungle) special considerations; such as, blowing snow, blowing sand, and so forth).

(aa) Special Operations Forces (SO) missions and unique missions.

(ab) Protection of aircraft on the airfield from environmental hazards such as storms, intense solar radiation, extreme temperature, and so forth. Policy will be developed regarding hangaring procedures, sheltering of aircraft, and mooring or tiedown procedures.

(ac) Developmental testing.

(ad) Contractor flight operations.

(5) The need to comply with sound safety principles and practices during all aviation operations is enforced, regardless of mission urgency. Mission urgency must never override safety requirements.

(6) All personnel are aware of and comply with unit SOPs.

(7) A positive plan is developed so that mission and aircraft assignments are within the aircrews' current capabilities and qualifications.

(8) A standardization and training program is established to achieve maximum flight proficiency standards. AR 95–3 and TC 1–210 will be used as guidance.

(9) Recommendations of aircraft accident investigation boards are implemented properly and expeditiously.

(10) The USASC is informed promptly on matters concerning the notification and prevention of aviation accidents.

(11) The ASO has direct access to the commander on all aviation accident prevention matters. The ASO should not have additional duties other than safety (air and ground). The ASO at brigade level and below should be rated by the commander. Safety will be the ASO's primary function within the unit.

(12) Aviation accident prevention plans are continuously reviewed and updated as necessary to ensure their effectiveness. These accident prevention plans will, as a minimum—

(a) Be written in a manner that identifies personnel as the key element in any safety program and that each soldier must support the aviation accident prevention plan and individually monitor their own personal activities.

(b) Establish a formal listing of assigned personnel, by position, comprising a safety council. Safety councils will meet a minimum of quarterly for all Army units. The minimum positions comprising the Aviation Safety Council (ASC) are: commander, operations officer, instructor pilot (IP), ASO, aviation maintenance officer (AMO), ALSE officer or NCO, and first sergeant. The minimum positions comprising the Enlisted Aviation Safety Council (EASC) are: first sergeant, aviation safety NCO, FOD control NCO, and ALSE NCO. Detachment- or platoon-sized units may combine these councils.

(c) Establish frequency for unit safety briefings (minimum quarterly). These safety briefings to the unit will include ''seasonal'' safety advice and highlight special safety-related items of interest within the command.

(d) Follow the guidance contained in appendix C.

(13) Request quotas for safety schools conducted by the U.S. Government and contractors, send qualified personnel to fill these quotas, and place school-trained personnel in appropriate positions.

b. Command safety director (installation and MACOM level). The command safety director is the commander's direct safety representative and is responsible for the overall safety management within the command. Duties include providing for safety training, safety education and promotion, accident reporting, analysis, statistics, and recommending corrective or preventive actions to the commander. The safety director will also ensure that safety is integrated into all activities within the command.

c. ASO or flight safety technician (FST). The ASO or FST advises the commander on all aviation safety matters. Specific duties of the ASO are addressed in TC 1–210. The ASO (the FST)—

(1) Observes flight and ground operations to detect and correct unsafe practices.

(2) Conducts hazard analyses, prioritizes hazards in terms of accident severity and probability, and advises the appropriate officials promptly.

(3) Educates on a regular and frequent basis (minimum time is monthly for active units and quarterly for National Guard (NG) and U.S. Army Reserve (USAR) units), aircrewmembers and other assigned personnel on safety-related subjects. This requirement may be concurrent with the unit safety briefings cited in paragraph 1–6*a*(12)(c).

(4) Reviews aircraft accident reports and helps implement corrections.

(5) Rehearses and reviews adequacy of the unit pre-accident plan with the operations officer (minimum quarterly).

(6) Ensures that unit communication equipment, navigation aids, and all other electronic aids to aircraft operations are inspected on a frequent and regular basis.

(7) Inspects the physical condition of airfields, heliports, helipads, and tactical landing sites for hazards. (FM 1–300 should be used as a guide.) When deficiencies are noted, the ASO recommends improvements and ensures that all known hazards are publicized.

(8) Acquires and maintains a current reference library of aviation safety literature (app A).

(9) Maintains organizational aircraft accident prevention and other safety literature pertaining to assigned and visiting aircraft that routinely use the facility; and provides distribution to appropriate servicing elements. (This includes crash rescue literature.)

(10) Reviews aviator flight records and the unit's training program and makes recommendations to correct any deficiencies noted.

(11) Advises all assigned and attached personnel on safety and the importance of following standard procedures and techniques.

(12) Monitors techniques and proficiency of personnel in handling weapons, ammunition or explosives, POL, chemicals, hazardous or toxic materials, and lasers.

(13) Observes aviation maintenance operations; makes recommendations to correct unsafe procedures and practices; and monitors the safety-of-flight compliance program.

(14) Manges the Operational Hazard Report (OHR) Program (chap 2).

(15) Monitors the FOD Prevention Program at unit level (chap 3).

(16) Advises and assists aircraft accident investigation boards.

(17) Analyzes unit accident and results of semiannual accident prevention surveys conducted internally.

(18) Monitors unit ALSE and related survival training programs.

(19) Takes part in unit-level mission planning to ensure weather, terrain, areas of operation, and crew and aircraft capabilities are considered to include assignment of risk values (risk management) to be approved by the unit commander or designated representative.

(20) Performs other duties as required to enhance the organization's total safety program. This includes the pre-accident and post-accident duties and responsibilities outlined in DA Pam 385–95.

(21) Reviews the results of the semiannual surveys conducted by outside agencies on the unit or facility. Deficiencies noted will be brought to the immediate attention of the commander and unit aviation safety council (UASC). Followup procedures will be established to correct deficiencies.

(22) Manages or Monitors the Hazard Communication Program.

(23) Manages the unit's Safety Awards Program. This should be done in consonance with the unit Administration Officer and according to AR 672–74.

d. Army aviator. The Army aviator is the basic element in the command line of aircraft accident prevention. Minimum aviation duties, in regard to safety, will consist of the following:

(1) Attaining and maintaining proficiency in all aircraft the aviator is assigned to pilot.

(2) Maintaining appropriate physical and mental fitness according to AR 40–8, AR 350–16, FM 1–301, and FM 21–20.

(3) Complying with sound flight principles (ATMs, ARs, FMs, Federal Aviation Regulations (FAR)) and safe practices during all flight operations.

(4) Reporting hazards and unsafe conditions or acts to the proper authority immediately upon discovery. After initial verbal reporting, providing a DA Form 2696–R (Operational Hazard Report (OHR)) to document the condition and promote followup actions as appropriate.

(5) Making on-the-spot corrections of unsafe conditions when appropriate.

e. Aviation maintenance officer. The AMO will ensure that an effective preventive maintenance program is developed and maintained. Duties include the following:

(1) Continuous monitoring of quality control (QC) through coordination with QC personnel. Ensuring that QC personnel complete deficiency reports (DRs) according to established procedures (ARs, TMs, FMs, and so forth).

(2) Ensuring adequate training of maintenance personnel; and ensuring a formalized continuing education program is available to provide maintenance personnel with current information on techniques, procedures, and modifications.

(3) Proper and timely aircraft inspections.

(4) Adequate program supervision to ensure that maintenance personnel are aware of, and comply with, technical directives affecting aircraft, including safety-of-flight messages.

(5) Ensuring discrepancies (writeups) are properly classified as to status and that they are properly cleared.

(6) Monitoring and managing the Equipment Improvement Recommendation (EIR) Program, the DRs (DA Pam 738–751) and the Army Oil Analysis Program (AOAP).

(7) Providing maintenance personnel with lessons-to-be-learned from accident summaries citing maintenance as an accident cause factor.

(8) Ensuring maintenance test pilots (Army and contractor) meet the requirements of AR 95–1 and TM 55–1500–328–25 to perform maintenance test flights; and ensuring maintenance test flights are performed according to appropriate directives.

f. Flight surgeon. The flight surgeon assists and advises the command in all aviation medicine matters. In remote areas where a flight surgeon is not assigned nor readily available, local support will be provided by the servicing medical activity (MEDDAC) to best accomplish these duties. The flight surgeon's duties are as follows:

(1) Maintaining liaison within the command to implement the aviation medicine program.

(2) Taking part in, and observing flight operations to monitor the interactions of crewmembers, aircraft, and environment. The flight surgeon will exert maximum effort to observe the flying ability and characteristics of each assigned aviator at least annually.

(3) Serving as a member of aircraft accident investigation boards, when directed.

(4) Serving as a member of flight evaluation boards, when directed.

(5) Ensuring that the medical portion of the pre-accident plan is adequate.

(6) Monitoring the physical and mental well-being of aviation personnel, including drug or alcohol abuse and self-medication problems.

(7) Maintaining aviation medical records on flight personnel. Ensuring that the DA Form 4186 (Medical Recommendation for Flying Duty), prepared on flight personnel, is accurately and completely prepared, prior to being sent to the unit commander for approval or disapproval.

(8) Monitoring the survival and physiological training of aviation crewmembers; and providing medical support and training as specified in FM 1–301.

(9) Medically, clearing crewmembers for further flight duty after aircraft accidents, as directed in AR 40–501.

(10) Making recommendations to the Commander, USASC, for the improvement of human factors compatibility, crashworthiness, aviation life support equipment, and the survival features of the aircraft. This is determined from aircraft accident investigations or from observations made when performing frequent aviation unit assessments, flight line visits, and other aeromedical functions.

(11) Taking part in aviation safety meetings to educate aviation crewmembers on the aeromedical aspects of flight.

(12) Monitoring the ALSE program.

(13) Assisting in, and advising on, hearing and eyesight conservation programs.

(14) Ensuring command consideration of preventive or occupational medicine aspects of all plans, operations, training, and security. This assistance should be provided early in the planning sequence to conserve aircraft resources and human lives.

g. Senior NCO. The Senior NCO or First Sergeant duties are to promote safety within the unit and to act as chairperson for the enlisted safety council.

h. Aviation safety NCO. The aviation safety NCO assists, advises, and makes recommendations to the ASO on aviation accident prevention matters. The aviation safety NCO duties are as follows:

(1) Maintaining liaison with the command sergeant major, first sergeants, and other enlisted personnel on all aviation safety matters.

(2) Observing aircraft support activities (such as POL, maintenance, operations, and enlisted crewmember training) to detect and report unsafe practices or procedures.

(3) Acting as recorder for the EASC.

(4) Maintaining liaison between the EASC and the command safety council.

(5) Posting reference files of aviation safety literature for the ASO. Keeping the ASO informed of noted changes and new material received; and ensuring all files are current and complete.

(6) Participating in unit safety surveys and inspections.

i. Unit instructor pilot or flight standardization officer. The unit instructor pilot or flight standardization officer duties are to—

(1) Administer the aviator standardization or training program for the commander according to AR 95–3, TC 1–210, and appropriate aircraft ATMS. Adherence to sound safety principles is stressed

during all standardization or training operations.

(2) Monitor aircrew status, the Annual Proficiency and Readiness Test (APART), instrument qualification or currency, and advise, the commander of deviations.

(3) Actively participate in unit safety meetings.

j. Operations officer. The operations officer's duties are to—

(1) Ensure that all aviators are issued appropriate publications for pilotage or navigation purposes.

(2) Ensure that all pilots are properly briefed on each mission prior to the planning phase of the mission. Stress aviation safety during mission planning and continuing through execution. (Risk assessment will be conducted for each mission.)

(3) Ensure that each pilot in command (PC) provides a debrief upon completion of the mission. Safety breaches, incidents, and potential hazards identified will be immediately passed to the ASO for investigation.

(4) Ensure a detailed hazard location map covering the entire unit operational area is posted and current.

(5) Manage the unit crew endurance program and ensure crew scheduling is within established limits.

(6) Manage the unit reading file in regard to personnel reviewing procedures. Unit reading file information will change often. It is important that a system be developed which will ensure that new information is reviewed by crewmembers in a timely manner. The operations officer must develop such a system which will ensure that all appropriate personnel review the file whenever new information is added.

(7) Prepare and maintain the unit pre-accident plan for the commander. The expertise of the ASO and other applicable elements will be used in accomplishing this task. (See app C for examples.)

(8) Rehearse and review the adequacy of the unit pre-accident plan. This must be a systematic review and will be conducted at least quarterly.

(9) Other duties as defined in FM 1–300.

k. Aircrewmember (crew chief, flight medic, photographer, and so forth). Each aircrewmember is ultimately responsible for ensuring his or her own safety and for expeditiously advising the aviator that an unsafe act is occurring, or is about to occur.

l. ALSE officer/NCO/technician. The ALSE officer/NCO/technician duties are to—

(1) Ensure that each aircrewmember is equipped with all required items of individual aviation life support equipment.

(2) Ensure that each aircraft is equipped with crew life support equipment (kits or sets) required for the mission and environment.

(3) Ensure that all life support equipment is inspected and replaced according to AR 95–3, FM 1–302, and FM 1–508–1.

(4) Initiate and maintain a message log of all HQDA, Aviation Systems Command (AVSCOM), USASC, and MACOM messages pertinent to ALSE.

m. Individuals.

(1) Individual unit members are directly responsible for their own safety, both on- and off-duty.

(2) Each individual has a moral responsibility to advise others about anyone who may knowingly or unknowingly, be committing or about to commit, an unsafe act.

Chapter 2
Operational Hazard Reports

2–1. Operational hazard

An operational hazard is any condition, action, or set of circumstances that compromises the safety of Army aircraft, associated personnel, airfields, or equipment. Operational hazards should be corrected at the lowest level possible. Operational hazards include inadequacies, deficiencies, or unsafe practices pertaining to—

a. Air traffic control (ATC).

b. Airways and navigational aids (NAVAIDs).

c. Controller procedures and techniques.

d. Near midair collisions (NMAC) between aircraft or near collisions between aircraft and other objects in the air or on the ground.

e. Aircraft operations.

f. Aircraft maintenance or inspection.

g. Weather services.

h. Airfields and heliports, facilities, or services.

i. Flight or maintenance training and education.

j. Regulations, directives, and publications issued by DOD agencies, the Federal Aviation Administration (FAA), the International Civil Aviation Organization, and host nations.

2–2. Operational Hazard Report

a. DA Form 2696–R, RCS CSGPA 1633, is used to record information about hazardous acts or conditions before accidents occur. This form will be reproduced locally on 8½- by 11-inch paper. A copy for reproduction purposes is located at the back of this regulation. The information on the DA Form 2696–R must be investigated to determine the full scope of the problem and to develop recommendations and corrections. Information on the DA Form 2696–R must be acted on quickly to reduce the potential for accidents. The OHR program must be promoted by posters, safety presentations, and placing the report forms in areas where they are readily available to all aviation-related personnel. Prompt replies to the originators, timely corrective action, and discussion of reports at safety meetings, will help to encourage reporting.

b. The OHR will be used to fulfill the North Atlantic Treaty Organization (NATO) Standardization Agreement (STANAG) 3750FS–"Airmiss Reporting and Investigation."

c. The DA Form 2696–R will be used within DA for accident prevention purposes only. The DA Form 2696–R will not be used—

(1) To report alleged flight violations for punitive action. (See AR 95–3 for guidance on processing alleged flight violations.)

(2) In determining the misconduct or line-of-duty status of Army personnel.

(3) By evaluation boards in determining pecuniary liability.

(4) As evidence for disciplinary action.

d. FAR 91.57 is applicable to the DA Form 2696–R.

2–3. Submitting hazard reports

a. Any person (military or civilian) may submit an OHR. Instructions for completing DA Form 2696–R are contained in appendix B. The signature and address of the individual submitting the form are desirable, but not mandatory, unless the individual wishes to have a copy of the completed report returned. A DA Form 2696–R is not required when an aircraft accident report will be prepared according to AR 385–40 or when a deficiency report (DR) will be submitted according to DA Pam 738–751. Hazards observed in flight will be reported to the nearest radio contact point. A DA Form 2696–R will be prepared and submitted after landing. In the event of an NMAC, an immediate airborne report will be transmitted to the nearest air traffic agency; such as, flight center, flight service station, or control tower and the following information provided:

(1) Identification or call sign.

(2) Time and location of the occurrence.

(3) Altitude or flight level.

(4) Description of the other aircraft.

(5) Notification to the controlling agency that a DA Form 2696–R will be filed.

b. The OHR will be used only to report hazards that affect aviation safety. Hazards not pertaining to aviation safety will be reported on DA Form 4755 (Employee Report of Alleged Unsafe or Unhealthful Working Conditions) (AR 385–10).

2–4. Routing of OHRs

a. OHRs will be submitted to an ASO or Army flight operations office. Reports sent to an operations office will be promptly forwarded to the organization ASO.

b. OHRs pertaining to other organizations will be transferred as soon as possible from the ASO receiving the report to the one having official control.

c. OHRs will be forwarded to the Commander, U.S. Army Safety Center, CSSC–SA, Fort Rucker, AL 36362–5363, when actions pertain to—

(1) The Department of Army Staff, MACOMs, or subcommands not in the chain of command.

(2) Other DOD Armed Services, the U.S. Coast Guard, or a host nation.

(3) The FAA or National Transportation Safety Board (NTSB) at the national level.

(4) Other subjects commanders or ASOs believe to be significant.

d. OHRs pertaining to civilian operations will be routed as follows:

(1) In cases involving civil aircraft or civil air traffic control, mail a copy of the report to the FAA General Aviation District Office (GADO) or Flight Standards District Office (FSDO) in the area of the hazard. Contact the Department of the Army Regional Representative (DARR) for the correct GADO or FSDO point of contact. (See fig 2–1.) For MACOMs outside the National Airspace System, forward through the appropriate coordinating agency.

(2) When FAA ATC is involved in the hazard, mail the report to the appropriate FAA Regional Headquarters, ATTN: Air Traffic Division. (See fig 2–1.)

(3) In the forwarding of correspondence, request that the results of the investigation, including corrective actions taken, be returned to the sender. The correspondence will state that OHR information will be used for accident prevention and safety purposes only. Completed copies of the report will be distributed according to paragraphs 2–4*h* and *i*.

e. The U.S. Air Force and the U.S. Navy have similar hazard reporting systems. Army personnel should submit hazard reports directly to the base or station operations office while operating from any of these installations.

f. A copy of each report pertaining to Army air traffic control personnel, services, procedures, equipment, and airspace management; such as, hazards associated with the use of military operational areas, military routes, or local terminal airspace should be forwarded through the respective MACOM to the Director, U.S. Army Air Traffic Control Activity, ATTN: ATZQ–ATC–MO, Fort Rucker, AL 36362–5265.

g. If the OHR deals with a reported NMAC within the National Airspace System, a copy of the report will be prepared and forwarded to the FAA Office of Aviation Safety, ATTN: HQ FAA/ASV–100, 800 Independence Ave., SW, Washington, DC 20591.

h. A copy of the report will be sent to the originator, provided the report shows the originator's name and address.

i. A copy of each report should remain on file for 2 years, should the investigating ASO need to refer to the information.

2–5. Managing OHR functions

a. Commanders will ensure that procedures are established to manage the OHR function. This includes—

(1) Emphasizing the importance of the OHR as a safety tool.

(2) Reporting and investigating hazards promptly.

(3) Correcting hazards promptly.

(4) Emphasizing that the OHR and flight violation reports are two separate systems that may be used simultaneously to enhance safety.

(5) Forwarding OHRs to the next higher command when recommendations exceed the capabilities of the receiving unit.

(6) Signing and returning completed DA Forms 2696–R to the ASO within 10 working days of the date the report was received.

b. ASOs are responsible for implementing OHR management procedures within their organizations. This includes—

(1) Actively promoting the OHR procedure.

(2) Maintaining an adequate supply of DA Form 2696–R and making forms readily available, normally in flight operations and the maintenance area.

(3) Receiving DA Forms 2696–R investigating hazards, and recommending corrective action to the commander.

(4) Completing all items in block 11 of the DA Form 2696–R.

(5) Ensuring that the DA Forms 2696–R are promptly forwarded to the commander for action and are returned to the ASO within 10 working days from the date the report was received. The completed action will be returned to the originator within 20 working days from the date the report was received. In the event the action cannot be completed within 20 working days, an interim report will be returned to the originator with an updated written report provided every 10 working days until the action is completed.

(6) Ensuring that the DA Forms 2696–R are prepared for all verbally reported hazards.

FAA/DARR REGIONS

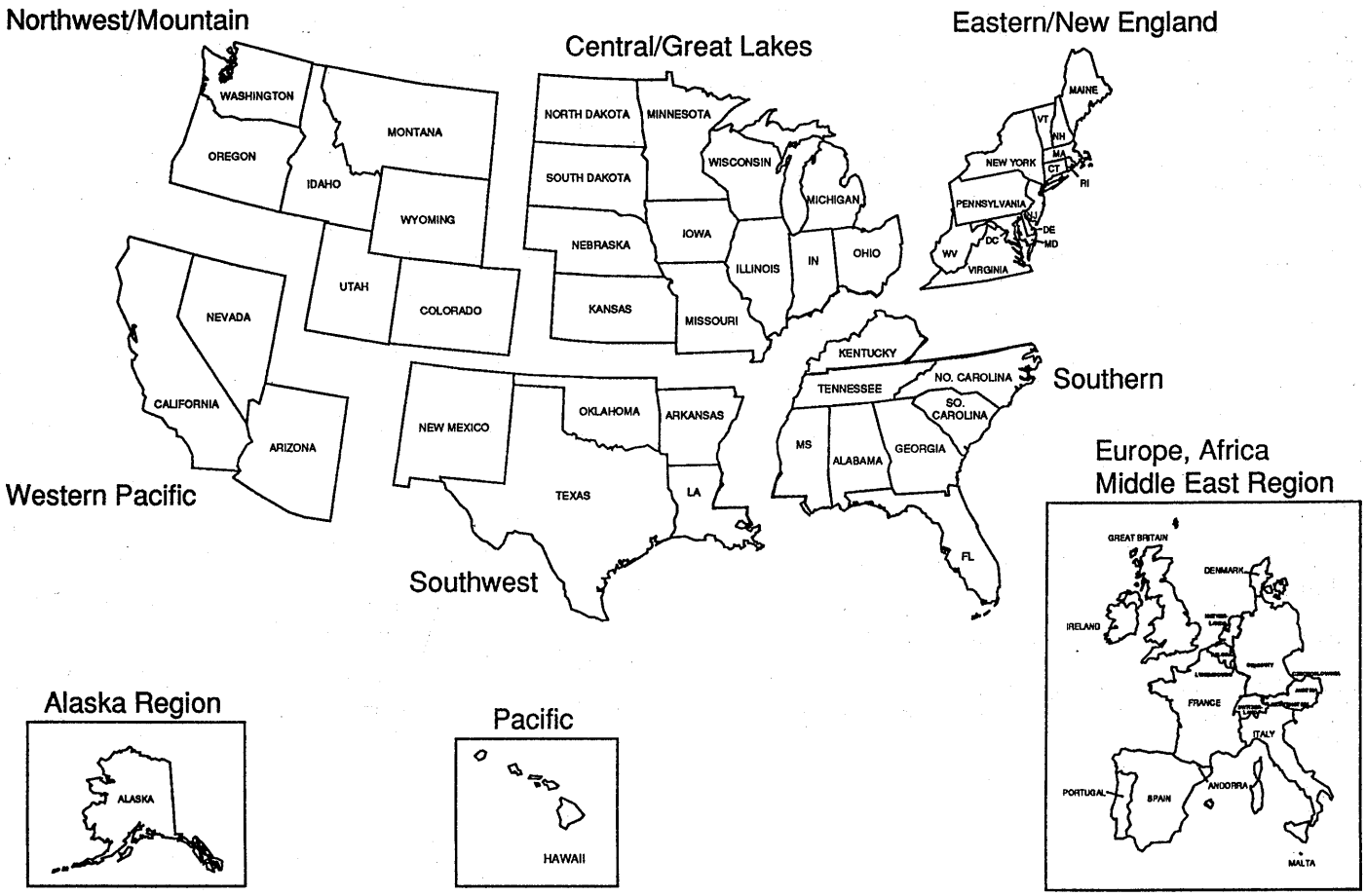


Figure 2–1. FAA and DARR locations with corresponding representatives

Alaskan	FAA Alaskan Region ATTN: AAL 590 (DARR) 222 W. 7th Ave, #14 Anchorage, AK 99513–7587
COMM: FAX:	(907) 271–5366 (907) 276–3998
Central & Great Lakes	FAA Central Region ATTN: DARR/FAA 601 East 12th Street Kansas City, MO 64106–9998
COMM: FAX:	(816) 426–5576 (816) 426–2798
Eastern & New England	DARR, FAA/New England Region 12 New England Executive Park Burlington, MA 01803–0510
COMM: FAX:	(617) 270–2462 (617) 273–7269
Northwest Mountain	DARR Northwest Mountain Region 1601 Lind Avenue, SW (ANM–902) Renton, WA 98055–4056
COMM: FAX:	(206) 227–2952/55 (206) 431–2071
Southern	DARR FAA Southern Region (ASO–902) PO Box 20636 Atlanta, GA 30320
COMM: FAX:	(404) 763–7245/46 (404) 763–7353
Southwest	DARR Southwest Region Federal Aviation Administration Fort Worth, TX 76193–0902
COMM: FAX:	(817) 624–5902 (817) 624–5031
Western Pacific	DARR FAA Western Pacific Region PO Box 92007 (AWP–920) Worldway Postal Center Los Angeles, CA 90009
COMM: FAX:	(213) 297–1163 (213) 643–8724/9154
Pacific	Commander, EUSA ATTN: EACJ–EA–ATC APO SF 96301–0009

Figure 2–1. FAA and DARR locations with corresponding representatives—Continued

Chapter 3
Prevention of Foreign Object Damage to Aircraft

3–1. Foreign object damage

FOD is damage to, or malfunction of, an aircraft. This damage is caused by an object that is alien to an area or system. This damage can be ingested by, or lodged in, a mechanism of an aircraft. FOD may cause material damage or it may cause a system or equipment to be unusable, unsafe, or less efficient, as in the case of fuel contamination. Some examples of FOD are ingestion of loose hardware or grass by an engine, flight controls jammed by hardware or tools, tires cut, or propellers or tail rotors damaged by debris on the ramp or taxiway.

3–2. FOD prevention program

a. The objectives of an FOD prevention program are to find and correct potential hazards and to eliminate the causes of FOD. Training, designing, investigating, disciplining, and motivating are the key factors of a sound program and provide a better understanding of FOD causes and costs. All unit personnel will take an active role in FOD prevention. An effective FOD prevention program can enhance combat readiness by saving material, manpower, and money. Therefore, FOD prevention must be an essential part of each unit's aviation accident prevention program.

b. The unit FOD prevention program will be in writing and all unit personnel will be familiar with its contents. A sample FOD prevention SOP is at appendix D. Each unit's SOP should be developed and adapted to meet local needs.

c. A unit FOD control checklist should be developed for use by FOD prevention officers, NCOs, and unit personnel.

3–3. FOD prevention management

a. MACOMs will establish and manage the FOD Prevention Program within their command. MACOMs—

(1) Appoint FOD monitors for the command.

(2) Direct all subordinate commands and units to develop a tailored FOD Prevention Program.

(3) Evaluate FOD trends in order to develop corrective measures.

(4) Review accident reports for FOD causes and develop preventive measures.

(5) Establish an active FOD Exchange-of-Information Program with other MACOMs and subordinate commands.

(6) Ensure that FOD prevention is an area of interest during all visits by maintenance and safety survey teams.

(7) Ensure that FOD prevention is stressed within the command and personnel are adequately trained at the operating unit level.

b. Unit commanders will establish an FOD prevention program tailored to the needs of the unit. Commanders—

(1) Appoint an FOD prevention officer or NCO to implement the unit FOD prevention program. This may be an additional duty for any unit officer or NCO other than the ASO.

(2) Appoint FOD prevention NCOs to assist the FOD prevention officer.

(3) Ensure FOD prevention is an integral part of the unit safety program.

(4) Ensure FOD prevention is discussed and FOD accidents are reviewed at all unit safety meetings.

(5) Ensure all unit personnel are made aware of their responsibilities for FOD prevention.

c. The FOD prevention officer—

(1) Administers and monitors the unit FOD prevention program.

(2) Delegates specific areas of responsibility (such as a hangar) to appropriate unit personnel.

(3) Conducts frequent surveys and inspections of all unit areas to ensure the FOD prevention program is viable and working.

(4) Is a member of the Unit Aviation Safety Council.

d. The FOD prevention NCO—

(1) Assists the FOD prevention officer as directed (if possible, this individual will be from the unit aircraft maintenance section).

(2) Is a member of the EASC.

(3) Checks each FOD deposit container, minimum of weekly.

e. All unit personnel—

(1) Take an active role in FOD prevention.

(2) Perform all maintenance tasks according to prescribed technical data.

(3) Use the "clean as you go" approach to maintenance; and Make a thorough check of the area after each task is completed.

(4) Ensure all aircraft openings, ports, lines, holes, ducts, and so forth are properly protected to keep foreign objects from accidentally entering.

(5) Ensure all tools, hardware, and other equipment are properly accounted for at the end of each maintenance operation. Tools should be marked for ease of accountability.

(6) Inspect all equipment prior to use to ensure it will not cause damage. (Care must be used when installing any piece of test equipment.)

(7) Check engine inlet screens for loose, trapped, or broken objects which may produce FOD.

(8) Report FOD and potential FOD immediately to the first-line supervisor.

(9) Place in the proper container, all residue and objects which may produce FOD.

3–4. FOD investigation and reporting

a. Should damage actually result, FOD hazards are reported through the OHR system or accident investigation system.

b. Each case of damage caused by FOD will be investigated to determine the cause. Damage will be reported according to AR 385–40.

c. MACOMs may direct that other types of FOD be reported.

3–5. FOD prevention suggestions and publicity

All personnel are encouraged to recommend new ways to prevent FOD. Suggestions should be sent to the Commander, USASC, ATTN: CSSC–SA, Fort Rucker, AL 36362–5363. Publicity material, promoting FOD control within the unit, may be obtained by writing to the Commander, USASC, ATTN: CSSC–M, Fort Rucker, AL 36362–5363.

Appendix A
References

Section I
Required publications

AR 95–1
Army Aviation: Flight Regulations. (Cited in para 1–6.)

AR 95–3
Aviation: General Provisions, Training, Standardization, and Resource Management. (Cited in para 2–2c(1).)

AR 385–10
Army Safety Program. (Cited in paras 1–1, 1–4, and 2–3.)

AR 385–40
Accident Reporting and Records. (Cited in paras 2–3 and 3–3.)

AR 672–74
Army Accident Prevention Awards Program. (Cited in para 1–6.)

FM 1–301
Aeromedical Training for Flight Personnel. (Cited in paras 1–6d(2) and 1–6f(8).)

Section II
Related publications

A related publication is merely a source of additional information. The user does not have to read it to understand this regulation.

AR 25–400–2
The Modern Army Recordkeeping System (MARKS)

AR 40–8
Temporary Flying Restrictions Due to Exogenous Factors

AR 95–2
Air Traffic Control, Airspace, Airfields, Flight Activities, and Navigational Aids

AR 95–20
Contractor's Flight Operations

AR 95–70
U.S. Army Aviation Planning Manual

AR 350–15
Army Physical Fitness Program

AR 360–5
Army Public Affairs, Public Information

AR 385–30
Safety Color Code Markings and Signs

AR 385–95
Army Aviation Accident Prevention

AR 420–90
Fire Protection

AR 500–1
Aircraft Piracy Emergencies

AR 500–2
Search and Rescue (SAR) Operations

AR 500–3
Army Survival, Recovery, and Reconstruction System (ASRRS)

AR 500–4
Military Assistance to Safety and Traffic (MAST)

DA Pam 108–1
Index of Army Motion Pictures and Related Audiovisual Aids

DA Pam 738–750
The Army Maintenance Management System (TAMMS)

DA Pam 738–751
Functional Users Manual for the Army Maintenance Management System-Aviation (TAMMS–A)

FAR Part 91
General Operating and Flight Rules Air Shipment

FM 1–100
Combat Aviation Operations

FM 1–104
Forward Arming and Refueling Points

FM 1–200
Air Traffic Control Facility Operations and Training

FM 1–202
Environmental Flight

FM 1–300
Flight Operations and Airfield Management

FM 1–302
Aviation Life Support Equipment (ALSE) for Army Aviators

FM 1–400
Aviator's Handbook

FM 1–508–1
Maintaining Aviation Life Support Equipment (ALSE)

FM 10–68
Aircraft Refueling

FM 43–0002–3
Maintenance Expenditure Limits for Army Aircraft

TB MED 501
Occupational and Environmental Health: Hearing Conservation

29 CFR 1910
OSHA Standards

TC 1–210
Aircrew Training Manual: Commander's Guide

TM 38–250
Preparing Hazardous Materials for Military Air Shipments

TM 55–1500–328–25
Aeronautical Equipment Maintenance Management Policies and Procedures

Section III
Prescribed Form

DA Form 2696–R
Operational Hazard Report. (Prescribed in para 2–2.)

Section IV
Referenced Forms

DA Form 4186
Medical Recommendation for Flying Duty

DA Form 4755
Employee Report of Alleged Unsafe or Unhealthful Working Conditions

Appendix B
Instructions for Completing DA Form 2696–R (Operational Hazard Report)

B–1. Completing the form

DA Form 2696–R will be prepared in triplicate and may be typed or handwritten using a ballpoint pen. All copies must be legible.

a. Item 1. Provide the address of the appropriate Aviation Safety Officer (ASO) within your chain of command.

b. Item 2. (This information is OPTIONAL, unless the originator desires a corrective action response.) Provide the return military address of the originator (person submitting this form).

c. Items 3 through 9. Check all applicable blocks and complete the required information on the hazard being reported.

d. Item 10. Fully describe the conditions and circumstances of the hazard and evaluate the risk this hazard presented.

e. Item 11. The appropriate ASO will conduct the investigation. Include information on the Items below:

(1) Results of the examination and analysis of the conditions and circumstances.

(2) The reasons why the hazard occurred or was allowed to exist.

(3) Recommendations for eliminating, correcting, or controlling the risk.

f. Item 12. To be completed by the responsible commander who will correct or control the risk. The Commander's signature is required.

g. Item 13. To be completed by the ASO investigating the hazard.

B–2. Processing the form

Hazards observed in flight will be reported to the nearest radio contact point and informed that an OHR is being submitted. A followup report, using DA Form 2696–R, will be completed after landing. Reports of near midair collisions will be filed as dictated in Paragraph 2–3 of this regulation. When a hazard is observed and cannot be submitted to the unit or installation where the service member is located, send the report to the home installation.

Appendix C
Commander's Guide to Aviation Accident Prevention

Section I
Introduction

C–1. This appendix contains an accident prevention program plan, a sample list of labels for safety files (figure C–1), and a consolidation of functions guide (figure C–2), provided for the commander's use. These guides are by no means all-inclusive or restrictive.

C–2. This appendix will ease the commander's and safety officer's administrative burden when they find themselves needing guidance in establishing an accident prevention program.

C–3. Commanders must modify this program to suit their operation or mission requirements. Specific accident prevention programs will be adapted accordingly.

Section II
Accident Prevention Program Plan

C–4. Aircraft Accident Prevention Survey

a. As a minimum, company level units and above will conduct an AAPS semiannually. An independent survey officer will be appointed to assist the ASO in conducting the survey. The survey will not be conducted in two consecutive periods by the same independent survey officer.

b. Individuals assigned the task of the AAPS will be thoroughly familiar with staff procedures. They will have reviewed previous survey records prior to conducting their survey.

c. Survey results will be immediately reported to the commander.

d. The Aviation Safety Council (ASC) will convene to discuss information obtained from the AAPS. The ASC—

(1) Prepares a list of hazardous conditions upon which immediate action is required. Priorities will be established for correction.

(2) Prepares minutes covering the meeting. The minutes will be prepared and distributed within 5 working days after the meeting is adjourned.

e. A followup check will be made 30 days after the survey has been completed to ensure all recommendations have been implemented.

f. The most current edition of the USASC publication "Guide to Aviation Resources Management for Aircraft Accident Prevention" should be used in conducting the AAPS.

C–5. Aviation Hazard Analysis and Risk Assessment

a. The procedures identified in AR 385–10 will be utilized for hazard analysis and risk assessment.

b. Each mission and function will be analyzed to identify and control potential hazards in aviation systems, facilities, and operations.

C–6. Unit Aviation Safety Council

a. Membership of the UASC consists of the following:

(1) Commander (chairperson).
(2) Aviation safety officer (recorder).
(3) Operations officer.
(4) Aviation maintenance officer.
(5) Instructor pilot.
(6) First sergeant.
(7) ALSE officer/NCO.
(8) Flight surgeon.
(9) Aviation safety NCO.
(10) FOD officer.

b. An Enlisted Aviation Safety Council (EASC) will also be formed. The EASC will convene within 1 week prior to the scheduled UASC. Each section/platoon engaged in aviation activities will have a representative to serve as a member on the EASC.

c. The UASC will, as a minimum, convene quarterly for all Active Army, USAR, and ARNG units with aviation assets.

d. J–, L–, M–series TOE units will consolidate UASC functions at battalion/squadron.

C–7. Operations

All unit operations will include, as a minimum, the following:

a. Mission planning based upon the operational plan to include the subjects listed below.

(1) Weather.
(2) Terrain and terrain flight operations, including wire strike prevention. Special guidance will be issued.
(3) Area of operation.
(4) Instrument flight procedures.
(5) Passenger and troop carrier procedures.
(6) ALSE requirements.
(7) Resupply and cargo operations.
(8) Night operations (including the use of night vision devices (NVD)).
(9) Tactical field operations.
(10) Crew rest based upon the mission and according to unit written policy.
(11) Risk assessment.
(12) Command and control with ground commander.
(13) Laser and other directed energy hazards.
(14) NBC operations.
(15) Extreme environment (arctic or jungle) requiring special considerations; such as blowing snow, blowing sand, and so forth.
(16) SO Forces missions and unique missions.

b. Mission scheduling to consider the best means of accomplishing the task while keeping safety of paramount importance.

(1) The training needs of each unit member will be considered to develop proficiency for combat readiness. The best possible crew selection mix between skill and experience levels will be assigned each mission.

(2) The operations officer will strive to ensure those units requesting aviation support understand the capabilities and limitations of the crew and aircraft assigned a given mission.

c. Availability of assigned aircraft will be provided by the AMO. The AMO will ensure the assigned aircraft are properly equipped or configured to allow an adequate margin of safety for performance of the mission.

C–8. Training

a. The unit Standardization Pilot (SP) will administer the aviation training program. The guidance and direction contained in AR 95–3, appropriate ATMs, DOD flight publications, and FMs will be used.

b. When new mission, type, and design aircraft are assigned, a detailed review will be conducted of the training program. Appropriate revisions will be completed prior to initial training. Qualification training will be limited to only those individuals requiring the training to accomplish the unit mission.

c. All aviation personnel will receive training covering the effects of climate and terrain in this area of operation as well as potential deployment areas. An initial briefing covering local weather phenomena will be given to each aircrewmember within 15 working days from assignment. This initial briefing will be given prior to the aviator's first flight with the unit. Collective unit briefings will be conducted in the spring and fall. FM 1–100 and FM 1–202 will be used as guidance.

d. Prior to an aviator's first flight with the unit, the unit operations officer and SP or IP will ensure that the aviator's flight knowledge is adequate. Special consideration will be given to this region's terrain features and weather. As a minimum, the following areas will be covered:

(1) Terrain flight operations; special attention to the wire hazards locations. Wire strike prevention techniques will be stressed.

(2) Aircraft on airfield protection from storms (hangaring procedures, sheltering of aircraft, and mooring or tiedown procedures, and so forth).

(3) Instrument flight procedures peculiar to this area of operations. Each aviator will be made aware of the reference books containing preferred routing.

(4) Passenger and troop transport operations.

(5) Resupply and cargo operations.

(6) Night operations.

(7) Crash rescue.

(8) FOD prevention will be conducted according to AR 385–95, chapter 3.

(9) Post accident aviator tasks.

(10) Aircraft maintenance or pre-flight.

(11) Tactical field operations.

(12) Crew endurance scheduling policy.

(13) Parachute operations. (Parachute operations from aircraft not assigned to a unit with that mission are prohibited.)

(14) Rappelling operations. (Rappelling operations from aircraft not assigned to a unit with that mission are prohibited.)

(15) Hoist operations will conform to the unit's special operations SOP. The guidance contained in TC 1–201, chapter 9, will be followed.

(16) Formation flying.

(17) Night vision systems (devices) operations.

(18) Aviation life support equipment.

(19) Air transportation of hazardous materials.

e. Survival training will include specific guidance concerning the geography, climate, terrain, use of survival equipment, and possible sources of assistance for not only this unit's home station but also for contingency sites.

f. Unit safety meeting will be conducted the first Wednesday of each month. The ASO will distribute the agenda and task instructors 2 weeks prior to the scheduled meeting.

g. Should it be required, professional safety training will be requested from the U.S. Army Safety Center. A list of courses is contained in the DA Circular 385–series.

C–9. Unit records covering projected and actual flying hours, safety surveys, safety council meetings, and safety training will be maintained according to AR 25–400–2 (for J– L– M–series TOEs). (This requirement may be consolidated at the battalion or squadron level.).

C–10. Operational hazards will be reported via the OHR Program as outlined in AR 385–95, chapter 2. Flight violations will also be reported.

C–11. Maintenance and material

The following will be observed:

a. All aircraft inspections, maintenance, and repair will be conducted according to the appropriate TM.

b. All applicable technical and safety directives will be complied with immediately upon receipt.

c. All recordkeeping will be according to the appropriate The Army Maintenance Management System (TAMMS).

d. Personnel will constantly be made aware of the importance of observing proper safety practices and concepts.

e. Any discrepancy or deficiency noted will be properly reported through DRs and EIRs.

C–12. Every Army aviation accident or hazard involving this unit will be thoroughly investigated and reported according to AR 385–40 and DA Pam 385–95.

C–13. The awards and decorations officer will ensure qualified and deserving individuals are recognized for their efforts in preventing accidents. AR 672–74 and AR 385–10 will be used as guidance.

C–14. The ASO will assemble and maintain a safety reference library. At a minimum, the reference library will contain the required publications listed in AR 385–95, appendix A.

C–15. This unit's pre-accident plan is as follows:

a. General. The operations officer is responsible for the establishment, implementation, and accomplishment of the accident plan. That plan will ensure the following:

(1) Coordination between all personnel.

(2) Familiarization of all unit personnel with the crash alarm system and the provisions of AR 420–90, AR 385–40, and AR 385–95.

(3) Regular (minimum monthly) tests of the plan.

(4) Air Crash Search and Rescue (ACSR) or local crash grid maps and crash grid overlays are distributed and maintained by each activity listed on the primary and secondary crash alarm systems and in all medical ambulances.

(5) DA Pam 385–95, AR 420–90, and FM 1–300 are used as guidance.

(6) Units operating as a tenant activity on a non-Army or joint use airfield will ensure plans are developed and coordinated to fulfill all Army requirements, to include those not provided by the host activity.

b. Primary crash alarm system

(1) Flight operations are as follows:

(a) If informed of a crash, activate the primary crash alarm system and notify all parties in the primary system.

(b) Activate the secondary alarm system by informing all parties in the system and specifying an assembly point.

(c) Control, direct, coordinate, and dispatch personnel, aircraft, equipment, and convoys to locate or to service crash scene.

(d) Establish and control an adequate crash PASS SYSTEM.

(e) Monitor requests from the crash area for special or additional assistance or equipment.

(f) Serve as the control center for the general direction of post-accident activities.

(2) The air traffic control tower—

(a) Keeps a current ACSR, grid map, or overlay conspicuously posted to ensure that all tower personnel are familiar with the map.

(b) Activates the primary alarm system, and reports when a crash or flight emergency is observed from the tower or is reported by radio.

(c) Radios crash location data to firefighting and rescue crews.

(d) Alerts all traffic to the emergency and grants traffic priority to rescue and search aircraft.

(e) Closes field to air and ground traffic if necessary.

(3) The fire station—

(a) Responds immediately to the alarm.

(b) Conducts rescue and fire suppression as necessary.

(c) Supervises crash area until fire is under control, if applicable, or until area is safe for entry by authorized personnel.

(d) Requests additional firefighting equipment when necessary because of location or nature.

(e) Maintains trained and equipped crash-rescue crew on alert during all flying operations.

(f) Trains all personnel appropriately.

(4) The ambulance station—

(a) Dispatches medical personnel to the crash scene via ambulance or helicopter, whichever permits earliest arrival and evacuation of injured.

(b) Periodically trains all medical personnel who may be assigned crash or rescue duties.

(c) Informs ambulance crews of best routes to reach each general area shown on ACSR, grid map, or overlay sections.

(d) Requests additional ambulance and medical assistance when necessary because of crash location or nature.

(e) Supervises removal and transportation of injured and provides emergency treatment.

(5) The helicopter ambulance crew—

(a) Maintains helicopter ambulance for immediate departure to locate crash.

(b) Rescues personnel from crash and evacuates casualties to the designated medical facility.

(c) Radios preliminary report of crash scene to tower or controlling agency to aid ground rescue operation.

(d) Provides transportation for medical personnel, crash crews, and medical supplies as directed by the flight surgeon.

(6) The special crash rescue crew—

(a) Dispatches rescue team when required.

(b) Radios preliminary report of crash circumstances to the tower.

(c) Rescues and transports injured persons to specific transfer point where faster transportation to hospital is available. (Note: A specially equipped and trained rescue team may be required to meet search and rescue needs under unusual geographic conditions.)

c. Secondary crash alarm system.

(1) The airfield or post fire department—

(a) Dispatches equipment necessary to support crash fire station.

(b) Where crash location or nature indicates need for outside fire extinguishment services, makes request directly to appropriate fire departments.

(c) Determines the off-post fire stations most proximate to each grid map area, and posts telephone numbers on the crash grid map.

(d) Supervises the crash site until fire is under control.

(e) Directs crash crew training.

(f) Advises flight operations when dangerous or hazardous cargo warrants presence of specialist (such as ordnance officer and chemical officer).

(2) The flight surgeon or his assistant—

(a) Dispatches medical personnel to accident with crash crews, as directed by flight operations.

(b) Alerts hospital emergency room of crash and prepares medical personnel, facilities, and equipment for accident victims.

(c) Supervises and plans periodic training of all medical personnel who may be assigned crash rescue duty.

(d) Determines off-airfield medical and ambulance facilities closest to each grid map area, and posts telephone numbers on the gird map.

(e) Serves on the investigation board, assists in determining causes of accident and injuries, and assists in the selection of accident prevention measures.

(3) The provost marshal—

(a) Dispatches security personnel guards to assembly points as needed to provide adequate security and order at the crash scene and to prevent pilferage of wreckage until relieved by military guards. Inform MPs that cooperation with civil authorities should be according to The Posse Comitatus Act, section 1385, title 18, United States Code (18 USC 1385) or the Status of Forces Agreement (SOFA) and the treatment of the crash scene should be according to AR 360–5.

(b) Trains security personnel on specific duties at aircraft accident scenes. This includes restraint of spectators, crash pass requirements, handling of wreckage, security of classified materials, and safeguarding Government property.

(c) Escorts crash convoys to accident scene.

(d) Ensures that all security control patrols know best routes to all general areas within ACSR or grid map or overlay sections.

(e) Determines off-post police departments closest to each grid map area, and posts telephone numbers (and radio control data) on the grid map.

(f) Obtains and supervises nonmilitary guards when there are insufficient security personnel or other military personnel available to guard the accident area.

(g) Provides radio communications with Military Police (MP) vehicles when necessary.

(4) The AMO—

(a) Ensures qualified personnel are available to assist accident investigation board at accident site.

(b) Provides the board with an estimated cost-of-damage (ECOD) (TB 43–0002–3) to assist in determining accident classification.

(c) Helps the board to recover and identify wreckage and determines the operating conditions of various parts.

(d) Provides maintenance history of wrecked aircraft.

(e) Helps board to reconstruct aircraft from wrecked parts.

(5) The ASO—

(a) Is thoroughly familiar with AR 385–40 and DA Pam 385–95.

(b) Identifies an alternate ASO.

(c) Reviews this plan and ensures that participating agencies test it at least once a month.

(d) Goes to the scene of an aircraft accident.

(e) Classifies the accident based on ECOD from the AMO and injury cost and classification estimates from the medical activity.

(f) Takes charge of the accident site until the accident investigation board arrives. Additional details related to these duties are contained in DA Pam 385–95 (chap 3) and AR 385–40, paragraph 3–4.

(g) Keeps the ASO in next higher chain of command informed.

(h) Makes certain that a Preliminary Report of Aircraft Mishap (PRAM) has been sent and that the message is correct.

(i) Acts as an advisor to the investigation board and assist its members as necessary.

(j) Reviews aircraft accident reports for the commander before they are forwarded to the reviewing authority, giving particular attention to cause determination and preventive measures.

(6) The motor officer provides ground transportation necessary to transport authorized personnel and equipment to and from the accident scene.

(7) The Army Communications Command element—

(a) Dispatches photographs to assembly point to report directly to the board president. Additional guidance is in DA Pam 385–95.

(b) Provides and maintains communications facilities to implement this plan.

(c) Provides multiple telephone hookup system for secondary alarm circuit so that all numbers are called at the same time.

(d) Tests multiple telephone hookup at least quarterly.

(8) The public affairs officer—

(a) Dispatches personnel to accident scene to handle news release.

(b) Maintains liaison with local news services.

(c) Helps investigators to identify witnesses and solicits the return of wreckage pieces which may have been removed without authorization.

(9) The staff adjutant general—

(a) Alerts commander to accident details.

(b) Contacts chaplain when necessary.

(c) Contacts claims officer when necessary.

(d) Prepares and transmits casualty report.

(e) Designates the staff duty officer responsible for these duties during nonduty hours and ensures contact at (phone number).

(f) Dispatches specialists (chemical or ordnance) when crashed aircraft was transporting dangerous or hazardous cargo requiring special handling.

(10) The facility engineer—

(a) Details a qualified draftsman, equipped to diagram wreckage pattern and accident scene, to the assembly point.

(b) Provides, upon request from aircraft accident investigation board, personnel and equipment to clear land, move earth, or perform other engineering functions relating to accident investigation.

(11) The aircraft accident investigation board members should—

(a) Be notified of crashes by board president or ASO.

(b) On notice, report to specified assembly point.

(c) Take charge of accident site and initiate investigation upon arrival at crash scene after rescue and fire suppression tasks are completed.

(d) Conduct the investigation and send the report of the investigation as prescribed by AR 385–40.

(12) The airfield weather officer—

(a) Takes and issues local weather observation.

(b) Determines if additional weather information will be required for investigation purposes. Analysis of the weather conditions occurring at the time and place of the accident is essential to the accident investigation. The weather unit must be properly advised of an aircraft accident or emergency to ensure the best possible weather con-

ditions can be determined at that time.

(13) The aviation officer should—

(a) Not be on the secondary alarm system, but will be informed promptly after the secondary alarm system is implemented.

(b) Go to the accident scene when appropriate.

(c) Arrange for appointment of a board if the organization that has the accident does not have appointing authority.

15–1a STAN COMMITTEE FILES (89)
COFF 31 Dec 89, PIF Jan 90, DEST 1 Jan 91

385–10i SAFETY SURVEY FILES (89)
COFF 31 Dec 89, TRF RHA Jan 90, DEST Jan 93
(DUMMY)

385–10i SAFETY SURVEY (AAPS) 1ST SEMI–A PERIOD (89)

385–10i SAFETY SURVEY (AAPS) 2D SEMI–A PERIOD (89)

385–10B SAFETY HAZARD FILES (89)
COFF 31 Dec 89, TRF RHA Jan 90, DEST Jan 93
(DUMMY)

385–10b MONTHLY FOD CHECKS (89)

385–10b OHR SUSPENSE (89)

385–10b OHR COMPLETED (89)

385–10b HAZARD INVENTORY LOG (89)

385–10b ACCIDENT PREVENTION WORKSHEET (89)

385–10b POL PRODUCTS SAFETY CHECKS (89)

385–10f PRAMS (89)
COFF 31 Dec 89, TRF RHA Jan 90, DEST Jan 91

385–10c SAFETY AWARENESS FILES (89)
COFF 31 Dec 89, TRF RHA Jan 90, DEST Jan 91
(DUMMY)

385–10c AVIATOR SAFETY MEETINGS (89)

385–10c MAINTENANCE SAFETY MEETINGS (89)

385–10C GROUND SAFETY MEETINGS (89)

385–10C FOD CONTROL AWARENESS MEETINGS (89)

385–10c SAFETY AWARENESS SPT MATERIAL (89)

385–95b AVN SAFETY COUNCIL FILES (89)
COFF 31 Dec 89, PIF Jan 90, DEST Jan 91
(DUMMY)

385–95b SAFETY COUNCIL ORDERS (89)

385–95b SAFETY COUNCIL MINUTES (ASC) (89)

385–95b SAFETY COUNCIL MINUTES (UASC) UNIT X (89)

385–95b SAFETY COUNCIL MINUTES (EASC) UNIT X (89)

385–95b SAFETY COUNCIL MINUTES (UASC) UNIT Y (89)

C–1. Sample Safety Files Labels (Verify by checking AR 25–400–2)

385–40a ACCIDENT EXPERIENCE (89)
FILES, COFF 31 Dec 89, TRF RHA Jan 90, DEST Jan 94

385–40b ACCIDENT AND INCIDENT (89)
FILES COFF 31 Dec 89, TRF RHA Jan 90, DEST Jan 94

385–95a AVN SAFETY (89)
STATISTICS FILES COFF 31 Dec 89, TRF RHA Jan 90, DEST Jan 91

385–95c AVN RELATED ACCIDENTS & INCIDENTS (89)
COFF 31 Dec 89, TRF RHA Jan 90, Dest Jan 95

385–95b SAFETY COUNCIL MINUTES (EASC) UNIT Y (89)

640–3a ACCIDENT INVESTIGATOR (89)
CARD FILES COFF 31 Dec 89, TRF RHA Jan 90, DEST when no longer needed

672–74a SAFETY AWARDS (89)
COFF 31 Dec 89, TRF RHA Jan 90, DEST when no longer needed

95–3 FLIGHT SAFETY MESSAGES (89)
COFF 31 Dec 89, PIF Jan 90, DEST Jan 91

1. *Administration:*

a. *Forms and Records:* Battalion/squadron ASO maintains a master file. Company/troop ASO maintains individual copies; in this instance, safety meeting, rules.

b. *SOP:* Battalion write and publish with input from company ASOs. SOP should be adopted by company commanders via cover letter. Company commanders should be able to modify to fit their particular needs.

c. *Commander's Accident Prevention Plan:* Battalion write and companies adopt via cover memo.

d. *Aircraft Accident Prevention Surveys:* Battalion maintains the documentation. Company ASOs provide input and perform monthly inspections.

e. *Safety Councils:* An officer safety council can be held and documented at battalion level. The council should include all company commanders and ASOs. An enlisted safety council can be setup in the same manner.

f. *Safety Meetings:* Held at company level with officers and enlisted combined.

g. *OHR Program:* Consolidated at battalion with input from companies.

h. *PRAMs:* Consolidated at battalion. Unit ASO submits report to battalion/squadron ASO.

i. *Hearing Conservation Program:* Consolidated at battalion with input from companies.

j. *Safety Awards Program:* Documented and maintained at battalion with input from companies.

k. *Fire Prevention Program:* Documented at battalion. Fire Prevention surveys conducted at company level.

2. *Hangar and Work Area Surveys:* Documented and performed at company level. Records maintained at battalion.

3. *Flight Line Surveys:* Documented and performed at company level. Records maintained at battalion.

4. *Airfield/Heliport Surveys:* Documented and performed at level which controls the airfield; such as, brigade, battalion or squadron.

5. *Crash Rescue Survey:* Airfield responsibility to perform and document.

Figure C–2. Commander's consolidation of functions for J–, L–, and M–series TOE units guide

Appendix D
FOD Prevention Standing Operating Procedures

D–1. Unit FOD prevention meetings

The FOD control officer will chair the meeting and the ASO will attend. One representative from each flight section or detachment will attend. Either the maintenance officer or maintenance NCO will also attend the unit FOD prevention meetings. Results of the FOD prevention surveys and the unit FOD control status will be discussed at the end of each scheduled safety meeting.

D–2. Managing the FOD Program

a. All subordinate commands and units will develop a tailored FOD prevention program. The minimum requirements to be included in subordinate programs are—

(1) Evaluating FOD trends to find areas that need managing.

(2) Reviewing accident reports to determine types of FOD and prevention measures.

(3) Setting up an active FOD exchange-of-information program and providing pertinent information to parallel subordinate units.

(4) Ensuring that FOD prevention is made an area of interest during visits by maintenance or safety assistance teams.

(5) Making certain that FOD prevention is stressed within the unit and personnel are adequately trained at the operating unit level.

(6) Assigning specific areas of responsibility (such as a hangar, shop, parking area, runup area, wash rack, and ramp) to appropriate unit personnel. (Responsible individuals will conduct frequent inspections to ensure the unit FOD program is viable and working.)

(7) Related tasks for all personnel include the following:

(a) Performing maintenance tasks according to technical data.

(b) Making sure that aircraft openings, ports, lines, hoses, and ducts are properly plugged or capped to keep foreign objects from entering critical aircraft openings.

(c) Making sure that all tools, equipment, and hardware are accounted for at the end of each maintenance task.

(d) Using care when placing test equipment.

(e) Inspecting equipment before use to make sure it does not cause FOD.

(f) Checking engine inlet screens for loose or trapped objects and for broken wire before and after each installation.

(g) Reporting FOD and potential FOD that cannot be promptly corrected to immediate supervisor.

(h) Keeping all working areas clean and free of debris.

(i) Making a thorough check of the work area after each task is completed.

(j) Placing all hardware residue in containers and placing stands and equipment in their assigned storage areas.

(k) Keeping areas free of litter; and picking up litter when seen during task performance.

(l) In addition to duties, the use of magnetic or mechanic vacuum sweepers should be addressed (when available) for aircraft parking ramps, taxiways, runways, runup areas, and other areas vulnerable to FOD.

D–3. Duties

Specific duties in regard to the FOD prevention operating procedure are as follows:

a. The commander performs the following duties:

(1) Appoints an officer (other than the ASO or AMO), on orders, at unit level, to implement the FOD prevention program.

(2) Ensures units, sections, and detachments check their areas of responsibility at least once a day.

(3) Periodically inspects and supervises the FOD prevention program.

(4) Establishes an FOD reporting procedure to battalion level or higher and takes corrective action where FOD potentials and trends exist.

(5) Ensures all incoming personnel are briefed on their responsibility for FOD prevention.

(6) Ensures supported nonaviation personnel are briefed on the importance of FOD prevention.

(7) Provides adequate FOD containers throughout maintenance and flight line areas.

b. The ASO continuously monitors and surveys the command FOD prevention effort; and ensures all safety meetings address FOD prevention.

c. The AMO performs the following duties:

(1) Incorporates FOD prevention in all maintenance training.

(2) Ensures individual maintenance areas are cleaned at least once during the day; and recommends appropriate corrective measures where warranted by adverse conditions or trends, hazardous procedures, or other inadequacies of FOD prevention effort.

(3) Ensures the immediate area of an aircraft is cleaned after maintenance to ensure all debris (such as safety wire, paper, and rags) is picked up.

(4) Ensures supervisors complete the following practices at the end of each workday—

(a) Accounting for tools and inventory tool boxes after each maintenance operation.

(b) Turning in special tools.

(c) Caping all oil and fuel lines.

(d) Disposing of used cans of lubricants.

(e) Placing covers or caps over those items susceptible to FOD.

d. The FOD officer or NCO does the following:

(1) Checks parking ramps, taxiways, engine runup areas, and other maintenance and storage areas for cleanliness and condition of surface. (The records of these checks, listing deficiencies noted, and any corrective action taken, should be maintained for 1 year.)

(2) With the airfield operations officer, ensures active runways and taxi areas are checked for debris and surface conditions.

(3) Checks mechanical sweeping operation to make sure it is effective.

(4) Checks ramps of paved airfields or heliports to ensure foreign objects are not being carried onto the flight line by vehicles.

(5) Inspects pavement cracks and expansion joints for debris the mechanical sweeper has missed and advises the commander when cleaning by hand is needed.

(6) Advises when mechanical sweepers are not used.

(7) With the local facility engineer, ensures construction personnel are advised about FOD prevention when working in aircraft maintenance parking and operational areas.

(8) Checks for debris pickup.

(9) Ensures there are FOD containers in the area and they are periodically emptied. FOD containers on the flight line should be marked appropriately with HI-VIS tape, secured, and have a lid.

(10) Spot checks general housekeeping in work areas.

(11) Observes people at work on FOD prevention.

(12) Spot checks to see that open aircraft, engine, and fluid lines are secured with proper plugs or caps to prevent foreign objects from entering.

(13) Checks engine runup areas for cleanliness.

(14) Discusses the FOD program with supervisors.

(15) Observes personnel at work around aircraft with engines running for safe practices.

(16) Spot checks personnel during aircraft intake and exhaust inspections for proper clothing and loose personal items.

(17) Checks corrections from previous FOD accident reports.

(18) Reviews FOD reports for trends.

(19) Reviews unit FOD training programs, and provides help where needed.

(20) With flight operations, ensures crews are briefed on potential and actual crew-caused FOD.

(21) Checks for compliance with this SOP and local supporting plans on FOD.

Glossary

Section I
Abbreviations

AAPS
aircraft accident prevention survey

ACSR
Air Crash Search and Rescue

ALSE
aviation life support equipment

AMC
air mission commander

AMO
aviation maintenance officer

AOAP
Army oil analysis program

APART
annual proficiency and readiness test

AR
Army regulation

ASA (IL&E)
Assistant Secretary of the Army (Installations, Logistics, and Environment)

ASC
aviation safety council

ASO
aviation safety officer

ATC
air traffic control

ATM
aircrew training manual

AVSCOM
Aviation Systems Command

CP
copilot

DA
Department of the Army

DARR
Department of the Army Regional Representative

DASAF
Director of Army Safety

DOD
Department of Defense

DR
deficiency report

EASC
Enlisted Aviation Safety Council

ECOD
estimated cost of damage

EIR
equipment improvement report

FAA
Federal Aviation Administration

FAAH
Federal Aviation Administration handbook

FAR
Federal Aviation Regulation

FM
field manual

FOD
foreign object damage

FSDO
flight standards district office

FSS
Flight Service Station

FST
flight safety technician

GADO
General Aviation District Office

GFR
Government flight representative

HQDA
Headquarters, Department of the Army

IP
instructor pilot

MACOM
major Army command

MAST
military assistance to safety and traffic

MARKS
Modern Army Recordkeeping System

MEDDAC
medical department activity

MEDEVAC
medical evacuation

MP
military police

NATO
North Atlantic Treaty Organization

NAVAIDS
navigational aids

NCO
noncommissioned officer

NFPA
National Fire Protection Association

NG
National Guard

NMAC
near midair collision

NTSB
National Transportation Safety Board

NVD
night vision devices

OHR
operational hazard report

OSHA
Occupational Safety and Health Act/ Administration

PC/PIC
pilot in command

POL
petroleum, oils, and lubricants

PRAM
preliminary report of aircraft mishap

QC
quality control

RDTE
research, development, test, and evaluation

SAR
search and rescue

SIP/SP
standardization instructor pilot

SO
Special Operations

SOFA
Status of Forces Agreement

SOP
standing operating procedure

SP/SIP
standardization instructor pilot

STANAG
Standardization Agreement

TAMMS
The Army Maintenance Management System

TDA
table(s) of distribution and allowances

TM
technical manual

TOE
table(s) of organization and equipment

UASC
Unit Aviation Safety Council

USAR
U.S. Army Reserve

USASC
U.S. Army Safety Center

Section II
Terms

Aircrew training manual
An Army publication which contains training requirements for Army flight crewmembers and programs for qualification, refresher, mission, and continuation training in support of the aircrew training program.

Aviation Accident Prevention Program
Established procedures designed for commanders who control aviation assets which will safeguard and preserve human life and United States property.

Aviation life support equipment
Equipment designed to provide for the maximum functional capability of flying personnel appropriate for the mission, terrain overflown, and climatic conditions along the planned route of flight. In the event of a accident, the equipment provides a means to enhance safe and reliable escape, survival, and recovery in combat and emergency situations. Use of this equipment will be according to AR 95–3, FM 1–302, and FM 1–508–1.

Aviation safety officer
A rated commissioned, warrant officer, or Department of the Army civilian designated by the unit commander, in writing, for the exclusive purpose of promoting, teaching, and ensuring aviation safety within the unit. This officer should have no additional duties other than safety.

Commander
For this regulation, the term commander applies to the individual responsible for the personnel and equipment of a military unit or facility. In some cases, this may be the facility supervisor or manager.

Crew endurance
Also referred to as crew rest. A program designed by the unit commander and tailored to the unit mission as a guide for scheduling personnel for duties defined in AR 95–1, paragraph 1–19.

Flight safety technician
A Government employee (civil service) who is school-trained and qualified in the skills required to promote and ensure safety in all aspects of aviation unit operations.

Flight surgeon
A medical officer who has graduated from the U.S. Army Aeromedical Center Aviation Medicine Course. References to flight surgeons include USAAC trained aeromedical physicians' assistants.

Foreign object damage
Any damage to, or malfunction of, an aircraft caused by some alien material.

Instructor pilot
An aviator who conducts training and evaluation of pilots and unit trainers in designated aircraft and promotes safety among aviators. Training and evaluation include aircraft operation, qualification, unit employment, visual and instrument flight, and crew performance.

Instrument flight procedures.
Flight of the aircraft by sole reference to the flight instruments. This may be performed under actual instrument meteorological conditions or simulated through the use of a hood. Instrument flight rules govern the procedures.

Mission
Flight or series of flights (sorties), conducted to accomplish a specific task which is in support of the unit's approved mission statement. Each mission is assigned to a designated PC. Any change in PC constitutes a new mission. For MEDEVAC units conducting first-up and standby MEDEVAC service, the mission extends for the entire period of duty in which the PC has responsibility for coverage, regardless of the number of sorties flown.

Near midair collision
A near midair collision has occurred when, in the opinion of the PC, the safety of an airborne aircraft was jeopardized by the hazardous proximity of another airborne aircraft, not a member of the same flight.

Night operations
Flight techniques which occur between the period of sunset to sunrise. Because of reduced vision at night, require the aviator to use different cues to determine relative position and speed to include an increased reliance upon flight instruments. The use of night vision goggles or devices to enhance the gathering of light also requires different flight techniques than those used during daylight operations.

Safety council
A membership of selected personnel from the unit, designated in writing by the unit commander for the purpose of advising the commander on the status of safety within the unit and to recommend measures for improving safety.

Standardization instructor pilot
A qualified instructor pilot designated by the unit commander, in writing, to perform standardization duties.

Tactical field operations
a. Actual. An active theater or area of combat operations.
b. Simulated. An operational area established for training in which combat operations are simulated.

Terrain flight operations
Flight of the aircraft which is generally carried out above obstacles, but at an altitude where detection by threat forces is minimized or avoided. Flight modes include low level, contour, and nap-of-the-earth.

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OPERATIONAL HAZARD REPORT

For use of this form, see AR 385-95; the proponent agency is OCSA

Requirements Control Symbol - CSOCS-307

An operational hazard is any condition or act that affects or may affect the safety of Army aircraft or associated personnel and equipment.

1. **TO:** *(Include 9-Digit ZIP Code)*	2. **FROM:** *(Name and Address of Originator (Include 9-Digit ZIP Code))* ***(OPTIONAL - SEE INSTRUCTIONS)***
Aviation Safety Officer *(LCL Command)*	

3. Date and Time of Occurrence

a. YEAR	b. MONTH	c. DAY	d. TIME *(LCL)*	e. CHECK ONE
				☐ (1) Day ☐ (2) Night ☐ (3) Dawn ☐ (4) Dusk
f. USASC USE ONLY				

4. Location Where Hazard Occurred ***(Check all applicable items.)***

	a. In Flight		h. Airfield/Heliport		j. This hazard occurred on or near
	b. Airways		(1) Movement Area/Parking	(1)	AIRPORT/INSTALLATION
	c. Uncontrolled Airspace		(2) Hangar		
	(1) NOE		(3) Support Area	(2)	DISTANCE FROM N.M./DME
	(2) Low Level		i. Field Site		
	d. Terminal Control Area		j. Obstacle	(3)	DIRECTION FROM DEGREES MAG
	e. Traffic Pattern		(1) Trees		
	f. Control Zone		(2) Wires		
	g. On the Ground		(3) Building		

5. This Hazard Pertains to

	a. Procedures/Instructions		(1) Weather		(5) Ground Control		(d) USAF
	b. Policies/Regulations		(2) Refueling		(6) GCA		(e) Host Nation
	(1) Military		g. Communications		(7) ILS		k. Controller
	(2) FAA		h. Pilot Procedures/Tech.		(8) Tower		(1) Procedures
	c. Facilities		i. Near Midair Collision		(9) Radar Service		(2) Technique
	(1) Airport/Heliport		j. Air Traffic Control		(10) Publications/Flip		l. Other
	(2) NAV Aids		(1) Enroute		(11) Controlling Agency		m. Armament
	d. Maintenance		(2) Terminal Area		(a) FAA		n. Aviation Life Support Equipment
	e. Materiel		(3) APP Control		(b) Army		
	f. Services		(4) DEP Control		(c) Navy		o. Night vision devise

6. If this Hazard Occurred in Flight, Complete the Following (if additional aircraft are involved, attach supplemental sheet)

	Aircraft 1		Aircraft 2 *(Aircraft 2 is other aircraft, if applicable.)*	
a.	Mission		j. Mission	
b.	Design		k. Design	
c.	Series		l. Series	
d.	Serial Number		m. Serial Number	
e.	Service, MACOM		n. Service, MACOM	
f.	Point of Departure		fo Point of Departure	
g.	Destination		p. Destination	
h.	Flight Plan	CHECK ONE ☐ (1) IFR ☐ (2) VFR ☐ (3) DVFR ☐ (4) SVFR ☐ (5) None	q. Flight Plan	CHECK ONE ☐ (1) IFR ☐ (2) VFR ☐ (3) DVFR ☐ (4) SVFR ☐ (5) None
i.	Course/Heading in Degrees		r. Course/Heading in Degrees	

7. Meteorological Conditions				8. Cloud Proximity *(Check applicable blocks)*		
	a. Clear		g. Fog	ITEM	AIRCRAFT 1	AIRCRAFT 2
	b. Scattered		h. Haze	a. Above		
	c. Broken		i. Smoke	b. In/Out of Clouds		
	d. Overcast		j. Icing	c. Between Layers		
	e. Rain		k. Visibility (in miles)	d. Below		
	f. Snow			e. In Clouds		

9. For Single Aircraft Hazards, Complete item d. For Near Midair Collisions, Complate all Applicable Items.

a. What first directed your attention to Aircraft 2?		(5) Another Crewmember/Pax		(3) Same Altitude
	(1) Proximity Warning Device		(6) Radar Service	(4) Diverging
	(2) Conspicuity Markings		(7) Radio Contact	(5) Converging
	(3) Lighting	b. Proximity *(Ft.)*		(6) Aircraft Which Overtook the Other
	(a) NAV Lights	c. Other *(No. 2)* Aircraft Sighted at *(O'Clock Position)*		
	(b) Strobe Lights			(a) Aircraft 1
	(c) Rotating Beacon		(1) Above	(b) Aircraft 2
	(4) Aircraft Profile		(2) Below	

	d. AIRCRAFT 1				e. AIRCRAFT 2			
(1) Altitude MSL								
(2) Heading *(Degrees Mag)*								
(3) Airspeed *(Knots)*								
(4) Phase of Operation *(More than one may apply)* →	(a) Static	(b) Taxi			(a) Static	(b) Taxi		
	(c) Take Off	(d) Climb			(c) Take Off	(d) Climb		
	(e) Level	(f) Acrobatics			(e) Level	(f) Acrobatics		
	(g) Left Trn.	(h) Right Turn			(g) Left Turn	(h) Right Turn		
	(i) Descent	(j) Approach			(i) Descent	(j) Approach		
	(k) Landing	(l) Hover			(k) Landing	(l) Hover		

10. NARRATIVE *(Describe circumstances converning this hazard, indicate the causes and provide corrective recommendations. Attach additional sheet, if required.)*

11. INVESTIGATION AND RECOMMENDATIONS *(To be completed by Aviation Safety Officer. Attach additional sheet, if required.)*

12. ACTION TAKEN TO CORRECT THIS HAZARD *(To be completed by Commander. Attach additional sheet, if required.)*

13. Point of Contact for Further Information *(To be Completed by Aviation Safety Officer)*

a. NAME *(Last, First, MI)*	b. RANK	c. DUTY	d. MAILING ADDRESS *(Include ZIP Code)*

e. PHONE NOS. *(AV and Comm.)*	e. MACOM *(UIC)*	f. ORGN. *(UIC)*	f. ORGN. *(UIC)*

PIN: 052471–000