

Army Regulation 385–40

Safety

Accident Reporting and Records

**Headquarters
Department of the Army
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Unclassified

SUMMARY of CHANGE

AR 385-40

Accident Reporting and Records

This revision--

- o Updates DASAF responsibilities (chap 1).
- o Incorporates criteria from DODI 6055.7 (chap 2).
- o Includes a new Injury Cost Table (chap 2).
- o Deletes the requirement for DA Form 2398, Exposure Report, (chap 2).
- o Deletes the Report of Serious Accident (ROSA) (chap 3).
- o Deletes and replaces the Preliminary Report of Aircraft Mishap (PRAM) with more efficient notification procedures (chap 4).
- o Adds information about marine accidents (chap 7).
- o Updates chemical agent accident reporting (chap 8).
- o Expands explosives accident reporting (chap 9).
- o Incorporates AR 15-22, Nuclear Weapon Accident Investigation Board (CONUS), (chap 11).
- o Adds information about biological agent accident reporting (chap 12).
- o Adds DA Form 285-AB-R, the Abbreviated Ground Accident Report and DA Form 2397-AB-R, the Abbreviated Aviation Accident Report.
- o Adds DA Form 7305-R, Telephonic Notification of Aviation Accident/Incident.
- o Adds DA Form 7306-R, Telephonic Notification of Ground Accident.

Effective 1 December 1994

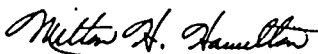
Safety

Accident Reporting and Records

By Order of the Secretary of the Army:

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General, United States Army
Chief of Staff

Official:


MILTON H. HAMILTON
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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 prescribes policy on accident reporting and recordkeeping procedures for the Army. It also implements Department of Defense Instructions 6055.7.

Applicability. This regulation applies to the Active Army, the Army National Guard, the

U.S. Army Reserve, and Army appropriated fund employees. This regulation is applicable during full mobilization.

Proponent and exception authority. The proponent for this regulation is the Director of Army Staff (OAS). The proponent has the authority to approve exceptions to this regulation that are consistent with controlling law and regulation. The OAS may delegate this approval authority, in writing, to a division chief under his/her supervision within the proponent agency who holds the grade of colonel or the civilian equivalent.

Army management control process. This regulation contains management control provisions in accordance with AR 11-2, but does not contain checklists for conducting management control reviews. Alternative management control reviews are used to accomplish assessment of management controls.

Supplementation. Supplementation of this regulation and establishment of command or local forms are prohibited without prior approval from the Army Safety Office,

DACS-SF, Chief of Staff, 200 Army Pentagon, Washington 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. Users of this regulation are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to Army Safety Office, DACS-SF, Chief of Staff, 200 Army Pentagon, Washington DC 20310-0200.

Distribution. Distribution of this publication is made in accordance with the requirements on DA Form 12-09- block number 2523, intended for command levels A, B, C, D, and E for the Active Army, the Army National Guard, and the U.S. Army Reserve.

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Chapter 1 Introduction

1-1. Purpose

This regulation provides policies and procedures and assigns responsibilities for initial notification, investigating, reporting, and submitting reports of Army accidents and incidents. For the purposes of this regulation, an Army accident is defined as an unplanned event, or series of events, that results in injury/illness to either Army or non-Army personnel, and/or damage to Army or non-Army property as a direct result of Army operations (caused by the Army). In addition, a recordable accident (over \$2,000 damage to Army property, or a workday lost by Army personnel), when there is no degree of fault by the Army (military or civilian), will be reported and recorded in ASMIS. This regulation also serves as the basis for the following:

a. Complying with the Occupational Safety and Health Act (OSHA) (Public Law 91-596), Executive Order 12196; 29 Code of Federal Regulations (CFR), Part 1960; and 10 CFR Part 20.

b. Identifying accident cause factors and system deficiencies and assessing manpower and monetary losses.

c. Developing and maintaining an Army Safety Management Information System (ASMIS) that will enable commanders, system managers, and safety and health personnel to develop accident prevention measures.

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))) will establish overall Army Safety and Occupational Health policy and provide the Designated Safety and Occupational Health Official for coordination of Army safety program actions with Office of the Secretary of Defense (OSD).

b. The Director of Army Safety (DASAF), Office of the Chief of Staff, U.S. Army (OCSA), will manage the Army Safety Program and establish operational policies and procedures for its execution. The DASAF will establish procedures for accident reporting and recording Armywide. The DASAF will determine which Class A and selected Class B accidents will be investigated by the U.S. Army Safety Center (USASC) under the Centralized Accident Investigation (CAI) concept.

c. The Commanding General (CG), USASC, will—

(1) Establish criteria for the reporting and quality control of Army accident data by MACOMs, installations, and HQDA elements.

(2) Establish and maintain the ASMIS. The CG, USASC, will ensure that the ASMIS is responsive and accessible to MACOM, installation, and HQDA requirements.

(3) Analyze accident cause factors, systemic origins, and trends. The CG, USASC will develop exportable procedures, criteria, and techniques for use of ASMIS and other data bases for use in accident analysis by MACOMs, installations, and HQDA agencies. The CG, USASC, will conduct Department of the Army (DA) analysis of accident data to identify accident cause factors and systemic origins and trends, and to provide results to appropriate commanders Armywide.

(4) Establish and develop Armywide procedures for development of accident prevention programs and provide assistance to MACOMs in establishing prevention programs within their respective areas.

(5) Maintain the Army Accident Recommendation Tracking System (RTS) for DA- and Department of Defense (DOD)-level actions.

d. Commanders of major Army commands (MACOMs) will—

(1) Ensure that accidents are investigated and analyzed to the

extent needed to identify cause factors and deficiencies and to develop countermeasures to prevent similar accidents. In order to accomplish this, commanders will establish procedures for investigation, reporting, and analysis of accidents within their area of responsibility.

(2) Establish procedures for determining accountability (para 1-6) for Army accidents occurring within their commands and for recording in the ASMIS.

(3) Establish internal procedures to safeguard the privileged nature of accident reports maintained under their control.

(4) Establish and maintain an accident RTS for recommendations within their assigned area of responsibility (see chap 5).

(5) Designate one individual as the Command Safety Data Manager and inform Commander, USASC, of this action and of subsequent changes. Command Safety Data Managers will—

(a) Have a thorough understanding of Army accident reporting and recordkeeping requirements of this regulation, 29 CFR Part 1960, and Federal Employee Compensation Act (FECA).

(b) Develop and maintain proficiency in the ASMIS Retrieval Processing System (ARPS) to acquire accident data needed to support command requirements.

(c) For requirements beyond the Command Safety Data Manager's ARPS capabilities, screen and approve all data requests for completeness, accuracy, and usefulness before forwarding to USASC.

(d) Develop and disseminate accident trends, summaries, analyses, and countermeasures to staff officials and subordinate activities.

(e) Advise USASC commander of accident, injury, and illness trends that may have Armywide impact.

(f) Attend training at USASC and other sources to maintain proficiency and train other command personnel in use of ARPS as needed.

(g) Respond to the needs of subordinate activities.

(h) Screen and monitor all command requests for additional ARPS passwords and user identification numbers. Command Safety Data Managers will also ensure compliance with accident data security requirements, and notify USASC, ATTN: CSSC-I, of passwords and user identification numbers that should be deleted due to job changes.

e. Commanders at all levels (installation-level down to company or detachment), and installation-level safety managers, will ensure that their accident investigation and reporting responsibilities are executed as specified in this regulation.

1-5. Policy

It is the policy of DA that effective prevention programs will be instituted Armywide to eliminate hazards and prevent recurrence of Army accidents. Thus, all Army accidents will be investigated, reported, and analyzed in accordance with the requirements of this regulation and DA Pam 385-40, Accident Investigation and Reporting. The primary purpose of investigating and reporting Army accidents is prevention.

1-6. Determining accountability for Army accidents

a. The purpose of accountability in this regulation is to address the most likely organization to initiate or recommend corrective actions. Commanders will establish procedures for determining accountability for accidents. Accountability should be determined by the findings and recommendations of accident investigation boards or by safety staff. (See para 2-11b for special cases.) Accidents normally will be charged in this order of precedence:

(1) The unit or element having operational control of the equipment or facility.

(2) The unit having operational control of the most responsible person(nel).

(3) The unit or element to which the injured person(s) is (are) assigned.

b. Exceptions to the above include, but are not limited to, the following:

(1) An Army accident caused solely by design-induced failure or malfunction will be recorded as a "materiel" accident and will be

charged to a special Headquarters, Department of the Army (HQDA) accident account. The unit experiencing the failure or malfunction is required to submit an equipment improvement report (EIR) or SF 368 Product Quality Deficiency Report (QDR).

Note. see para 2-2.

A copy of the EIR/SF 368 will be submitted with each accident report that identifies a material defect as a primary/contributing or secondary/noncontributing cause factor.

(2) An accident caused by solely environmental factors (for example, high winds, hail, lightning) not attributed to Army fault will be reported and recorded in ASMIS as an "environmental" accident. It will be charged to a special HQDA account unless the accident could have been avoided by command action. If the accident investigation board determines the accident could have been avoided by the commander taking preventive action, the accident will be charged to the activity having operational control of the equipment or the activity to which the persons involved in the accident are assigned.

c. If a conflict in determining accountability between MACOMs cannot be resolved within command channels, the commanders involved will submit a formal request for decision to the DASAF. The request will include a summary of circumstances, statements of involved commanders, and recommendations. These actions are separate from accident investigation requirements and will not restrict or impede the investigation and reporting process. The final determination for accountability will be made by the DASAF based on:

(1) Teardown and analysis results.

(2) Recommendations and analysis prepared by the accident investigation board.

(3) Analysis of the accident report.

(4) Analysis of the EIR/SF 368.

(5) Any combination of (1) through (4) above.

d. Accidents involving Army equipment loaned or leased by the Army to a non-Army organization for maintenance, repair, test, contract training, contract bailment, or experimental projects will not be charged to the Army if the non-Army organization that has operational control of the equipment has assumed the risk of loss (in writing).

e. A recordable accident (over \$2,000 damage, or a lost workday) caused by non-Army personnel, when there is no degree of fault by the Army (military or civilian), will be reported and recorded in ASMIS.

f. In the event of an accident that involves two or more DOD Components, each DOD Component shall report its own losses.

1-7. Categories of accident investigation reports

The Army has two categories of accident investigation reports, limited use reports, and general use reports. In addition, commanders may initiate a collateral investigation (see para 1-8) to obtain and preserve all available evidence for use in subsequent administrative or legal actions. However, this is an administrative investigation not governed by this regulation.

a. *Limited Use Safety Accident Investigation Reports.* These are close-hold, internal communications of DA whose SOLE purpose is prevention of subsequent DA accidents. They are required for all flight and fratricide/friendly fire accidents. They are authorized for use in certain accidents as explained in subparagraph a(3) below.

(1) Since much of this information is available only from persons directly or indirectly involved in the accident, a means must be provided to establish frank and open exchange of such information without fear of recrimination or other adverse action.

(2) All persons who provide information to accident investigators in this category under a promise of confidentiality may be assured that DA will use its best efforts to honor the promise if the record containing the information becomes the subject of a request under the Freedom of Information Act (FOIA), and will not voluntarily disclose this information.

(3) In addition to flight accidents and fratricide/friendly fire accidents, Limited Use Safety Accident Investigation Reports may be

used for accidents involving other complex weapon systems, equipment, or military-unique items (such as ships and shipboard systems, guided missiles, laser devices, or armored vehicles), and military unique equipment/operations/exercises when the determination of causal factors is vital to the national defense. The selection of system categories to be included in this application of Limited Use Safety Accident Investigation Reports is delegated to the Commander, USASC.

(4) The following restrictions are imposed on the handling of Limited Use Safety Accident Investigation Reports:

(a) Reports shall not be used as evidence or to obtain evidence for disciplinary action, in determining the misconduct or line-of-duty status of any personnel, before any evaluation board, or to determine liability in administrative claims for or against the Government. In limited use investigations, witnesses may be given the option of making their statement under a promise of confidentiality if they are unwilling to make a complete statement without such a promise and the investigation board believes it is necessary to obtain a statement from a witness.

(b) To the extent permissible under the law, these reports shall not be released in their entirety to the public or any Federal Agency outside of DOD. Subject to court order to the contrary, reports may not be used in any legal proceeding, civil or criminal. DOD will use its best efforts to seek available appellate review of a court order to release a report. Exceptions to the foregoing are stated in subparagraph a(4)(c) below.

(c) Notwithstanding the restrictions on the use and release of these reports in their entirety, purely factual material, including information such as date, time, location, type system, weather, maps, and transcripts of air traffic communications, may be released as required by law or pursuant to court order, or upon specific authorization of the Initial Denial Authority, the Commander, USASC. Privileged portions of these reports include findings, recommendations, and analysis of the accident board, and confidential witness interviews. To facilitate the separation of this material, DA shall structure these reports so that releasable, nonprivileged material is easily identifiable and retrievable. Additionally, while transcripts of relevant portions of intra-cockpit voice recordings may be included in the report and probably released, this information may be used within the military for accident prevention purposes.

(d) The notation "Limited Use Safety Accident Investigation Report" shall be used for the identification of these reports.

b. *General Use Safety Accident Investigation Reports.* These are reports prepared to record data concerning all recordable DA accidents not covered by Limited Use Safety Accident Investigation Reports. These reports are intended for accident prevention purposes and will not be used for administrative or disciplinary actions within DOD. Portions of these reports which contain privileged material, such as investigative findings, analyses, and recommendations, are not generally releasable to the public, to any Federal agency outside of DOD, or within DOD except to requesters who have a need to know for the purpose of accident prevention. Witnesses will be advised that their statements may not be used for internal DOD disciplinary purposes. Promises may not be given, however, that the information will be treated as exempt from mandatory disclosure in response to a request under the FOIA.

1-8. Collateral investigations and reports

The accident investigation board has priority over the collateral investigation. These are reports of investigation conducted under the procedures prescribed by the Secretary of the Army for Legal and Administrative Investigations.

a. Collateral investigations are used to obtain and preserve all available evidence for use in litigation, claims, disciplinary action, or adverse administrative actions. They are essential for the protection of the privileges afforded to accident investigation reports, as they ensure there is an alternative source of evidence for use in legal and administrative proceedings. Although nonprivileged information acquired by a safety accident investigator shall be made available to the collateral investigation, the latter is conducted independently and apart from other types of accident investigations.

b. Safety personnel (assigned or MOS-trained) and personnel responsible for conducting accident investigations will not conduct, review, evaluate, assist with, or maintain on file the collateral investigation. However, safety personnel can utilize and shall be given access to any information in a collateral legal/administrative investigation.

c. This type of investigation will be prepared:

(1) On all Class A accidents.

Note. A Line of Duty investigation will satisfy this requirement for off-duty fatalities.

(2) As directed by the command's Staff Judge Advocate (SJA) or legal counsel IAW the claims regulation (AR 27-20).

(3) On those accidents where there is a potential claim or litigation for or against the government or a government contractor.

(4) On accidents with a high degree of public interest or anticipated disciplinary or adverse administrative action.

d. A collateral investigation may be conducted on any other accident at the direction of the commander whose personnel, equipment, or operations were involved in the accident. The investigation will usually use the procedures in AR 27-20 because most will involve potential claims. If that regulation is not applicable, the procedures in AR 15-6 for informal investigations will be followed.

1-9. Accident investigation board appointing authority

a. The commander having general court-martial jurisdiction over the installation or unit responsible for the operation, personnel, or materiel involved in an accident, or the Commander, U.S. Army Reserve Command (USARC), for U.S. Army Reserve units assigned to USARC, or the appropriate State Adjutant General in the case of ARNG accidents, is responsible for appointing accident investigation boards as required by chapter 4 of this regulation or by AR 385-42 (pertaining to North Atlantic Treaty Organization (NATO) accident investigation committees). Exception to the general court martial convening authority (GCMCA) requirement of this paragraph may only be granted by HQDA (DACS-SF) upon request.

(1) When personnel or materiel involved in an accident are from units under the command of different GCMCA, the convening authorities concerned should agree on who will appoint the board. Their decision should be based on their relative degrees of involvement as well as considerations of administrative convenience. If an agreement cannot be reached, the decision will be made by the first general officer in both chains of command or by the respective MACOM commanders.

(2) When an accident occurs away from the responsible unit's home station, the officer who would normally appoint the board may request the GCMCA for the installation closest to the accident or upon which the accident occurred to conduct the investigation. Coordination for such a transfer of authority should include specific agreement on funding the cost of the investigation.

(3) For accidents involving USAR personnel on active duty for training (ADT) status, assigned or attached to a command other than USARC, the officer who exercises GCMCA over the accident site will appoint accident investigation boards.

(4) In some cases, the unit or installation that is responsible for the personnel, equipment, or operation involved in the accident may be under the command of a different MACOM than the GCMCA who would normally appoint the board. In this case, the two MACOM commanders may enter into supplemental agreements that provide for a different appointing authority.

b. The appointing authority will—

(1) Appoint the president and other members of the board from units or organizations other than the accountable organization. Individuals from the accountable organization may be designated as advisers (nonvoting) to enhance the investigation and reporting of the accident.

(2) Request support from higher headquarters when investigation requirements are beyond the unit's capability.

(3) Give priority to accident investigation and reporting duties to

ensure prompt completion of accident reports. Appointing authorities will ensure that adequate clerical and administrative support is available to assist in the rapid completion of accident investigations.

(4) Ensure that no member of the board has a personal interest in the outcome of the accident investigation.

1-10. Safeguarding accident information

a. *Accident investigation reports are official documents.* They will be used solely for accident prevention purposes. These reports and their attachments, or copies and extracts, will not be enclosed in any other report or document unless the sole purpose of the other report or document is accident prevention. Common-source documents, photographs, and those documents (other than witness statements) containing purely factual information that are available to collateral investigations are an exception to this rule.

b. *Accident reports.* These, and the privileged documents contained therein, may not be used as evidence or to obtain evidence in any disciplinary, administrative, or legal action such as the following:

(1) Determining the misconduct or line-of-duty status of Army personnel.

(2) Flight evaluation boards or military occupational specialty (MOS) reclassification actions.

(3) Determining liability in claims for or against the Government.

(4) Determining pecuniary liability.

(5) Any other adverse personnel action.

1-11. Release of information from accident investigation reports

a. All requests under the provisions of the FOIA for information from, or copies of, limited use accident reports or Class A, B, or C general use reports will be referred through command channels to the Commander, USASC, ATTN: CSSC-ZJA, Fort Rucker, AL 36362-5363. The USASC is the repository for Class A, B, C, and D accident reports and Class E and Foreign Object Damage (FOD) incident reports. The USASC Commander has been delegated authority to act as the initial denial authority on requests for information from Army accident reports.

b. Local safety offices are hereby authorized to release Class D general use reports in their entirety in response to FOIA requests after consulting with their SJA or legal adviser to ensure that complete disclosure would not be in violation of the FOIA. Local offices wanting to withhold portions of a Class D general use report must refer the action to USASC at the address listed in *a* above.

c. Requests received directly from Members of Congress or their staffs for access to accident reports will be referred to HQDA, Office of the Chief of Legislative Liaison, Pentagon, Room 2C634, Washington, DC 20310. That office will then relay the request to USASC or the appropriate local safety office IAW the guidance in the preceding two paragraphs.

d. Requests from non-DOD Federal agencies for access to reports are governed by other provisions of this regulation and, in many instances, by interagency agreements or specific regulations. (For example, AR 95-30 governs the release of information to the Federal Aviation Administration (FAA).) Command and installation safety offices that receive such requests will contact their local SJA or legal adviser or the USASC SJA (DSN 558-3960, COMM(205) 255-3960) for guidance.

e. Subpoenas for the production of accident reports or for the testimony of accident investigators will be referred to the recipient's legal adviser or SJA for action required by AR 27-40.

f. Requests for access to accident reports from other staff sections and DOD organizations and commands are governed by the restrictions in paragraphs 1-7, 1-10, and this paragraph. The procedures below will be followed in response to these requests.

(1) The requester must state the reason the information is needed and the purpose for which it will be used. If the requester's purpose is not solely for accident prevention and a collateral investigation was conducted, the requester will state the reason the collateral investigation will not satisfy requester's need.

(2) If the requester's sole purpose for requesting the report is

accident prevention, the entire report may be released with a warning that further disclosure by the requester is not authorized.

(3) If the requester intends to use the information for any purpose other than accident prevention, only common source data, the names of witnesses, photographs, diagrams, and the results of scientific or technical tests will be disclosed. The following information will not be released:

(a) The report findings and recommendations and the investigator's analysis on the DA Form 285 (U.S. Army Accident Report), (RCS CSOC5-308) DA Form 285-AB-R, Abbreviated Ground Accident Report, (RCS CSOC5-308) and DA 2397-R-series forms, DA Form 2397-AB-R, Abbreviated Aviation Accident Report Form. (RCS CSOC5-306).

(b) The content of witness statements, both confidential and non-confidential, if they were obtained on a promise they would not be used for purposes other than accident prevention. (See DA Pam 385-40, chap 2.)

(c) Medical records unless they meet the requirements of AR 40-66.

g. In addition to OSHA reporting forms, a copy of the non-privileged portions of accident investigation reports in which a civilian employee is injured or property is damaged in a civilian employee work area may be provided to the exclusive representative of the employee involved and to the appropriate safety and health committee, if requested. This information is provided for purposes of safety/accident prevention only.

1-12. Deviations

Occasionally, the safety accident reporting requirements of this regulation may be incompatible with mission accomplishment. In such cases, MACOM commanders may request deviation from the specific requirements from HQDA (DACS-SF), WASH DC 20310-0200.

Chapter 2 Procedures for Classifying Army Accidents, Incidents, Injuries, Illnesses, Costs, Rates, and Personnel

Section I Army Accident Classifications

2-1. Overview

This chapter provides guidance on the kinds of events for which accident investigations and reports are required.

2-2. Accident and incident classes

Accident classes are used to determine the appropriate investigative and reporting procedures. Accident classes are as follows:

a. *Class A accident* —an Army accident in which the resulting total cost of property damage is \$1,000,000 or more; an Army aircraft or missile is destroyed, missing, or abandoned; or an injury and/or occupational illness results in a fatality or permanent total disability.

b. *Class B accident* —an Army accident in which the resulting total cost of property damage is \$200,000 or more, but less than \$1,000,000; an injury and/or occupational illness results in permanent partial disability, or when five or more personnel are hospitalized as inpatients as the result of a single occurrence.

c. *Class C accident* —an Army accident in which the resulting total cost of property damage is \$10,000 or more, but less than \$200,000; a nonfatal injury that causes any loss of time from work beyond the day or shift on which it occurred; or a nonfatal occupational illness that causes loss of time from work (for example, 1 work day) or disability at any time (lost time case).

d. *Class D accident* —an Army accident in which the resulting total cost of property damage is \$2,000 or more but less than \$10,000.

Note. Nonfatal injuries/illnesses (restricted work activity, light duty, or profile) will only be recorded in ASMIS in conjunction with recordable property damage accidents.

e. *Class E aviation incident* —an Army incident in which the resulting damage cost and injury severity do not meet the criteria for a Class A-D accident (\$2,000 or more damage; lost time/restricted activity case). A Class E aviation incident is recordable when the mission (either operational or maintenance) is interrupted or not completed. Intent for flight may or may not exist. An example of a recordable Class E incident is: during a maintenance operational check (MOC) the engine quits. Examples of nonrecordable Class E incidents are: chip detector light illumination and the component is not replaced; mission interrupted/aborted because of weather, unless mission is canceled; failure of Fair Wear and Tear (FWT) items found on pre- or post-flight inspection; radio failure where radio is replaced; closing a door found open in flight.

f. *Foreign Object Damage (FOD) aviation incident (Also known as Class F incident).* Recordable incidents confined to aircraft turbine engine damage (does not include installed aircraft Auxiliary Power Units (APU)) as a result of internal or external FOD, where that is the only damage. These incidents will be reported using DA Form 2397-AB-R; Check "F" in the "Accident Classification" block.

Note. When appropriate, it is the unit commander's responsibility to ensure that an SF 368, or EIR for Category II, or message for Category I is completed and forwarded to the appropriate agency per AR 750-6, DA Pam 738-750, or DA Pam 738-751. The USASC and the appropriate MACOM will be information addressees on all Category I EIRs and DRs.

2-3. What to report

Commanders will investigate and report, as required, unplanned events (accidents) that result in one or more of the following:

a. Damage to Army property (including Government-furnished material (GFM), or Government-furnished property (GFP), or Government-furnished equipment (GFE) provided to a contractor).

b. Injury (fatal or nonfatal) to on- or off-duty military personnel.

c. Injury (fatal or nonfatal) to on-duty Army civilian personnel, including nonappropriated fund (NAF) employees, and foreign nationals employed by the Army when the accident is incurred while performing duties in a work compensable status.

d. Occupational injury or illness (fatal or nonfatal) to Army military personnel and Army civilian employees, NAF employees, and foreign nationals employed by the Army.

e. Any injury (fatal or nonfatal) or illness to non-Army personnel or any damage to non-Army property as a result of Army operations.

f. Class E aviation incident. (See para 2-2e.)

g. FOD incidents (Class F). (See para 2-2f.)

2-4. Types of accidents and incidents

The various types and specific exceptions follow: When two or more types of Army vehicles, such as an Army Motor Vehicle (AMV) and an Army Combat Vehicle (ACV) are involved in an accident, the type of equipment operated by the individual deemed most responsible will determine the accident type. This process is also true for other types of accidents (for example, fire, marine, explosives).

a. *Army aircraft accident.*

(1) *Flight accidents.* Those accidents in which intent for flight exists (as defined in the glossary), and there is reportable damage to the aircraft itself. (Explosives, chemical agent, or missile events that cause damage to a Army aircraft with intent for flight are categorized as flight accidents to avoid dual reporting.)

(2) *Flight-related accidents.* Those aircraft accidents in which there is intent for flight and no reportable damage to the aircraft itself, but the accident involves a fatality, injury to air crew, ground crew, or passengers, or other property damage. These accidents are not to be used in the calculation of flight accident rates. (For example: unintentional cutting of a hoist cable; failure, or malfunction of a hoist system to include related equipment; unintentional jettisoning of cargo hook load or external stores.)

(3) *Aircraft ground accidents.* Injury or property damage accidents involving Army aircraft in which no intent for flight exists, and the engine(s) is/are in operation.

b. AMV accidents.

(1) An accident involving a motor vehicle may be classified as an AMV accident if the vehicle meets the following criteria:

(a) The vehicle is owned, leased (includes General Services Administration (GSA) and Government-owned, contractor-operated vehicles that are under full operational control of the Army; for example, hand receipt or like document), or rented by DA (not an individual), to include Reserve components.

(b) The vehicle is primarily designed for over-the-road operation.

(c) The vehicle's general purpose is the transportation of cargo or personnel. Examples are passenger cars, station wagons, trucks, ambulances, buses, motorcycles, fire trucks, and refueling vehicles.

(2) AMV accidents involve the operation of an AMV when one or more of the following occur:

(a) Collision with other vehicles, objects, or pedestrians.

(b) Personnel injuries or property damage due to cargo shifting in or falling from a moving vehicle.

(c) Personnel injuries occurring in moving vehicles or caused by falling from moving vehicles.

(d) Accidents occurring when a vehicle is being towed or pushed by another vehicle.

(e) Other injuries and property damage as described in paragraph 2-3e.

(3) Accidents involving AMVs not reportable as AMV accidents. The following accidents, although reportable, are not considered AMV accidents. They are reportable under other accident types.

(a) Personnel injuries that occur while loading or unloading or mounting or dismounting a motor vehicle that is not moving.

(b) Injury or property damage occurring solely from repair or service work. Examples include a vehicle falling off a jack or hoist, a tire explosion during inflation, or a finger cut off by a fan belt.

(c) Damage to a properly parked AMV unless it is damaged by another AMV.

(d) Cargo directly damaged by environmental factors.

(e) Damage to an AMV resulting solely from environmental factors (act of nature).

(f) Damage to an AMV being handled as a commodity and not being operated under its own power (excludes towing or pushing accidents).

(g) Damage to a moving or parked AMV caused by objects thrown or propelled into it.

(h) Damage to an AMV by fire when no AMV accident occurred (where the primary cause of the damage is the fire) when the vehicle was not in operation.

(i) Malfunction or failure of component parts, if that is the only damage.

(4) Accidents involving a privately owned vehicle (POV) and an AMV in which the AMV driver is not at fault will be reported to the local safety office. However, these accidents will not be recorded in ASMIS unless recordable injuries are incurred by Army personnel or recordable Army damage occurs.

c. ACV accidents. These accidents occur incident to the operation of an ACV or combat equipment, such as a tank, self-propelled weapon, armored personnel carrier, or amphibious vehicle ashore. Additionally, injuries and property damage incurred during operation of installed ACV armament systems also qualify as an ACV accident (even if the vehicle is not in motion).

d. Other Army vehicle accidents. These Army accidents involve the operation of an Army vehicle other than those cited in *a* through *c* above (for example, aircraft tugs, bulldozers, forklifts, trains, and similar vehicles).

Note. For Army train/rail accidents, additional technical information and assistance is available from: U.S. Army Aviation and Troop Command, ATTN: AMSAT-I-MMWR, DSN 693-9218, Commercial (314) 263-9218.

e. Army operated vehicle accidents. Any vehicle accident not identified in other categories (for example, GSA, POV on official

business), that is being operated in an official capacity (for example, vehicles on temporary loan (not on a hand-receipt) from another government agency).

f. POV accidents. These accidents involve the operation of a motor vehicle (not on official business), privately owned by an individual, other than an Army vehicle that results in:

(a) A fatality or lost-workday case injury to Army military personnel, on- or off-duty.

(b) Injury to Army civilian personnel while performing duties in a work compensable status.

g. Marine accidents. (See chap 7.)

h. Fire. A fire is the unintentional, destructive, and uncontrolled burning of combustible solids, liquids, or gases. Fire accidents involve:

(1) *Equipment fires.* At a minimum, units will ensure that all fires are reported to the installation safety office. AR 420-90 requires all fires that cause damage to Army equipment to be reported on DD Form 2324 (DOD Fire Incident Report). This is generally done through the installation fire department, although the unit experiencing the fire may initiate the DD Form 2324. In addition, a completed DA Form 285 will be submitted for recording in ASMIS on those equipment fires and explosions listed below if there is fire damage to:

(a) Wheeled vehicles or components thereof.

(b) Tracked vehicles or components thereof.

(c) Aircraft (ground) (excludes those reported on the DA Form 2397-R-series (Technical Report of U.S. Army Aircraft Accident) or DA Form 2397-AB-R.

(d) Ammunition/explosive fires (production, use, storage, and so forth).

(e) Missiles, to include subsystems.

(f) Tents.

(g) Space heaters.

(h) Generators.

(2) *Facility fires.* A DD Form 2324 will be submitted for fire accidents involving Army-owned or -leased fixed facilities and physical property except where the fire was willfully and maliciously ignited (arson). See paragraph 2-7c for reporting of injuries due to arson. A DA Form 285 will not be submitted in addition to DD Form 2324 for fires listed below unless those fire accidents result in a lost time or greater injury or occupational illness.

(a) Family quarters (rent free, mobile home, leased).

(b) Bachelor enlisted quarters, bachelor officer quarters, barracks.

(c) Industrial buildings.

(d) Public assembly buildings and areas.

(e) Grass, forests, and ranges.

(f) Warehouse and storage buildings.

(g) Administrative offices.

(h) Schools.

(i) Health care and day care facilities.

(j) Vacant structures.

(k) Aircraft hangars.

(l) USAR centers (leased or Government-owned).

(m) Area maintenance support activities (leased or Government-owned).

i. Chemical Agent Events. (See chap 8.)

j. Explosives Accidents. (See chap 9.)

k. Ionizing and Nonionizing Radiation Accidents and Incidents. (See chap 10.)

l. Nuclear accidents. (See chap 11.)

m. Personnel injury—other. These accidents involve injury to Army personnel and non-Army personnel as a result of Army operations not covered by any other accident type and injury to off-duty military personnel not covered by any other accident type.

n. Property damage—other accident. These accidents involve property damage not covered by any other accident type. Drone aircraft/Remotely piloted vehicle (RPV)/Unmanned Aerial Vehicle (UAV) is also in this category. When manned, these will be regarded as aircraft, and accidents will be reported accordingly. When unmanned and operated as a remote controlled aircraft, accidents will be reported using the DA Form 285.

o. Commercial carrier/transportation accidents. These accidents involve the operation of a commercial motor vehicle, plane, helicopter, train, or vessel (including those under contract to the Army) which transport Army personnel and result in:

(1) A fatality or lost-workday case injury to Army military personnel, on or off duty.

(2) Injury to Army civilian personnel while performing duties in a work-compensable status.

p. Biological Defense Mishaps. (See chap 12.)

q. Fratricide. Fratricide (also known as Friendly Fire) accidents are special situations that must be reported promptly and thoroughly investigated.

(1) Fratricide accidents will be reported and investigated as an accident under the provisions of this regulation.

(2) Fratricide accidents must also be reported and investigated as a collateral investigation under the provisions of paragraph 1–8 of this regulation and AR 15–6.

2–5. Occurrences not constituting an Army accident

a. Combat losses. Damage or injury as a direct result of action by an enemy force is not an Army accident. It is termed a combat loss when one or more of the following conditions exist:

(1) Damage, loss, or injury directly caused by enemy action or sabotage.

(2) Damage, loss, or injury due to evasive action taken to avoid enemy fire.

(3) Loss of equipment in combat or failure of an individual to return from a combat mission when the last known position was in or over enemy territory.

b. Malfunction or failure of component parts. Malfunctions or failure of parts that are normally subject to fair wear and tear (FWT) and have a fixed useful life less than the complete weapon system or unit of equipment are not considered accidents if the malfunction or failure is the only damage and the sole action is to replace or repair that component part. (The only exception is that all fires or fire damage involving vehicle component parts must be reported.) Although these occurrences do not constitute an Army accident, they may meet the criteria of a Class E aviation incident (para 2–2e) and should be reported accordingly. When a malfunction or failure of a component part results in damage to another component, this paragraph does not apply.

c. Expected damage. Damage to Army equipment or property which is planned, intended, or expected during authorized testing or intentional destruction is not considered an accident. “Planned and intended” means that the damage was specifically required in order to accomplish the objectives of a formally authorized test or was the desired outcome of an authorized destruction or disposal of property. Any unplanned and unintended damage incurred during these operations will be reported as an accident.

d. Property damage as a result of vandalism, riots, civil disorders, or felonious acts such as arson. Damage to Army aircraft, vehicles, or any other property which occurs after an aircraft or vehicle has been stolen is not reportable as an accident. Damage to Army aircraft, vehicles, or any other property which occurs when an individual misappropriates an aircraft or vehicle not authorized to be flown or driven by the individual will not be reported as an accident.

e. Deliberate damage to aircraft or equipment or injury to aircraft or equipment occupants. Such damage and injury:

(1) Will be reported to the military police (MP) or the Criminal Investigation Division (CID) for investigation.

(2) Will also be investigated by a collateral board which will determine responsibility.

f. Accidents occurring during the transportation of Army materiel by commercial carriers. **Section II**

Injury, Illness, Cost, Rate, and Personnel Classifications

2–6. Reportable accidents

a. All Army accidents and incidents, including occupational

illnesses and injuries, regardless of how minor, are reportable to the unit/local safety office.

b. Injury. An injury must be reported if it results in:

(1) A fatality, regardless of the time between the initial injury event and death.

(2) Permanent total disability or permanent partial disability.

(3) A lost-time case involving time away from work.

(4) Restricted work activity.

(5) A first-aid injury.

c. Missing personnel. Persons who are missing, and presumed dead, as the result of an accident will be reported as fatalities.

Note. This is not related to, nor does it affect, the legal status of missing persons for purposes of casualty reporting notification of the next of kin (NOK).

d. Occupational injury/illness. All Class A through C occupational injury/illness to Army military personnel must be reported on DA Form 285/Abbreviated Ground Accident Report (see app E). Class A through D occupational injury/illness to Army civilian personnel will be reported on Department of Labor (DOL) Forms CA–1, Federal Employees’ Notice of Traumatic Injury and Claim for Continuation of Pay/Compensation, CA–2, Notice of Occupational Disease and Claim for Compensation, or CA–6, Official Superiors’ Report of Employees’ Death. Occupational illnesses will also be reported through medical channels if they result in:

(1) A fatality, regardless of the length of the illness.

(2) A permanent total disability or permanent partial disability.

(3) A lost-time case involving time away from work.

(4) A restricted work activity.

e. First-aid injuries.

f. Medical injuries treatment.

2–7. Nonreportable injuries and illnesses

a. Nonoccupational injuries/illnesses. These include injuries/illnesses associated with nonoccupational diseases where the disease itself, not the injury/illness, is the proximate cause of the lost time (for example, a minor cut suffered by a hemophiliac which results in time away from work).

b. Self-inflicted injuries. Suicides, suicide attempts, or voluntary self-inflicted injuries (for example, Russian roulette).

c. Criminal assault. Injuries that result from criminal activity where there was intent to inflict injury (for example, a fistfight, or a brawl). Injuries due to arson are not recordable unless they are incurred by personnel who are employed as firefighters, in which case the injury would be an occupational injury.

d. Prior-service injuries. Injuries sustained before entry into service or employment, unless they are specifically aggravated by current tenure of service.

e. Infective and parasitic diseases and poisonings. Illnesses caused by specific organisms and toxins (such as food-borne disease), unless the disease is directly related to or the result of the worker’s employment. (For example, acute respiratory diseases in employees, particularly in basic trainees, are not Army accidents because of the inability to separate occupational from other environmental causes of these diseases, however, hepatitis in an employee working with hospital instruments or involved in waste disposal processes would be considered an Army accident.)

f. Strains. When these result from preexisting musculoskeletal disorders or minimal stress or strain (for example, simple, natural, nonviolent body positions or actions such as coughing or sneezing). These are injuries unrelated to accident-producing agents or environments normally associated with active participation in daily work or recreation.

g. Hospitalization (observation only.) Hospitalization of a person solely for observation and subsequent release.

h. Escape from custody. Injuries or fatalities to persons in the act of escaping from or eluding military or civilian custody or arrest.

i. Death. Death due to natural causes unrelated to the work environment (for example, heart attack during PT).

j. Adverse reactions. Adverse bodily reactions resulting directly from the use of alcohol or other drugs not administered by or under the direction of competent medical authority.

k. *Pre-existing injuries or illnesses.* Such conditions might include back pain/injury experienced by individuals suffering from a degenerative disease as identified/diagnosed by a physician authorized to treat the case.

2-8. Recordable accidents and incidents and required forms

a. A recordable accident meets the criteria of Class A-D accidents and Class E and FOD incidents as discussed in paragraph 2-2a through 2-2f, or results in a recorded lost time or fatal injury/illness claim at DOL. Reports are to be sent through channels to USASC for recording in ASMIS per paragraphs 5-2 and 5-3 of this regulation. The following types are included:

(1) Accident Classes A-D, Class E aircraft incident, and Class FOD incidents.

(2) Accidents that result in occupational illnesses, injuries, or fatalities to civilian employees of an Army organization while in on-duty status (compensable status) will be submitted through channels to Office of Workers Compensation Programs (OWCP) on appropriate DOL Forms CA-1, CA-2, and CA-6 as stated in paragraph 2-6. Also see paragraph 2-8e.

b. Required forms:

(1) Accidents will be reported on the appropriate forms as discussed below. A guide to which forms are required is at appendix E. In overseas commands, locally developed forms, equivalent to the CA forms and approved by OWCP, may be used in lieu of CA forms. Deviations in the use of these forms will be requested from HQDA (DACS-SF), WASH DC 20310-0200.

(a) Ground accidents will be reported on DA Form 285 or DA Form 285-AB-R as prescribed in this regulation and per the instructions on the form. These forms are available through either normal publications channels or in reproducible format in DA Pam 385-40. Detailed instructions for the forms are located in DA Pam 385-40.

(b) Class A and B flight and flight-related Army aircraft accidents will be reported on DA Forms 2397-R through 2397-14-R per this regulation and the instructions in DA Pam 385-40. Aircraft ground accidents (regardless of Class), Class C and D flight and flight-related accidents, and Class E and FOD incidents, will be reported on DA Form 2397-AB-R per this regulation. Copies of these reproducible forms are located in DA Pam 385-40.

(c) Injuries, occupational illnesses and fatalities to DA civilians and direct hire foreign nationals (DHFNs) are reported on DOL Forms CA-1, CA-2, and CA-6.

(2) Additional reporting requirements for specific types of accidents are contained in other chapters of this regulation.

c. The following are minimum reporting requirements for on-duty injuries:

(1) Fatality, permanent total or permanent partial disabling injury. The unit will submit a fully completed DA Form 285 to its designated safety office. For military lost-time cases, the DA Form 285-AB-R will be completed. The safety office will forward the report (see app E) to USASC for recording in ASMIS. For Army civilians, DOL Forms CA-1 and CA-6 must be submitted.

(2) Occupational illnesses will be reported through medical channels, and, in addition, will be reported on DA Form 285 (fatality, permanent total, or permanent partial disabling injury), DA Form 285-AB-R, the military lost-time injury, or DOL Forms CA-2 and CA-6 for civilians.

d. The following are minimum reporting requirements for military off-duty injuries:

(1) The unit will submit a fully completed DA Form 285-AB-R to its designated safety office (the safety office will forward the report to USASC for recording in ASMIS) when either of the following occur:

(a) Fatal injuries to off-duty military personnel.

(b) A lost-time or greater non-fatal injury to off-duty military personnel.

(2) POV accident reports will include information on type of

vehicle involved, seatbelts/helmets, drugs/alcohol, and type of driver training completed.

2-9. Notifying Department of Labor (DOL) of civilian employee fatal and/or catastrophic accidents (on duty)

This paragraph fulfills the DOD and OSHA requirements for formal notification of this type of accident. A civilian employee fatality or the hospitalization of five or more persons (any combination of Department of the Army (DA) civilian, military, contractor, or public, as long as one DA civilian is involved) from the same occurrence/accident is considered a catastrophic accident. "Civilian employee" is defined in the glossary.

a. The MACOM will notify the USASC telephonically (Telephone numbers are: COMMERCIAL (205)255-3410/2660, DSN 558-3410/2660) within 24 hours of a death or hospitalization in accordance with the above requirements and this regulation. The following additional information will also be provided:

(1) Social Security Number.

(2) Job series and title.

(3) Age of the civilian fatality.

b. Accidents not immediately reportable, but which result in death within six months of the date of the accident, will be reported within 24 hours of the time the organization becomes aware of the death.

c. The MACOM will submit a written summary report of the accident investigation to Commander, USASC, ATTN: CSSC-P, Fort Rucker, AL 36362-5363, within 30 days of the accident. The summary report will contain, at a minimum, the following information:

(1) Date and time of the accident.

(2) DOD Component (such as, Army, Navy,) and unit identity.

(3) Exact location of the accident.

(4) Personnel involved (Category (employee, public, etc.) and consequences). Include the social security number, job series, title, and age of the civilian fatality or fatalities.

(5) Description of the operation.

(6) Description of the accident.

(7) Standards involved (this item shall be limited to factual information and validated findings): applicable standards (only OSHA or approved alternate agency standards shall be cited, (for example, 1910.26), or any violations of the standards and recommendations (if any) for standards improvement.

(8) Corrective actions recommended by investigator.

(9) MACOM point of contact name, address, and phone number.

2-10. Safety and Occupational Health Program injury/illness log

Each DA installation is required to maintain a log of occupational injuries and illnesses. The log should provide a quick and current view of workplace safety and health throughout the installation. Automated systems are authorized for this injury/illness log. The following guidance should be used in maintaining these logs:

a. DA installations will enter on an appropriate log (such as OSHA Form 200 Log of Federal Occupational Injuries and Illnesses) each recordable Army injury or occupational illness for the following personnel classifications:

(1) Civilians covered by FECA.

(2) Recordable on- and off-duty military injuries.

b. At a minimum, all fatalities, injuries, occupational illnesses/injuries for which DOL Forms CA-1, CA-2, CA-6, DA Form 2397, DA Form 2397-AB-R, DA Form 285, DA Form 285-AB-R is filed with the installation and will be entered into the log within 6 working days of receipt. Civilian injuries and illnesses should be maintained on a separate log from military injuries and illnesses. If a FECA claim results in a scheduled award, it will be logged as a lost-time case.

c. The summary portion of the log, showing the total numbers of injuries, illnesses, and fatalities will be conspicuously posted on all official bulletin boards no later than 45 days after the close of each fiscal year, and will remain posted for at least 30 days.

d. OSHA 2014, Recordkeeping and Reporting Guidelines for

Federal Agencies, available from regional OSHA offices, contains a format as well as definitions and guidelines and the revised DOL Forms CA-1, CA-2, and CA-6, with instructions for their completion.

2-11. Accident costs

a. Army accident costs are based on the severity of injury, occupational illness, or property damage (Army and non-Army) resulting from Army operations. For accident reporting purposes, the logistical disposition of damaged property/equipment (whether or not it is repaired or replaced) will not negate the requirement to report the accident.

(1) *Injury and illness costs.* These costs are used solely to provide total accident cost since cost is generally proportional to severity of injury. They are not used for determining accident classifications (see para 2-2). Actual time lost may not be known at the time the accident report is submitted. If it is not known, an official estimate of lost workdays, made by a competent medical authority, will be used in computing the cost. The cost data in table 2-1 is used to compute the cost of injuries and occupational illnesses to Army personnel for safety/accident reporting purposes only.

(a) The figures include the cost of pay while away from work, medical treatment, hospitalization, dependent survival, unused training costs, gratuities, compensation, disability retirement, and burial.

(b) The figures do not include indirect costs associated with the accident such as wages lost to employees not injured (production loss), cost of hiring and training new employees, cost of investigating the accident, public liability costs, and costs to lease equipment if available.

(2) *Damage costs.* Costs of damage to Army property and equipment will be computed using criteria in AR 735-11, to include such things as actual cost of new or used parts or materials and labor cost at the standard rate of \$16 per hour, unless the actual labor cost rate is available within the reporting time limits. When damaged equipment or facilities will not be repaired or replaced, the cost reported will be the acquisition cost (Army Master Data File (AMDF)) plus the estimated cost to clean up the site. Credit should be taken for the estimated scrap value of the parts that can be reused.

b. Costs peculiar to aircraft accidents include:

(1) *Destroyed, missing, or abandoned aircraft cost.* The cost of destroyed, missing, or abandoned Army aircraft is to be computed per current aircraft cost tables. The cost of aircraft repair will be updated if the depot's estimated cost of damage (ECOD) is significantly different (10 percent or nonrepairable) from the initial or reported ECOD. Include the cost of all modifications.

(2) *Army parts cost.* The cost will include:

(a) For destroyed parts or components, the cost of replacement per current AMDF or Base Master Data File (BMDF), which can be found in technical supply or direct support units.

(b) The cost to repair damaged parts.

(3) *Direct man-hour costs.* For Class A and B accidents, these man-hours will be reported on DA Form 2404 (Equipment Inspection and Maintenance Worksheet). DA Form 2404 will accompany the appropriate DA 2397-R-series form, and will indicate the total cost of direct man-hours and replacement parts necessary to make the aircraft flyable. For Class C and D accidents and Class E and FOD incidents, this information will be reported on DA Form 2397-AB-R. Direct man-hours include:

(a) The cumulative (estimated) man-hours required to remove, repair, and replace damaged aircraft assemblies, subassemblies, or components.

(b) Man-hours required to restore the aircraft to serviceable condition if economically repairable.

(c) Man-hours expended in removing and replacing undamaged aircraft components in order to remove, repair, or replace damaged components.

(d) Man-hours required to remove and replace a part that is not economically repairable.

(e) Man-hours expended to determine damage amount.

(4) *Man-hours not included in aircraft accident cost.*

(a) Depot and contract overhaul man-hours.

(b) Time used in setting up equipment preparatory to actual repair of the aircraft.

(c) Man-hours used in removing, replacing, and inspecting undamaged parts and components solely to satisfy technical manual inspection requirements.

(5) *Replacement of damaged components.* Removing a damaged component and replacing it with a new component to decrease the number of man-hours and costs for purposes of accident classification is prohibited. If another like component is available, it may be installed so that the aircraft will be available for flight. However, the total best available estimated man-hour costs to remove, replace, and repair the damaged component will be included for accident classification.

(6) *Cost computation of aircraft engine.* When an aircraft engine is damaged as a result of the accident sequence to the extent that it must be returned to a depot, the cost of such damage or inspection will be computed at 17 percent of the unit cost.

(7) *Cost computation of helicopter main rotor blades.* The cost of damaged helicopter main rotor blades will be computed at the actual cost to repair (if known), ECOD, or AMDF costs for replacement.

(8) *Cost computation of other aircraft components.* When a major aircraft component (as defined in the appropriate maintenance Technical Manual (TM)) is damaged to the extent that it must be returned to depot for overhaul or inspection, the reported cost for repair will be computed at 15 percent of the unit cost. Examples of aircraft major components are as follows:

(a) Helicopter tail booms or empennages.

(b) Aircraft wings or fuselage.

(c) Helicopter main rotor heads.

(d) Main transmission or gearbox(es).

(e) Landing gear assemblies (exclusive of wheels, brakes, tires, outriggers, or protective gear, helicopter skids, cross tubes, and tail gear).

(f) Vertical stabilizer (exclusive of rudder), horizontal stabilizer (exclusive of elevator), and stabilators or similar devices.

(9) *Damage not included in aircraft accident costs.*

(a) FWT.

(b) When a malfunction or failure of a component part results in damage to another component, the FWT exception does not apply.

(c) Damage to helicopters incurred solely from flying debris during operations in confined areas and unimproved landing sites is considered FWT.

(d) Discovery of cracks, breaks, wrinkles, or ruptures during required periodic or scheduled inspections is considered FWT. They will be reported per DA Pam 738-751.

(e) Damage to an aircraft as a direct result of action by an enemy force or terrorist group (considered "combat loss").

(f) Intentional in-flight controlled jettison or release of mission essential, aircraft equipment/stores that are not essential to flight (for example, canopies, doors, drag chutes, hatches, life rafts, auxiliary fuel tanks, missiles, drones, rockets, non-nuclear munitions, and externally carried equipment). Intentional emergency jettison of cargo (internal or external) when aircraft control is essential. (There must be no injury, or reportable damage to the aircraft or other property. Also, intentional controlled jettison of missiles, drones, or non-nuclear munitions must not have resulted from their malfunction.)

(g) Planned destruction of Army experimental or prototype aircraft during authorized testing or combat training.

(h) Authorized intentional destruction of Army property or equipment.

(i) Aircraft FOD (other than engine(s)) discovered during scheduled maintenance.

2-12. Personnel classifications and special cases

a. The following personnel classifications are used in reporting Army accidents:

(1) Active Army personnel.

(2) Army civilian personnel.

- (3) Army contractor personnel.
- (4) NAF employees.
- (5) Other U.S. military personnel. This includes members of other DOD components on full-time duty in active military service.
- (6) Reserve Officer Training Corps (ROTC).
- (7) Military dependents. Army family members.
- (8) ARNG personnel.
- (9) USAR personnel.
- (10) Direct hire foreign nationals (DHFN).
- (11) Foreign Nationals, indirect hire.
- (12) Foreign Nationals, Korean Augmentation to the U.S. Army (KATUSA) (Korean nationals assigned to the U.S. Army in a military status).
- (13) Foreign military personnel assigned to Army units.
- (14) Public. This category includes all persons not specifically covered above.

b. Reporting of special cases that include:

(1) Accidents involving persons in temporary duty (TDY), pass, or leave. Such accidents:

(a) Will be investigated by the commander of the Army installation located closest to the accident. The appropriate reporting forms will be sent to the safety staff of the command sustaining the loss.

(b) Will be included in the experience of the activity or MACOM to which the person is permanently assigned. For the military, permanently assigned means on the Standard Installation/Division Personnel System (SIDPERS) unit strength report. For civilians, it means assigned by current SF 50-B (Notification of Personnel Action).

(c) Involving injury/illness to Army civilians on TDY will be reported by and included in the experience of the MACOM to which the individual is assigned.

(d) Involving Army and foreign military students on TDY which is scheduled for more than 30 days at an Army school will be reported by and included in the experience of the school's MACOM. Foreign students will be reported at installation-level, but not submitted unless actual loss of Army manpower or materiel resources occurs.

(2) Accidents involving military personnel in permanent change of station (PCS) status (with or without leave) or civilians in PCS status. Such accidents will be reported directly to Commander, USASC. The commander of the Army installation closest to the accident will send the report; however, the losing unit will sustain the loss. Accordingly, the identification code of the unit sustaining the loss will be entered on DA Form 285-AB-R and applicable DOL forms (for civilians). PCS status ends on assignment order reporting date or arrival date, whichever occurs first. A copy of the accident report will be provided to the losing unit.

2-13. Injury and accident rates

These rates include fatalities, permanent total and permanent partial

disability injuries, lost-workday injuries, and/or accidents with property damage meeting the criteria for reporting as Class A-C accidents (para 2-3). To convert the rates obtained in the following formulas (except aviation) to an annual rate for comparison of any time period, multiply the rate obtained by 12 and then divide by the number of months covered.

a. Injury rates.

(1) *Active Army military injury rate.* The Active Army injury rate is based on the total number of recordable injuries for each 1,000 personnel during a specified period. Injury rates are computed from the following formula: Injuries times 1,000, divided by personnel strength.

(2) *USAR and ARNG military injury rates.* The USAR and ARNG injury rates are the total number of recordable injuries for each 1,000 personnel during a specified period. Injury rates are computed from the following procedure:

(a) Prorated strengths are computed by subtracting the Active Guard Reserve (AGR) population from the Selected Reserve strength, multiplying the result by 0.1068, and then adding this last result to the AGR population.

(b) Multiply the number of injuries over a specified time period by 1,000, divide by the prorated strength as computed in para 2-12a(2)(a) above.

(3) *Army Civilian Employee (FECA) injury rate.* The Army civilian employee injury rate is the total number of recordable fatal/lost-time injuries for each 1,000 civilian personnel during a specific period of time. Rates are computed from the following formula: number of fatalities/lost-time injuries times 1,000, divided by the Army civilian strength.

b. Accident rates.

(1) *Army ground accident rate.* This rate is the total number of Army ground accidents (Class A or Class A through C) for each 1,000 personnel over a specific time period. Rates are computed from the following formulas:

(a) *Active Army ground accident rate.* Number of accidents times 1,000, divided by personnel strength.

(b) *USAR and ARNG ground accident rate.* Number of accidents times 1,000, divided by prorated personnel strength.

(2) *Army aircraft accident rate.* The rates for Army rotary wing and fixed wing, and other types of Army aircraft will be computed on the number of aircraft accidents (Class A, B, and/or C) per 100,000 aircraft flight hours. These rates will include flight accidents only.

c. On/off duty injury and accident rates. These rates are computed by multiplying the on/off duty number of injuries/accidents by 1,000, and dividing by the respective Active Army or prorated USAR/ARNG personnel strengths.

**Table 2-1
Cost Standards Table**

	Submarine and/or Flying Officer	Other Officers	Enlisted Personnel, Cadets	Civilian ⁴ Employees	Program Youth and/or Student Assistance Program Employees and Foreign Nationals
Fatality	\$1,100,000	\$395,000	\$125,000 ¹ \$270,000 ²	\$460,000	\$270,000
Permanent Total Disability ³	1,300,000	845,000	500,000	385,000	390,000
Permanent Partial Disability ³	210,000	145,000	115,000	250,000	180,000
Lost time Case	425 day	425 day	375 day	350 day	300 day
Days Hospitalized ⁵	466 day	466 day	466 day	466 day	466 day

Table 2-1
Cost Standards Table—Continued

	Submarine and/or Flying Officer	Other Officers	Enlisted Personnel, Cadets	Civilian ⁴ Employees	Program Youth and/or Student Assistance Program Employees and Foreign Nationals
No Lost Time Case (Restricted Work Activity, Limited/Light Duty)	120 day	120 day	120 day	120 day	120 day

Notes:

- ¹ Nonflight crew member fatality.
- ² Flight crew member fatality.
- ³ Total costs, including days involving lost time and days hospitalized.
- ⁴ For civilian employees, use actual worker compensation costs when available.
- ⁵ Includes costs for days involving lost time.

Chapter 3
Notification of Army Accidents or Incidents

3-1. General

Persons involved in, or aware of, an accident will report it immediately to the commander or supervisor directly responsible for the operation, materiel, or person(s) involved.

3-2. Commander's responsibility for Class A and B accidents and Class C aviation (flight, flight related, or aircraft ground) accidents

The commander who first becomes aware of any Class A or B Army accident or Class C Army aviation (flight, flight related, or aircraft ground) accident will, through their existing chain-of-command, immediately notify:

- a. The immediate commander of all personnel involved.
- b. Commander, USASC by telephone (DSN 558-2660/3410, commercial (205) 255-2660/3410).

(1) *Ground accidents.* At a minimum, notification will include the information on DA Form 7305-R, Worksheet for Telephonic Notification of Ground Accident (This form will be locally reproduced on 8-1/2 X 11-inch paper. A copy for reproduction purposes is located at the back of this regulation.)

(2) *Aviation accidents.* At a minimum, notification will include the information on DA Form 7306-R Worksheet for Telephonic Notification of Aviation Accident (This form will be locally reproduced on 8-1/2 X 11-inch paper. A copy for reproduction purposes is located at the back of this regulation.)

- c. Additional notification requirements for:
 - (1) Marine accidents are covered in Chapter 7.
 - (2) Chemical agent events are covered in Chapter 8.
 - (3) Explosives accidents are covered in Chapter 9.
 - (4) Ionizing and nonionizing radiation accidents and incidents are covered in Chapter 10.
 - (5) Nuclear weapons and reactor accidents are covered in Chapter 11.
 - (6) Biological defense mishaps are covered in Chapter 12.

d. Immediate telephonic notification of accidents will be followed by CAI or Installation-level Accident Investigation (IAI) completion of DA Form 285 or DA 2397-R-series forms for Class A and B accidents and DA Form 2397-AB-R for Class C aviation accidents per this regulation.

3-3. Commander's responsibility for Class C and D ground accidents

a. If Safety-of-Use and Ground Precautionary Message information is identified, notify USASC immediately by telephone or other means. Instruction and guidance for Safety-of-Use and Ground Precautionary Messages can be found in AR 750-6.

b. DA Forms 285-AB-R will be submitted for all ground Class C and D accidents within 30 calendar days of accident occurrence.

No follow-up is required unless new information is discovered which relates to Safety-of-Use, changes the accident classification, or there are significant changes in the information already submitted.

3-4. Commander's responsibility for aviation Class D accidents and Class E and FOD incidents

a. If Safety-of-Flight information is identified, notify USASC immediately by telephone or other means.

b. DA Forms 2397-AB-R will be submitted for all aviation Class D accidents and Class E and FOD incidents within 10 calendar days of the accident/incident occurrence. No follow-up is required unless new information is discovered which relates to Safety-of-Flight, changes the accident classification, or there are significant changes in the information already submitted.

3-5. Notification and reporting of accidents occurring in combat

Notification and reporting procedures for Class A and B accidents will be per other sections of this regulation unless the senior tactical commander determines that the situation, conditions and/or time does not permit normal investigation and reporting. Notification and reporting procedures for Class C and D accidents and Class E and FOD incidents will be per other sections of this regulation. The only exception is that time for submission of DA Form 285-AB-R for ground Class C and D accidents is extended to within 30 calendar days of the accident occurrence.

a. Authority to waive normal investigation and reporting procedures for Class A and B accidents is delegated to the senior tactical commander at the level determined appropriate by the MACOM, Theater Army, or equivalent level. Whenever possible, normal investigations should be conducted on all accidents with potential Armywide impact (for example, materiel failure accidents). In cases in which normal investigation and reporting will not be performed, DA Form 285-AB-R or DA Form 2397-AB-R will identify that fact and the name and rank of the official who authorized the waiver.

b. Notification will be immediate and by radio-teletype message (via Defense Data Network (DDN) or telephone to the USASC designated contact (USASC Forward or Rear). The notification will include as much of the information required by the telephonic worksheet as can be determined.

c. A completed DA Form 285-AB-R or DA Form 2397-AB-R must be submitted as soon as conditions permit, not later than within 30 calendar days, and will serve as the official accident report. No follow-up DA Form 285 or DA Form 2397-R-series is required.

d. USASC Accident Investigation Teams deployed into a combat zone for Army accident investigation purposes will be attached (for

all administrative and logistical support) to the highest level of Army command having responsibility for theater.

Chapter 4 Accident Investigation

4-1. General

This chapter provides guidance on accident investigations.

a. MACOM commanders will ensure written requirements (for example, regulation, letter of instruction, or an approved supplement) are established to implement the accident investigation program within their command. As a minimum, these requirements will specify:

- (1) Initial accident notification procedures.
- (2) Accident site security responsibilities.
- (3) Installation-level safety office responsibilities.
- (4) Format and content of orders appointing investigation boards.
- (5) Authority of board presidents for determining the scope, equipment, technical assistance, and other support necessary to accomplish investigations.

(6) Those installation-level organizations required to support investigations and the type of support required.

- (7) Provisions for command review and briefings.

b. Investigation boards' activities:

(1) The following accidents will be investigated by a board consisting of a minimum of three members. The members should be officers, warrant officers, or DA safety and occupational health specialists/managers/engineers, GS-018/803-11/12/13/14.

(a) All Class A and B accidents, except those involving off-duty military fatalities/injuries not involving military operations.

(b) Any accident, regardless of class, that an appointing authority believes may involve a potential hazard serious enough to warrant investigation by a multimember board.

(2) Class C aircraft accidents (flight, flight related, or aircraft ground) will be investigated by a board of at least one officer, warrant officer, or DA safety and occupational health specialists/managers/engineers, GS-018/803-9/11/12/13/14 (DA safety professional must directly manage an aviation safety program).

(3) When an accident involves Army property and another U.S. Military Service's property, a single joint board may be convened. Board members may be from the two Services involved. Appointment of the members and identification of a senior member as president will be made by mutual agreement between the commanders of the two Safety Centers. For uniform reporting within each service, the board's proceedings will be recorded in the format required by each service.

(4) When an Army aircraft accident involves a civil aircraft or function of the FAA, compliance will be per AR 95-30. Army aircraft accidents that involve aircraft of treaty nations will be investigated IAW AR 385-42.

c. The following accidents will be investigated by one or more officers, warrant officers, safety officers/NCOs, supervisors, or DA safety and occupational health specialist/manager/engineer, GS-018/803-9/11/12/13/14:

- (1) Class C accidents. (Excluding aircraft accidents in paragraph 4-1b(2) above).
- (2) Class D accidents, Class E, and FOD incidents.

4-2. Accident investigation boards

a. The appointing authority for boards of officers for accident investigations will be as specified in paragraph 1-9. The commander responsible for the operation, personnel, or equipment involved in accidents not investigated by a board of officers or single-officer board will ensure the accident is thoroughly investigated by a qualified safety person.

(1) Personnel appointed as members will be voting participants. Therefore, members will be from organizations other than the activity or unit incurring the accident and will be screened to

ensure that no member of the board has an interest in the accident that may bias the outcome of the investigation.

(2) Field requests for assistance in investigating an accident may be made to USASC; however, USASC is the sole authority for requesting outside Government, public, or private agency assistance.

(3) Personnel appointed as advisors are nonvoting participants. Local advisors function to enhance and expedite accident investigation and reporting. Local advisors will normally consist of the safety office POC and a POC from the organization incurring the accident. In cases where equipment involved is unique to one organization or activity at a location, technical personnel from the organization incurring the accident may be used in an advisory status at the discretion of the board president.

b. Personnel of other Services may be used as members of Army accident investigation boards; however, a participant from another Service will not be designated as president of the board. Investigation and reporting will conform to this regulation and DA Pam 385-40. If assistance is required in obtaining members from other services, the request will be forwarded to USASC.

c. For Class A and B accidents not selected for investigation under CAI procedures, the investigation board will be composed of a minimum of three individuals.

Note. For aircraft accidents, at least two board members will be Army aviators currently on flight status. One of the aviators will be a master or senior Army aviator. At least one of the board members will be qualified in the mission, type, design, and series of the aircraft involved. As deemed necessary by the president of the board, one board member will be a flight surgeon or medical officer (See para 4-2c(3) below. For watercraft accidents, at least one board member will be an Army marine warrant officer. Individuals appointed as board members will not be from the unit which incurred the accident (that is, same company/battery/troop or detachment).

(1) The president of the board will be a field grade officer (W5 is considered field grade) or a DA civilian, familiar with the type of operation, in the grade of GS-12 or higher. For aircraft accidents, the ranking commissioned Army aviator will be the board president. This officer will be equal to, or senior, in grade to the operator(s) of the aircraft involved in the accident.

(2) The president of the board will appoint one member to act as recorder. Normally, this will be the board member junior in rank.

(a) One member will be a qualified maintenance officer or technician.

(b) One member may be a medical officer (or flight surgeon for aircraft accidents) as defined in AR 40-5.

(c) One member may be a qualified weather officer if/when weather is a suspected factor.

(3) A flight surgeon (if a flight surgeon is not available, an Army medical officer may be appointed) is required to be a board member when an aviation accident involves:

(a) Personal injuries.

(b) Problems (including injuries) associated with personnel protective equipment, egress from the aircraft, MEDEVAC, rescue, or survival.

(d) In the case of Class C accidents, when more than one individual is on the board, the president will be an Army officer, senior warrant (W4, W5), or a full-time ARNG or USAR technician.

Note. For an Aircraft Accident the board president must be a rated aviator or a safety and occupational health specialist/manager/engineer, GS-018/803-11/12/13/14, who directly manages an aviation safety program.

In the case of a single member board, he or she must be senior to the members involved in the accident. A flight surgeon—if a flight surgeon is not available, an Army medical officer may be appointed—is required to be a board member when an aviation accident involves:

(1) Personal injuries.

(2) Problems (including injuries) associated with personnel protective equipment, egress from the aircraft, MEDEVAC, rescue, or survival.

4-3. Class A and B accident investigations

Accidents that meet the criteria for either Class A or B require investigation by a board, except off-duty military (see para 4-1b).

Two types of boards may be convened, either CAI or IAI. Upon notification of a Class A or B accident, the Commander, USASC will determine whether a CAI or IAI will be conducted.

a. CAI.

(1) USASC will provide the following information to the board appointing authority:

(a) Name, rank, security clearance, and SSN of USASC board members.

(b) The special requirements and desired qualifications for local board members (for example, IP, flight surgeon, vehicle technician).

(2) The board appointing authority will—

(a) Appoint a member of the local safety office to serve as POC for the board.

(b) Assure that preliminary actions required by this regulation (see paras 4-4 and 4-5) are initiated before arrival of the USASC board members. At a minimum, these actions will include, but not be limited to, the following:

1. Administratively and logistically support the investigation board.

2. Fund all support costs other than travel and per diem costs of USASC personnel and those other Government, public, or private agency personnel specifically requested by USASC to provide assistance.

3. Secure accident scene and take action as required by paragraph 4-5.

4. Obtain copies of personnel, medical, and training records (to include OF 346 (U.S. Government Motor Vehicle Operator's Identification Card) and DA Form 348 (Equipment Operator's Qualification Record Except Aircraft), if appropriate) for all personnel directly involved in the accident.

5. Identify and notify local board members.

6. Publish orders appointing investigation board.

7. Confirm personnel security clearances as necessary and obtain any special clearances necessary for access to the accident scene by all board members.

8. Provide logistical support to include equipment to recover wreckage and resources necessary to ship components to appropriate Army depot or lab for tear-down analysis, and arrange for special transportation such as tactical vehicles or aircraft, if required, to transport the board members to the accident scene.

9. Obtain the following witness information: name, rank, unit, and telephone number.

10. Obtain Serious Incident Report (SIR), MP, and CID reports, if completed.

11. Obtain name of medical officer conducting autopsy and the date, time, and location it will be/was performed and results.

12. Obtain a 1:50,000 tactical map that includes accident site.

13. Obtain directives that pertain to the operation that resulted in the accident.

14. Obtain weather statements (signed by forecaster).

b. IAI.

(1) The appointing authority will appoint on orders a board consisting of three or more members to investigate all Class A and B accidents except those:

(a) Investigated by USASC accident investigation boards (para 4-3a).

(b) Involving only an off-duty fatality/injury.

(2) The appointing authority will ensure an in-depth investigation is performed by a board of any accident designated by HQDA or a MACOM.

(3) In addition to the above requirements, the appointing authority may elect to conduct IAI (board mandatory or board optional) of any type of accident.

c. The following personnel may serve on Army accident investigation boards:

(1) Army officers or warrant officers (Army aviators for aircraft accidents).

(2) DA safety and occupational health specialist/manager/engineer, GS-018/803-11/12/13/14 (for aircraft accidents, one who directly manages an aviation safety program).

(3) Full-time technicians who hold current federally recognized officer or warrant officer status.

(4) DOD medical officers or DOD contracted medical officers (flight surgeons are preferred for aircraft accidents).

(5) Qualified maintenance personnel.

(6) DOD weather officers.

(7) Any other personnel approved by Commander, USASC.

d. Specific duties and responsibilities of board members are outlined in DA Pam 385-40.

4-4. Support of Army accident investigations

a. Army medical treatment facility commanders will support accident investigations as required by accident investigation board presidents. This will include, but not be limited to, the following:

(1) Evaluating human and environmental factors that contributed to the accident.

(2) Providing medical, dental, and medical service corps personnel such as flight surgeons, radiologists, pathologists, dentists, industrial hygienists, and psychiatrists to serve as members or advisors to accident investigation boards.

(3) Performing biochemical testing of personnel involved in or contributing to a Class A, B, or C aviation accident, or when deemed appropriate by the commander or physician (consult with the Armed Forces Institute of Pathology (AFIP), commercial (202)576-3232, DSN 291-3232).

(4) Performing physical examinations of surviving accident victims (per AR 40-501, paragraph 10-26g(3)).

(5) Autopsies on the remains of air crewmembers are mandatory (per AR 40-21). In other cases, the Armed Forces Medical Examiner (AFME) may authorize an autopsy in accordance with DOD Directive 6010.16 and AR 40-57. This may be done where the Federal Government has exclusive jurisdictional authority, and where the circumstances surrounding the death are suspicious, unexpected, or unexplained. This includes unnatural or violent deaths resulting from known or suspected accident; that is, deaths specifically resulting from vehicular, aircraft, vessel, or other aviation/ground accidents. Additionally, pursuant to AR 40-2, the Army Medical Treatment Facility (MTF) commander may direct an autopsy when it is considered necessary for the protection of the welfare of the military community to determine the true cause of death or to secure information for the completion of military records. In cases where the accident investigation board concludes that an autopsy is necessary, consistent with the above guidelines, the Commander, USASC, will consult with the MTF commander nearest to the scene of the accident or where the body is located. In other cases, consent of the next of kin (NOK) is required in accordance with AR 40-2.

(a) When possible, autopsies should be performed by AFIP.

(b) If AFIP personnel cannot perform an autopsy, it will be performed by personnel in the following order of precedence:

1. Military forensic pathologist.

2. Army pathologist or civilian forensic pathologist.

(c) The individual conducting the autopsy will consult with the staff of the Office of the Armed Forces Medical Examiner, AFIP, by calling commercial (202) 576-3232/3/4 or DSN 291-3232.

(6) Assisting in obtaining results of autopsies conducted by civilian authorities.

(7) Conducting detailed external examinations (to include photographs) and full body x-ray examinations. Samples of blood, urine, and other body fluids of deceased accident victims will be obtained for laboratory testing when permission for an autopsy is refused.

b. The Army Provost Marshal Office (PMO) will support investigations as required. This support will include providing accident information from DA Form 3946 (Military Police Traffic Accident Report) and daily blotters.

c. All installation organizations (for example, Director of Industrial Operations (DIO), and Director of Engineering and Housing (DEH)) will support accident investigations as required.

4-5. Accident scene preservation

A concerted effort is required by all to ensure that each group of

investigators is able to collect the information and evidence required to properly conduct its investigation.

a. When the situation permits preservation of the accident scene, only those actions necessary for rescue or recovery of victims and the initial on-site investigation by MP/CID will be allowed. Whenever possible, photographs of the location of victims should be made before the victims are moved. Access will be restricted to those commanders and personnel directly involved in investigating the accident. Before the arrival of the accident investigation board at the accident site, MP/CID personnel should remove only those items of evidence which would be destroyed by time or the elements. During the on-site investigation, the safety board will be accompanied by MP/CID personnel who know the nature and location of evidence removed prior to the board's investigation. The board should also be assisted by personnel who directed the rescue operations and who can discuss damage to or movement of wreckage which occurred during the rescue operation.

b. When the situation does not permit preservation of the accident scene, MP/CID personnel will remove all items of evidence needed for their investigation. Photographs of items before they are collected will be made whenever possible. All components, wreckage, and debris that must be moved will be stored in a secure area and guarded until released by the board president. Personnel involved in the recovery operation and knowledgeable of the resulting damage to the wreckage will be available during the accident investigation board's preliminary inspection of the wreckage. The appointing authority will ensure that photos are taken and a sketch of the scene is made with sufficient detail and measurements to allow a scale drawing to be made. All wreckage, damage, and ground markings incident to the accident will be identified and photographed before measurement and cleanup of the accident scene. The sketch and photographs will be provided to the president of the board as soon as possible after his or her arrival.

c. The accident investigation board will be allowed to inspect physical evidence collected by MP/CID personnel. The board president is responsible for ensuring that no member of the board takes any action that would destroy the evidence or would compromise the legal chain of custody of those items.

4-6. Accident scene investigation

Procedures for accident scene investigation are contained in DA Pam 385-40.

4-7. Access to information from other investigations

The accident investigation board will have access to all evidence, photographs, and witness statements collected by MP/CID investigators. The accident investigation board will also have access to all personnel and medical records of personnel involved in the accident and maintenance records on the equipment involved in the accident. If evidence is forwarded to CID laboratories for analysis, the board president will be provided a copy of the laboratory report. Whenever possible, CID personnel will advise the board president of laboratory determinations which may be received from the laboratory by telephone. The board president may determine that additional information is necessary for the investigation. When this occurs, the board president will request additional analysis by the laboratory. The results of the additional testing are considered common source factual data available for use by all investigators.

4-8. Access to information collected by accident investigation boards

- a. Other Army-authorized investigators will be given access to:
- (1) Reports received pursuant to submission of equipment to Army depots for tear-down and analysis.
 - (2) Command-directed fitness-for-duty examinations.
 - (3) Official records on personnel and equipment involved if not available from other sources.
 - (4) Photographs of the accident scene.
 - (5) Witness lists (on request).
- b. Other investigators will not be given access to:

- (1) Witness statements taken by board members.
 - (2) Preliminary or final board findings and recommendations.
 - (3) Recordings/transcripts of intra-cockpit communications.
- c. For all Classes of accidents, where it is applicable, the accident investigation officer or the president of a board of officers should —
- (1) Obtain the name and unit address of the collateral investigation officer or board president.
 - (2) Provide the collateral investigation officer or board president with all factual material considered in the accident investigation.

4-9. Actions when criminal activity is suspected

a. If evidence of criminal activity (other than negligence, dereliction of duty, or disobedience of an order), is discovered during the initial investigation, by either MP/CID or the accident board, the board president will be notified immediately. After notification/consultation with the Commander, USASC, and the local commander, the board president will discontinue the investigation if no further need is present. If the accident investigation does continue, it will be secondary to MP or CID investigations insofar as access to witnesses, accident scene, and evidence is concerned.

b. If, during the investigation, the board discovers evidence of criminal activity (other than negligence, dereliction of duty, or disobedience of an order), the board president will provide the following to MP/CID investigators—

- (1) If the evidence is physical or is a common source item, MP/CID investigators will be notified. The evidence will be surrendered to MP/CID personnel, and the board members will provide the documents necessary to establish the chain of custody.
- (2) If the evidence is based upon witness statements obtained on a promise that the information would be used within DOD only for accident prevention purposes, the board president will provide a list of personnel interviewed and copies of all common source materials. The board president will not discuss individual statements or specific comments which led to the board's suspicion of criminal activity.

4-10. Activation of the Safety-of-Use/Safety-of-Flight notification system

The findings of an accident board may identify a safety hazard or hazards which needs immediate action to prevent the recurrence of a similar accident. The board president or accident investigator would need to contact the system Program Manager (PM) and the USASC (DSN 558-3650, ground; DSN 558-3262, air) to discuss the hazard and then complete a Category I EIR/DR to energize the Ground Safety Notification System (Safety-of-Use) or the Safety-of-Flight System. Further instructions and guidance for the Ground Safety Notification System are contained in AR 750-6; for Safety-of-Flight they are located in Chapter 6, AR 95-1.

Chapter 5 Processing and Command Review of Accident Reports

5-1. Review of accident investigation reports

All accident investigation reports will be processed by each reviewing agency.

a. *Initial review.* The initial reviewing official will normally be the commander of the unit involved or the commander of the supervisor directly responsible for the operation, material, or persons involved in the accident. This official will review the accident report, provide written concurrence or nonconcurrence with the findings/recommendations, ensure that factual data are circulated within the unit, ensure recommendations which can be put into effect at the unit level are implemented, and forward the original through the designated MACOM chain of command to the approving authority.

b. *Installation-level safety manager review.* The installation-level safety manager will ensure that the entire accident report and the SAFETY OFFICE USE ONLY section of each form (DA 2397-R-series form, DA Form 2397-AB-R, DA Form 285, or DA Form

285-AB-R) is prepared per instructions, and accident data are analyzed for prevention purposes. (This function may be performed at tenant activity level if the organization has a full-time safety and occupational health professional assigned.)

c. Approving authority. MACOM commanders or their designated representatives will approve or disapprove each finding and recommendation made by the accident investigation board as amended by reviewing officials. The MACOM safety office will ensure that the accident report is complete and take additional actions when required. MACOM-level recommendations will be tracked using the MACOM RTS. Recommendations for action by higher headquarters or other agencies may also be included.

5-2. Reports prepared by USASC

Reports prepared by USASC investigators (CAI) will be completed within 60 days and returned through the chain of command. The original and one copy of the report will be forwarded to the unit experiencing the accident; another copy will be forwarded directly to the appropriate MACOM. Commanders will review the original report, concur or nonconcur in writing, and return the report through channels to the MACOM. The MACOM will ensure the original copy of the report is returned to USASC within 90 calendar days from the date of the USASC letter of transmittal.

5-3. Processing accident reports

Prepare one original and two copies of the appropriate forms (DA Form 285, DA 2397-R-series form, DA Form 2397-AB-R, or DA Form 285-AB-R) and supporting documents.

Note. In actual combat situations, use of carbon paper is authorized. Send ARNG accident reports through ARNGRC, ATTN: NGB-AVN-S, 111 South George Mason Drive, Arlington, VA 22204-1382, to Commander, USASC.

a. Aviation accidents and incidents

(1) *Class A and B*— The original aviation accident reports (DA 2397-R-series forms) will be forwarded through channels to the appointing authority's MACOM and mailed to Commander, USASC, ATTN: CSSC-I, Fort Rucker, AL 36362-5363, within 90 calendar days after the accident.

(2) *Class C*— The original or electronic copy of DA Form 2397-AB-R will be forwarded to Commander, USASC, to arrive within 30 calendar days of the accident.

(3) *Class D, E, and FOD*— The original or electronic copy of DA Form 2397-AB-R will be forwarded to the Commander, USASC, within 10 calendar days of the accident.

b. Ground accidents.

(1) *Class A and B on-duty*— The original DA Form 285, completed per this regulation and prepared by an accident board (CAI/IAI), will be forwarded through channels to the appointing authority's MACOM and mailed to the Commander, USASC, ATTN: CSSC-I, Fort Rucker, AL 36362-5363, within 90 calendar days after the accident.

(2) *Class A and B off-duty and all Class C and D*— The original or electronic copy of DA Form 285-AB-R will be forwarded to the Commander, USASC, within 30 calendar days of the accident.

c. Copies will be retained by the appointing authority's Safety Office and any other offices as directed by the MACOM.

5-4. Changes to accident reports and request for extension of submission time limits

a. A change to an accident report will be submitted when:

(1) An event occurs that changes the classification of an accident (for example, from Class C to Class B, or Class B to Class A).

(2) Additional information is discovered that was not known when the initial report was submitted. Changes to reports will not be submitted for changes in number of days lost or property damage estimates, except as indicated in 5-4a(1) above.

b. Requests for extension beyond the accident report due date will be made telephonically to the Quality Control Section, USASC (Commercial (205) 255-9137/3493, DSN 558-9137/3493), by the MACOM Safety office.

5-5. HQDA accident report evaluation, review, and action

a. The USASC will review all recordable accident reports for regulatory and technical compliance.

b. The USASC will evaluate all recordable DA-level recommendations for entry into the RTS. USASC will also—

(1) Establish and maintain a formal automated system to track actions on DA-level recommendation(s) from accident reports.

(2) Provide written notification to the command, organizations, or agency responsible for implementing or initiating corrective action on DA-level accident recommendation(s).

c. MACOM, Program Executive Officers (PEO), and DA Staff Agencies and Activities will—

(1) Establish and maintain a formal system to track actions taken on DA-level recommendation(s) from accident reports for which they are responsible.

(2) Establish and maintain a formal system to track actions taken on unit level and higher level recommendation(s) from Class A, B, and C accident reports for units, organizations, agencies, or activities under their respective command or control.

d. Acknowledgements: upon receipt of written notification of recommendations, the responsible DA-level organization will provide an initial response to the USASC within 60 calendar days as to corrective action(s) initiated or planned. Interim and follow-up reports are required every 90 days after initial response until the action(s) is closed.

e. Return nonconcurrency or rebuttals: all DA-level recommendations not accepted or implemented by the responsible command, organization, agency, or activity will be returned to the Commander, USASC, with support rationale within 60 calendar days after initial notification.

Chapter 6 Accident Records

6-1. Overview

The Commander, USASC, will receive Army accident data, control its quality, and enter it into the ASMIS. The Commander, USASC, will also act as the official Army custodian and repository for all recordable Army accident information.

6-2. Access to and safeguarding of accident records

a. For regulatory guidance regarding safeguarding of accident records, see paragraph 1-10.

b. For regulatory guidance regarding FOIA, see paragraph 1-11.

6-3. Maintaining accident records

All recordable records required by this regulation and maintained by USASC will be retained at least 10 years. The current historical data will include the current fiscal year and the previous 5 fiscal years.

Chapter 7 Marine Accidents

7-1. Overview

Marine accidents (may also be known as watercraft accidents) involve a collision, grounding, sinking, fire, or explosion as a result of the operation of any Army watercraft. They also involve military diving (which does not include recreational diving) and hyperbaric exposure accidents, or swimming operations resulting in injury or illness to persons or damage to watercraft, cargo, or other property. Marine accidents will be reported as Class A through Class D accidents and shown as marine underway, marine not underway, or marine diving, as appropriate, on DA Form 285 (block 72) (see app E).

a. Marine accidents include:

(1) Accidents occurring while loading, off-loading, or receiving services at docksides.

(2) Damage to Army property handled as an on-board commodity.

(3) Accidents occurring during amphibious or on-shore warfare training operation.

(4) Damage and all injuries to Army personnel occurring on-board.

b. Marine accidents do not include accidents that are reportable under other major categories prescribed in this regulation; for example, aircraft, missile, or chemical agent accidents.

c. This chapter covers watercraft under the jurisdiction of DA that are:

(1) Used in logistics-over-the-shore (LOTS) operations; coastal, harbor, and inland waterways (CHI); and ocean operations.

(2) Identified in Table 1-1, AR 56-9.

(3) Operated and exclusively controlled or directed by the Army. This includes watercraft furnished by a contractor or another Government agency when operated by Army watercraft personnel.

(4) Lent or leased to non-Army organizations for modification, maintenance, repair, test, contractor training, research, or development projects for the Army.

(5) Under test by Army agencies responsible for research, development, and test of equipment.

(6) Under operational control of a contractor. Accidents involving Army equipment lent or leased by the Army to a non-Army organization for maintenance, repair, test, contract training, or experimental projects will not be charged to the Army if the non-Army organization that has operational control of the equipment has assumed the risk of loss.

d. This chapter does not negate the Master's responsibility to report any applicable marine accident, injury, or death involving commercial or Government owned watercraft or property to the U.S. Coast Guard.

7-2. Notification requirements

In addition to the notification required by Chapter 3, marine accidents will be reported as follows:

a. Marine underway/not underway. Any grounding that creates a hazard to navigation, the environment, or watercraft safety, or any occurrence affecting the watercraft's seaworthiness or fitness for service, including but not limited to, fire, flooding, or damage to fixed fire extinguisher systems, life saving equipment, or bilge pumping systems will be telephonically reported to the Transportation Branch Marine Safety Office, ATTN: ATZF-CSS, Fort Eustis, VA 23604-5113, DSN 927-1327, Commercial (804) 878-1327, within 24 hours.

b. Marine diving. Marine diving accidents classified as Type II Decompression Sickness or Pulmonary Overinflation Syndromes (as defined by FM 20-11-1) will be telephonically reported to the Diving Safety Office, ATTN: ATSP-OCT-S, Fort Eustis, VA 23604-5407, DSN 927-1329, Commercial (804) 878-1329, within 24 hours. All other marine accidents will be reported to the Marine Safety/Diving Safety Office as soon as possible.

c. Army Special Operations Forces (ARSOF) diving. ARSOF diving accidents classified as Type II Decompression Sickness or Pulmonary Overinflation Syndromes (as defined in U.S. Navy Dive Manual, Volume I) will be telephonically reported to the Commander, U.S. Naval Safety Center, Army Liaison, Norfolk, VA, DSN 564-6389/6427, COMMERCIAL, (804) 444-6389/6427, within 24 hours of the occurrence.

(1) All other diving accidents will be reported to the Naval Safety Center, Army Liaison, as soon as possible.

(2) Dives resulting in a mishap requiring recompression treatment or resulting in the diver being away from work for 24 hours or longer will be reported by message, per OPNAVINST 5102-1C, to Commander, U.S. Naval Safety Center, Army Liaison, Norfolk, VA. Commander, USASOC //AOOS// will be an info addressee on the message. This message is required in addition to telephonic notification.

(3) A DA Form 285 will be completed for the incident and

forwarded through appropriate command channels to USASC. The following additional information is required:

(a) Operation at time of accident (brief scenario).

(b) Environmental/Meteorological conditions at time of accident to include:

Water temperature at surface.

Water temperature at depth.

Sea state.

Visibility at depth.

Visibility at surface.

Outside air temperature.

Wind speed and direction.

Tide, wave, and current data.

Type of dive platform.

(c) Diving system utilized (surface supplied, open circuit, closed circuit scuba, or hyperbaric facility).

(d) Maximum depth of dive in feet of sea water (FSW).

(e) Total bottom time.

(f) Total time of dive.

(g) Onset of symptoms (month/day/hour/minute, depth).

(h) Whether the accident victim is a current and qualified diver per AR 611-75.

(i) Type of symptoms (neurological, serious symptoms, pain only, and/or mechanical).

(j) Recompression started (month/day/hour/minute).

(k) Treatment table used.

(l) Treatment outcome (complete relief, partial relief, no relief, fatal).

(m) Prognosis and diagnosis.

d. In addition to the information required by the DA Form 285/285-AB-R, the following will be included on the DA Form 285/285-AB-R when reporting marine diving accidents to the Diving Safety Office:

(1) Operation at time of accident (brief scenario of diving operation).

(2) Diving system utilized (surface supplied, open circuit scuba, closed circuit scuba, or hyperbaric facility).

(3) Maximum depth of dive in feet sea water (FSW).

(4) Total bottom time of exposure.

(5) Onset of symptoms (month/day/hour/minute, depth).

(6) Type of symptoms (embolism, serious symptom, pain only, and/or mechanical).

(7) Recompression started (month/day/hour/minute, depth).

(8) Treatment table used.

(9) Diagnosis or treatment outcome (complete relief, partial relief, no relief, fatal.)

7-3. Recordkeeping

a. The Master/Coxswain, or person in charge of any watercraft involved in an accident, shall retain voyage records which are normally maintained by the watercraft. Voyage records include, but are not limited to, logs, bell books, navigation charts, navigation work books, compass deviation cards, gyro records, stowage plans, records of draft, aids to mariners, night order books, radiograms sent and received, radio logs, crew and passenger lists, articles of shipment, and other material which might be of assistance in investigating and determining the cause of the accident. The Master/Coxswain or person responsible for the records' custody shall make these records available upon request to the authorized safety investigator(s).

b. The following records pertinent to the dive or hyperbaric exposure will be retained for possible use during the investigation:

(1) Completed operation and emergency procedures which document the status of all equipment and systems relevant to the dive and/or hyperbaric exposure.

(2) Diving log work sheet.

(3) Recompression chamber treatment log.

(4) Diver's Medical Records for the past 5 years (if available).

(5) DA Form 314 for the equipment being used.

7-4. Marine accident report

For watercraft accidents, the following additional information will be included on the DA Form 285/285-AB-R, or as an enclosure to those forms:

a. Description of the circumstances, including the following when applicable:

- (1) Time and place of commencement of voyage and destination.
- (2) Current (direction and force).
- (3) Wind (direction and force).
- (4) Visibility in yards at time of accident.
- (5) Tide and sea conditions.
- (6) Name of person in charge of navigation, and persons on the bridge at time of accident.
- (7) Name and rank of lookout and where stationed on Army watercraft.
- (8) Time when bridge personnel and lookouts were posted for duty.
- (9) Course and speed of watercraft at time of accident.
- (10) Number of passengers, troops, and crew on board Army watercraft.
- (11) Copies of all pertinent log entries.
- (12) List of the names and addresses of the witnesses who saw the accident.
- (13) When steering gear and controls of Army watercraft were last tested.
- (14) When and where compasses of Army watercraft were last adjusted and deviation, if any, at time of accident.
- (15) Statement of any outside assistance received.
- (16) Any further details not covered above.

b. Diagrams, log extracts, and any pertinent documents or exhibits will be submitted with the accident report.

c. If a pier, wharf, bridge, or other stationary structure is involved, submit a diagram showing the watercraft's heading, the direction of tidal current and wind, longitudinal axis of the structure and the berthing location if the watercraft is docking, undocking, or is coming alongside a vessel at anchor.

7-5. Marine accident investigation

In addition to the normal procedures required for investigating Army accidents, diving accidents require the following:

a. All diving or hyperbaric exposure accidents classified as Type II and Gas Embolism will be investigated by the Diving Safety Office.

b. All other marine diving accidents may be investigated by the Diving Safety Office (para 7-2b) upon determination of possible safety violations.

Chapter 8 Chemical Agent Events

8-1. General

a. *Program responsibilities.* Commanders with a chemical agent mission will establish procedures to ensure investigation and reporting of chemical agent events are accomplished per the following guidance.

b. *Definition.* Chemical events are defined in AR 50-6. For the purposes of this regulation, chemical events are those involving chemical compounds intended for use in military operations to kill, seriously injure, or incapacitate persons through physiological effects. Experimental compounds are included. Excluded are research, development, test, and evaluation (RDTE) dilute solutions; riot control agents; chemical defoliants and herbicides; smokes; flame; military explosives; and incendiaries. Pesticides, insecticides,

and industrially manufactured chemicals, unless selected by the Army for chemical warfare purposes, are also excluded.

c. *Classifying chemical events.* Events will be classified as appropriate in accordance with paragraph 2-2, if applicable.

8-2. Notification responsibilities and procedures

The commander of the organization experiencing the chemical event will follow the notification and reporting procedures in AR 50-6 and, in the case of Class A-D accidents, this regulation. The format for reporting chemical events and the distribution of this notification is given at Figure 8-1.

8-3. Investigation responsibilities and procedures

a. All Army chemical events will be investigated for the purpose of accident prevention, whether or not collateral investigations are conducted.

b. Chemical events which meet the criteria for Class A or B Army accidents or involve off-post contamination; that is, the predicted/actual chemical agent No-Effects dosage distance extends beyond the post/ installation boundary, will be investigated by a CAI limited use accident investigation board appointed by the DASAF. The board will consist of at least four members, two of whom are familiar with the effects of chemical agents. The board must also include members who are experienced in accident investigation techniques.

c. Depending on the situation, any other type of chemical event may also warrant HQDA investigation.

d. MACOMs will establish procedures to ensure an investigation appropriate to the severity/consequences of the event is promptly conducted for all other chemical events.

8-4. Reporting responsibilities and procedures

a. MACOM commanders will forward the investigation report within 90 days of the accident to HQDA, OCSA, ATTN: DACS-SF, Washington, DC 20310-0200, and HQ, AMC, ATTN: AMCSF, Alexandria, VA 22333-0001. Forwarding endorsements of accident investigation reports will contain:

(1) A statement of concurrence or nonconcurrence in the findings and recommendations of the investigating board.

(2) The corrective actions taken to date and milestones for future corrective actions.

(3) Other information or recommendations for preventing a similar accident.

b. Chemical events which also meet the criteria of Class A-D accidents will be recorded on DA Form 285 or AGAR (See app E) and DOL Forms CA-1 or CA-2 as appropriate for injury, illness, and property damage.

c. Occupational illnesses or injuries to DA military or civilian personnel resulting from chemical events will be reported (RCS MED-16) as prescribed in AR 40-400.

8-5. Release of information

Release of chemical event investigation reports and technical investigations to contractors and persons not employed by the U.S. Army is strictly forbidden unless prior approval is given by the DASAF.

8-6. Exchange of information

MACOMs and the U.S. Army Chemical Materiel Destruction Agency will establish procedures to exchange information (copy furnished to DACS-SF) in chemical events which have lessons-learned value for other chemical activities.

1. Format guidance

a. *Heading.*

- (1) *For chemical accidents.* Enter "This is a chemical accident report (RCS DD-FM&P (AR) 1020)."
- (2) *For chemical incidents.* Enter "This is a chemical incident report (RCS CSOCS-311)."

b. *Body.*

- (1) Date and time of event.
- (2) Location.
- (3) Quantity and type of weapons(s) or container(s) and chemical agent(s).
- (4) Description of property damage and personnel casualties.
- (5) Type of carrier (if one is involved).
- (6) Type of operation; for example, laboratory analysis, surveillance testing, logistical movement, storage inspection, alert, maintenance and renovation, or demilitarization.
- (7) Description of event.
- (8) Whether a weapon or container burned, detonated (to what degree), or was exposed to fire.
- (9) Details of any existing chemical hazard or contamination.
- (10) Condition of chemical weapon or container.
- (11) Whether news release was given to the media. If so, attach copies.
- (12) Measures taken to ensure safety and security.
- (13) Any other pertinent information, including cause factors if known, and any possible political implications.
- (14) Statement of corrective actions recommended, if appropriate.
- (15) Assistance required; for example, Augmentation Reserve Force, Explosive Ordnance Disposal.

2. *Distribution.*

- a. DA WASH DC//DACS-SF/DAMO-NCC/DASG-PSP/DAIG-TI/DALO-ZD//.
- b. CDRAMC ALEX VA //AMCSF-C/AMCCB//.
- c. CDRUSANCA FT BELVOIR VA//MONA-SU/MONA-MS//.
- d. CDR USASC FT RUCKER AL //CSSC-I-D//.
- e. DIRUSADACS SAVANNA IL//SMCAC-ES// (WHEN EXPLOSIVES ARE INVOLVED)
- f. Other appropriate MACOMs.

Figure 8-1. Format Guidance and Distribution for Reports of Chemical Accidents and Incidents

Chapter 9 Explosives Accidents

9-1. Overview

Explosives are defined as all items of ammunition; liquid and solid propellants; high and low yield explosives; pyrotechnics; and substances associated with the foregoing that present real or potential hazards to life or property. The term includes any device or assembly of devices that contain an explosive material. Examples are bombs, guided or unguided; water and land mines; depth charges; non-nuclear warheads; explosive-loaded projectiles; explosive components of aircrew escape systems; missile propellants; guided or unguided missiles; and pyrotechnic, illuminating, and signaling devices. For reporting purposes, explosive accidents include:

a. An unplanned explosion or functioning of a device containing explosives, propellants, pyrotechnics, or other similar substances associated with these items which present real or potential hazards to life or property. Included are:

- (1) Accidents occurring during the explosives or pyrotechnics manufacturing process.
- (2) Off range impacts of projectiles, bombs, missiles, or their fragments/components, during range operations.
- (3) Accidents involving dummy or inert materials, when used to simulate a real explosive item in a training or testing situation.
- (4) Accidents involving Engineer demolition explosives.
- (5) Accidents involving explosive ordnance disposal (EOD) operations.
- (6) The inadvertent actuation, jettisoning, release, or launching of explosive devices.

b. Explosives accidents do not include the accidental discharge of

small arms weapons (in unit arms rooms, on guard duty,) and hunting or recreational shooting accidents.

c. Commanders will report and investigate all explosive accidents. The USASC will provide a CAI for selected Class A and Class B explosive accidents. MACOMs will form an IAI for all Class A and B explosive accidents not investigated by the USASC.

d. Accidents involving Army explosives consigned to commercial carriers will be handled as outlined in AR 55-355 and AR 385-14.

9-2. Notification procedures (RCS DD-FM&P (AR) 1020)

a. Accidents will be reported per chapter 3 of this regulation. The type of investigation planned (CAI, IAI, DA Investigation Team for Malfunctions (DAITM)), must also be provided for all explosives accidents.

b. In addition to normal accident reporting requirements, certain explosive accidents require an immediate telephonic report by the responsible MACOM to the Army Operation Center (AOC) (commercial 202-697-0218 or DSN 227-0218) and the USASC (commercial 205-255-2660/3410 or DSN 558-2660/3410). These accidents are:

- (1) Explosive accidents resulting in the loss of a major weapons system. These accidents may or may not be Class A or B accidents.
- (2) An explosive accident resulting in a production loss of 72 hours or more.
- (3) An explosive accident involving probable public interest or network media coverage.

c. Explosives accidents described in paragraph 9-2b above will be reported on DA Form 285 or DA Form 285-AB-R (see app E). The DA Form 285/285-AB-R will be submitted per chapter 3. These forms should include all the basic data and the additional data described in paragraph 9-4.

d. When an explosives accident meets the criteria set forth in paragraph 2–8, a DA Form 285/285–AB–R, with information listed in paragraph 9–4, must be forwarded to the USASC within appropriate suspense time (see app E). The USASC will provide this data to the U.S. Army Technical Center for Explosives Safety (USATCES).

9–3. Explosives accident investigation

a. Commanders are required to investigate all explosives accidents. When USASC receives telephonic reports of Class A or B explosives accidents, they will notify USATCES of the accident telephonically. If the USASC Commander determines a CAI team will respond to the accident, USATCES will be notified of the requirement to provide technical assistance to the investigating team.

b. A decision by USASC not to investigate an explosive accident does not eliminate the requirement to initiate a local or MACOM level accident investigation. Technical support for MACOM and local investigations may be requested from supporting Quality Assurance Specialist, Ammunition Surveillance (QASAS) personnel, or the USATCES, DSN 585–8801 or commercial (815) 273–8801. Technical expertise in explosives or explosives-related accident investigations is also available at Headquarters, U.S. Army Armament, Munitions, and Chemical Command Safety Office (DSN 793–2989/2190/2962 or commercial (309)782–2989/2190/2962).

c. Explosive accidents may involve ammunition malfunctions, which are investigated per AR 75–1. When an ammunition malfunction is suspected, the CAI/IAI will conduct the primary comprehensive investigation for DA/MACOM and the DAITM will conduct its investigation as part of the CAI/IAI team.

(1) Subject to the exercise of CID jurisdiction, the CAI/IAI Board President shall exercise control over the coordination and investigative actions of all elements and/or technical teams supporting the board.

(2) The CAI/IAI Board President shall control access to the accident site and shall be responsible for releasing the site after all legitimate investigative actions are complete.

9–4. Explosives accident report

The supplementary technical data indicated below (as applicable) will be included in the appropriate blocks of DA Form 285 or DA Form 285–AB–R, per the form's instructions. Required data that is not entered on the DA Form 285 or DA Form 285–AB–R will be included as attachments. If a malfunction investigation was conducted as part of the investigation, much of this information should be available in the ammunition malfunction reports, prepared by the DAITM or local QASAS. If an ammunition malfunction investigation was not conducted, questions and assistance concerning the collection of this data may be obtained from local QASAS personnel or by calling the USATCES Hotline, DSN 585–6030, or commercial (815) 273–6030. All data must be addressed; if not applicable, so state.

a. Type of operation or transportation mode engaged in at the time of the accident (include reference to applicable standing operating procedure (SOP) or regulatory document).

b. The following information, if not previously reported: quantity, type, lot number, configuration, and packaging of ammunition/explosives involved in the accident.

c. Type of reaction or reactions:

(1) Single reaction such as detonation, deflagration, fire, release, or activation.

(2) Multiple reaction such as detonation and fire.

(3) Communications of reactions such as detonations caused by fire, fire caused by detonation, detonation propagates to detonation, detonation to deflagration, etc., and the time sequences between such events, if applicable.

d. Possible or known causes.

e. Aerial and ground photographs, color whenever possible, of the accident taken as soon as possible after the accident.

f. Maps, charts, and overlays of the accident area showing or listing the following data:

(1) Location of personnel killed or injured with respect to the accident origin.

(2) Area containing property with complete destruction (more than 75 percent).

(3) Area containing property damage beyond economical repair (50 to 75 percent).

(4) Area containing repairable property (1 to 49 percent)

(5) Radii of uniform or irregular glass breakage. When possible, include type and dimensions of glass broken at the farthest point.

(6) Locations and dimensions of craters.

(7) Distances from the accident origin at which direct propagation occurred, and whether from blast, fragments, firebrands, or fire.

(8) Approximate number, size, and location of hazardous fragments and debris.

g. Describe any influence of the following factors on the accident:

(1) Environmental and meteorological, such as cloud cover, wind direction and velocity, temperatures, relative humidity, EMR, and electrostatic conditions.

(2) Topographical features such as hills, forests, lakes.

(3) Structural features at the accident origin such as exterior and interior walls, substantial dividing walls, bulkheads, roofs, and overheads, doors and windows, cells or magazines, earth cover, barricades.

(4) Safety features other than structural at the accident origin such as remote controls, sprinkler systems, deluge systems, detectors, alarms, blast traps, suppressive shielding, protective clothing and equipment (PCE).

(5) Position, orientation, and type of construction of all structures, damaged or not, located within the maximum radius of damage. When the applicable intermagazine (IMD), intraline (ILD); or inhabited building distances (IBD) are greater than the radius of actual damage, show the location, orientation, and type construction of all structures situated within quantity distance (QD) radii.

(6) Vessels, vehicles, and mobile equipment locations within maximum radius of damage. If QD requirements are greater than the actual area of damage, indicate the actual distance and damage sustained to all equipment located within all the QD arcs.

(7) Personnel locations within maximum radius of damage. If QD requirements are greater than the actual area of injury, indicate the actual distance to all personnel located within all the QD arcs and extent of injuries received.

(8) Explosives, ammunition, and chemical agent location, type of configuration, amounts, and protection provided within maximum radius of damage, or if QD requirements are greater, the location within the applicable magazine and intraline arcs.

(9) Identify buildings, exposures, and other locations that are under special consideration or waiver. The completed waiver package will be submitted as an appendix to the report. Describe interim safety measures that prevented injury or damage.

h. The report will include an analysis of the accident sequence, the conclusions reached from the investigation, and recommendations to prevent reoccurrence.

Chapter 10 Ionizing and nonionizing radiation accidents

10–1. Overview

a. *Command responsibilities.* Commanders and licensees will establish procedures to ensure investigation and reporting of ionizing and nonionizing radiation accidents are accomplished per this regulation.

b. *Classifying radiation accidents.* Accidents will be classified into Class A–D per paragraph 2–2 for purposes of determination of DA requirements to include criteria for entry into the DA accident data base.

10-2. Ionizing radiation accidents

a. Basis of reporting requirements. Ionizing radiation accident reporting will be accomplished per Nuclear Regulatory Commission (NRC) requirements as stated in Title 10 CFR, primarily in 10 CFR Part 20, and per DA requirements as stated in this regulation. Revisions to Title 10 CFR take precedence over that information in paragraph 10-2b(1) and 10-2d(1) below which is derived from the 1 January 1993 edition of Title 10 CFR.

b. Notification requirements and procedures.

Note. This paragraph addresses initial notification. For written requirements, see paragraph 10-2d below.

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(1) *Notification requirements.* The following situations, involving byproduct, source, or special nuclear material, require immediate voice or message notification per procedures in paragraph 10-2b(2) below.

(a) Radiation incidents defined in 10 CFR 20.2202 that may have caused or threaten to cause any of the following conditions (10 CFR 20.2202) that result in an individual receiving:

1. A total effective dose equivalent of 5 rems (0.05 Sievert(Sv)); or
2. An eye dose equivalent exceeding 15 rems (0.15 Sv); or
3. A shallow-dose equivalent to the skin or extremities exceeding 50 rems (0.5 Sv); or in the release of radioactive material, inside or outside of a restricted area, so that, had an individual been present for 24 hours, the individual could have received an intake in excess of one occupational annual limit on intake (The provisions of this paragraph do not apply to locations where personnel are not normally stationed during routine operations, such as hotcells or process enclosures.).

(b) Receipt of a package which has (10 CFR 20.1906):

1. Removable external surface radioactive contamination on the external surfaces of the package in excess of 0.01 microcuries(22,000 disintegrations per minute) per 100 square centimeters of package surface (10 CFR 71.87); or
2. Radiation levels in excess of 200 millirem per hour at the external surface or in excess of 10 millirem per hour at three feet from the external surface (10 CFR 71.47).

(c) Loss or theft of radioactive material which may produce a substantial hazard to persons in unrestricted areas (10 CFR 20.802).

(d) Loss (other than normal operating loss), theft, attempted theft of one gram or more or accidental criticality of special nuclear material (10 CFR 70.52).

(e) Defects and failure to comply which could create a substantial safety hazard (10 CFR 21).

(f) Leak test results of a sealed source indicating total removable activity exceeding 0.005 microcuries (10 CFR 31.5 and 34.25).

(g) Accidents involving transportation including loading, unloading, and temporary storage in which fire, breakage, spillage, or suspected radioactive contamination occurs involving shipment of radioactive material (49 CFR 171.15).

(h) The release of radioactive material in concentrations which, if averaged over a period of 24 hours, would exceed 500 times the limits specified for such materials in 10 CFR 20.

(2) *Notification responsibilities and procedures.*

(a) The commander who first becomes aware of an ionizing radiation accident will telephonically report the accident within 3 hours of confirmation of the accident through command channels to:

Note. An exception to the 3 hour criteria is that each licensee must notify the NRC Operations Center within one hour after discovery of any case of accidental criticality or any loss, other than normal operation loss, of special nuclear material (10 CFR 70.52)

</paratext>

1. The appropriate licensee. Licensees and notification phone numbers are identified for each commodity in AR 385-11, Radiation Safety.

2. The Army Safety Office during duty hours, DSN 225-7291, (703) 695-7291 or the Army Operations Center after duty hours, DSN 227-0218, (703) 697-0218.

(b) Upon notification of the accident or incident as defined in 10 CFR 20, Subpart M, the licensee will:

1. Notify the NRC and other applicable federal agencies, such as Department of Transportation for transportation accidents.

2. Provide technical information and status of NRC reporting to the Army Safety Office.

3. Provide technical assistance concerning initial notification of the accident as requested by the unit experiencing the accident.

(c) If the commander experiencing the accident is unable to notify the licensee in a timely manner, that commander will notify the NRC directly and subsequently inform the licensee. The radiation safety (or protection) officer and installation safety manager are sources of information concerning contacting the licensee. The NRC Operations Center is at (301) 951-0550. Precise notification time requirements for various types of accidents or incidents are in 10 CFR 20, primarily 10 CFR 20.2202. Maximizing the expertise of the licensee in interacting with the NRC is the preferred process.

(d) Notifications will contain as much information as is currently available using the format at Figure 10-1.

-
1. Date and time of event.
 2. Radiation-producing device or source involved, including national stock number (NSN), radiation characteristics, and parameters of the event.
 3. Description of the event, including cause; names and SSNs of the people exposed, injured, or contaminated; estimated exposure; contamination levels; facilities effected; potential damages; impact on operations; and immediate-response actions taken.
 4. Actions taken to prevent recurrence.
 5. Recommendations to avoid similar instances at other installations processing similar material or devices.
 6. Name and telephone number of health physicist or radiation protection person.
 7. Point of contact (name, address, and telephone number).
 8. A statement of when the appropriate offices in DOL, NRC, and DOT were notified (if applicable) and by whom notification was made.
 9. License or Army authorization or permit number.

Figure 10-1. This is a radiological accident report, RCS DD- R&E (AR) 1168.

c. Investigation responsibilities and procedures.

(1) The commander experiencing the accident will:

(a) Ensure an accident investigation is conducted.

(b) Cooperate with licensees and federal regulatory agencies in providing information requested to determine accident cause and determine corrective measures.

(2) The licensee will:

(a) Provide technical assistance to the investigation as appropriate.

(b) Interface with other federal agencies concerning investigation or other interaction as a result of an accident.

d. Reporting requirements and procedures.

(1) *Reporting requirements.* The following requirements for reporting exposures, radiation levels, and concentrations of radioactive material exceeding the limits to the NRC will be met through procedures in paragraph 10-2d(2) below:

(a) In addition to any notification required by paragraph 10-2b(1) above, each licensee shall submit a written report to the

NRC within 30 days after learning of any of the following occurrences (10 CFR 20.2203):

1. Any incident for which notification is required by 10 CFR 20.2202. This includes doses in excess of: the occupational dose limits for adults (10 CFR 20.1208), the occupational dose limits for a minor (10 CFR 20.1208), the limits for an embryo/fetus of a declared pregnant woman (10 CFR 20.1208), the limits for an individual member of the public (10 CFR 20.1301), or any applicable limit in the license.

2. Levels of radiation, or concentrations of radioactive material in: a restricted area in excess of any applicable limit in the license, or an unrestricted area in excess of 10 times any applicable limit set forth in this part or in the license (whether or not involving exposure of any individual in excess of the limits in 10 CFR 20.1301).

3. For licensees subject to the provisions of EPA's generally applicable environmental radiation standards in 40 CFR 190, levels of radiation or releases of radioactive material in excess of those standards, or of license conditions related to those standards.

(b) DA accident reporting criteria and requirements per chapter 5 also apply.

(2) *Reporting responsibilities and procedures.*

(a) The commander of the unit experiencing the accident will report the accident in accordance with chapter 5.

(b) The licensee will—

1. Submit accident reports to the NRC to fulfill requirements of 10 CFR 20 and related CFR and to other federal agencies as required.

2. Provide technical assistance to the commander of the unit experiencing the accident in developing the written Army accident report.

e. Telephone numbers and addresses. To report ionizing radiation accidents and incidents occurring in or under licenses issued to organizations located in:

(1) *Region I.* Maine, Vermont, New Hampshire, Maryland, District of Columbia, Massachusetts, Connecticut, Rhode Island, New Jersey, Delaware, Pennsylvania, or New York, contact U.S. Nuclear Regulatory Commission, Region I, 475 Allendale Road, King of Prussia, PA 19406-1415, (215) 337-5000.

(2) *Region II.* West Virginia, Virginia, Kentucky, Tennessee, North Carolina, South Carolina, Mississippi, Alabama, Georgia, Florida, Puerto Rico, or Virgin Islands, contact U.S. NRC, Region II, 101 Marietta St., N.W., Suite 2900, Atlanta, GA 30323-0199, (404)331-4503.

(3) *Region III.* Minnesota, Wisconsin, Michigan, Iowa, Illinois, Indiana, Ohio, or Missouri, contact U.S. NRC, Region III 799 Roosevelt Road, Glen Ellyn, IL 60137-5927, (708) 790-5500.

(4) *Region IV.* Montana, Idaho, Wyoming, Utah, Colorado, Arkansas, Louisiana, New Mexico, Texas, Oklahoma, Kansas, Nebraska, North Dakota or South Dakota, contact U.S. NRC, Region IV, 611 Ryan Plaza Drive, Suite 400, Arlington, TX 76011-8064, (817)860-8100.

(5) *Region V.* Alaska, Washington, Oregon, California, Nevada, Arizona, Hawaii, or U.S. territories and possessions in the Pacific, contact U.S. NRC, Region V, 1450 Maria Lane, Suite 210, Walnut Creek, CA 94596-5368, (510) 975-0200.

(6) *Other involved telephone numbers and addresses:*

(a) DOT, Hazardous Materials Enforcement Division, 400 7th Street, S.W., WASH DC 20590, (800) 424-8802.

(b) DOD (furnish information required by DODI 7730.12 to HQDA(DACS-SF) for OSD/AE).

(c) HQDA (DACS-SF) 703-695-7291/DSN 225-7291 and (SGPS-PSP) 703-756-0132/DSN 289-0132 (during non-duty hours, contact AOC,703-69-0218/DSN 227-0218, and indicate the offices to be notified).

(d) Commander, AMC, ATTN: AMCSF-P, 5001 Eisenhower Ave, ALEX VA 22333-0001, commercial 202-274-9340 or DSN 284-9340. During non-duty hours call duty officer DSN 284-9223, commercial 202-274-9223, and indicate the message should be passed on to AMC Safety (AMCSF-P).

10-3. Nonionizing radiation accidents

a. Definition. Nonionizing radiation accidents are of the following two types:

(1) *High Intensity Optical Source.* The primary types of these accidents involve lasers or arc sources such as electric arc welding or arc lamp as used in a printing plant. Accidents occur when personnel exposure to nonionizing radiation exceeds levels established by DA based on national standards (see AR 40-46, TB Med 524, ANSI Z136.1, or American Conference of Governmental Hygienists Threshold Limit Values (for laser, ultraviolet, or other optical sources)), or when personnel injury results from exposure to nonionizing radiation during the use or maintenance of a nonionizing device. Excluded from these accidents are cases of sunburn, which will be classified as "Personnel Injury—other" accidents.

(2) *Microwave and radio frequency (RF).* These accidents occur when a person is exposed to microwave and RF radiation in excess of levels set in AR 40-5 and TB Med 523.

b. Notification. Accident notifications will be completed per chapter 3. In addition, the commander experiencing a nonionizing radiation accident will send an electrically transmitted message to the following addressees providing as many details of the accident as possible in the format in Figure 10-1 within 24 hours of occurrence:

(1) Commander, USASC (CSSC-Z), Ft Rucker AL.

(2) HQDA (DACS-SF/SGPS-PSP), Washington DC.

(3) Commander, USAEHA (HSHB-MR-L), Edgewood MD.

c. Investigation. Accident investigations will be conducted per chapter 4.

d. Nonionizing radiation accidents. These will be reported per chapter 5.

e. Other investigations. HQDA (SGPS-PSP) may require a medical technical investigation to obtain exposure data. This investigation is separate from the accident investigation. The technical investigation report is maintained by USAEHA.

Chapter 11 Nuclear Weapon and Reactor Accidents

11-1. General

a. Command responsibilities.

(1) Commanders with a nuclear weapon or reactor mission will establish procedures to ensure investigating and reporting of a nuclear accident is accomplished per guidance which follows.

(2) Nuclear Accident and Incident Response and Assistance (NAIRA) guidance is published in Chapter 5, AR 50-5. NAIRA is intended to minimize loss of life, personal injury, hazardous effects, and destruction of property.

b. Definition. Nuclear weapons and reactor accidents are defined in the glossary and AR 50-5.

c. Classifying nuclear weapon accidents. Accidents will be classified into Class A-D per paragraph 2-2.

11-2. Notification

The commander of the nuclear weapon or reactor operation experiencing the nuclear accident will follow notification procedures in AR 50-5.

11-3. Investigation

a. The DASAF (The Army Safety Office) will convene the U.S.-Army Nuclear Weapon/Reactor Accident Investigation Board to investigate nuclear weapon or reactor accidents.

b. The CG, AMC will establish procedures to ensure that a technical investigation and analysis is done for each significant incident (RCS DD-R&E(AR)1168(MIN)) or minor nuclear system incident (RCS CSOCS-310) per paragraph 5-8, AR 50-5.

11-4. Reporting

a. The commander of the nuclear weapon or reactor operation

experiencing the nuclear accident will follow the reporting procedures in AR 50-5.

b. Nuclear weapon and reactor accidents which also meet the criteria of Class A-D will be reported on DA Form 285 or DA Form 285-AB-R and DOL Forms CA-1/CA-2 as appropriate for injury, illness, and property damage.

c. Occupational illnesses to DA military or civilian personnel resulting from nuclear weapon or reactor accidents will be reported (RCS MED-16) as prescribed in AR 40-400.

Chapter 12 Biological Defense Mishaps

12-1. General

a. *Command Responsibilities.* Commanders with a biological defense RDTE mission will establish procedures to ensure initial notification, investigation, and reporting of a biological defense mishap are accomplished per guidance which follows.

b. *Definition.* A biological defense mishap is an event in which the failure of laboratory facilities, equipment, or procedures appropriate to the level of potential pathogenicity or toxicity of a given etiologic agent (organism or toxin) may allow the unintentional, potential exposure of humans or the laboratory environment to that agent.

c. *Classifying biological agent mishaps.* In addition to classifying accidents into Class A-D per paragraph 2-2, biological agent mishaps will be categorized into those resulting in confirmed exposures and those resulting in potential exposures as defined below.

(1) A confirmed accidental exposure is any mishap in which there was direct evidence of an exposure, such as a measurable rise in specific antibody titer to the etiologic agent in question, or a confirmed diagnosis of intoxication or disease.

(2) A potential exposure is any mishap in which there is reason to believe that the probability existed that anyone working with an etiologic agent may have been exposed to that agent, yet no measurable rise in specific antibody titer or diagnosis of illness or disease can be found. However, there is reason to believe in such a case that the possibility existed for introduction of an etiologic agent through mucous membranes, the respiratory tract, broken skin, or the circulatory system as a direct result of the incident or injury.

12-2. Notification responsibilities and procedures

a. The commander of the biological defense RDTE operation experiencing the biological defense mishap will—

(1) Telephonically report the mishap within 3 hours of confirmation of the mishap. This applies to both confirmed and potential accidental exposures.

(a) During duty hours reports will be called to the Army Safety Office, DSN 225-7291, commercial (703) 695-7291.

(b) After duty hours reports will be called to the AOC (DSN 227-0218, commercial (703) 697-0218).

(2) Send a follow-up electrically transmitted message to HQDA(DACS-SF) Washington DC no later than 24 hours after discovery of the mishap.

b. Initial and follow-up notifications will contain as much information as is currently available using the format at Figure 12-1.

1. Date and time (local) of event.
2. Location.
3. Type and exposure—confirmed or potential.
4. Type and quantity of biological agent involved.

5. Description of what happened.

6. Emergency notification level; that is, limited area emergency, post only emergency, community emergency. If not applicable, so state.

7. Personnel casualties/injuries.

8. Whether off-post medical services and/or facilities were required.

9. Assistance required.

10. Any other pertinent information; for example, safety and security measures taken, whether news has been released.

11. Commander's assessment of the situation.

Figure 12-1. This is a Biological Defense Mishap Report

c. Rehearsal and test communications will be identified at the beginning and end of the message with the phrase "This is a TEST EXERCISE (Exercise Name)."

12-3. Investigation responsibilities and procedures

a. All Army biological defense RDTE mishaps will be investigated for the purpose of accident prevention, whether or not collateral investigations are conducted.

b. Biological mishaps that also meet the criteria for Class A or B Army accidents and biological mishaps involving off-post contamination may be investigated by a CAI limited use accident investigation board appointed by the DASAF. Such investigations may be conducted to determine the causes of the mishap but not to serve as a basis for punitive actions. The board will consist of at least four members, two of whom are familiar with the effects of biological agents. The board must also include members who are experienced in accident investigation techniques.

c. Other biological mishaps will require a general use accident investigation. MACOM commanders will ensure an investigation and an analysis appropriate to the severity of the mishap are promptly conducted.

12-4. Reporting responsibilities and procedures

a. MACOM commanders who conduct an investigation will complete and forward the investigation report within 90 days of the mishap to HQDA, OCSA, ATTN: DACS-SF, Washington DC 20310-0200 and Commander, USASC, ATTN: CSSC-I, Ft Rucker, AL 36362-5363. Forwarding endorsements of mishap investigation reports will contain:

(1) A statement of concurrence or nonconcurrence in the findings and recommendations of the investigating authority.

(2) The corrective actions taken to date and milestones for future corrective actions.

(3) Other information or recommendations for preventing a similar mishap elsewhere.

b. Biological mishaps which also meet the criteria of Class A-D will be reported on DA Form 285 or DA Form 285-AB-R and DOL Forms CA-1/CA-2 as appropriate for injury, illness, and property damage.

c. Occupational illnesses to DA military or civilian personnel resulting from biological mishaps will be reported (RCS MED-16) as prescribed in AR 40-400.

12-5. Release of Information

Release of Biological Defense Mishap investigation reports to contractors and persons not employed by the U.S. Army is strictly forbidden unless prior approval is given by the DASAF.

Appendix A References

Section I Required Publications

AR 40-21

Medical Aspects of Army Aircraft Accident Investigation (Cited in para 4-4a(5).)

AR 40-66

Medical Record and Quality Assurance Administration (Cited in para 1-11f(3)(c).)

AR 50-5

Nuclear Surety Program (Cited in para 11-1a(2), 11-1b, 11-2.

AR 50-6

Chemical Surety Program (Cited in para 8-1b, 8-2.)

AR 750-6

Ground Safety Notification System (Cited in para 2-2, Note, 3-3a, 4-10.)

DA Pam 385-40

Army Accident Investigation and Reporting (Cited in para 1-5, 1-11f(3)b, 2-8b(1)(a), 2-8b(1)(b), 4-2b, 4-3d, 4-6.)

DA Pam 738-750

The Army Maintenance Management System (TAMMS) (Cited in para 2-2, Note.)

DA Pam 738-751

Functional Users Manual for the Army Maintenance Management System, Aviation (TAMMS-A). (Cited in para 2-2, Note, 2-10b(9)(d).)

Section II Related Publications

AR 15-6

Procedures for Investigating Officers and Boards of Officers

AR 27-40

Litigation

AR 40-5

Preventive Medicine

AR 40-14

Control and Recording Procedures for Exposure to Ionizing Radiation and Radioactive Materials (DLAR 1000-28)

AR 40-46

Control of Health Hazards from Lasers and Other High Intensity Optical Sources

AR 75-1

Malfunctions Involving Ammunition and Explosives

AR 95-30

Participation in a Military or Civil Aircraft Safety Investigation

AR 190-40

Serious Incident Report

AR 380-86

Classification of Chemical Warfare and Chemical and Biological Defense Information

AR 385-10

Army Safety Program

AR 385-11

Radiation Protection Program

AR 385-14

Transportation Accident Prevention and Emergency Response Involving Conventional Munitions and Explosives

AR 385-42

Investigation of NATO Nation Aircraft or Missile Accidents and Incidents

AR 385-80

Nuclear Reactor Health and Safety Program

AR 420-90

Fire Protection

AR 600-8-1

The Army Casualty and Memorial Affairs and Line of Duty Investigations

AR 611-75

Personnel Selection, Qualification, and Classification of Army Divers

AR 735-8

Bailment Agreements for U.S. Army Aviation Major and Secondary Air Items

DODI 5400.7

DOD Freedom of Information Act Program

SB 742-1

Ammunition Surveillance Procedures

TB 42-0002-3

Maintenance Expenditure Limits for Army Aircraft

TB Med 523

Control of Hazards to Health from Microwave and Radio Frequency Radiation and Ultrasound

TB Med 524

Occupational and Environmental Health: Control of Hazards to Health from Laser Radiation

U.S. Dive Manual, Volumes I and II

Section III Prescribed Forms

DA Form 7305-R

Worksheet for Telephonic Notification of Aviation Accident/ Incident. (Prescribed in para 3-2.)

DA Form 7306-R

Worksheet for Telephonic Notification of Ground Accident. (Prescribed in para 3-2.)

DA Form 285

U.S. Army Accident Report. (Prescribed in paras 1-11, 2-8, 3-2, 3-3, 5-1, 8-4, and 9-1.)

DA Form 285-AB-R

Abbreviated Ground Accident Report (Prescribed in paras 1-11, 3-3, 3-4, 3-5, and 9-1.)

DA Form 2397-R

Technical Report of U.S. Army Aircraft Accident, Part I—Statement of Reviewing Officials. (Prescribed in paras 1-11, 2-2, 3-2, and 5-1.)

DA Form 2397-1-R

Technical Report of U.S. Army Aircraft Accident, Part II—Summary. (Prescribed in paras 1-11, 3-2, and 5-1.)

DA Form 2397-2-R

Technical Report of U.S. Army Aircraft Accident, Part III—Findings and Recommendations. (Prescribed in paras 1-11, 3-2, and 5-1.)

DA Form 2397-3-R

Technical Report of U.S. Army Aircraft Accident, Part IV—Narrative. DA Form 2397-4-R (Prescribed in paras 1-11, 3-2, and 5-1.) Technical Report of U.S. Army Aircraft Accident, Part V—Summary of Witness Interview.

DA Form 2397-5-R

Technical Report of U.S. Army Aircraft Accident, Part VI—Wreckage Distribution. (Prescribed in paras 1-11, 3-2, and 5-1.)

DA Form 2397-6-R

Technical Report of U.S. Army Aircraft Accident, Part VII—In-Flight or Terrain Impact and Crash Damage Data. (Prescribed in paras 1-11, 3-2, and 5-1.)

DA Form 2397-7-R

Technical Report of U.S. Army Aircraft Accident, Part VIII—Maintenance and Material Data. (Prescribed in paras 1-11, 3-2, and 5-1.)

DA Form 2397-8-R

Technical Report of U.S. Army Aircraft Accident, Part IX—Personal Data. (Prescribed in paras 1-11, 3-2, and 5-1.)

DA Form 2397-9-R

Technical Report of U.S. Army Aircraft Accident, Part X—Injury/Occupational Illness Data. (Prescribed in paras 1-11, 3-2, and 5-1.)

DA Form 2397-10-R

Technical Report of U.S. Army Aircraft Accident, Part XI—Personnel Protective/Escapes/Survival/Rescue Data. (Prescribed in paras 1-11, 3-2, and 5-1.)

DA Form 2397-11-R

Technical Report of U.S. Army Aircraft Accident, Part XII—Weather Data. (Prescribed in paras 1-11, 3-2, and 5-1.)

DA Form 2397-12-R

Technical Report of U.S. Army Aircraft Accident, Part XIII—Fire Data. (Prescribed in paras 1-11, 3-2, and 5-1.)

DA Form 2397-13-R

Technical Report of U.S. Army Aircraft Accident, Index A. (Prescribed in paras 1-11, 3-2, and 5-1.)

DA Form 2397-14-R

Technical Report of U.S. Army Aircraft Accident, Index B. (Prescribed in paras 1-11, 3-2, and 5-1.)

DA Form 2397-AB-R

Abbreviated Aviation Accident Report (Prescribed in paras 1-11, 3-2, 3-4, and 3-5.)

Section IV**Referenced Forms****DA Form 348**

Equipment Operator's Qualification Record (Except Aircraft)

DA Form 759

Individual Flight Record and Flight Certificate

DA Form 1095

Accident Investigator's Identification Card

DA Form 1352

Army Aircraft Inventory, Status, and Flying Time

DA Form 2173

Statement of Medical Examination and Duty Status

DA Form 2404

Equipment Inspection and Maintenance Worksheet

DA Form 2407

Maintenance Request

DA Form 3946

Military Police Traffic Accident Report

DD Form 2324

DOD Fire Incident Report

DOL Form CA-1

Federal Employee's Notice of Traumatic Injury and Claim for Continuation of Pay/Compensation

DOL Form CA-2

Notice of Occupational Disease and Claim for Compensation

DOL Form CA-6

Official Superior's Report of Employee's Death

OF 346

U.S. Government Motor Vehicle Operator's Identification Card

SF 91

Operator Report on Motor Vehicle Accidents

SF 368

Product Quality Deficiency Report (Category II)

OSHA Form 200

Log of Federal Occupational Injuries and Illnesses

Appendix B**Issuance and use of DA Form 1095****B-1. General**

DA Form 1095 is used by DA safety personnel (both military and civilian) as a means of positive identification for official Army accident investigators. The card permits access to, and freedom of movement in and around an accident site which involves military or civilian personnel or government equipment.

B-2. Issuance and use

a. Issuance and use of the DA Form 1095 are restricted to those DA safety personnel (both military and civilian) who are required and authorized to investigate Army accidents per chapter 4 of this regulation. Issuance of the DA Form 1095 is at the discretion of the MACOM Safety Director.

b. The Commander, USASC, will issue a sufficient number of DA Forms 1095 to the Safety Director of each MACOM to satisfy their operational needs. The MACOM Safety Directors and separate Army agencies will determine the need for and authorize issuance of DA Form 1095 per this appendix.

c. To qualify for the issuance of the DA Form 1095, an individual (DA Civilian (DAC) or military) must:

(1) Hold a job series that is part of the Safety Management Career Program per AR 690–950, chapter 12.

(2) Currently be assigned to a safety and occupational health position (TOE/TDA) that requires the investigation of accidents.

(3) Have graduated from the Army Accident Investigation Course.

Note. MACOM Safety Directors may determine what courses/experience are adequate substitutes for the Army Accident Investigation Course.

d. To obtain a DA Form 1095, the requesting official will forward a request to the MACOM Safety Director who has safety program oversight responsibilities for requestor's organization. The request will contain, as a minimum, the name, grade/rank, social security number, and the courses/experience that qualify the individual for obtaining the DA Form 1095.

e. The MACOM Safety Director will record the serial number of the card issued and forward a DA Form 1095 to the requesting official. The requesting official, in coordination with the local military identification card center, will prepare and issue the DA Form 1095.

f. Each DA Form 1095 will contain:

- (1) A full-faced photograph with standard name board.
- (2) The title of employee to whom issued.
- (3) The name of MACOM.
- (4) Fingerprints of left and right index fingers.
- (5) The date of birth and physical description.
- (6) The signature of issuing officer or his representative.

(7) The date of issuance.

(8) The word "EXPIRES" is to be typed in the date of issuance block, followed by the date 5 years from the date of issuance.

g. The requesting official will ensure that a copy of the request, annotated with the card serial number, date of issuance, and the expiration date, is forwarded to either the servicing Civilian Personnel Office (CPO) or military personnel office. The servicing personnel office will include, on the permanent side of the individual's Official Personnel Folder (OPF), a copy of the final issuing document. The individual's OPF will be annotated to recover and return the DA Form 1095 to the MACOM safety office when the employee retires, resigns, or is transferred out of the MACOM.

h. This appendix is the authority for the issuance and use of DA Form 1095. The MACOM Safety Director may supplement requirements of this appendix to meet local requirements.

Appendix C Accident Flow Charts

This appendix contains procedural flow charts intended to simplify the Army accident reporting process. The three flow charts are: Figure C–1, Ground Accident Flow Chart (Peacetime); Figure C–2, Aviation Accident Flow Chart (Peacetime); and Figure C–3, Combat Accident Reporting Flow Chart

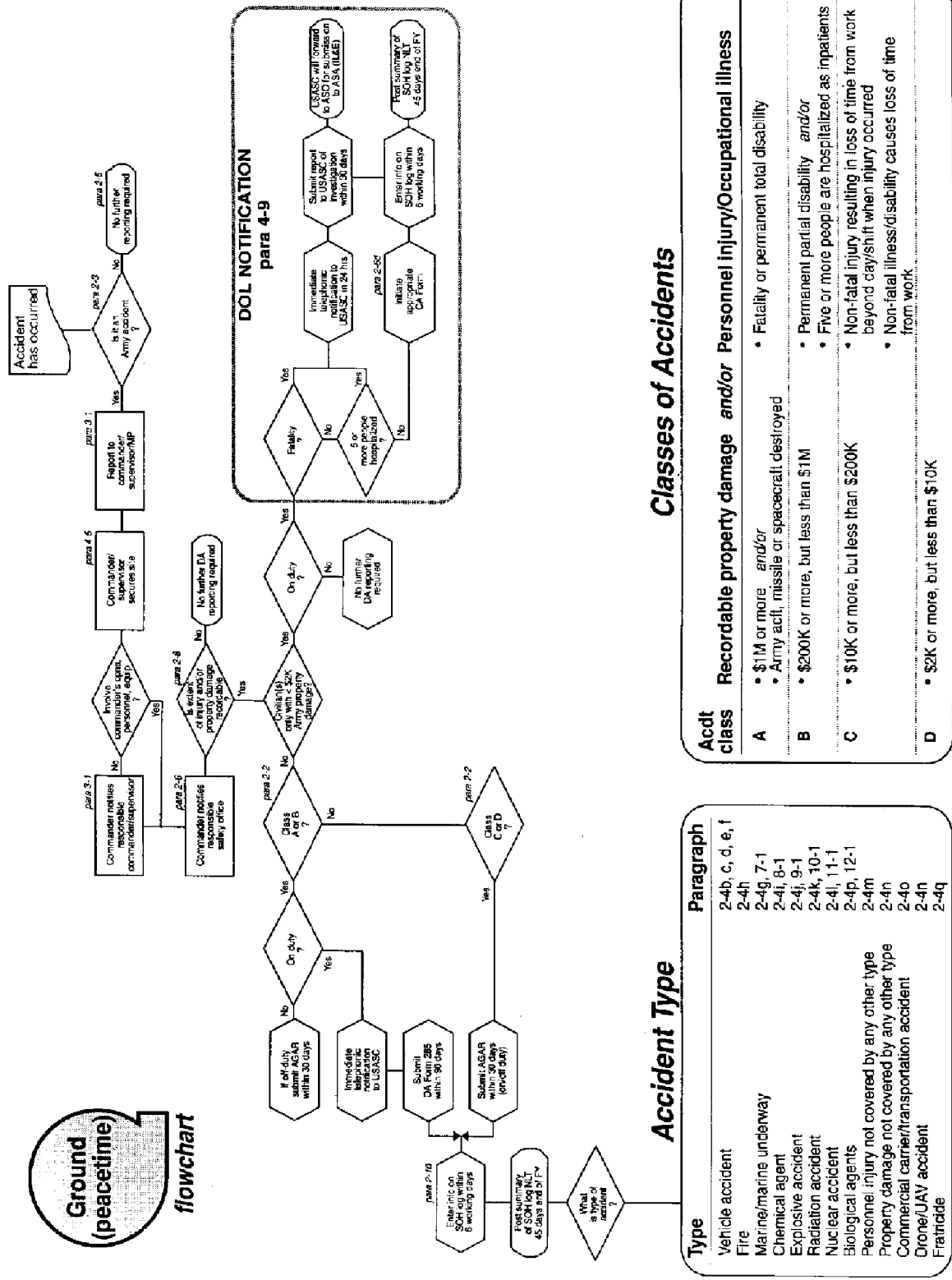
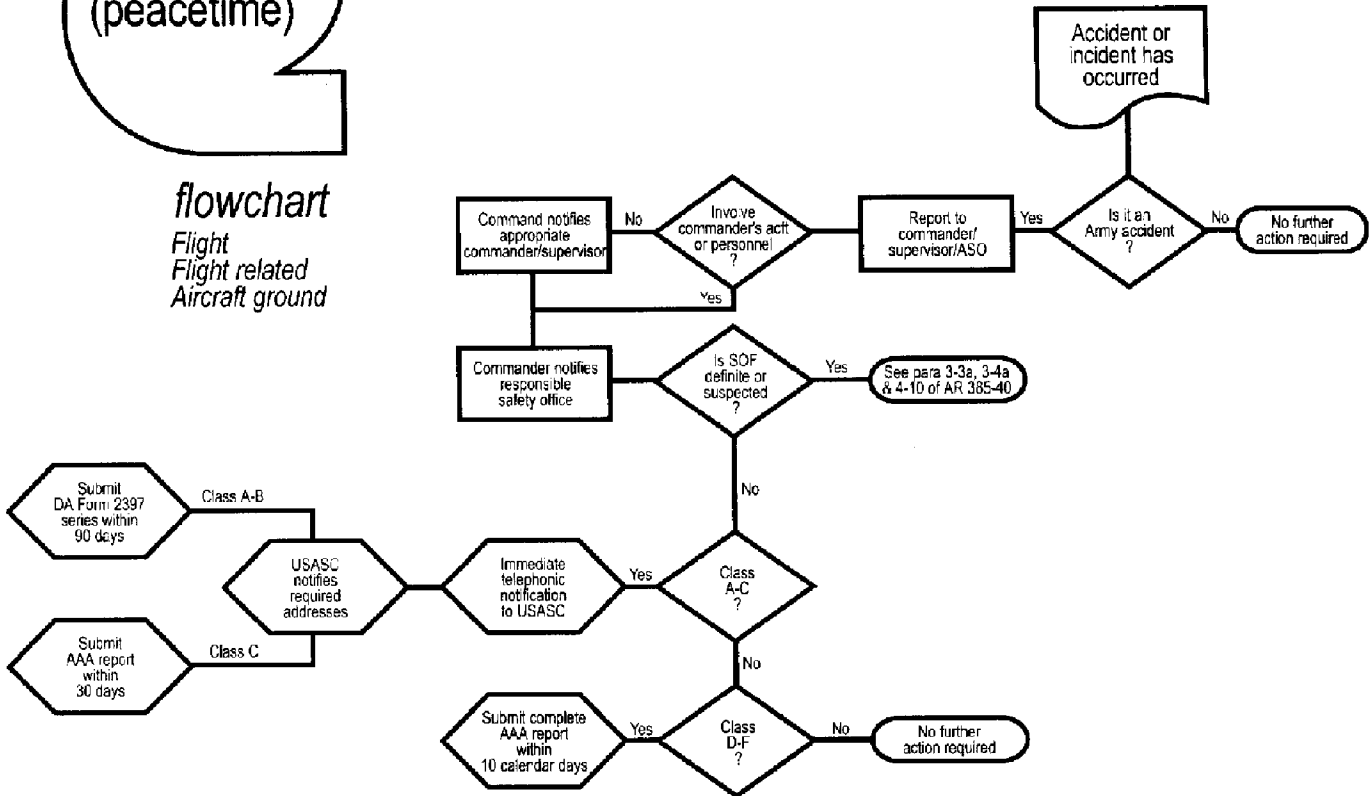


Figure C-1. Ground Accident Flow Chart(Peacetime)

Aviation (peacetime)

flowchart
Flight
Flight related
Aircraft ground



**If Civilians are involved, see paragraph 2-6

Classes of Accidents

Acct class	Recordable property damage	and/or	Personnel injury/Occupational illness
A	\$1M or more and/or Army acft, missile, or spacecraft destroyed		Fatality or permanent total disability
B	\$200K or more, but less than \$1M		Permanent partial disability and/or Five or more people are hospitalized as inpatients
C	\$10K or more, but less than \$200K		Nonfatal injury resulting in loss of time from work beyond day/shift when injury occurred Nonfatal illness/disability causes loss of time from work
D	\$2K or more, but less than \$10K		
E	Less than \$2K (intent for flight may/may not exist)		
F	(Aircraft only). Turbine engine damage only as a result of internal/external FOD		

Figure C-2. Aviation Accident Flow Chart(Peacetime)

Combat Accident Reporting flowchart

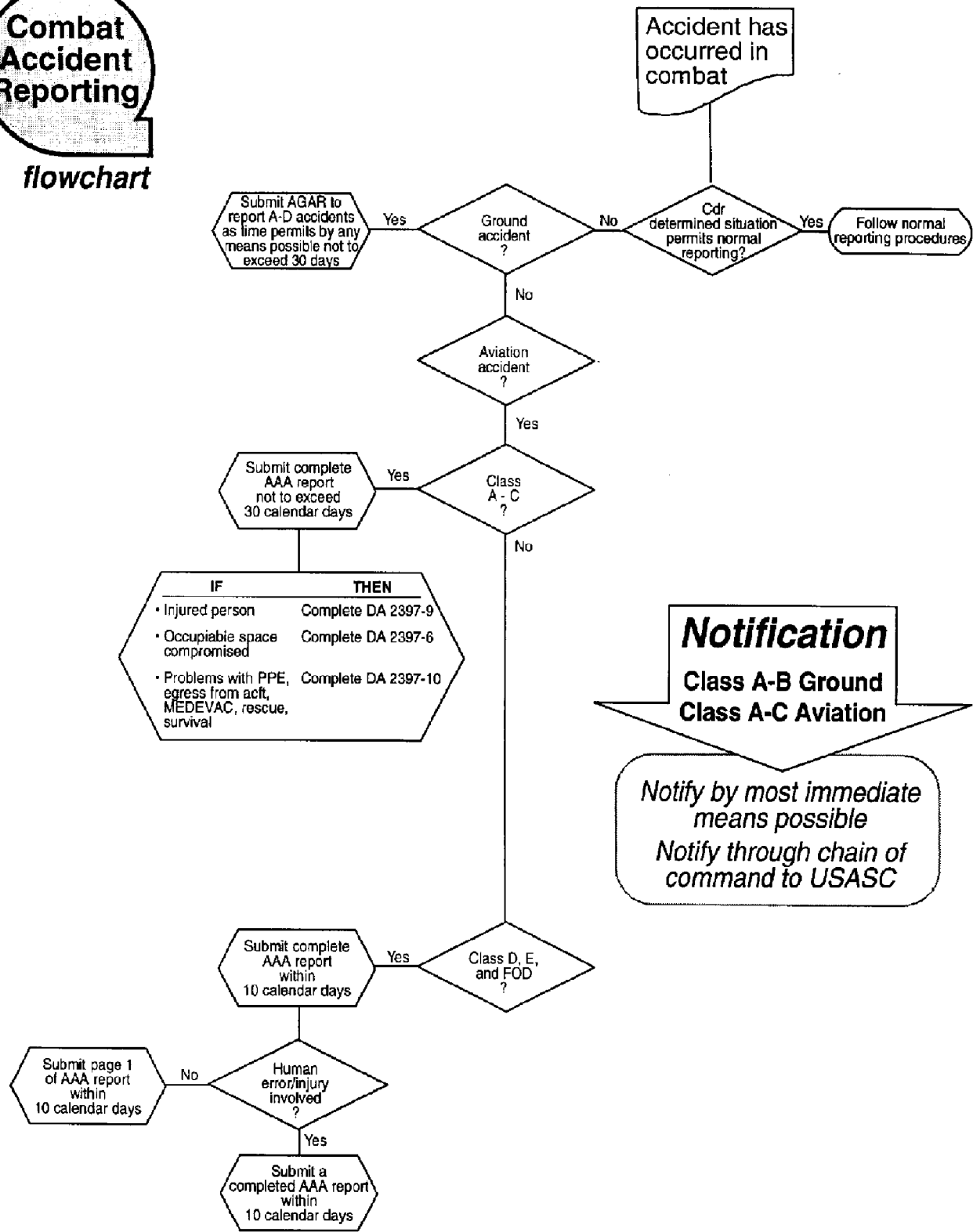


Figure C-3. Combat Accident Reporting Flow Chart

Appendix D Notification Phone Numbers

The following list contains telephone numbers used for:

Armed Forces Institute of Pathology (AFIP): commercial (202)576-3232, DSN 291-3232, FAX (202) 576-0373

Army Operation Center (AOC): commercial (703) 697-0218 or DSN 227-0218, FAX commercial (703) 693-6290, DSN 223-6290

Office of the Armed Forces Medical Examiner, commercial

(202)576-3232/3/4 or DSN 291-3232, FAX Commercial (202) 576-0373

Commander, AMC: commercial (703) 274-9475 or DSN 284-9475 (during non-duty hours, call duty officer commercial(703) 274-9223, DSN 284-9223), FAX commercial (703)274-5481, DSN 284-9469

National Response Center: Federal Hotline, for all oil or chemical spills (800) 424-8802, FAX (202) 479-7165 (do not use Fax for initial reports)

Diving Safety Office: commercial (804) 878-1329, DSN 927-1329 FAX commercial (804) 878-6669, DSN 927-6669 HQDA, Army Safety Office, (DACS-SF): (703)695-7291, DSN 225-7291 (during non-duty hours, contact AOC, DSN 227-0218), FAX commercial (703)695-4055, DSN 227-4055 HQDA (SGPS-PSP): (202) 756-0132/DSN 289-0132 (during non-duty hours, contact AOC, DSN 227-0218, FAX commercial (703) 756-0140, DSN 289-0140

Transportation Branch Marine Safety Office: commercial (804)878-1327, DSN 927-1327, FAX commercial (804)878-1327, DSN 927-6669

USASC Notification of accidents: commercial (205)255-2660/3410, DSN 558-2660/3410, FAX Commercial (205)255-3743, DSN 558-3743.

USASC Staff Judge Advocate: commercial (205) 255-3960, DSN 558-3960, FAX commercial (205) 255-5318, DSN 558-5318

USATCES (request for technical support): commercial

(815)273-8801, DSN 585-8801, FAX 815-585-8769, DSN 585-8769

USATCES Hotline: commercial (815) 273-6030, DSN 585-6030 (no FAX reports)

U.S. Naval Safety Center: commercial (804)444-6389/6427, DSN 564-6389/6427, FAX (804)444-8636, DSN 564-8636

U.S. Nuclear Regulatory Commission, Region I: (215)337-5000 FAX commercial (215) 337-5324

U.S. Nuclear Regulatory Commission, Region II: (404)331-4503 FAX (404) 331-4449

U.S. Nuclear Regulatory Commission, Region III: (708)790-5500 AX (708) 790-5693

U.S. Nuclear Regulatory Commission, Region IV: (817)860-8100 FAX (817) 860-8188

U.S. Nuclear Regulatory Commission, Region V: (510)975-0200 AX (301) 492-8187

Appendix E Required Reports and Forms

This appendix provides two tables that provide notification, forms, and suspense times for reporting Army accidents. Table E-1 is for aviation accidents, and Table E-2 is for ground accidents.

**Table E-1
Aviation Accident Notification and Reporting Requirements and Suspenses**

Accident Class	Notification Telephonic Worksheet	Peacetime		Combat ¹	
		DA Form 2397	Reporting AAA report	Notification Telephonic Worksheet	Reporting AAA report
A	Immediate—to USASC (telephonic notification—no hardcopy notification required) DSN 558-2660/2539/3410 or Commercial (205)255-2660/2539/3410	(CAI/IAI) 90 calendar days	Aircraft ground ACDS only—30 calendar days	Same as peacetime to USASC or Safety Rep, forward	(Only when CDR determines DA Form 2397 investigation/report not feasible) submit as soon as conditions/situation permit—Do not exceed 30 calendar days.
B	Immediate—to USASC (telephonic notification—no hardcopy notification required) DSN 558-2660/2539/3410 or Commercial (205)255-2660/2539/3410	(IAI/CAI) 90 calendar days	Aircraft ground ACDS only—30 calendar days	Same as peacetime to USASC or Safety Rep, forward	(Only when CDR determines DA Form 2397 investigation/report not feasible) submit as soon as conditions/situation permit—Do not exceed 30 calendar days.
C	Immediate—to USASC (telephonic notification—no hardcopy notification required) DSN 558-2660/2539/3410 or Commercial (205)255-2660/2539/3410	N/A	30 calendar days	Same as peacetime to USASC or Safety Rep, forward	Same as peacetime
D	N/A (Unless SOF issue involved/suspected)	N/A	10 calendar days	Same as peacetime	Same as peacetime
E	N/A (Unless SOF issue involved/suspected)	N/A	10 calendar days	Same as peacetime	Same as peacetime
F	N/A (Unless SOF issue involved/suspected)	N/A	10 calendar days	Same as peacetime	Same as peacetime
Submission methods	Class A-C telephonic (immediate) Class D, E, F-IF SOF	Mail	Typed or hand printed AAA reports by mail/FAX/ or courier/message/format/ electronic submission. Include attachments as required.	Same as peacetime	Same as peacetime

Notes:

¹ Only when the senior tactical commander determines that the situation, conditions, and/or time does not permit normal peacetime investigating and reporting.

**Table E-2
Ground Accidents Notification and Reporting Requirements & Suspenses³**

Accident Class	Telephonic Notification	Peacetime		Telephonic Notification	Combat ²
		AGAR	DA Form 285		AGAR only By any means possible (Message, Electronic, FAX, Phone, Hand Carry, Mail)
On-Duty					
A	Immediately ¹	Not required	IAI/CAI—90 days	Immediately ¹	As time permits (Not to exceed 30 days)
B	Immediately ¹	Not required	IAI/CAI—90 days	Immediately ¹	As time permits (Not to exceed 30 days)
C	Not required	Within 30 days	Not required	Not required	As time permits (Not to exceed 30 days)
D	Not required	Within 30 days	Not required	Not required	As time permits (Not to exceed 30 days)
Off-Duty					
A	Immediately ¹	Within 30 days	Not required	Immediately ¹	As time permits (Not to exceed 30 days)
B	Immediately ¹	Within 30 days	Not required	Immediately ¹	As time permits (Not to exceed 30 days)
C	Not required	Within 30 days	Not required	Not required	As time permits (Not to exceed 30 days)
D	Not required	Within 30 days	Not required	Not required	As time permits (Not to exceed 30 days)

Notes:

¹ USASC must be notified IMMEDIATELY by phone at DSN 558-2660/2539/3410 or Commercial (205)255-2660/2539/3410 or notify USASC Safety Rep forward (during combat).

² ONLY when the senior tactical commander determines that the situation, conditions, and/or time does not permit normal peacetime investigating and reporting.

³ Army civilian injury only accidents should be reported on appropriate Department of Labor (DOL) Forms IAW this regulation.

Glossary

Section I Abbreviations

AAAR

Abbreviated Aviation Accident Report

ACV

Army combat vehicle

ADSW

Active Duty for Special Work

ADT

active duty for training

AFIP

Armed Forces Institute of Pathology

AGR

Active Guard/Reserve

AMC

U.S. Army Materiel Command

AMDF

Army Master Data File

AMV

Army motor vehicle

AOO

Army Operations Center

ARNG

Army National Guard

ARPS

ASMIS Retrieval Processing System

ARSTAF

Army Staff

ASA(IL&E)

Assistant Secretary of the Army (Installations, Logistics, and Environment)

ASA(RDA)

Assistant Secretary of the Army (Research, Development, and Acquisition)

ASMIS

Army Safety Management Information System

BMDF

Base Management Data File

CAI

centralized accident investigation

CFR

Code of Federal Regulations

CG

commanding general

CHI

coastal, harbors, and inland waterways

CID

Criminal Investigation Division

CSA

Chief of Staff, Army

DA

Department of the Army

DAITM

DA Investigation Team for Malfunctions

DAS

Director of the Army Staff

DASAF

Director of Army Safety

DDN

Defense Data Network

DEH

Director of Engineering and Housing

DESOH

Deputy for Environment, Safety, and Occupational Health

DHFN

Direct Hire Foreign National

DIO

Director of Industrial Operations

DOD

Department of Defense

DOL

Department of Labor

DOT

Department of Transportation

DR

deficiency report

DSN

Defense Service Network

ECOD

estimated cost of damage

EIR

equipment improvement report

EMR

electromagnetic radiation

EOD

explosive ordnance disposal

EPA

Environmental Protection Agency

FAA

Federal Aviation Administration

FECA

Federal Employees' Compensation Act

FOD

foreign object damage

FOIA

Freedom of Information Act

FTX

field training exercise

FWT

fair wear and tear

GCMCA

general court-martial convening authority

GFE

Government furnished equipment

GFM

Government furnished material

GFP

Government furnished property

GS

general schedule

GSA

General Services Administration

HQDA

Headquarters, Department of the Army

IAI

installation-level accident investigation

IBD

inhabited building distances

ILD

intraline distance

IMD

intermagazine distance

JAG

Judge Advocate General

KATUSA

Korean Augmentation to the U.S. Army

LOTS

logistics-over-the-shore

MACOM

major Army command

MOS

military occupational specialty

MP

military police

MTF

medical treatment facility

NAF

nonappropriated fund

NAIRA

Nuclear Accident and Incident Response and Assistance

NATO North Atlantic Treaty Organization	RTS Recommendation Tracking System	buoyancy or the dynamic action of the air against its surfaces.
NOK next of kin	SIDPERS Standard Installation/Division Personnel System	Aircraft ground accident Injury or property damage accidents involving Army aircraft in which no intent for flight exists, and the engine(s) is/are in operation.
NRC Nuclear Regulatory Commission	SIR serious incident report	Army accident An accident that results in injury/illness to either Army or non-Army personnel, and/or damage to Army or non-Army property as a result of Army operations (caused by the Army).
NSN national stock number	SJA Staff Judge Advocate	Army civilian personnel a. Senior Executive Service, General Management, General Schedule, and Federal Wage System employees. b. Corps of Engineer Civil Works employees. c. Army National Guard and Army Reserve technicians. d. Nonappropriated fund employees (excluding part-time military). e. Youth/Student Assistance and Temporary Program employees; Peace Corps and Volunteers in Service to America (VISTA)volunteers; Job Corps, Neighborhood Youth Corps, and Youth Conservation Corps Volunteers; Family Support Program volunteers.
NTSB National Transportation Safety Board	SOP standing operating procedures	Army combat vehicle Tanks, self-propelled weapons, tracked armored personnel carriers, amphibious vehicles ashore, and similar equipment (tracked vehicle).
OCSA Office of the Chief of Staff, Army	SSN social security number	Army motor vehicle Any vehicle that meets the following criteria: a. A vehicle that is owned, leased, or rented by the Department of the Army and/or Reserve components. b. A vehicle that is primarily designed for over-the-road operation. c. A vehicle whose general purpose is the transportation of cargo or personnel. Examples are passenger cars, station wagons, trucks, ambulances, buses, motorcycles, firetrucks, and refueling vehicles.
ODCSLOG Office of the Deputy Chief of Staff for Logistics	SSRA system safety risk assessment	Army National Guard personnel ARNG personnel who are on— a. Active duty for training. b. Inactive duty training. c. Annual training. d. Active duty special work (ADSW). e. AGR. f. TTAD. g. Full-time manning.
ODCSOPS Office of the Deputy Chief of Staff for Operations and Plans	TBO time before overhaul	Army personnel Active Duty Army personnel, Army civilian personnel, Army Reserve personnel, and Army National Guard personnel.
OSD Office of the Secretary of Defense	TDY temporary duty	Army property Any item of Army property, or property leased by the Army for which the Army has
OSHA Occupational Safety and Health Act/Administration	TM Technical Manual	
PCE protective clothing and equipment	TSG The Surgeon General	
PCS permanent change of station	TTAD Temporary Tour Active Duty	
PEO Program Executive Officer	USAR U.S. Army Reserve	
PM Program Manager or Product Manager	USASC U.S. Army Safety Center	
PMO Provost Marshal Office	USATCES U.S. Army Technical Center for Explosives Safety	
POC point of contact	VISTA Volunteers in Service to America	
POV privately owned vehicle	Section II Terms	
QASAS Quality Assurance Specialist, Ammunition Surveillance	Aborted takeoff An unplanned event that occurs before intent for flight exists, with engine(s) running, that interrupts a planned flight(except for maintenance test flights and factory acceptance flights).	
QD quantity distance	Accident An unplanned event that causes personal injury or illness, or property damage.	
RDTE research, development, test, and evaluation	Active Army personnel Members of the Army on full-time duty in active military service, including cadets at the U.S. Military Academy.	
RF radio frequency	Aircraft A manned weight carrying structure for navigation of the air that is supported by its own	
ROTC Reserve Officers' Training Corps		

assumed risk of loss, such as aircraft, vehicle, building, structure, system, and so on.

Army Reserve personnel

USAR members who are on—

- a. Inactive duty training.
- b. Annual training.
- c. Active duty for training.
- d. Full-time manning.
- e. Temporary Tour Active Duty (TTAD).
- f. Active Duty for Special Work (ADSW).
- g. Active Guard/Reserve (AGR).

As a result of Army operations

Army involvement in an accident event with Army responsible for the cause of the accident.

Commander

An individual that exercises authority and responsibility over subordinates by virtue of rank or position. The purpose of that authority and responsibility is to effectively use available resources and plan the employment of, organize, direct, coordinate and control the actions of an Army organization for the purpose of successful mission accomplishment. Examples of commanders are as follows:

- a. Commander of a major Army command, CONUS and OCONUS.
- b. The Chief of Engineers (civil and military works).
- c. Commander, U.S. Army Space and Strategic Defense Command.
- d. The Chief, Army National Guard Bureau.
- e. Commander, U.S. Army Medical Research and Development Command.
- f. Commanders of Army installations with a full-time safety professional. This includes posts, camps, stations, and military communities.
- g. State adjutants general (ARNG).
- h. Commanders of Army Reserve organizations with a full-time safety professional.
- i. Commanders of medical treatment facilities.
- j. Commanders in direct support of general support maintenance units.
- k. Director of Facilities Engineering.
- l. Provost Marshal/Law Enforcement Commander.
- m. Director of Industrial Operations.
- n. U.S. Army Plant Representative Office.
- o. Commander of TOE, MTOE, or TDA organization.

Competent medical authority

Any duly qualified physician (Government or private), who is approved by the Office of Workman's Compensation to render treatment. "Competent medical authority" includes surgeons, podiatrists, dentists, clinical psychologists, optometrists, chiropractors, and osteopathic practitioners.

Contractor accident

An accident that occurs as a result of a Government contractor's operations in which there is damage to U.S. Government or Army

property or equipment, injury or occupational illness to Army personnel, or other reportable event.

Destroyed aircraft

An aircraft is considered destroyed/total loss when the estimated cost to repair exceeds the current full-up replacement cost.

Drone aircraft

Those serial vehicles having a "Q" designator and which can be flown or operated by rated or non-rated personnel, or which can be flown or operated in the remote control configuration.

Emergency

An event for which an individual perceives that a response is essential to prevent or reduce injury or property damage.

Environmental factors

Environmental conditions which had, or could have had an adverse effect on the individual's actions or the performance of equipment.

Fair wear and tear

Damage to time-between-overhaul (TBO) items such as gearboxes, tires, and other items that deteriorate with use. (Hot starts, overspeeds, and overtorques are not considered fair wear and tear.)

First-aid

One-time medical treatment for minor scratches, cuts, burns, and similar injuries that do not ordinarily require medical attention, plus any follow-up visits for observation. Such one-time treatment and follow up visits will be considered first aid, even if provided by a physician.

Flight crew

Personnel on flight pay who are involved in operation of the aircraft.

Forced landing

A landing caused by failure or malfunction of engines, systems, or components that makes continued flight impossible.

Foreign object damage (FOD)

Damage to Army vehicle/equipment/property as a result of objects alien to the vehicle/equipment damaged. Excludes aircraft turbine engine(s) defined as a FOD incident.

Fratricide/Friendly Fire (FF)

A circumstance applicable to persons killed or wounded, or equipment damaged, in military action, mistakenly or accidentally, by friendly forces actively engaged with the enemy, who are directing fire at a hostile force or what is thought to be a hostile force. Fratricide/FF incidents will be primarily investigated and reported under DODI 6055.7.

Ground accident

Any accident exclusive of aviation (flight/

flight related)(for example, AMV, ACV, POV, marine.)

Hospitalization

Admission to a hospital as an inpatient for medical treatment.

Human error

Human performance that deviated from that required by the operational standards or situation. Human error in accidents can be attributed to a system inadequacy/root cause in training, standard, leader, individual, or support failure indicated below:

Human factors

Human interactions (man, machine, and/or environment) in a sequence of events that were influenced by, or the lack of human activity, which resulted or could result in an Army accident.

Individual failure

Soldier knows and is trained to standard but elects not to follow standard (self-discipline—mistake due to own personal factors).

Initial Denial Authority

The official at HQDA-level with the authority to deny release of a document, in whole or in part, under the Freedom of Information Act.

Injury

A traumatic wound or other condition of the body caused by external force, including stress or strain. The injury is identifiable as to time and place of occurrence and member or function of the body affected, and is caused by a specific event or incident or series of events or incidents within a single day or work shift.

Installation-level safety manager

- a. The senior full-time safety professional responsible for providing safety support to Army installations, including camps, stations, military communities, and USAR organizations.
- b. State Safety Manager or Specialist (ARNG).

Intent for flight

Intent for flight begins when aircraft power is applied, or brakes released, to move the aircraft under its own power with an authorized crew. Intent for flight ends when the aircraft is at a full stop and power is completely reduced.

Investigation

A systematic study of an accident, incident, injury, or occupational illness circumstances.

Lost-time case

A nonfatal traumatic injury that causes any loss of time from work beyond the day or shift in which it occurred or a nonfatal non-traumatic illness/disease that causes disability at any time. This definition will be used when

computing civilian lost-time frequencies for DOL reporting.

Lost-workday case involving days away from work

Cases in which an accident results in Army personnel missing one or more days of work. Days away from work are those workdays (consecutive or not) on which Army personnel would have worked but could not because of injury, occupational illness, or job-related physical deficiencies detected during medical surveillance examinations. Excluded are days that Army personnel would not have worked even though able to work (for example, weekends or holidays) and the day of the injury or onset of occupational illness.

Materiel factors

When materiel elements become inadequate or counter-productive to the operation of the vehicle/equipment/system.

Medical treatment

Any treatment (other than first aid) administered by a physician or by registered professional medical personnel under the orders of a physician.

Nonappropriated fund (NAF) employees

Employees paid from nonappropriated funds, including summer and winter hires and special NAF program employees. Military personnel working part-time in NAF employment are excluded.

Nonfatal case without lost workdays

Cases other than lost-workday cases where Army military or civilian personnel, because of an injury or occupational illness, experienced one or more of the following:

- a. Permanent transfer to another job or termination.
- b. Medical treatment greater than first aid.
- c. Loss of consciousness.
- d. Restricted work activity or profile.
- e. Diagnosis as having an occupational illness that did not result in a fatality or lost-workday case. This includes newly diagnosed occupational illnesses detected on routine physical examinations.

Nuclear weapon

A device in which the explosion results from the energy released by reactions involving atomic nuclei, either fission, fusion, or both. For the purpose of this regulation, nuclear components of weapons are also included.

Nuclear weapon accident

An unexpected event (Flagword: OPREP—3 PINNACLE BROKEN ARROW) involving nuclear weapons or nuclear components that results in any of the following:

- a. Non-nuclear detonation or burning of a nuclear weapon or radiological nuclear weapons component.
- b. Radioactive contamination.
- c. Seizure, theft, loss, or destruction of a nuclear weapon or radiological nuclear

weapon component, including jettisoning.
d. Public hazard, actual or implied.

Nuclear weapon minor incident

An unexpected event (Flagword: DULL SWORD) involving nuclear weapons that is not reportable as a nuclear weapon accident or significant incident, but which results in any of the following:

- a. Damage to the warhead, or warhead section which Army organizations are authorized to repair, or malfunctions of associated equipment that could result in damage to the warhead, or warhead section. (Associated equipment includes test, handling, launch, control, arming, and monitoring systems.)
- b. Damage, loss, or destruction of a nuclear-type training weapon, warhead, or warhead section. Of particular concern are instances of damage or equipment failure when the same technical procedures and equipment prescribed for use with nuclear weapons were being used on a trainer.
- c. Unauthorized acts that degrade the safety of a nuclear weapon, unless they are reportable as accidents or significant incidents.
- d. A nuclear-capable missile system accident in flight that does not meet the definition of a NUCFLASH or while being transported or stored, even though no nuclear warhead or warhead joint flight test assembly is attached at the time. Missile system accidents will be reported and will contain the flagword DULL SWORD.
- e. Any unexpected occurrence which results from Army developmental weapon testing, stockpile testing, or product improvement program testing of a nuclear weapon.
- f. Any other condition (for example, potentially adverse publicity, unauthorized release of contamination or suspected contamination of the environment) which is reportable in the judgment of the commander or custodian of a nuclear weapon.

Nuclear weapon significant incident

An unexpected event (Flagword: OPREP—3 BENT SPEAR) involving nuclear weapons or nuclear components that does not fall into the nuclear weapon accident category, but results in any of the following:

- a. Evident damage to a nuclear weapon(s) to the extent that major rework, complete replacement or examination, or recertification by the Department of Energy is required.
- b. The striking of a nuclear weapon by lightning or when a commander suspects that lightning has degraded the safety or reliability of a nuclear weapon system.
- c. Known or suspected arming (partially or fully) of a nuclear weapon.
- d. Probable high interest by the public or news media that may result in adverse public reaction (national or international) or premature release of classified information.
- e. An attempted penetration, actual penetration, or other unexpected degradation of the security of nuclear weapons sites, activi-

ties, or logistical movements.

f. A threat, actual or implied, of an attempt to seize a nuclear weapon. This includes a threat to attack or inflict damage to a nuclear weapons storage site, nuclear weapons, or nuclear weapons security forces.

Nuclear weapon war risk accident

An event (Flagword: OPREP—3 PINNACLE NUCFLASH) that results in an accidental, unauthorized, or unexplained nuclear detonation; or an accidental or unauthorized launching, firing, or use by U.S. forces or U.S.-supported Allied Forces of a nuclear-capable weapon system which could create the risk of an outbreak of war.

Occupational illness

Nontraumatic physiological harm or loss of capacity produced by systemic infection; continued or repeated stress or strain; for example, exposure to toxins, poisons, fumes; or other continued and repeated exposures to conditions of the work environment over a long period of time. Includes any abnormal physical or psychological condition or disorder resulting from an injury, caused by long- or short-term exposure to chemical, biological, or physical agents associated with the occupational environment. For practical purposes, an occupational illness is any reported condition which does not meet the definition of an injury.

Occupational injury

A wound or other condition of the body caused by external force, including stress or strain. The injury is identifiable as to time and place of the occurrence and a member or function of the body affected, and is caused by a specific event or incident or series of events or incidents within a single day or work shift.

Off-duty

Army personnel are off-duty when they:

- a. Are not in an on-duty status, whether on or off Army installations.
- b. Have departed official duty station, temporary duty station, or ship at termination of normal work schedule.
- c. Are on leave and/or liberty.
- d. Are traveling before and after official duties, such as driving to and from work.
- e. Are participating in voluntary and/or installation team sports.
- f. Are on permissive (no cost to Government other than pay) temporary duty.
- g. Are on lunch or other rest break engaged in activities unrelated to eating or resting.

On-duty

Army personnel are on-duty when they are:

- a. Physically present at any location where they are to perform their officially assigned work. (This includes those activities incident to normal work activities that occur on Army installations, such as lunch, coffee, or rest breaks, and all activities aboard vessels.

b. Being transported by DOD or commercial conveyance for the purpose of performing officially assigned work.(This includes reimbursable travel in POVs for performing TDY, but not routine travel to and from work.)

c. Participants in compulsory physical training activities (including compulsory sports).

Over-the Road

Operation or driving on paved roads/highways.

Permanent total disability

Any nonfatal injury or occupational illness that, in the opinion of competent medical authority, permanently and totally incapacitates a person to the extent that he or she cannot follow any gainful employment. (The loss or loss of use of both hands, feet, eyes, or any combination thereof as a result of a single accident will be considered as permanent total disability.)

Permanent partial disability

Any injury or occupational illness that does not result in death or permanent total disability but, in the opinion of competent medical authority, results in the loss or permanent impairment of any part of the body, with the following exceptions:

- a. Loss of teeth.
- b. Loss of fingernails or toenails.
- c. Loss of tip of fingers or tip of toe without bone involvement.
- d. Inguinal hernia, if it is repaired.
- e. Disfigurement.
- f. Sprains or strains that do not cause permanent limitation of motion.

Precautionary landing

A landing resulting from unplanned events that makes continued flight inadvisable.

Preexisting physical condition

A medical condition that existed prior to the occurrence of the accident.

Recommendations

Those actions recommended to the command to correct system inadequacies which caused, contributed, or could cause or contribute to an Army accident. Also referred to in this pamphlet as corrective action, remedial measures and/or countermeasures.

Recordable

Reportable accident that meets the minimum criteria stated in the regulation for Class A-D accidents and Class E and FOD incidents.

Reportable

All occurrences that cause injury, illness, or property damage of any kind must be reported to the soldier's/employee's/unit's servicing/ supporting safety office.

Restricted work activity

Individual's injury is such that they are unable to perform their normal duties (for example, light-duty, profile).

ROTC personnel

a. Members of the ROTC during periods of basic or advanced training at premises owned or under the control of the Army whether on or off duty.

b. Cadets performing professional enrichment training while under Army supervision and directed by competent orders, regardless of the location of the training site. Regular training on campus is excluded; that is, weekly drill and classroom instruction.

c. Cadets involved in rifle and pistol marksmanship training under Army supervision on any firing range.

d. Cadets undergoing ROTC flight instruction.

Standards failure

Standards/procedures not clear or practical, or do not exist)

Support Failure

Inadequate equipment/facilities/services in type, design, availability, or condition, or insufficient number/type of personnel, which influenced human error, resulting in an army accident.

System inadequacy

A tangible or intangible element that did not operate to standards, resulting in human error or materiel failure. Also referred to in this pamphlet as causes, readiness shortcomings and/or root causes.

Training failure

Soldier/individual not trained to known standard(insufficient, incorrect or no training on task—insufficient in content or amount)

Section III

Special Abbreviations and Terms

This section contains no entries.

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RESERVED

**WORKSHEET FOR
TELEPHONIC NOTIFICATION OF GROUND ACCIDENT**

For use of this form, see AR 385-40; the proponent agency is OCSA

Immediately notify USASC telephonically of all Class A and B accidents IAW AR 385-40, chapter 3. Phone numbers are:
Commercial (205) 255-2660/4273/3410 or DSN 558-2660/4273/3410.

SHADED BLOCKS ARE FOR USASC USE ONLY		A. ASMS CASE NUMBER		B. TIME & DATE OPS RECEIVED REPORT			
				a. Year	b. Month	c. Day	d. Time (local)
1. POINT OF CONTACT FOR ACCIDENT INFORMATION		a. Name					
b. Duty <input type="checkbox"/> Commander <input type="checkbox"/> Safety Officer <input type="checkbox"/> Other (Specify)		c. Phone Number		DSN:		Commercial:	
2. ACCIDENT CLASSIFICATION <input type="checkbox"/> A <input type="checkbox"/> B		3. TIME & DATE OF ACCIDENT		4. PERIOD OF DAY		5. ON/OFF DUTY	6. TYPE OF EQUIPMENT/ MATERIEL INVOLVED
		a. Year	b. Month	c. Day	d. Time (local)	<input type="checkbox"/> Day <input type="checkbox"/> Night	<input type="checkbox"/> On-Duty <input type="checkbox"/> Off-Duty
7. UNIT				8. MACOM		9. NIGHT VISION DEVICE IN USE <input type="checkbox"/> Yes <input type="checkbox"/> No	
10. EXACT ACCIDENT LOCATION							
11. ON-POST/OFF-POST? <input type="checkbox"/> On-Post <input type="checkbox"/> Off-Post		12. MILITARY INSTALLATION NEAREST ACCIDENT SITE					
CHECK "YES" or "NO" FOR QUESTIONS 13 THROUGH 17				Yes	No	19. PERSONNEL INVOLVED	
13. EXPLOSIVE/HAZARDOUS/SENSITIVE MATERIALS INVOLVED?						a. No. of Personnel by Rank/Category ____ Officer ____ WO ____ Enlisted ____ Army Civilian ____ Non-Army Civilian c. Highest Rank	
14. IF YES TO #13, ARE THEY SECURE?							
15. ACCIDENT SITE SECURED IAW DA PAM 385-40?							
16. HAS ACCIDENT SCENE BEEN DISTURBED?							
17. IF YES TO #16, WERE PHOTOS, ETC. MADE BEFORE DISTURBING THE SCENE?						20. INJURIES (Enter # of each) ____ Fatalities ____ Non-Fatal Injuries <i>As soon as possible, the following additional information is required on all injured personnel: name, personnel classification, degree of injury, and SSAN.</i>	
18. WEATHER CONDITIONS							
21. ACCIDENT SYNOPSIS (What Happened)							
22. NEWS MEDIA AWARE OF ACCIDENT <input type="checkbox"/> Yes <input type="checkbox"/> No		23. NEAREST AIRFIELD		a. Nearest that can handle C-12 (4,000 ft. min.)			
		b. Nearest commercial airfield					
24. WHO WILL INVESTIGATE?		a. Installation Level Accident Investigation (IAI) Board Appointed		<input type="checkbox"/> Yes <input type="checkbox"/> No		b. CAI Team Dispatched <input type="checkbox"/> Yes <input type="checkbox"/> No Team:	

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