

Table of Contents

Table of Contents.....1

AGAR

Example DA Form 7306 (Telephonic Notification of Ground Accident).....1a
Blank DA Form 7306 (Telephonic Notification of Ground Accident).....1b
All Accidents.....2
On-duty accidents.....2
Off-duty accidents.....2
Combat-accident reporting.....3
Forwarding forms.....4
Sample DA Form 285-AB-R.....4a/4b
Blank DA Form 285-AB-R.....4c/4d
Detailed instructions for AGAR.....5

AAAR

Example DA Form 7305 (Telephonic Notification of Aviation Accident).....16a
Blank DA Form 7305 (Telephonic Notification of Aviation Accident).....16b
AAAR use and preparation.....17
Notification and reporting requirements and suspense.....18
Sample DA Form 2937-AB-R.....18a/18b
Blank DA Form 2937-AB-R.....18c/18d
Instructions for completion.....19
Supplemental AAAR.....23
Mission Codes.....23
Phase of Operation Codes.....24
Grade Codes.....25
Duty Position Codes.....25
Personnel Service Codes.....26
Mishap Event Codes.....26
Accident/Incident Classification Criteria.....31
Injury/fatality cost standards table.....32

**DA Form 285-AB;
Abbreviated Ground Accident Report
(AGAR) is one-page fill-in-the-block form to
be used for ground accidents in accordance
with AR 385-40**

**Summary of Reporting Requirements
and Suspenses**

All accidents

All accidents (regardless of accident class or personnel duty status) must be reported to the local safety office and to the immediate commander or supervisor whose operation, personnel, or equipment is involved.

On-duty accidents

- **Class A & B accidents.** The U.S. Army Safety Center (USASC) must be notified immediately about any on-duty army ground accidents. The information required is on the “Telephone Notification of Ground Accident” worksheet in AR 385-40. These accidents will not require submission of an AGAR, but they will require follow-up with a completed DA Form 285 or appropriate Department of Labor form for civilian personnel accidents involving injury:
- **Class C & D accidents.** All Class C and D accidents will be reported on the AGAR within 30 days of accident occurrence or on appropriate Department of Labor form for civilian personnel injuries. No DA Form 285 will be required. Appropriate additional information may and should be attached to the AGAR when it is forwarded to the USASC.

Off-duty accidents

- **Class A & B accidents.** The U.S. Army Safety Center must be notified immediately about any off-duty Army ground accident. The information required is on the “Telephone Notification of Ground Accident” worksheet in AR 385-40. These accidents will require follow-up with a completed AGAR within 30 days of accidents occurrence.
- **Class C & D accidents.** All Class C and D accidents will be reported on the AGAR within 30 days of accident occurrence.

Combat accident reporting

- **All classes of accidents.** As long as conditions permit, standard accident investigation and reporting procedures will be followed. When the senior tactical commander determined that the situation, condition, and/or time does not permit normal investigation and reporting, all accidents (Class A-D) will be reported on the AGAR as soon as time permits, not to exceed 30 days after the accident. Method of transmission should be dedicated by available resources. Class A and B initial-notification will be telephonic to USAC or its field representative in the theater of operations.

GROUND ACCIDENTS NOTIFICATION & REPORTING REQUIREMENTS & SUSPENSES

PEACETIME

COMBAT

ACCIDENT CLASS	TELEPHONIC NOTIFICATION WORKSHEET	AGAR	DA FORM 285	TELEPHONIC NOTIFICATION WORKSHEET	AGAR ONLY By any Means Possible (Message Execution: 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	W/in 30 days	Not Required	Not Required	As Time Permits (Not to Exceed 30 days)
D	Not Required	W/in 30 days	Not Required	Not Required	As Time Permits (Not to Exceed 30 days)
OFF-DUTY A	Immediately ¹	W/in 30 days	Not Required	Immediately ¹	As Time Permits (Not to Exceed 30 days)
B	Immediately	W/in 30 days	Not Required	Immediately ¹	As Time Permit (Not to Exceed 30 days)
C	Not Required	W/in 30 days	Not Required	Not required	As Time Permit (Not to Exceed 30 days)
D	Not Required	W/in 30 days	Not Required	Not Required	As Time Permit (Not to Exceed 30 days)

- NOTE:**
1. USASC must be notified IMMEDIATELY by phone at DSN 558-2660/2539/3410 or Commercial (334) 255 2660/2539/3410 or notify Safety rep forward (during Combat).
 2. ONLY when the senior tactical commander determined that the situation, conditions and/or time does not permit normal peacetime investigation and reporting *Army civilian injury only accidents should be reported on appropriate Department of Labor (DOL) form IAW AR 385-40.

Forwarding forms

The original of the completed AGAR should be forwarded to USASC through the V Corps Safety Office. V Corps units should route these reports through safety office channels to V Corps Safety Office. The AGAR may be transmitted electronically, by message, by mail, or hand delivered. Reports forwarded to USASC may also be sent by:

- Mail commander, HQ V Corps - Safety, ATTN: AETV-S, Unit 29335,
APO AE 09014
- Message: g1safsup5@hq.c5.army.mil

Points of contact for question or help in completing this form are available at V Corps Safety Office DSN 370-5672/5673/5661. (civilian. 06221-57-5672/5673/5661)

Detailed Instructions for AGAR

Type or print all entries. Continue on blank sheets of paper if necessary, indicating the date of accident, the unit/activity accountable for the accident, and the blocks being continued.

For accidents involving more than one person, the entire form will be completed on the most responsible reportable person. An additional AGAR with Blocks 1, 5, and 11 through 37 will be completed for each additional person involved in the accident. "Involved" means any person who was injured or who took actions or made decision that caused or contributed to the accident. Witness and uninjured passenger are not considered involved unless their actions caused and/or contributed to the accident.

The following instructions for block completion are keyed to block numbers.

Block 1. Enter the year, month, and day of the accident. Also enter the local time of the accident.

Block 2. Check the block that best describes when the accident occurred (day or night). Day is from first light to full night (dark). Night is from full dark (full night) to first light.

Block 3. Enter your estimate of the accident's classification A, B, C, or D

Accident/Incident Classification Criteria

Class A Accident. The resulting total cost of reportable damage is \$1,000,000 or more, an Army Aircraft, missile, or spacecraft is destroyed, or an

injury and/or occupational illness results in a fatality or permanent total disability.

Class B Accident. The resulting total cost or reportable 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 five or more personnel are inpatient hospitalized.

Class C Accident. The resulting total cost of property damage is \$20,000 or more but less than \$200,000, a nonfatal injury causes any loss of time from work beyond the day or shift on which it occurred, or a nonfatal illness or disability causes loss of time from work or disability at any time (lost-time case).

Class D Accident. The resulting total cost of property damage is \$2,000 or more but less than \$20,000 (injuries that does not meet the criteria are not required to be reported to USASC).

Block 4. Check the appropriate box. See AR 385-40's glossary for the definition of a combat accident.

Block 5. Enter the unit or activity accountable for this accident. Also, enter the abbreviation of the unit's branch (branch of the Army with which unit is affiliated) from the list below. (NOTE: If accident was caused solely by material failure or environmental factors, enter the unit or activity experiencing the accident).

AG	Adjutant General Corps
AD	Air Defense Artillery
AR	Armor
SP	Army Medical Specialist Corps

AN	Army Nurse Corps
AV	Aviation
CH	Chaplain
CM	Chemical
DC	Dental Corps
EN	Engineers
FA	Field Artillery
FI	Finance Corps
IN	Infantry
JA	Judge Advocate General's Corps
MC	Medical Corps
MS	Medical Service Corps
MI	Military Intelligence
MP	Military Police
OR	Ordnance
PA	Public Affairs
QM	Quartermaster Corps
SC	Signal Corps
SF	Special Forces
TC	Transportation Corps
VC	Veterinary Corps

Block 6a. Enter the exact location of the accident (e.g. building number, street name, and number, distance from nearest landmark, etc.).

Block 6b. Enter one code from the list below for the primary function of the accident location.

	Maintenance/fabrication facility
A1	Vehicle facility (motorpool, maintenance shop)
A2	Aircraft facility (hangar)
A3	Vessel facility (boat overhaul/rebuild facility)
A4	Engineer facility (carpentry/electrical plumbing shop)
A5	Other maintenance facility

Travel ways

B1	Pedestrian way (sidewalk)
B2	Vehicle trail (tank trail)
B3	Roadway (street, curb, shoulder, driveway)
B4	Parking lot
B5	Aircraft way (flight line, runway)
B6	Railroad

Other operation facilities/areas

C1	Office building
C2	Communications facility
C3	Construction site
C4	Security/law-enforcement facility
C5	Bridge
C6	Dam
C7	Navigation locks
C8	Barge
C9	Dredge
C10	Floating plant
C11	Vessel (not elsewhere coded)
C12	ARNG/reserve armory

Training areas

D1	Range-small arms/ individual weapons
D2	Range-crew-served weapons
D3	Range-Aerial firing/ bombing
D4	Range-infiltration course
D5	Dedicated non-firing training area (obstacle/confidence course, parachute drop zone, landing zone, stage field)
D6	Temporary training area (unit assembly area, bivouac area)
D7	Range-EOD

Service Facilities

- E1 Library
- E2 Chapel/church
- E3 Child-care center
- E4 Post office
- E5 Laboratory
- E6 Medical care facility
- E7 Fire station
- E8 Commissary
- E9 Post Exchange
- E10 Dining Facilities
- E11 Post exchange, service station, gas station
- E12 Museum
- E13 Animal-care facility
- E14 Refuse disposal area
- E15 Laundry/dry cleaning facility

Terrain and water locations

- F1 Sloped terrain (ditch, mountain)
- F2 Wooded terrain (forest, swamp, marsh)
- F3 Open terrain (field, desert)
- F4 Moving bodies of water (creek, stream, river)
- F5 Standing bodies of water (pond, lake, ocean)
- F6 Lake shore/beach Storage facilities
- G1 Storage building
- G2 Outside storage area (POL dump, property disposal area)

Plant and factories

- H1 Heating plant
- H2 Printing plant
- H3 Electrical generating plant (includes power substation)
- H4 Ammunition/weapons manufacturing plant

- H5 Other industrial plants and factories

Recreational/entertainment facilities

- I1 Indoor facilities (bowling alley, gym, movie theater, swimming pool)
- I2 Outdoor facilities (playing fields, gold course, swimming pool)

Housing Facilities

- J1 Family housing
- J2 Individual housing (BOQ, barracks rooms)

Freight and passenger terminals

- K1 Airports/Airfield (includes control tower)
- K2 Rail station/yard
- K3 Port/dock/wharf
- K4 Vehicle terminal (bus station, truck terminal)

School facilities

- L1 Kindergarten through grade 12
- L2 Army-operated technical/occupational training facilities/classrooms (aviation/maintenance school)
- L3 Non-Army-operated technical/operational training facilities/classrooms (university/college classes)

Hobby shop

- M1 Auto hobby shop
- M2 Woodworking hobby shop
- M3 Other hobby shop

Block 6c. Enter the name of the state or country in which the accident occurred.

Block 6d. Indicate whether the accident occurred on-or-off-post; if on-post, enter the name of the installation/activity.

Block 7a. Check yes if explosives, ammunition, or pyrotechnics were PRESENT.

Block 7b. Check yes if explosives, ammunition or pyrotechnics were INVOLVED.

Block 8a. Briefly describe the mission the individual or unit was conducting at the time of the accident. If off duty, so state.

Block 8b. Was the task a METL task? Check the appropriate box.

Block 9. “Involved” means vehicle/equipment/material/property that is damaged, whose use or misuse materiel failure/malfunction caused or contributed to the accident. Include Army and non-Army equipment/material. Use one line for each piece of equipment or item and enter the requested information. Continue on blank paper if necessary.

Block 9a. Enter the name of the equipment /material involved.

Block 9b. Enter the equipment model.

Block 9c. Indicate who owns the vehicle/equipment/material (e.g., DOD, DA, and unit person).

Block 9d. Enter your estimate of the damage cost for the piece of equipment listed in block9a.

Block 9e. From the list below, select the type(s) of collision in which this property material was involved. More than one collision type might be appropriate for the property/material. If so, enter, up to three in the space provided. If “Other” is selected, specify the type of collision in the space provided. If no collision was involved, leave blank.

- 1= Going forward and collided with moving vehicle
- 2= Going forward and collided with parked vehicle
- 3= Collision while backing
- 4= Collision with pedestrian
- 5= Collision with object other than vehicle/pedestrian
- 6= Overturned
- 7= Ran off road
- 8= Jackknifed
- 9= Going forward and rear-ended moving vehicle
- 10= Going forward and rear-ended stopped vehicle
- 11= Collision while turning
- 12= Other (specify)

NOTE: *If the item in block 9a experienced a material failure or malfunction that caused or contributed to the accident, complete blocks 9f-9k and block 10. If not, skip to block 11.*

Block 9f. Enter the code from the list below that indicates how the component or part failed or malfunctioned (mode or failure). Explanation of these codes are contained appendix B of DA Pam 385-40.

- 01 Overheated/burned/
melted. (key words:
blister, boil, carbonize,
char, flame, fuse, and
glaze).
- 02 Froze (temperature). (Key
words: congeal, solidify)
- 03 Obstructed/pinched/clogg
ed. (Key words: block,
crimp, restrict)
- 04 Vibrated. (Key words:
oscillate, shake)
- 05 Rubbed/worn/frayed.
(Key words: abrade,
chafe, fret, groove, score,
scrape)
- 06 Corroded/rusted/pitted.
(Key words: erode,
oxidize)
- 07 Over-pressured/burst.
(Key words: balloon,
bulge, explode, rupture,
swell)
- 08 Pulled/stretched. (Key
word elongate)
- 09 Twisted/torque. (Key
words: turn)
- 10 Compressed/hit/
punctured. (Key words:
chip, collapse, crush,
dent, nick, pinch, press)
- 11 Bent/warped. (Key
words: bow, buckle)
- 12 Sheared/cut. (Key word:
chop, sever)
- 13 Decayed/decompose.
(Key words: mildew, rot,
spoiled)
- 14 Electric current action.
(Key words: short arc,
fusing, grounding,
amperage, voltage, surge)
- 97 Insufficient data to
determine mode of failure

Block 10. Material failures/malfunctions can be caused by shortcomings of leaders, standards/procedures, or support:

Leader failure: Standards procedures are know but are not enforced.

Standards failure: Standards/procedures are not clear/practical or do not exist (e.g., AR, TM, FM, SOP, etc.).

Support failure: Shortcomings in type capability, amount, or condition of equipment, supplies, services, or facilities (equipment/material not provided or improperly designed, inadequate manufacture or maintenance, or inadequate facilities/services; shortcomings in personnel by quantity of qualifications.

Block 10a. Determine the underlying reason (root cause) the material failed or malfunction and check the block accordingly (see appendix B of DA Pam 385-40 for an explanation of code terms)

Block 10b. Describe how the material failed or malfunctioned and explain why (explain mode of failure from block 9f and root cause from block 10a).

Block 11. Enter the last name, first name, and middle initial of involved person. Also enter the UIC if it is different from that entered in block 5a.

Block 12. Enter the SSN of the individual listed in block 11.

Block 13. Enter the code from the list below for the classification (at the time

of the accident) of the person listed in block 11.
Enter only ONE code.

- A= Active Army
- B Army civilian
- C= Army contractor
- D= Non-appropriate fund
- E= Other U.S. military
- F= ROTC
- G= Dependent
- H= NGB technician
- I= NGB IDT
- J= NGB AT
- K= NGB ADSW
- L= NGB AGR
- M= NGB ADT
- N= USAR IDT
- O= USAR AT
- P= USAR ADT
- Q= USAR FTM
- R= Foreign Nat'l Direct Hire
- S= Foreign Nat'l Indirect Hire
- T= Foreign Nat'l KATUSA
- U= Foreign Nat'l attached to U.S. Army
- V= Public
- W= Not Reported

Block 14. Enter the MOS or job series of the individual listed in block 11.

Block 15. Check the appropriate box to reflect the duty status at the time of the accident of the individual listed in block 11.

Block 16. Enter the age of the individual listed in block 11.

Block 17. Enter "M" for male or "F" for female.

Block 18. Enter the rank/pay grade for the individual listed in block 11 (e.g., E5, 03, GS-11, WG-8),

Block 19. Check the appropriate box (for government personnel only) to indicate the military flight status of the individual listed in block 11.

Block 20a. Enter the code that indicated the severity of the injury to the individual. If more than one applies, enter the most severe. See AR 385-40 for definition of the following.

- a.= Fatal
- b.= Permanent total disability
- c.= Permanent partial disability
- d.= Days away from work
- e.= Restricted work activity
- f.= First Aid only
- g.= No Injury

Block 20b. Enter the code that best described this person's most serious injury type.

- NA= None/non- applicable
- A= Burns (chemical)
- B= Burns (thermal)
- C= Amputation
- D= Decompression sickness
- E= Asphyxiation (suffocation)
- F= Fractures
- G= Dislocation
- H= Abrasions
- I= Concussion
- J= Sprains/strain
- K= Cuts/lacerations
- L= Contusion
- M= Puncture wound
- N= Hernia, rupture
- O= Frostbite
- P= Heatstroke

- Q= Heat exhaustion
- R= Noise injury/illness
- S= Other (specify)

- F= Rubbed/abraded
- G= Bodily reaction
- H= Overexertion
- I= Exposure
- J= External contact
- K= Ingested
- L= Inhaled
- M= Thrown from

Block 20c. Enter the code that best described the most serious injured part of this person’s body. (Body part entered here should be one with the injury indicated in previous block.)

- NA= None/non-applicable
- A= Body (general, cannot specify)
- B= Head
- C= Forehead
- D= Eyes
- E= Nose
- F= Jaw
- G= Neck
- H= Trunk
- I= Chest
- J= Heart
- K= Back
- L= Shoulder
- M= Arms
- N= Wrist
- O= Hand
- P= Fingers
- Q= Leg
- R= Knee
- S= Ankle
- T= Foot
- U= Toes
- V= Other

Block 20d. Enter the code that best described the cause of the most serious injury to this individual (the event that resulted in the injury/illness).

- NA= None/non-applicable
- A= Struck against
- B= Struck by
- C= Fell from elevation
- D= Fell from same level
- E= Caught in/under/between

Block 21. Enter the estimated or actual total number of days this individual will be hospitalized (inpatient/admitted) receiving treatment. Days hospitalized for “observation only” are not included.

Block 22a. Enter the estimated or actual number of days this individual; will be away from work (totally unable to perform any work, on bed rest/quarters). Workdays lost does not include days hospitalized or the day of injury.

Block 22b. Enter the estimated or actual number of workdays the individual will not be able to perform all of his or her regular duties AFTER going back to work (light duty/profile).

Block 23. Enter the code from the list below that best described the individual’s activity at the time of the accident. Enter only one code. If the person was engaged in more that one activity at the time of the accident, check the most relevant to the cause of the accident. See DA Pam 385-40, appendix I for explanation of activity codes.

- A= Soldering
- B= Combat soldiering
- C= Physical training
- D= Weapons handling
- E= Engineering or construction
- F= Communication
- G= Security/law enforcement

H= Fire-fighting
 I= Patient care
 J= Test/study/experiments
 K= Educational
 L= Information and art
 M= Food and drug inspection
 N= Laundry/dry cleaning
 O= Pest/plant control
 P= Operating vehicle/vessel
 Q= Handling animal
 R= Maintenance/repair/
 servicing
 S= Fabricating
 T= Handling material/
 passengers
 U= Janitorial/housekeeping,
 etc.
 V= Food/drink/ preparation
 W= Supervisory
 X= Office
 Y= Counseling/advisory
 Z= Sports
 Aa= Hobbies
 Bb= Passenger
 Cc= Human movement
 Dd= Horseplay
 Ee= By-standing/spectating
 Ff= Personal hygiene/
 eating/sleeping
 Gg= Parachuting

Block 24. Enter a concise description of the individual activity/task at the time of the accident.

Block 25a. Check YES or NO to indicate whether any personal protective clothing or equipment was required for the activity/task being performed by this individual. If YES, complete blocks 25b-d. If NO, skip to block 26.

Block 25b. Enter the code for the type of equipment that was required.

A= Seat belt

B= Helmet
 C= Goggles/glasses
 D= Gloves
 E= Earplugs
 F= Other (specify)

Blocks 25c & d. If protective clothing and equipment was required, determine if it was required, determine if it was available and used, available but not used, or not available. Then, enter YES or NO in the appropriate blocks to indicate the items' availability (block 25c) and use or nonuse (block 25d).

Block 26. Check the appropriate box to indicate whether or not alcohol/drugs caused or contributed to the accident.

Block 27. Enter the item number (e.g., #1, #2) from block 9a that indicates which piece of equipment this individual was associated with.

Block 28. If this individual was operating a vehicle or equipment (at the time of the accident) that required a license to operate, indicate if the individual had such a license (up-to-date). If no license was required or no equipment was being operated, skip to block 29.

Block 29. Enter the number of continuous hours (without sleep) this individual was on duty before the accident.

Block 30. Enter the number of hours sleep (cumulative) this individual has in the past 24 hours.

Block 31. Indicate whether the activity listed in blocks 23 and 24 was part of tactical training (training infield environment that used or develops

combat or combat support skills (see note below).

NOTE: For this report, the following definitions apply:

Tactical training = Training (in a field environment) that uses or develops combat or combat support skills.

Field exercise and tactical training = Begins when the individual reports to his or her primary duty location for movement to the field site and ends when he or she arrived back at the primary duty location from the field.

Block 32. If the individual was participating in any type of training, enter the code for the type of training facility being used (see FM 25-2 for definitions). (If not applicable, leave blank).

- A= Garrison
- B= Local training area
- C= Major training area
- D= NTC
- E= JRTC
- F= CMTC
- G= Standard range facility/live fire
- H= Other (specify)

Block 33. For the activity specified in blocks in 23 and 24, enter the number of months since last time the individual received training before the accident.

Block 34. Check the appropriate box to indicate whether the individual was on command designated field-training exercise, if it has a name (e.g., Team Spirit, REFORGER, and Gallant Eagle). Check NO if the individual was not participating in a field training exercise.

Block 35. Indicate if night vision systems (devices) were being used by this individual at the time of the accident (e.g., night vision goggles, ANPVS-5-A). If used, specify the type. If they caused or contributed to the accident, explain in block 39.

Block 36a. In your opinion, did this individual make a mistake that caused and/or contributed to the accident? If the answer is YES complete block 36b & c and block 37. If NO, skip to block 38.

Block 36b. Enter the code from the list below that best indicated the type of mistake made by this individual. See DA Pam 385-40 for explanation and examples of the mistakes/error codes.

General mistakes/errors

- 01 Inadequate planning.
- 02 Failed to lock, block, or secure; e.g., load.
- 03 Inadequate inspection or check of vehicle or equipment.
- 04 Failed to use required safety equipment, device, guard, sign, or signal.
- 05 Operating while fatigued when not necessary or directed.
- 06 Improper use of equipment.
- 07 Improper lifting
- 08 Failed to take appropriate precautions for adverse environmental conditions (rain, haze, fog, snow, ice, and reduced visibility).
- 09 Improper body position.
- 10 Improperly walked, ran, or climbed.

- | | | | |
|----|---|----|---|
| 11 | Failed to stay alert or attentive to what was happening (situational awareness of environment, conditions, and operations). | 49 | position, signal, or procedure. |
| 12 | Failed to ensure adequate clearance/space (enough room) for operation. | 50 | Following too close for environmental conditions or vehicle speed/design. |
| 13 | Misjudge clearance (improperly estimated or evaluated). | 51 | Driving in wrong lane. |
| 14 | Improper weapons handling. | 52 | Improper lane change. |
| 15 | Improper handling of pyrotechnics or explosives | 53 | Improper braking. |
| 16 | Incorrectly pulled or pushed equipment or material. | 54 | Improperly shifted gears on vehicle or equipment. |
| 17 | Failed to firmly grip or hold equipment or material | 55 | Abrupt control or steering response (except while turning). |
| 18 | Inadequate crew coordination or communication. | 56 | Improperly mounted or dismounted vehicle or equipment. |
| | | | Operated vehicle or equipment with known malfunction or unsafe mechanical conditions. |
| | | | <i>(Items 57-74 reserved for future use.)</i> |
| | | 75 | Improper personnel selection or assignment. |
| | | 76 | Knowingly allowed equipment operator to violate procedures. |
| | | 77 | Failed to ensure proper positioning of personnel before vehicle equipment operation. |
| | | 78 | Failed to inform or brief personnel adequately for mission accomplishment. |
| | | 97 | Insufficient information reported to identify mistake or error. |
| | | | Block 36c. Describe the mistake and how it caused or contributed to the accident. Be specific. |
| | | | Block 37. Mistake can be caused by shortcomings of leaders, training, |
- (Items 19 through 39 reserved for future use.)*
- Vehicle/equipment specific**
- | | | | |
|----|--|--|--|
| 40 | Excessive speed. | | |
| 41 | Improper passing. | | |
| 42 | Improper turning. | | |
| 43 | Failed to yield right-of-way (other than while turning). | | |
| 44 | Failed to stop at controlled intersection. | | |
| 45 | Improperly stopped or parked. | | |
| 46 | Improper backing. | | |
| 47 | Failed to use ground guide when required. | | |
| 48 | Ground guide used improperly or incorrect | | |

standards/procedures, support, or the individual. Specific causes include:

Leader failure: Standards or procedures are known but are not enforced.

Training failure: Standards exist but school, unit, or on the job training or individual experience is insufficient in content or amount.

Standards failure: Standards or procedures are not clear or practical or do not exist; e.g., AR, TM, FM, SOP, etc.

Support failure: Shortcomings in type, capability, amount, or condition of equipment, supplies, service, or facilities (equipment or material not provided or improperly designed, inadequate manufacture or maintenance, or inadequate facilities or services); personnel by quantity or qualifications.

Individual failure: Standards are known but are not followed.

Block 37a. Identify why the mistake was made (specific root cause). See appendix B of DA Pam 385-40 for definitions and a list of questions to help determine the readiness shortcomings or root cause responsible for the mistake or error.

Block 37b. Describe the root cause and tell how it caused the mistake.

Block 38. Enter the codes (no more than three) from the list below to indicate the conditions present at the time of the accident. Also indicate whether the condition caused or contributed to the accident by checking the caused/contributed block and, if YES, explaining in block 39.

- A Clear/dry
- B Bright/glare

- C Dark/dim
- D Fog/condensation/frost
- E Mist/rain/sleet/hail
- F Snow/Ice
- G Dust, fumes, gases, smoke, vapors
- H Noise, bang, static
- I Temperature/humidity (cold/heat)
- J Storm, hurricane, tornado
- K Wind gust/turbulence
- L Vibrate/shimmy/sway shake
- M Radiation/Laser/sunlight
- N Holes/rocky/ rough/ rutted/ uneven
- O Inclined/steep
- P Slippery (not due to precipitation)
- Q Air pressure (bends, hypoxia, decompression, altitude)
- R Lightning/static electricity/ grounding
- S Electromagnetic radiation
- T Other (specify)

Block 39. Provide a brief synopsis of the accident. Explain the sequence of events. Tell how and why the accident happened.

Block 40. Briefly describe all actions taken, planned, or recommended to eliminate, or at least reduce, the root cause(s) of this accident and prevent similar accidents from happening (see appendix B, DA Pam 385-40 for example);

Block 41. Individual who can answer questions about this accident.

NOTE: The information and substantiating data required by this publication are the minimum requirements for reporting accidents to USASC on the AGAR. In addition, the preparer should also submit any other documentation deemed appropriate to substantiate the findings and conclusion or to comply with additional chain of command reporting requirements.

DA Form 2397-AB-R: Abbreviated Aviation Accident Report (AAAR)

AAAR use and preparation

DA Form 2397-AB-R: Abbreviated Aviation Accident Report (AAAR) is required for all aircraft ground accidents (regardless of class) and all Class C, D, E and F (turbine engine FOD) aviation accidents/incidents. This form may also be used to report aviation Class A and B accident in areas of combat or contingency operations when the submission of the DA Form 2397 series is deemed not practicable by the senior tactical commander. **Also, the AAAR reduces only Class C and above reporting requirements and should not affect the quality or extent of the accident investigation.**

Investigation and submission of the AAAR will be IAW AR 385-40, paragraph 1-9.

Submit AAAR in legible hand-printed or typed copy via mail, FAX, courier, message, electronic mail, or other timely means. Working copies on plain paper are acceptable, but each data element must reference the respective block of the AAAR.

- Message address:
CDR USASC FT RUCKER AL//CSSC-Z\
- Mailing address:
Commander U.S. Army Safety Center
ATTN: CSSC-Z
Fort Rucker, AL 36362-5363
- FAX machine:
DSN 558-9136
COM 334-255-9136
- PC-to-USASC mainframe transmission: To transmit data to the mainframe computer at the USASC, users must have Army Safety Management Information System (ASMIS) user identification codes and passwords. Users must also have DDN TAC access cards to be able to use the DDN system. These are available from the U.S. Army Safety Center, Information Technology Division, ATTN: CSSC-ITS, Fort Rucker, AL 36362-5363.

For Class A, B, and C accidents, attach to the AAAR all additional information or forms required or deemed appropriate; e.g., witness statements/interviews, expanded narrative, lab/CCAD reports, other DA Form 2397 series, additional personnel information sections, and additional AAAR forms for involved aircraft other than the cases aircraft, etc.

AVIATION ACCIDENTS NOTIFICATION & REPORTING REQUIREMENTS & SUSPENSES

PEACETIME

COMBAT

ACCIDENT CLASS	NOTIFICATION		REPORTING		NOTIFICATION REPORTING	
	TELEPHONIC WORKSHEET	DA FORM 2397	AAA REPORT	TELEPHONIC WORKSHEET	AAA REPORT	
A	IMMEDIATE – To USASC (telephonic notification – no hardcopy required) DSN 558-2660/2539/ 3410 or Com (334) 255-2660/2539/ 3410	(CAI/IAI) 90 CALENDAR DAYS	Aircraft ground acdts 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 permits – Do not exceed 30 Calendar days	
B	IMMEDIATE – To USASC (telephonic notification – no hardcopy required) DSN 558-2660/2539/ 3410 or Com (334) 255-	(CAI/IAI) 90 CALENDAR DAYS	Aircraft ground acdts 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 permits – Do not exceed 30	

	2660/2539/ 3410				Calendar days
C	IMMEDIATE – To USASC (telephonic notification – no hardcopy required) DSN 558-2660/2539/ 3410 or Com (334) 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 AAAR By Mail/Fax or courier/ message Format/Electronic Submission. Include Attachments As Required.	Same As Peacetime	Same as Peacetime

- Only when the senior tactical commander determines that the situation, condition, and/or time does not permit normal peacetime investigation and reporting.

Instructions for completion

The AAAR form is designed to be user friendly and self-explanatory. However, the following guidance is provided if needed. Complete the entire form (both sides) for each aircraft ground Class A and C, combat A and B, and any C accident. For each Class D, E, and F incident not involving human error or injury, only the front page (blocks 1-18) is required. For each Class D, E, and F incident involving human error or injury, complete blocks 1 through 18, 21, 23, and 24, and any other pertinent blocks. The AAAR will be completed as follows:

Block 1. The case number consists of the year, month, and day (YYMMDD) of the accident, the local time of the accident, and the seven digits aircraft serial number. Aircraft serial number must contain seven digits. In those cases where the aircraft serial number is less than seven digits, insert zeros after the

model year (first two digits) until seven digits are reflected.

Block 2. Check the boxes of the appropriate classification and category as defined in AR 385-40. See page 14 for classification criteria.

Block 3. Enter the type, model, design, and series of the aircraft involved in the accident: e.g., UH-60L.

Block 4. Check the appropriate box. Dawn is that period of time between beginning of morning nautical twilight (BMNT) and official sunrise. Dusk is that period of time between official sunset and end of evening nautical twilight (EENT).

Block 5. Enter the total number of aircraft involved in the accident and submit an additional AAAR for each aircraft. Do not include inoperative aircraft. In completing additional AAAR forms, there is no need to duplicate that data already provided in the initial form.

Block 6. Enter the name of the nearest military facility/establishment to the accident site.

Block 7. Enter the name of the closest city and state to the accident site. Identify the country if outside the United States. Also check the appropriate boxes to indicate whether the accident occurred on or off post, or on or off an airfield. (See DA Pam 385-40, paragraph 3-4b(4) for an explanation of an airfield.)

Block 8. Enter the six digit UIC and abbreviated title of the lowest level organization having operational control of the aircraft at the time of the accident.

Block 9. Enter the information pertaining to the organization most responsible/accountable for the accident. If the organization is the same as block 8, leave blank.

Block 10. Pertains to the estimate accident/incident damage cost. Do not include those items excluded from accident cost by AR 385-40. Enter in blocks 10b through 10h only the cost associated with the aircraft to which this form pertains. Complete this block as follows:

- **Block 10a.** If “Yes,” enter the replacement cost per TB 43-0002-3 in block 10b and do not fill in blocks 10c and 10d (man-hours).
- **Block 10b.** Enter the cost of aircraft and component damage, excluding man-hour cost.
- **Block 10c.** Enter only man-hours required to repair aircraft damage.
- **Block 10d.** Man-hour cost pertains to aircraft damage only, based on current cost criteria specified in AR 385-40. Other man-hour cost will be included in block 10e (Other Damage Military).
- **Block 10e.** Enter all costs to other military property resulting from the accident (included inoperative aircraft).
- **Block 10f.** Enter the damage cost to civilian property.
- **Block 10g.** Enter the injury costs of all personnel on board this aircraft. Total injury cost can be obtained by adding the cost of block 19 of DA Form 2397-9-R or from the injury cost criteria on page 32.
- **Block 10h.** Enter the total of blocks 10b through 10g only when multiple aircraft are involved.

- **Block 10i.** Enter the total of blocks 10h only when multiple aircraft are involved.

Block 11. Complete the general data blocks as follows:

- **Block 11a.** Enter the mission as shown on the DA form 2408-12, or from AR 95-1 or the list on page 23. For maintenance operations with or without intent for flight, enter “S” for service. If none, enter “NA.” Also, check the appropriate box to indicate whether the mission was a single or multi-ship operation.
- **Block 11b.** Check the appropriate box to indicate the type flight plan on file at the time of the accident.
- **Block 11c.** Check the appropriate box to indicate whether a flight data recorder was installed.
- **Block 11d.** Check the appropriate box to indicate whether night vision devices(s)/system(NVD) was in use at the time of the accident/incident. If “Yes.” Specify type NVD used.
- **Block 11e.** Check the appropriate box to indicate the phase of operation when the fire started. In the remarks section, identify the combustible material and the ignition source of the fire.
- **Block 11f.** If “Yes” is checked for Class C and above accidents, complete a DA Form 2397-6-R and attach it to the report. For Class D, E, and F, explain in the block 15 the type and source of spillage.

- **Block 11g.** Check the appropriate box to indicate whether the aircraft was participating in a field training exercise (FTX). If “Yes,” enter the FTX name in the space provided.

Block 12. Enter the flight parameters at the times indicated. Flight parameters pertain to both flight and ground operation of the aircraft. Phase of operation codes are listed on page 24.

- **Block 12a.** Enter the listed flight parameters at the onset of the emergency.
- **Block 12b.** Enter the listed parameters at the time of the first major impact/accident. Exception: if an in-flight strike occurred, resulting in a second impact, record the second impact here. This block can duplicate block 12a (emergency phase).

Block 13. Enter up to three event codes from the list on page 10 that best categorize(s) the accident/incident. Enter the event code that best describes the accident/incident in the first space.

Block 14. Enter “D,” “S,” or “U” in the appropriate block to indicate whether human, material or environmental factors played a definite, suspected, or undetermined role. Each indicated contributing factor will be substantiated by the findings (block 24) for Class C and above accidents and all classes involving human error, and/or by the summary (block 15) for Class D, E, and F incidents not involving human error. In addition, complete the appropriate block pertaining to the factor (e.g., block 16 for definite or suspected material factors).

Block 15. Enter a concise summary of events from the initial onset of the emergency until the aircraft is at rest, to include injuries resulting from the accident/incident. For D, E, and F accidents not involving human error, describe the material failure or environmental conditions. Use a continuation sheet if necessary.

Block 16. This block must be completed if a materiel factor was indicated in block 14b. Enter the requested data for materiel failure/malfunction resulting from fair wear and tear (FWT), maintenance or manufacture error, and/or design deficiency. For maintenance error over which the Army has control, block 21 must also be completed. Component data is required only on those items involving the power and drive trains; e.g., engine, transmission, gearboxes, combining transmission, etc.

Block 17. Check this block to reflect the environmental conditions present at the time and location of the accident/incident. This block must be completed for all reports. Environmental contributing factor in block 14c will be checked and narratively reported in the summary or findings, depending upon the classification and circumstances (see instructions for block 14 above).

Block 18. For Class C and above accidents, enter the data for the investigation board president. For Class D, E, and F incidents, enter the safety officer/representative submitting the report.

Note: For Class D, E, and F reports not involving human error/injury, no further entry is required.

Block 19. Complete this block for night Class C and above accidents or night accidents involving human error, when NVD or environmental factors were present.

Block 20. Complete this block for all wire strikes.

Block 21. Complete this block for all Class A, B, and C accidents for all crewmembers with access to the control regardless of the accident cause. Also complete this block for all personnel who had causative roles or were injured as a result of the accident/incident for all class accidents (Class A-F). This block is not required for materiel failure Class D, E, and F incidents where the only cause of the failure was FWT. If more than three personnel are involved, use additional forms. Use the following instructions for block 21a for completing blocks 21b and 21c.

- **Block 21a.** Enter the individual's last name, first, and middle initial.
- **Block 21a(1).** Enter the individual's social security number.
- **Block 21a(2).** Enter the individual's pay grade from the list on page 25; e.g., 04, W3, GS-09, WG-10, etc.
- **Block 21a(3).** Enter the individual's sex.
- **Block 21a(4).** Enter the duty position code as shown on DA Form 2408-12 for the flight or form the list on page 25.

- **Block 21a(5).** Enter the personnel service code of the individual from the list on page 26.
 - **Block 21a(6).** Enter the UIC of the unit to which the individual is assigned at the time of the accident.
 - **Block 21a(7).** Check “D,” “S,” “N,” or “U” to indicate the individual’s causal role in the accident (definite, suspected, none, or underdetermined).
 - **Block 21a(8).** Check the box to indicate whether the individual was on the flight controls at the time of the accident or his or her previous control input had any influence on the accident.
 - **Block 21a(9).** Indicate whether blood and urine test results were positive or negative (tests are required for Class C and above accidents). If the results are positive, attach the AFIP results and address in findings at block 24 (authorized medication excluded).
 - **Block 21a(10)(a).** Enter the total number of hours this individual slept during the 24 hours preceding the accident.
 - **Block 21a(10)(b).** Enter the total number of hours this individual worked in the 24 hours preceding the accident.
 - **Block 21a(10)(c).** Enter the total number of hours this individual flew in the 24 hours preceding the accident.
 - **Block 21a(11).** If the individual is a rated aviator, check the appropriate box to indicate his or RL and FAC levels.
 - **Block 21a(12).** Indicate whether or not the individual was injured. If “Yes,” DA Form 2397-9-R is required to be submitted for each individual injured as a result of the accident (Accidents involving injury required a physician or physician’s assistant to be a member/advisor of the board.) Instructions for completing the –9 are contained in DA Pam 385-40, paragraph 3-12
 - **Block 21a(13).** Enter the total number of flight hours this individual has accrued in the accident aircraft design and series.
- Block 22.** Block 22 pertains to class C and above accidents.
- **Block 22a.** Any deformation of occupiable space constitutes a compromise for the purpose of this report, If “Yes,” DA Form 2397-6-R is required to be submitted with the AAAR. Instructions for completing the –6 are contained in DA Pam 385-40, paragraph 3-9.
 - **Block 22b.** Indicate whether post-crash escape/rescue/survival difficulties were a factor for this individual. If “Yes,” submit DA Form 2397-10 for the individual(s). Instructions for completing the –10 are contained in DA Pam 385-40, paragraph 3-13.
 - **Block 22c.** Indicate whether protective/restraint equipment functioned as designed. If “No,”

submit DA Form 2397-10 for the individual(s). Instructions for completing the -10 are contained in DA Pam 385-40, paragraph 3-13.

Block 23. Check the boxes that best describe the cause(s) of the accident and substantiate each box checked in block 24.

Block 24. Instruction for writing findings and recommendations are

contained in DA Pam 385-40, paragraph 3-5.

Block 25. List substantiating data submitted with the AAAR.

Block 26. For Class C and above accidents only, see DA Pam 385-40, paragraph 3-3 for reviewing officials and approving authority responsibilities.

Supplemental AAAR

Follow-up data (e.g., CCAD, DR, or teardown results) are to be submitted as required. Complete only block 1 (case number) and those blocks to which the supplemental data supplies.

Mission Codes

T Training	A Acceptance Test Flight
C Combat	X Experimental Test Flight
S Service	F Functional Test flight
D Imminent Danger	

Phase of Operation Codes

A Starting engine/run-up	G Cruise	landing/terminat	aircraft clears
B Stationary (engines running)	H Combat maneuver (masking, unmasking, gun run, evasive action, etc.)	ion)	runway)
C Taxi	I Descent (does not include approach)	K Emergency auto-rotation	N Low level (constant
D Takeoff	J Approach (prior to	L Go-around (the intended landing/terminat	airspeed and
E Hover IGE		ion is aborted)	altitude below
F Climb (after takeoff phase and climb to altitude is established)		M Landing (aircraft touchdown until forward motion stops and	500 feet agl)
			O Contour (varying
			altitude, while
			maintaining
			constant height
			above the

contour of the earth's surface and/or obstacle)

P NOE (varying airspeed and altitude, using the earth's contour/foilage for concealment)

Q Hover OGE

R Crash (crew has no control over aircraft altitude)

S Aerobatics
T Termination with power (planned/attempted termination of an auto-rotation is to a hover)

U Under-determined/unknown

V Power recovery (the power of returning the aircraft to

power; flight from an engine-out configuration)

W Training auto-rotation

X Formation

Y Preflight activity (any activity prior to the flight that caused or contributed to the accident; e.g., mission planning, crew

assignment, training, preflight, etc.)
Z Refueling (to identify the type refueling being conducted, use an additional code preceding the Z code; e.g., in-flight refueling should be coded as GZ).

Grade Codes

01-010 Commissioned officer
W1-W5 Warrant officer
E1-E9 Enlisted service member
GS1-GS18 & GM13-GM18

DOD civilian employee
WG1-WG18 & WS13-WS18 Wage board employee
X1 Foreign officer, all grades

X2 foreign enlisted, all grades
CAC Civilian contractor employee
CIV Non-DOD civilian

SAC Service academy cadet
ROTC ROTC student
OTH Personnel other than above

Duty Position Codes

ABC Aviation battalion commander

ADC Approach/departure controller

AMC Air mission commander

AO Aerial observer

AOT Aerial observer trainee
ART Armament
AUC Aviation unit commander
AVT Avionics technician
CE Crew chief/flight engineer
CET combat-equipped troops/jumpers
CP Copilot
DCO DA/DOD-level commander/supervisor
DEP Design/engineer personnel
FCO Flight Leader
FCT Weather personnel
FFT Crash rescue/firefighters
FI Engineer instructor

FSP Flight service personnel
FTM Fuel team member
FTS Fuel team supervisor
GC Ground unit commander
GCA Final controller
GG Ground guide/"Follow me"
M General mechanic
GSY Other ground support personnel
IE Instrument flight examiner
IP Instructor pilot
LCO Local commander/supervisor
MCO Major commander/supervisor
ME Maintenance test flight evaluator

MFP Manufacturing/rework personnel
MS Maintenance supervisor
MO Flight surgeon/medical attendant
MP Maintenance test pilot
OAY Others aboard aircraft
OGY Others personnel not aboard aircraft
OPN Operations dispatcher, other operations personnel
OR Gunner/technical observer/main-tenance personnel/photographer
PAX Passenger
PC Pilot in command
PF Pathfinder
PI Pilot

PPM Powerplant mechanic
PT Pilot trainee
PTM Power train mechanic
PTO Pilot trainee, observer
PTR Pilot trainee, rated
SI Standardization flight engineer instructor
SM Structure/airframe mechanic
SP Standardization instructor pilot
TI Technical Inspector
TWC Tower personnel
UNK Unknown
UT Unit trainer
XP Experimental test pilot
ZR Rated passenger

Personnel Service Codes

A Active Army
B Army Civilian
C Army Contractor
D NAF employee
E Other U.S. military personnel (members of other DOD components on full time active duty)

F Reserve Officer Training Corps (ROTC)
G Military dependant family member of active-duty personnel)
H NG technician, DOD employee
I NG inactive duty for training
J NG annual training

K NG active duty special work
L NG active guard/reserve
M NG active duty for training other than annual
N Reserve inactive duty training
O Reserve annual training

P Reserve active duty training
Q Reserve active guard/reserve
R Foreign national direct hire
S Foreign national indirect hire
T Foreign national KATUSA

U Foreign national

attached USA

V Public

W Not reported

Accident/Incident Event Codes

The following terms and definitions are provided to categorize aviation accidents by the type of event(s) involved. Select the event(s) that best categorize the accident and enter the code (s) in block 2 of DA Form 2397-1-R.

01 Precautionary Landing (PL). A landing resulting from unplanned events occurring while the aircraft is in flight that make further flights inadvisable. This event is to be used for PLs where no other events applies or in conjunction with other materiel –failure events.

02 Forced landing (FL). A landing caused by failure or malfunction of engines, systems, or components that make continued flights impossible. This event is to be used in conjunction with other materiel-failure/malfunction events.

03 Aborted takeoff. An unplanned event that occurs before liftoff that interrupts a planned flight. This event is to be used for aborted takeoffs where no other event applies or in conjunction with other materiel-failure events.

04 Human factor event. A psychological, physiological, or pathological condition that occurs to personnel when intent to fly exist and results in interference with a crewmember’s duties during aircraft operations or mission being delayed, diverted, or aborted.

05 Cargo event. Injury or property damage resulting from cargo-related accidents/incidents; e.g., intentional

or unintentional jettisoning of cargo hook load.

06 Personnel-handling event. Injury or property damage accidents/incidents involving personnel-handling.

07 External-stores event. Injury property damage resulting from external-stores handling errors or equipment failures.

08 Multiple-aircraft event. Injury or property damage resulting from the interactions of two or more aircraft. To qualify as a multiple aircraft event, two or more active aircraft must be involved. An inoperative aircraft (engine not running) struck by an operating aircraft (engine running) does not qualify in this context.

09 Misappropriated aircraft. An aircraft accident that occurs during the operation of an Army aircraft that has been misappropriated, regardless of aircrew designation. Intent to fly must exist.

10 Drone aircraft. Drone aircraft have a “Q” designator, are flown or operated by a rated aviator or ground personnel, or can be flown or operated by remote control. When manned they will be regarded as aircraft and will be reported accordingly. When unmanned and operated by remote control, the accident will be reported using DA Form 285.

11 Contractor aircraft accident. An aircraft accident that occurs as a result of a Government contractor’s

operation in which there is damage to Army property or injury to Army personnel. Included is non-delivered equipment for which the Army has assumed responsibility.

12 Aircraft ground accident. Injury or property damage involving an Army Aircraft in which no intent to fly exist and the engines are in operation.

13-19 (Reserved for future additions.)

20 Refueling accident. Damage incurred during refueling operations on the ground or in flight.

21 Midair collision. Two or more aircraft collide in flight. Hover is considered in flight. Damage does not have to be done to both aircraft (will be used in addition to “08 multiple aircraft event”)

22 Helocasting. Property damage or personnel injury occurring during helocasting operations.

23 Hard landing. Damage incurred due to excessive sink rate on landing touchdown. Includes auto-rotation landings when skids are damaged, main rotor blade flexing into tail boom; tire blowing on touchdown; landing gear driven in fuselage; fuselage, wing, etc., buckling. Note: The landing area must be suitable for a probable successful landing.

24 Wheels-up landing. Aircraft equipped with retractable landing gear in the wells. Includes intentional gear-up landings, crew forgetting to lower gear, and not extending gear handle placed down.

25 Landing gear collapse/retraction. During takeoff, landing, or taxi, the gear collapses for any reason or the crew inadvertently retracts or retracts too soon on takeoff (does not include gear shearing due to hard landing).

26 Undershoot. When an approach is being made to prepared area of field and the aircraft touches down short of the suitable landing surface. (Does not include strikes wires, trees, etc., on approach except an aircraft striking an airport boundary fence.)

27 Overshoot or overrun. Landing in which the aircraft runs off the end of the runway because of touchdown speed too short runway, touching down too long, or failure of brakes.

28 Ditching. Landing in a controlled attitude in water. (Does not include creeks, streams, etc., or those landings to ships or barges in which the aircraft crashes in the water.)

29 Collision with ground/water. Ground loop/swerve. Aircraft damage is incurred because absolute directional control is not maintained (intentional or unintentional). Includes F/W ground loops; R/W auto-rotational landings; R/W running landings due to anti-torque failures; aircraft running off side of runway.

30 Collision with ground/water. Accidents in which the aircraft strikes the ground or water unintentionally. Includes crashing into a mountain under IFR, IMC, or night; inadvertent flight into the ground or water, such as making a gun run and failing to pull up; low-level flight resulting in striking ground or water.

31 Aircraft collision on the ground. Accidents in which two or more aircraft collide on the ground. None of the aircraft can be in flight. (Used in addition to 08 multiple aircraft event.)

32 Other collisions. An aircraft collides with something not

- accounted for by other type event listed.
- 33 Rotor overspeed.** Main rotor rpm exceeds the allowable limits for continued flight.
- 34 Fore and/or explosion on the ground.** Accidents that are initiated by a fire or explosion. The damage incurred must be prior to lift-off on takeoff and/or after touchdown.
- 35 Fire and/or explosion in the air.** Same as on the ground except damage must be after lift-off and before touchdown.
- 36 Equipment loss or dropped object:** Accidents in which some part of the aircraft or attached equipment is lost in flight, other than cargo and external stores.
- 37 Inflight breakup.** Accidents in which aircraft begins to break up in flight. In these accidents, any type of landing is not expected. Includes loss of main rotor blades and loss of wing.
- 38 Spin or stall.** Fixed wing only accidents resulting in stalling and/or spinning due to loss of airspeed or excessive angle of attack.
- 39 Abandoned aircraft.** Accident in which all flight crewmembers eject or parachute.
- 40 Flight-related accident.** Damage to property or injury to personnel without damage to aircraft.
- 41 Instrument meteorological conditions (IMC).** Aircraft must be in IMC conditions when the accident occurs. This is a condition event and should not be used in the first position.
- 42 Rappelling.** Property damage or personnel injury occurs during rappelling operations.
- 43 STABO.** Property damage or property injury occurs during STABO operations.
- 44 Overstress.** Stress damage to aircraft as a result of operating aircraft outside design limitations.
- 45 FOD Incident.** Internal or external FOD damage confined to turbine engines only.
- 46 Rotor/prop wash.** Property damage or personnel injury results from rotor/prop wash (does not include damage incurred by event 75).
- 47 Engine overspeed/overtemp.** Engine rpm or temperature exceeds the allowable limits for continued operations.
- 48 Brownout.** Loss of visual reference to the ground or horizon caused by rotor wash swirling dust around the aircraft. (This is a condition event and should not be used in the first position.)
- 49 Bird strike.** Any part of the aircraft collides with a bird while in flight.
- 50 Tree strike.** Aircraft strikes vegetation during any phase of flight.
- 51 Wire strike.** Aircraft strikes any kind of wires during any phase of flight.
- 52 Inflight breakup.** Main rotor separates as result of mast bumping.
- 53 Missing aircraft.** Aircraft does not return from a flight and is presumed to have crashed.
- 54 FOD.** Accidents in which foreign object damage is the only damage incurred.
- 55 Dynamic rollover.** Main rotor blades strike terrain as a result of dynamic rollover.
- 56 MOC.** Accidents that occur during an d MOC while engine(s) is in operation and/or rotors turning.

- 57 Weapons related.** Property damage or injury to personnel as a result of weapon operations.
- 58 Lightning strike.** Damage to aircraft or injury to personnel as a result of weapons operations.
- 59 Rescue operations.** Property damage or personnel injury occurs during rescue operations.
- 60 Object strike.** Aircraft or aircraft component strikes object other than ground, trees, or objects included in other events.
- 61 Air to ground collision.** Aircraft in the air collides with or strike aircraft on the ground.
- 62 Stump strike.** Aircraft contacts stump during routine landing.
- 63 Antenna strike.** Aircraft damage caused by contact with an antenna.
- 64 Engine overtorque/overload.** Engines are subjected to torque loads beyond power limits specified, or engine loses rpm because of overload of aircraft for density altitude.
- 65 Whiteout.** Loss of visual reference to the ground or horizon caused by rotor wash swirling snow around the aircraft. (This is a condition event and should not be used in the first position.)
- 66 Tiedown strike.** Damage to aircraft caused by main rotor tiedown device attached to main rotor during engine start.
- 67 Parachute.** Parachute. Accidents involving paratroop operations inside or still attached to the aircraft.
- 68 Mast bumping.** Damage resulting from contact between the main rotor and mast but not resulting in rotor separation.
- 69 Structural icing.** Formation of ice on aircraft structures, to include the rotor systems. Does not include carburetor, induction, or pitot static system icing.
- 70 Engine failure.** Engine fails to develop sufficient power to maintain slight and/or is damaged from overspeed/overtemp or internal failure of powerplant. Excluded fuel starvation or fuel exhaustion and FOD.
- 71 Transmission failure.** Internal failure of a main transmission.
- 72 Vertical fin strike.** Damage caused by tail rotor blades coming in contact with vertical fin on single-rotor helicopters.
- 73 Spike knock.** Damage occurs when the transmission spike contacts the striker plate with sufficient force to cause damage.
- 74 Seatbelt/restraint harness strike.** Damage caused by unsecured seatbelt/restraint harnesses.
- 75 Blade flapping.** Damage resulting from wind or rotor wash from other aircraft that causes the main rotor blades to flap to the extent that damage occurs.
- 76 Fuel exhaustion.** Power loss resulting from using all usable fuel aboard an aircraft.
- 77 Fuel starvation.** The result of fuel ceasing to flow to the power-plant while fuel is still on board the aircraft. Example: The pilot fails to switch tanks when one runs dry or blockage of fuel lines occurs because of contamination.
- 78 Animal strike.** During takeoff or landing, an animal is struck by any part of the aircraft.
- 79 Battery fire/overheat.** A fire in the battery compartment or overheated battery, usually resulting in electrical failure.
- 80 Excessive yaw/spin.** May occur on the ground or in the air (helicopter

only). A maneuver where the aircraft yaws excessively or spins when power is added without adequate control occurs.

- 81 Tail-boob strike.** Main rotor contacts tail boom on the ground due to wind conditions. Excludes hard landings and damage caused by rotor wash.

Materiel Factor Events

In addition to events 70 and 71 listed above, the following terms and definition are used to categorize materiel factor related mishap events. The event applies regardless of the cause of the failure/malfunction (FWT, maintenance, design or manufacture).

- 82 Airframe.** Failure or malfunction of any airframe structure to include doors, windows, fairings, canopies, etc., to include hardware.
- 83 Landing gear.** Failure or malfunction of any part or component of the power train except when events 47 and 70 applies.
- 84 Power train.** Failure or malfunction of any part or component of the drive train except when events 86 and 71 apply.
- 85 Drive train.** Failure or malfunction of any part or component of the drive train except when events 86 and 71 apply.
- 86 Rotor/propellers.** Failure or malfunction of rotor or prop assemblies, hubs, blades, etc. Excludes other drive train part failures; e.g. gearboxes, mast, etc.
- 87 Hydraulics system.** Failure or malfunction of any hydraulic part. The failure of other systems resulting

from hydraulic initiated will be coded as hydraulic.

- 88 Pneumatic system.** Failure or malfunction of any pneumatic part. The failure of any other system resulting from pneumatic initiated will be coded as pneumatic.
- 89 Instruments.** Failure or malfunction of any part of the instrument system that results in a faulty instrument indication.
- 90 Warning system.** Failure of malfunction of any part of the instrument system that results in a faulty instrument indication.
- 91 Electrical system.** Failure or malfunction of any part of the AC or DC electrical systems. Includes current-producing transforming, converting, and amplifying parts; e.g., battery, generator, alternator, relay, etc.
- 92 Fuel system.** Failure of any part of the fuel system. Does not include the fuel metering or fuel control unit which will be reported as part of the engine.
- 93 Flight control.** Failure of any part of the fuel system. Excludes hydraulic parts failure.
- 94 Utility/environmental control system.** Failure of any part of the system.
- 95 Avionics.** Failure of any part of the radio navigation or communication equipment
- 96 Cargo-handling equipment.** Failure of the cargo-handling equipment attached to the aircraft only.
- 97 Armament.** Failure of any part to include the aiming and firing system.

Accident/Incident Classification Criteria

Class A Accident. The resulting total cost or reportable damage is \$1,000,000 or more, an Army aircraft is destroyed, or an injury and/or occupational illness results in a fatality or permanent total disability.

Class B Accident. The resulting total cost of reportable 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 five or more personnel are inpatient hospitalized.

Class C Accident. The resulting total cost of property damage is \$10,000 or more but less than \$200,000, a nonfatal injury causes any loss of time from work beyond the day or shift on which it occurred, or a nonfatal illness or disability causes loss of time from work or disability at any time (lost-time case).

Class D Accident. The resulting total cost of property damage is \$2,000 or more but less than \$10,000, or a nonfatal injury that does not meet the criteria of a Class C accident (no-lost-time case).

Class E Incident. The resulting cost of property damage is less than \$2,000. AR 385-40 defines Class E Incidents.

Foreign Object Damage (FOD) Incident. Reportable incidents confined to turbine-engine damages as a result of internal or external turbine-engine FOD. FOD incidents are to be reported on a PRAM as an “FOD incident” regardless of cost.

Note: Classification is based solely on property damage or injury/illness severity (e.g., fatal, permanent partial disability, etc.) not injury costs.

Injury/Fatality Cost Standards Table

	Submarine and or/ Flying Officer	Other Officers	Enlisted Personnel, Cadets	Civilian Employees 4	Program Youth and/or Student Assistance Prgm Employees & Foreign Nat'ls
Fatality	\$1,000,000	\$395,000	\$125,000-1	\$460,000	\$270,000
Permanent Total Disability – 3	1,000,000	845,000	500,000	385,000	390,000
Permanent Partial Disability-3	210,000	145,000	115,000	250,000	180,000
Lost Time	425	425	375	350	300

Case

Hospitalized –5	466	466	466	466	466
No Lost Time Case-6	120	120	120	120	120

1-Nonflight crewmember fatality.

2-Flight crewmember fatality.

3-Total costs, including days involved lost time and days hospitalized.

4-For civilian employees, use actual worker compensation costs when available.

5-Per day. Includes cost for days involving lost time.

6-Per day.

For suggested changes to AR 385-40 and DA Pam 385-40, submit DA Form 2028 to
Commander, U.S. Army Safety Center, ATTN: CSSC-PP, Fort Rucker, AL 36362-5363.

For inquiries concerning aircraft accident reporting, call DSN 558-3759/3493,
commercial (334) 255-3759/3493.