DEPARTMENT OF THE ARMY
FORT CAMPBELL INSTALLATION
2700 Indiana Avenue
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Safety

Fort Campbell Aviation Mishap Prevention Plan

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This regulation supersedes CAM Regulation 385-4 dated 28 May 2010.

1. Purpose

This regulation formally establishes the Commanding General's Aviation Mishap Prevention Plan. It is designed to conserve personnel and material resources, thereby enhancing operational readiness. The plan outlines personnel responsibilities and provides implementation instructions, goals and methods to monitor the success of the overall aviation safety program. The plan is based on the philosophy that accident prevention is an inherent function of leadership.

2. Applicability

This regulation applies to all Division and installation activities/units engaged in the use, operation, and maintenance of Division aircraft. Subordinate unit commanders may adopt the Commanding General's Aviation Mishap Prevention Plan at their level. Units will write additional instructions for implementing the mishap prevention plan in their unit Standing Operating Procedures (SOP). The term "unit" refers to an organization company/troop or higher. A detachment will meet all company requirements.

3. Changes

When changes to this regulation are required, interim written guidance will be published in Division Aviation Safety Bulletins. The next regulation update will incorporate all information published in past Division Aviation Safety Bulletins.

4. Responsibilities

Aviation mishap prevention is a command responsibility and must be integrated into all functional areas involving the use, operation, and maintenance of aircraft. Policies, objectives, and standards must be clearly defined to ensure an effective accident prevention program is operational and individuals are aware of their responsibilities.

a. Unit Commanders. Unit commander's will--

(1) Have overall responsibility for safe operations within their unit.

(2) Comply with all safety requirements, responsibilities, and duties outlined in AR 385-10.

(3) Ensure the unit's SOP has a safety management section, which describes how to implement the aviation mishap prevention plan. Subordinate unit commanders may adopt their parent unit's safety management SOP and/or safety philosophy with a cover letter, if applicable.

b. G3/S3 Operations and Staff Officers. G3/S3 Operations and staff officers will--

(1) Comply with all safety requirements, responsibilities, and duties outlined in AR 385-10.

(2) Integrate force protection and composite risk management into all plans and operations.

c. Flight Operations Officer. The Operations Officer will--

(1) Comply with all safety requirements, responsibilities, and duties outlined in AR 385-10.

(2) Brief the Commander on the mission schedule.

(3) Develop a positive plan that ensures mission and aircraft assignments are within crew and equipment capabilities.

(4) Compare flight records and the unit training program to ensure training is directed toward known deficiencies.

(5) Require sound and standardized flight principles and risk management procedures to be followed for all operations regardless of mission urgency IAW AR 34-4, AR 95-1, FM 3-0, FM 5-19, and FM 3-100.12.

(6) Ensure aircraft mission briefings are comprehensive and complete for all missions.

(7) Monitor medical status of all assigned aircrew members. Inform the Commander immediately of any change in crewmember flight status.

(8) Include the Aviation Safety Officer (ASO) in the planning stage(s) for all field (and) training exercises.

(9) Advise the ASO of the training/standardization problems affecting safety of flight.

d. Command Sergeants Major/First Sergeant. The senior NCO promotes safety within the unit and acts as chairperson for the Enlisted Safety Council.

e. Flight Surgeon. The Flight Surgeon will--

(1) Comply with all the flight surgeon requirements and duties outlined in AR 385-10.

(2) Ensure the medical portion of the pre-accident plan is adequate, including pathology and chain-of-custody considerations IAW AR 40-31 and AR 40-21.

(3) Ensure aircrew members are aware of self-medication restrictions.

(4) Ensure aircrew members receive the aero-medical continuation training contained in FM 3-04.301, paragraph 1-9, annually at a minimum.

(5) Ensure proper fitting, use, and serviceability of aviation life support equipment (ALSE).

f. Division Aviation Safety Officer (DASO). The DASO will be established under the Division Aviation Office and will serve as principal staff advisor, technical consultant, and coordinator to command and staff in planning, organizing, directing, and evaluating a comprehensive aviation safety program for the 101st Airborne Division (Air Assault) and Fort Campbell and tenant and supported activities. Additional responsibilities include, but are not limited to:

(1) Proponent for the establishment of local aviation safety regulations, rules, and policies.

(2) Single point of contact and advisor for the command group and division staff for aviation safety issues.

(3) Appointment of aviation accident investigation boards in coordination with the Division Aviation Officer (DAO).

(4) Technical advisor to accident investigation boards for accident classifications and technical assistance.

(5) Division aviation accident reporting and record keeping.

(6) Division Aviation Safety Awards Program.

(7) Liaison for higher headquarters for aviation safety related matters.

g. Aviation Safety Officer. The ASO at brigade level and below will--

(1) Comply with all ASO requirements, responsibilities, and duties outlined in AR 385-10.

(2) Manage the Commander's Aviation Mishap Prevention Plan and advise the commander on all matters concerning aviation safety.

(3) Be a graduate of the U.S. Army Combat Readiness/Safety Center Aviation Safety Officers Course.

(4) Have completed the on-line Additional Duty Safety Course and the Fort Campbell Additional Duty Safety Course.

(5) The ASO will have no additional duties. Safety will be the ASO's primary function within the unit.

h. Aviation Safety Noncommissioned Officer (ASNCO). The ASNCO at brigade level and below will--

(1) Comply with all Additional Duty personnel safety requirements, responsibilities, and duties outlined in AR 385-10.

(2) Be designated in writing on orders as an additional duty at unit level.

(3) Have completed the on-line Additional Duty Safety Course and the Fort Campbell Additional Duty Safety Course.

i. Aviation Maintenance Officer (AMO). The AMO at brigade level and below will--

(1) Comply with all AMO requirements, responsibilities, and duties outlined in AR 385-10.

(2) Ensure appropriate and sufficient maintenance training is provided to all maintenance personnel to complete their assigned task(s) safety.

(3) Ensure shop areas are surveyed for safety hazards.

(4) Ensure safety equipment is available and actively used.

(5) Ensure the unit commander is briefed on maintenance test flight/run-up schedules.

(6) Ensure the unit ASO is advised of accidents/incidents in a timely fashion.

(7) Ensure maintenance practices are standardized and conducted by the book and FM 3-04.500.

(8) The controlled exchange program is established IAW FM 3-04.500, DA Pamphlet 738-751, and other appropriate directives.

(9) Appropriate maintenance personnel are appointed to, and participate in the unit safety council(s).

j. Maintenance Personnel. Maintenance personnel will--

(1) Perform maintenance tasks IAW appropriate maintenance/technical manuals.

(2) Wear appropriate personal protective equipment to prevent personal injury.

(3) Comply with safety practices IAW unit SOP(s), and directives.

(4) Report materiel/publication deficiencies through submission of Standard Form 368 (Product Quality Deficiency Report (PQDR)), or DA Form 2028 (Recommended Changes to Publications and Blank Forms), as appropriate.

k. ALSE Officer/NCO/Technician. The ALSE NCO/Technician will, at the direction of the ALSE Officer--

(1) Comply with all the ALSE Officer/NCO/Technician requirements, responsibilities, and duties outlined in AR 95-1 and AR 385-10.

(2) Ensure all ALSE is maintained in a high state of readiness through inspecting, cleaning, fitting, testing, adjusting, and repairing.

(3) Participate as a representative in aviation command and enlisted safety councils.

l. Flight Standardization Officer. The Flight Standardization Officer will--

(1) Comply with all the flight standardization officer requirements, responsibilities, and duties outlined in AR 385-10.

(2) The Flight Standardization Program will be established in accordance with AR 95-1, FORSCOM Supplement 1 to AR 95-1, CAM Regulation 95-1, and appropriate ATMs, FMs, and TCs.

(3) Ensure the appropriate aviation SOPs are produced, maintained, and distributed.

m. Pilots-in-Command. Pilots-in-Command will--

(1) Ensure crew and passengers are briefed IAW appropriate Technical Manuals (TM) particularly the Aircraft Operator's Manual, Aircrew Training Manuals (ATM), and local directives. This briefing shall (also) entail a passenger and crewmember briefing on at least the items that may affect safety or mission completion: Emergency exits, life support systems and equipment, emergency and abandon aircraft signals, survival equipment, and special instructions.

(2) Ensure ALSE commensurate with the mission and the operational environment is available on the aircraft, and aircrew members and passengers are briefed on its location and use.

n. Aviator/Aircrew. The aviator/aircrew will--

(1) Comply with all the aviator/aircrew requirements, responsibilities, and duties outlined in AR 385-10.

(2) Immediately report accidents/incidents (mishaps) to the ASO, in addition to performing those actions in the unit pre-accident plan.

(3) Inform the Flight Surgeon of activities/medical treatment for which flying restrictions may be appropriate IAW AR 40-8.

(4) Each aircrew member is ultimately responsible for ensuring his own safety and for expeditiously advising the aviator that an unsafe practice is occurring or is about to occur.

o. Supervisors, Platoon Leaders, Section Leaders, and Individuals. Supervisors, platoon leaders, section leaders, and individuals will--

(1) Be directly responsible for their own safety both ON and OFF duty.

(2) Advise others about anyone who may, knowingly or unknowingly, be committing or about to commit an unsafe act.

(3) Correct all known safety deficiencies on-the-spot.

(4) Report all unsafe conditions to the unit ASO when on-the-spot corrections cannot be made.

(5) Dedicate sufficient time to safety-related functions and duties, particularly for those individuals appointed on orders in/to a safety-related program.

(6) Ensure all individuals receive continuous supervised safety training in job activities (i.e., ensure individuals are not left to "just figure it out").

(7) Report all damage to aircraft, ground support equipment, and personnel injuries immediately.

(8) Read and comply with unit SOPs.

5. Aviation hazard analysis, tracking and composite risk management

Composite risk management is a five-step process for dealing with risk, which includes hazard identification, hazard assessment, developing controls and making decisions, implementing controls, and supervising/evaluating controls.

a. The risk management process will be integrated throughout all levels of mission planning and execution to identify and control potential hazards. All unit operations will be based upon METT-TC.

b. The aviation risk assessment is a subjective evaluation used to identify the risks inherent to typical aviation missions. All aviation units assigned to the Division will develop and utilize an aviation risk assessment worksheet to assist in aviation mission risk management. After assessing the risks, commanders will ensure that appropriate risk control options are emplaced to assure mission accomplishment, with the mission approval being accomplished in accordance with current risk management policy.

c. Unit personnel will receive annual training on risk assessment and management procedures.

6. Aviation accident prevention surveys

The primary purpose of an aviation accident prevention survey is to inform the commander of the effectiveness of the aviation mishap prevention program. Accident prevention surveys are very important in that early detection of systems defects and potential hazards will help the commander reduce the risks associated with those hazards. Each aviation battalion, company, and separate unit will ensure a complete aviation accident prevention survey (AAPS) is conducted of all unit functional areas at least annually. A survey of a functional area (or sub-area) will be

accomplished within 60 days of a new program manager being appointed. Hazards found on the AAPS will be tracked on the unit Hazard Inventory Log (FC Form 4072) or equivalent IAW AR 385-10.

7. Standing Operating Procedures

Commanders will ensure that an SOP is developed for all functional areas and aviation operations executed within the command. SOPs may be consolidated at the brigade/battalion level. The SOP will address the subject areas listed in AR 385-10, as a minimum.

8. Aviation Safety Council

The Aviation Safety Council is designed to promote safety mishap prevention at the command level through the exchange of ideas, discussions, and reports of hazards or deficiencies. The council is responsible for the development of policies and procedures to enhance safety awareness.

a. Safety councils will have their meetings documented with minutes and kept on file for two years. A copy of the minutes will be forwarded to the next higher headquarters, and one will be posted on unit safety bulletin boards.

b. Unresolved issues that cannot be resolved at the current command level will be forwarded to the next higher level for action.

c. Aviation Command Safety Councils will be conducted at brigade and battalion level. The councils will consist of the unit personnel listed in AR 385-10 at a minimum.

d. Aviation Enlisted Safety Councils will be conducted at brigade and battalion level. The council will consist of the unit personnel listed in AR 385-10 at a minimum.

e. Company Level Safety Councils are required at separate units only. The council will consist of the unit personnel listed in AR 385-10 at a minimum.

f. Division/Installation Aviation Command Safety and Standardization Council. The council consists of representatives from aviation, and support elements to include major and separate unit Commanders, Division Surgeon, Senior Flight Surgeon, Installation Aviation Division, Brigade Aviation Elements, and installation ATC. The council is responsible for the development of aviation safety and standardization policies and procedures for the Division/installation. The Installation Safety Director and the DAO have overall staff responsibility for the council. The council will meet quarterly and have their meetings documented with minutes.

g. Campbell Army Airfield Safety Council. The Airfield Safety Council is a consolidated council consisting of members from Campbell Army Airfield, Sabre Army Heliport, and unit representatives. The Airfield Manager, Campbell Army Airfield has overall staff responsibility for the council. The Airfield Safety Council will meet quarterly and have their meetings documented with minutes and a copy forwarded to the DAO and DASO.

h. Fort Campbell Slingload Council. The Fort Campbell Slingload Council will be established at division level and consist of members from Division, Air Assault School, NATICK Soldier Center Aerial Delivery specialist and major and separate unit representatives. The council is designed to provide for the standardization and safety of external load operations and to act as a conduit for external load issues. The Division G3 Air has overall staff responsibility for the council. The council will meet quarterly and have their meetings documented with minutes and a copy forwarded to the DAO and DASO.

i. Fort Campbell Aviation Life Support Equipment (ALSE) Steering Council. The Fort Campbell ALSE Steering Council will be established at division level and consist of battalion and separate aviation unit ALSE officers and NCOs as members. The council is responsible for the development of ALSE standardization policies and procedures for the Division and acts as a conduit for ALSE issues. The Division Aviation Life Support Equipment Officer has overall staff responsibility for the council. The council will meet quarterly and have their meetings documented with minutes and a copy forwarded to the DAO and DASO.

9. Safety training

Safety training is a continuing and active safety education program and may be consolidated at brigade/battalion level. Safety training may be designed as a combined safety training program or separated into specific types based on the unit work environment. Safety Training must be programmed out at least 12 months in advance and a record of the previous 12 months must be kept on file. A record of each training session must be maintained on file for a period of two years and include a synopsis of the information presented and attendance roster. Short bullet comments will not be used to record the content of the training. All aviation unit personnel must attend unit safety training monthly. There are three separate types of unit safety meetings.

a. Aviation Safety Training.

(1) Safety training meetings will be conducted monthly for all aviators and enlisted aircrew members.

(2) The topics for the meetings must be aviation related; topics required annually are listed below:
(a) Foreign Object Damage (FOD) (monthly).
(b) Operational Hazard Report (OHR).
(c) ALSE.
(d) Hearing Conservation.
(e) Aircraft Pre-Accident Plan (to include crewmember actions following a mishap).
(f) Accident/Incident Reporting (AAARs/ AGARs).
(g) Composite Risk Management.
(h) Aviation Medicine/Aeromedical Factors.
(i) Flight Hazards/Wire Strike Prevention.
(j) POL Operations.
(k) Hazard Communication.
(l) Fire Prevention.

b. Maintenance Safety Training.

(1) Maintenance safety training will be conducted monthly for enlisted aviation maintenance personnel.

(2) At least 50% of the topics for the training sessions must be aviation maintenance related (i.e., hazardous chemicals, shop safety, ground handling); topics required annually are listed below:
(a) FOD (monthly).
(b) OHR.
(c) Hearing Conservation.
(d) Aircraft Pre-Accident Plan.
(e) Composite Risk Management.
(f) AAARs/AGARs.
(g) POL Operations.
(h) Hazard Communication.
(i) Fire Prevention.

c. General Safety Training.

(1) General safety meetings will be conducted monthly for all personnel (officer and enlisted). These meetings will include the non-aviation personnel in the unit; i.e., clerical, medical, motor pool, food service, etc.

(2) The topics for these meetings are general in nature, applying to all soldiers (e.g., heat/cold injuries, FTX safety, POV/AMV safe driving); topics required annually are listed below:
(a) Hearing Conservation.
(b) Risk Management.
(c) Ground Pre-Accident Plan.
(d) AAARs/AGARs.
(e) Hazard Communication.
(f) Fire Prevention.

10. Aviation safety day

An Aviation Safety Stand down day is a mission-free day dedicated solely to safety training, education, and awareness. Each aviation battalion and separate unit will conduct an aviation safety stand down day quarterly, generally in conjunction with training cycle changes.

11. Safety Information Bulletin Board

Safety bulletin boards provide information to individuals on current safety policies, procedures, trends, and messages.

a. Unit safety officers will establish two safety bulletin boards in all aviation battalions, and separate units. Location is the most important element of bulletin boards. One bulletin board will be placed in the general vicinity of flight crews and maintenance personnel where they will see it on a daily basis. The other will be located in the unit motor pool.

b. Material posted on the bulletin boards will be safety and accident prevention related and relevant to the area where it is displayed. As a minimum, the following items will be posted.
(1) Unit safety council minutes (aviation/enlisted).
(2) Unit commander's safety philosophy.
(3) Pertinent safety posters, bulletins, and most current Division Safety Grams.

(4) FOD information.
(5) Blank DA Forms 2696 (OHR).
(6) Blank DA Forms 4755 (Employee Report of Alleged Unsafe or Unhealthful Working Conditions).
(7) List of unit safety officers/NCOs, including current duty phone numbers.
(8) DOD Safety and Occupational Health Protection Program poster (DD Form 2272).
(9) Fort Campbell Hazardous Communications Program poster (FC Poster 91).

12. Safety files

Each aviation unit will maintain safety files to provide a standardized system of record keeping. The following safety files at a minimum will be maintained in accordance with AR 25-400-2:

a. Safety Council File (Command and Enlisted Councils).
b. Safety Awareness File (Safety Training and Meetings).
c. Safety Survey File (Accident Prevention Surveys).
d. Safety Hazard File (OHRs and Hazard Inventory Logs).
e. Safety Awards File (Unit and Individual Awards).
f. Accident/Incident File (AAARs and AGARs)

13. Safety literature

Each aviation unit will maintain a library of safety regulations, directives, forms, and other literature appropriate to the unit mission. This library may be maintained in electronic medium. The following safety publications at a minimum will be maintained in hard copy:

a. AR 385-10.
b. DA Pamphlet 385-40.
c. CAM Regulation 385-3.
d. CAM Regulation 385-4.

14. Aviation safety awards

The Division Aviation Safety Awards Program is designed to stimulate desirable motives and safety conscience attitudes and recognize units and individuals for significant aviation mishap prevention accomplishments.

a. General.

(1) Award criteria, submission requirements, and approval authority are contained in AR 385-10 chapter 8.

(2) The accident free period for unit awards will be based on the fiscal year. Units must submit nominations within 60 days of the end of the fiscal year.

(3) Duplicate awards for the same event will not be submitted. Initiators must determine which award is more prestigious and submit for the higher command level unit award.

(4) Brigade safety will submit completed individual award certificates through the DASO for routing to the Commanding General for signature.

b. Division Level Unit Aviation Accident Prevention Awards.

(1) Award of Excellence in Safety Certificate. Unit must compete 36 consecutive months without experiencing a Class A, B, or C aviation accident.

(2) Award of Honor in Safety Certificate. Unit must compete 24 consecutive months without experiencing a Class A, B, or C aviation accident.

(3) Award of Accomplishment in Safety Certificate. Unit must compete 12 consecutive months without experiencing a Class A, B, or C aviation accident.

(4) Commanding General's Special Safety Award Certificate. Unit must complete a significant training event or major training exercise without experiencing a Class A, B, or C aviation accident. Over 50 percent of the unit personnel must have participated for a minimum of two weeks. Participation in the event must have been completed in a field environment.

(5) Recommendations for Division level unit awards will be submitted by the unit commander or safety manager through the chain of command to: Commander, 101st Airborne Division (Air Assault), ATTN: AFZB-AO-AS. Each level of command must endorse the request and verify that the unit is eligible for the award. Requests for awards will include unit, award requested, narrative, and inclusive dates.

c. Division Level Individual Accident Prevention Awards.

(1) Aircrew member.

(a) United States Army Aircrew Member Safety Award of Achievement Certificate. Individual must complete over 500 flight hours without experiencing a Class A, B, or C aircraft mishap.

(b) United States Army Aircrew Member Safety Award of Merit Certificate. Individual must complete over 1000 flight hours at 500-hour increments without experiencing a Class A, B, or C aircraft mishap.

(c) United States Army Aircrew Member Safety Award of Honor Certificate. Individual must complete over 3000 flight hours at 500-hour increments without experiencing a Class A, B, or C mishap.

(d) United States Army Aircrew Member Safety Award of Excellence Certificate. Individual must complete over 5000 flight hours at 500-hour increments without experiencing a Class A, B, or C mishap.

(e) An individual is still eligible if he was involved in a Class A, B, or C mishap if it was proven to be caused by material failure and the aircrew actions did not contribute to the damage. Commanders will review those cases to determine crew eligibility.

(f) Brigade safety officers will submit completed individual award certificates through the DASO for routing to the Commanding General for signature.

(2) Non-aircrew member.

(a) 101st Airborne Division Accident Prevention Award of Distinction Certificate: Non-rated personnel (officer/enlisted) who perform aviation related or other duties in a manner which contributes to accident prevention.

(b) Recommendations will be submitted by commanders or safety managers to: Commander, 101st Airborne Division (Air Assault), ATTN: AFZB-AO-AS. Requests will include name, rank, unit, job title, category of wings worn, and award requested and/or subsequent award.

d. Impact Safety Awards: Each unit will establish an impact safety awards program. This will enable unit commanders to spontaneously recognize individuals who have contributed in mishap prevention during the performance of their normal duties. This award should have high visibility and be presented in a timely nature.

15. Fighter Management/aircrew endurance

a. Purpose.

(1) Fighter management is a force enabler. Successful mission accomplishment depends on the Soldier that is fit and whose performance is not degraded by fatigue. Endurance considerations must be made at all levels. Commanders and supervisors will be sensitive and responsive to the individual endurance factors and will avoid allowing fatigue to influence safe mission accomplishment. Ultimately, individuals are responsible for and the best judge of their own physical and mental preparedness to accomplish the mission successfully and safely.

(2) Commanders will design a crew endurance program tailored to their unit mission and include it in their standing operating procedures. The guidelines specified within this regulation can be used for reference.

(3) Crew endurance is an integral part of the overall risk management program. It is used to control risks due to sleep deprivation or fatigue and to prescribe thresholds to trigger command decisions whether to accept those risks.

(4) Commanders should consider the advice of the flight surgeon and aviation safety officer in designing their program.

(5) The basic limits specified herein (without extensions) are maximum limits beyond which safe mission accomplishment may be compromised. Commanders must apply sound risk management principles when making extension decisions.

b. General.

(1) This section prescribes duty and endurance requirements for both garrison and other than garrison operations. Policies may be adjusted only after consultation with the flight surgeon. The provisions of this section apply to all aircrew members, non-crewmembers, and any other personnel associated with the operation and maintenance of aviation and ground support equipment.

(2) Case-by-case deviations other than the provisions specified herein require approval of the first Colonel (06) in the chain of command.

c. Definitions.

(1) Fighter Management: The Management of Human Resources to maximize combat effectiveness by providing for individual rejuvenation, both physically and mentally, from stress or fatigue resulting from work activities and environmental factors.

(2) Aircrew Members: Personnel authorized to perform flight duties IAW AR 95-1, AR 600-105, and AR 600-106.

(3) Non-Aircrew Members: Personnel who are performing or supervising hands-on aircraft maintenance, armament, or POL servicing.

(4) Duty: Performance of military obligations or functions such as standing in formation, physical training, briefing, preflight, mission planning, etc.

(5) Duty Period (garrison) - time period begins when the Soldier reports to place of duty and ends after being released from duty.

(6) Duty Period (other than garrison): Starts when the Soldier reports for the beginning of a military duty and ends when the Soldier has completed all job-related tasks associated with the mission and/or is released from duty to individually manage his/her own time.

(7) Rest Period: Off-duty personal time with no interruptions between duty periods. The rest period begins when the Soldier has completed all job-related tasks associated with the mission and/or has been released from duty to individually manage his/her own time. If an interruption occurs during the rest period, a new rest period is started at the end of the interruption. An interruption is when an individual is required to perform/report for an obligating duty. A phone call in garrison and/or a momentary awakening during other than garrison operations is not considered an interruption.

(8) Reverse Cycle: A duty cycle interrupting the normal circadian rhythm. Reverse cycle is when the individual is required to alter the normal duty schedule by 6 hours or more for a period of 72 hours or more.

d. Standards.

(1) The following tables will be used to plan and monitor aircrew and non-aircrew member resources. It is important to realize that duty and rest periods have no relation to a 24-hour period, e.g., personnel who are assigned 10 hours duty and provided 10 hours of rest may begin another duty period. Conversely, personnel may be extended to 16 hours of duty and then provided 10 hours of rest. Neither example completes a rest/duty cycle in a 24-hour period.

(2) Missions should not be planned to exceed Table 1-1 or 1-2 flight and duty hour maximums. If it is determined that the aircrew(s) cannot accomplish the mission within the limits, then a plan will be formulated for crew exchange during the execution of the mission. When crew change is not feasible, the first Colonel (06) may pre-approve missions, on a case-by-case basis, which exceed Table 3-1 flight and duty maximums. This authority may not be delegated. During execution, if the planned mission exceeds Table 1-1 or 1-2 maximum values, the senior on site aviation commander will assess the involved aircrew's ability to execute the mission within the extension guidelines of paragraph 16d(5) below.

(3) A 10-hour rest period will be provided for aircrew members prior to beginning a new duty period. The rest period may be reduced to 8 hours for no more than two consecutive days by Battalion/Aviation Task Force Commander (05 or above). An 8-hour rest period will be provided for non-flight personnel prior to beginning a new duty period.

(4) If a 14-day duty or flight limit is reached, a 24-hour rest period is required. When 30-day duty or flight hour limit is reached, a 48-hour rest period is required. Any 24-hour rest period, within the 14-day duty or 48-hour rest period within the 30-day duty time, will reset the duty day time clock.

(5) Extensions will not be granted on a "blanket" basis. They will be approved only on a "case-by-case" basis. Extension authority is outlined below:

(a) Company Commander can add 2 hours duty, not to exceed 14-hours, and one additional flight hour, but not for consecutive days to the same individual or aircrew.

(b) Battalion/Aviation Task Force Commander (05 or above) can add 2 hours duty not to exceed 16 hours and one additional flight hour, however, the mission will be re-briefed as a high risk mission and will not be for consecutive days for the same individuals or aircrews.

(c) The first Colonel (06) in the chain of command, during disaster relief, mobilization or combat operations, can designate duty and flight hours as necessary to meet the demand of the situation (may only be delegated to LTC, 05, who is in command for a specified period). This extension automatically defines the mission as high risk.

(6) Personnel performing a 24-hour duty, i.e., SDO, SDNCO, CQ, or any other similar duty, will be provided a 20 hour rest period prior to beginning a new duty period.

(7) Aircrew members will be restricted from operating an aircraft within 2 hours of concluding physical training and be restricted from flight duties for a minimum of 2 hours after unprotected exposure to riot control agents and/or until all residual side effects have worn off, whichever is later.

(8) Commander will plan adequate time for personnel to adjust when assigned to new time zones or environmental areas. The commander, in consultation with the flight surgeon, will determine readjustment periods.

TABLE 1-1		
FLIGHT HOUR MAXIMUMS (ROTARY WING ONLY)		
TIME PERIOD	DUTY PERIOD	DA FORM 2408-12 HRS
24 HRS *25 HRS	12 HRS *25 HRS	8 HRS-DAY (SR-SS) OR 7 HRS – ANY COMBINATION DAY, NIGHT, NVD, HOOD, INSTRUMENT OR WX 6 HRS - WITH NVD 3 HRS - MOPP 3 or 4
14 DAYS	168 HRS	74 FLT HRS
30 DAYS	360 HRS	90 FLT HRS
BN Commander approval required to exceed BDE CDR approval is required to exceed		
* Time and Duty Periods QRF/Mission Ready **TIME AND DUTY PERIODS MAXIMUMS MEDEVAC Duty		

TABLE 1-2		
FLIGHT HOUR MAXIMUMS (FIXED WING/UAV ONLY)		
TIME PERIOD	DUTY PERIOD	DA FORM 2408-12 HRS
24 HRS	**14 HRS UAV	***10 HRS - ANY COMBINATION DAY, NIGHT, HOOD, INSTRUMENT OR WX
24 HRS	14 HRS	10 HRS DAY/ NIGHT 5 HRS MOPP 3 or 4
7 DAYS	84 HRS	48 FLT HRS
14 DAYS	168 HRS	96 FLT HRS
30 DAYS	360 HRS	130 FLT HRS
***Extensions will be considered on a case by case basis. 8 hours maximum flight time with inoperative auto pilot system.		

(9) All aircrew members and non-aircrew members will immediately notify and consult with their chain of command when it becomes apparent that fighter management limits will be exceeded and an extension will be needed. The length of the mission and expected or possible delays should be considered so that the extension request can be managed prior to the expiration of existing limitation.

(10) Aviation commanders who have a continuous stand-by support requirement (MEDEVAC, Drug Interdiction, POTUS Support, QRF, etc.) will develop a Fighter Management policy specific to that mission using the following guidelines:

(a) The Pilot in Command of the crew will manage the duty day of aircrews that maintain 24-hour readiness posture. The primary duties of those crews will be directly related to the planning, preparation, and execution of that mission.

(b) Sufficient accommodations for rest, meals, and isolation away from other unit activities will be provided to the stand-by aircrews.

(c) Training flights for stand-by crews will be managed in such a way so that they will not jeopardize aircrew response time or prevent mission accomplishment due to inadequate fighter management

16. Aviation medicine

AR 40-5 and AR 40-8 outline the Army Aviation Medicine Program. Their objectives are to promote aviation safety and prevent illness and injury of aviation crewmembers and support personnel. Specific aims are to promote the health and

safety of aviation personnel through preventive medicine practices, ensure a safe and toxic-free environment for aviation personnel, and evaluate personal equipment and the man/machine interface for toxic and hazardous conditions.

a. Unit commanders and commanders of medical activities authorized a flight surgeon will ensure adequate time and support are available for flight surgeons to accomplish the program objectives. The Division Flight Surgeon will initiate policies, prepare directives, and provide technical advice as required to assist program fulfillment. Flight surgeons will establish an aviation medicine program tailored to the specific needs of separately supported aviation units.

b. The Army Aviation Medicine Program includes, but is not limited to, periodic and specific flight physical examinations; routine medical care of aviation personnel and, when possible, their dependents; a comprehensive and general preventive medicine program for all aviation personnel; active support of the aviation safety program through participation in unit aviation mission planning and execution, presentations at safety meetings, and participation in mishap investigations; medical representation on flying evaluation boards; and hospital and installation aero-medical activities supervision of issue, fitting, and use of personal life support and safety equipment. The flight surgeon should also assist unit commanders and safety officers in developing realistic flight limits and crew rest standards and in completing Human Factor Mishap Reports. The flight surgeon/aero-medical physician assistant should keep the commander informed of all aero-medical factors involving the unit.

17. Hazard reporting procedures

Any soldier who observes or becomes aware of an unsafe act or condition will submit a Hazard Report. The DA Form 2696 (Operational Hazard Report) for aviation hazards or the DA Form 4755 for general safety hazards will be completed.

a. OHR. An operational hazard is a condition or act that affects or may compromise the safety of Army aircraft, operation, or associated personnel and equipment.

(1) Detailed instructions for completing and submitting DA Form 2696 are outlined in AR 385-10.

(2) Blank DA Forms 2696 will be conspicuously placed for the use of all personnel on unit safety bulletin boards.

(3) OHRs will be routed through command safety levels to the safety officer.

(4) Aviation personnel will receive training on OHR requirements annually.

b. Report of Unsafe or Unhealthy Working Conditions. An Unsafe or Unhealthy Working Condition is a general safety hazard or condition that does not affect aviation safety.

(1) Detailed instructions for submitting DA Form 4755 are outlined in AR 385-10.

(2) Blank DA Forms 4755 will be conspicuously placed for the use of all personnel on unit safety bulletin boards.

18. Foreign object damage program

The FOD prevention program is to find and correct potential hazards and to eliminate the causes of (FOD). A FOD program can enhance the combat readiness by material, manpower, and money.

a. Units will establish a FOD prevention program at brigade/battalion level and H series/separate company level.

b. Units will comply with all requirements, duties, and responsibilities to implement an effective FOD prevention program outlined in AR 385-10.

c. FOD inspections will be recorded on FC Form 4071 (Foreign Object Damage Control Checklist). Deficiencies will be documented on the FC Form 4072.

d. Units will ensure pin on rank is not worn by personnel conducting aircraft maintenance.

e. Units will ensure FOD containers, aircraft fuel sample bottles, and waste fuel containers are available and maintained in the work and ramp areas.

19. Flight hazards map

The Flight Hazard map is designed to alert aircrews to antenna towers, power lines, wires, other objects and structures that could adversely affect their flight route. Numerous power lines and antenna towers do not exceed the 200 feet AGL or meet the obstruction standard of 14 CFR Part 77 and, therefore, are not marked and/or lighted and may not be seen in time to avoid a collision.

a. The Division Aviation Office maintains a listing of flight hazards and areas restricted to flight for posting on unit hazard and local flying area maps. The flight hazards list will also be posted on the Fort Campbell Intranet, under Knowledge Share, in the Aviation folder. The DASO has staff responsibility for publication and updating of the flight hazard and avoidance area listing at least semiannually. The flight hazard and avoidance area listing is required to be posted in unit aircrew reading files.

b. Unit flight operations will maintain a Fort Campbell Installation Military Special map marked with flight hazards and avoidance areas restricted to flight. The map will be updated semiannually or whenever a new posting of the flight

hazard listing is received. Units will forward new hazard information to the Division Aviation Office for posting to the flight hazard listing

c. A Fort Campbell Installation Military Special map with all the hazards to flight and avoidance areas within 1 nautical mile of the reservation is required to be carried in each cockpit and will be updated from the unit hazards map prior to each mission.

d. When a unit deploys to another installation, they are required to post a hazards map of that local flying area in flight operations.

e. A flight hazard and wire strike prevention class will be conducted annually for all aviators/crewmembers.

20. POL/Forward Area Refueling Point (FARP) operations

The goal of POL safety is to ensure that all POL/FARP operations are conducted in a safe manner to prevent serious accidents and material damage.

a. Units will establish a POL operations and FARP program at brigade/battalion level and separate company level.

b. Units will ensure that the necessary Protective Clothing and Equipment is available and being used.

c. Hot refueling of Army helicopters is authorized at Campbell Army Airfield, Sabre Army Heliport, and tactical refueling sites.

d. Cold refuel will be used if the closed circuit receptacles are inoperative or unserviceable.

e. Open port hot refueling of aircraft and auxiliary fuel tanks is prohibited.

f. FARP safety survey.

(1) Before using a FARE or HEMTT FARP, the site must be surveyed by either an aviation safety officer (ASO) or an individual designated by the commander. Individuals designated by the commander will be trained by the ASO.

(2) The POL officer/NCO cannot conduct the survey.

(3) A survey is required each time the FARP is relocated and must be kept on file on site.

g. Aircrews and POL operators will receive an annual class on POL operations.

21. Hearing conservation

The hearing conservation program ensures unit personnel do not experience noise induced hearing loss as a result of exposure to noise hazards in the workplace.

a. Units will establish a hearing conservation program at brigade/battalion level and separate company level.

b. Units will comply with all requirements, duties, and responsibilities to implement an effective Hearing Conservation Program outlined in AR 40-5 and DA Pamphlet 40-501.

c. Commanders will designate a Hearing Conservation Officer/NCO to administer the program. The unit Safety Officer will monitor the program to ensure compliance.

d. The hearing conservation officer/NCO will--

(1) Ensure a noise hazard survey has been conducted of suspected noise hazardous areas. A re-survey is required when there is a change in operation(s). The survey must be kept on file and all hazardous noise areas posted.

(2) Ensure hearing protection is available and used by all personnel exposed to noise hazards.

(3) Ensure hearing tests and hearing conservation classes are conducted annually for all unit personnel regardless of work area.

22. Fire prevention and protection

The goal of the fire prevention program is to eliminate all known fire hazards and increase the safety awareness of all personnel in fire prevention.

a. Units will establish a fire prevention and protection program at brigade/battalion level and separate company level.

b. Units will comply with all requirements, duties, and responsibilities to implement an effective fire prevention and protection program outlined in AR 420-1 and CAM Reg 420-24.

c. Commanders will designate a Fire Prevention Officer/NCO to administer the program. The unit safety officer will monitor the program to ensure compliance

d. The Fire Prevention Officer/NCO will--

(1) Enforce fire regulations.

(2) Ensure units have an effective fire prevention plan.

(3) Ensure required monthly inspections for fire hazards are being conducted of the unit area.

(4) Ensure fire prevention classes are conducted annually for all unit personnel.

23. Hazard communication (HAZCOM)

The HAZCOM program informs soldiers of hazardous substances which could be expected to be found in unit work areas. This information ensures that all hazardous chemicals are identified and labeled to prevent injuries and occupational illnesses.

a. Units will establish a HAZCOM program at brigade/battalion level and separate company level.

b. Units will comply with all requirements, duties, and responsibilities outlined in 29 CFR 1900.1200, AR 385-10, and CAM Regulation 385-6 to implement an effective HAZCOM program.

c. Designate a Hazardous Communication Protection Officer/NCO to administer the program. The unit SO will monitor the program to ensure compliance

d. All personnel who are exposed to hazardous chemicals will be trained in the areas of labeling, any health and physical hazards of the chemicals, measures to protect themselves from the hazards, details of the Hazardous Communication Program, and use of Material Safety Data Sheets.

24. Respiratory protection program

The respiratory protection program ensures personnel know the safe applications of respirators and ensures adequate and proper protection for personnel working in environments containing harmful concentrations of dusts, fogs, fumes, mists, gases, smoke, sprays, or vapors.

a. Units will establish a respiratory protection program at brigade/battalion level and separate company level.

b. Units will comply with all requirements, duties, and responsibilities outlined in CAM Regulation 40-2 to implement an effective respiratory protection program.

c. Commanders will designate an NCO to administer the respiratory protection program. The unit safety officer will monitor the program to ensure compliance.

25. Confined space entry program

The confined space entry program ensures personnel who enter/work in a permit-required confined space know the hazards and regulatory requirements of work in permit-required confined spaces.

a. Units will establish a confined space entry program at brigade/battalion level and separate company level.

b. Units will comply with all requirements, duties, and responsibilities outlined in CAM Regulation 385-8 to implement an effective confined space entry program.

c. Commanders will designate an NCO to administer the confined space entry program. The unit safety officer will monitor the program to ensure compliance.

26. Motor vehicle accident prevention

The privately owned vehicle/Army motor vehicle safety program ensures that all privately owned vehicles and Army motor vehicles are operated as safely as possible.

a. A motor vehicle accident prevention program will be established at battalion level and separate company level.

b. Units will comply with all requirements, duties, and responsibilities outlined in AR 385-10, AR 600-55, and CAM Regulations 190-5, 350-2, and 385-7 to implement an effective motor vehicle accident prevention program.

c. The unit safety officer will monitor the program to ensure compliance.

27. Radiological/laser protection

The goal of the radiological/laser safety program is to inform individuals of possible radiation/laser hazards, take appropriate precautions to prevent or minimize exposure to such hazards, and ensure safe radiological/laser operations in all phases of aviation operations.

a. Units will establish a radiological/laser protection program at brigade/battalion level and separate company level.

b. Units will comply with all requirements, duties, and responsibilities outlined in AR 11-9, TB 43-0108, TB Med 524, and CAM Regulation 385-1 to implement an effective radiological/laser protection program.

c. Commanders will designate a Radiological/Laser Protection Officer/NCO to administer the program. The unit safety officer will monitor the program to ensure compliance.

28. Protective clothing and equipment

The protective clothing and equipment (PCE) program is to protect soldiers from hazards associated with machinery, tools, electrical appliances, and hazardous materials.

a. Units will establish a PCE program at brigade/battalion level and separate company level.

b. Units will comply with all requirements, duties, and responsibilities outlined in AR 385-10 to implement an effective PCE program.

c. The program will be administered by unit logistical personnel and monitored by the unit aviation safety officer to ensure compliance.

29. Aviation life support systems

The Aviation Life Support System (ALSS) consists of components, techniques, and training required ensuring that aircrews and their passengers have the best possible flight environment, means to enhance safe and reliable escape, and survival and recovery in combat and during emergency situations.

a. Battalion and separate company commander's will--

(1) Comply with all the ALSS duties, responsibilities, and requirements outlined AR 95-1 and the Division ALSE Program to implement an effective ALSE program.

(2) Designate an ALSE Officer/NCO to administer the unit ALSE program. The unit safety officer will monitor the program to ensure compliance.

b. The Division ALSE Officer will--

(1) Develop a detailed ALSE SOP, outlining specific duties and responsibilities.

(2) Act as the primary point of contact for all ALSE issues in the 101st Airborne Division.

(3) Plan and conduct the Fort Campbell ALSE Steering Council, at a minimum of quarterly.

c. The Unit ALSE Officer will--

(1) Act as the primary unit point of contact for all ALSE related issues.

(2) Battalion level and separate company level ALSE officers/NCOs will be members of the Fort Campbell ALSE Steering Council.

(3) Ensure annual training classes are conducted on aircraft egress procedures, survival vest components and usage, and survival techniques.

30. Environmental protection and hazardous material / waste handling

The environmental protection strategy plan is in support of the overall Army and Forces Command goals outlined in AR 200-1, AR 200-2, this regulation, and state (Tennessee and Kentucky) environmental regulations. The Public Works Business Center, Environmental Division, provides a handbook designed to guide the establishment of environmental programs. This handbook is consistent with Federal, State (Kentucky and Tennessee), Army, and installation policies.

a. Units will establish an environmental protection/ hazardous waste handling program at brigade/battalion level and separate company level.

b. Units will comply with all requirements, duties, and responsibilities outlined in AR 200-1, 200-2, 700-141, CAM Regulation 200-1, and the Fort Campbell Environmental Handbook to implement an effective environmental protection program.

c. The management of the hazardous material/waste handling program will be administered by unit logistical personnel and monitored by the unit SO.

31. Ammunition / explosives / weapons handling

The program informs soldiers of the hazards associated with range operations, ammunition and explosive safety, and handling to prevent accidents and injuries.

a. Units will establish an ammunition/explosives/weapons handling program at brigade/battalion level and separate company level.

b. Units will comply with all requirements, duties, and responsibilities outlined in AR 385-63, AR 385-64, and CAM Regulation 385-5 to implement an effective ammunition/explosives/weapons handling program.

c. The program will be monitored by the unit aviation safety officer to ensure compliance.

32. Aviation maintenance

Army aviation mission requirements demand strict maintenance and material quality assurance and control. Command emphasis will ensure an effective accident prevention program thus preventing maintenance related accidents.

a. Commanders will ensure unit ASOs monitor the unit aviation maintenance program to ensure compliance with applicable regulations, directives, and risk reduction controls.

b. Units will develop an aviation maintenance SOP outlining specific hangar, shop and work area requirements, responsibilities, and duties related to their aviation maintenance operations IAW AR 750-1 and CAM Regulation 750-1.

c. Equipment Improvement Recommendation (EIR)/Quality Deficiency Report (QDR) System. The importance of reporting deficiencies and recommending improvements cannot be over emphasized. Each individual who discovers a problem is responsible for taking immediate action to report it. The size, cost, or importance of the item or equipment is not a factor in determining whether to report a problem.

(1) The policy, objectives, and responsibilities for the administration of an effective EIR/QDR program are outlined in AR 702-7, AR 702-7-1, and CAM Regulation 702-1. The EIR/QDR program applies to all assigned and tenant units at Fort Campbell.

(2) The Division Aviation Maintenance Officer has overall responsibility for the supervision of the QDR/EIR program pertaining to Aircraft and Associated Aviation Equipment in the Division. Unit maintenance officers have overall responsibility for the management of the EIR/QDR program at the battalion level. SOs will monitor the management of the program.

d. Army Oil Analysis Program (AOAP). The AOAP is a coordinated Army-wide effort to detect impending equipment component failures through analysis of oil samples. Participation in the program is mandatory and command emphasis and participation at all levels is required.

(1) The policy, objectives, and responsibilities for the conduct of the program are outlined in AR 750-43 and CAM Regulation 750-1. Complete information and instructions on the program are given in TB 43-0106 and 0211.

(2) The AOAP is applicable to all aviation units and activities that operate or support Army aircraft located on or satellite at Fort Campbell. All oil lubrication systems of the aircraft are monitored.

(3) The unit aviation maintenance officer has overall responsibility for the management of the Aviation AOAP program. SOs will monitor the management of the unit AOAP.

e. Safety of Flight/Aviation Safety Action Message.

(1) The Division Aviation Maintenance Office (DAMO) is responsible for the distribution, monitoring suspense's, consolidating replies and providing a timely Division reply to AMCOM. The ACofS, G4 will forward copies of Safety of Flight (SOF) and Aviation Safety Action Messages (ASAMs) to the DAMO.

(2) The DAMO acts as the sole point of contact for Division replies to Safety of Flight and Aviation Safety Action Messages. The DAMO determines impact, ensures timely and proper compliance, and provides information to the ACofS, G4 and higher headquarters.

33. Unit / Garrison aircraft accident plan

The Fort Campbell Pre-Accident Plan is contained in CAM Regulation 385-3. This plan applies to all Fort Campbell based aviation units and other aviation units based temporarily at Fort Campbell. It contains the primary and secondary crash alarm system for the Division and installation. It will be readily available and maintained in all unit flight operations.

a. Unit Garrison Aircraft Pre-Accident Plans will interface with the Fort Campbell aircraft pre-accident plan to ensure all applicable requirements are complied with. Close coordination must be maintained with all organizations having similar or related functions in order to obtain maximum effectiveness. A sample unit garrison aircraft pre-accident plan is contained in appendix B of this regulation. This portion may be modified as necessary to meet the needs of the unit.

b. The Unit Garrison Aircraft Pre-Accident Plan should be maintained with the Fort Campbell Aircraft Pre-Accident Plan (CAM Regulation 385-3).

34. Unit tactical field pre-accident plan

A pre-accident plan for the field environment is impossible to write well in advance since each exercise is different. The plan need only address immediate emergency actions to be taken in the event of an aircraft mishap. The objective of the plan is to meet emergency situations, secure the mishap site, and to initiate the notification of the battalion flight operations and the ASO, which will initiate the response as outlined in the unit tactical field pre-accident plan. Lines of communication must be established and briefed. Tactical field notification may be accomplished by radio, field phone, or other communication equipment. The unit will pass basic information as required by the AAAR worksheet format. A sample unit tactical field aircraft pre-accident plan is contained in appendix C of this regulation. This portion may be modified as necessary to meet the needs of the unit.

35. Crewmember actions following a mishap

The following actions will be taken in the event that an aircraft causes or sustains known or suspected injuries or damage while conducting flight operations.

a. The pilot-in-command will land the aircraft at the nearest suitable/safe landing area.

b. The aircraft will be inspected by a qualified technical inspector to determine the extent of the damage and airworthiness.

c. The unit ASO will evaluate the aircraft damage and inform the commander of the mishap classification.

d. In the event of a Class A, B, or C mishap, the aircraft will remain in place until the accident board has been convened and the board president releases the aircraft.

e. Once these actions have been completed, the commander will initiate recovery procedures.

f. All crewmembers, passengers, and any other personnel who have been involved in suspected Class A, B, or C accidents, will be transported to the designated medical treatment facility by the responding emergency medical vehicle/aircraft (ambulance/helicopter). The apparent absence of injury is not a factor in determining how or when to move personnel to medical facilities. The dynamics involved in an aircraft accident may produce injuries that are found only with a detailed medical examination. Caution is advisable since some injuries may not be immediately apparent and those involved in the mishap may not be capable of assessing their own injuries due to the stressful nature of the situation.

g. All aircrew members involved in a Class A, B, or C mishap must receive an immediate medical evaluation. Blood and urine samples are required of all aircrew members and any other personnel that may have contributed to the mishap. Blood and urine samples must be taken at a hospital emergency room or TMC #5 to meet the chain of custody requirements. Aircrew members must be cleared by the Flight Surgeon prior to resuming flight duties. The commander may require a medical examination for a Class D or E mishap. If the classification of the mishap cannot be immediately determined, and the possibility exists that it may be a Class C or above, commanders will require the aviators to receive the medical examination.

h. All crewmembers involved in a Class A, B, or C mishap during which they had access to the flight controls must receive a post mishap flight evaluation after being medically cleared for flight duties. The commander may require a flight evaluation for a Class D mishap. A proficiency evaluation is not required for accidents in which crewmember proficiency is not a factor in accordance with FORSCOM Regulation 385-1 (e.g., bird and lightning strikes).

i. All crewmembers involved in a Class A, B, or C mishap will have it noted in block 17 on DA Form 759 during the next closeout.

j. All crewmembers will receive an annual class on aircrew member actions following a mishap.

36. Accident investigation and reporting

Accident investigation reports are a source of statistical data and one of the tools for an effective accident prevention program. Accident reporting procedures are established to inform individuals of their responsibilities when involved in, or become aware of an accident. .

a. All Class A, B, C, D, E, and F aviation mishaps, aviation ground mishaps, missing aircraft, and human factors mishaps will be reported and investigated in accordance with AR 385-10. The U.S. Army Combat Readiness/Safety Center will investigate all Class A and selected Class B aviation mishaps.

b. The unit safety officer will complete the appropriate Worksheet for Telephonic Notification (DA Form 7305 (Ground) or DA Form 7306 (Aviation)) for all class A, B, and C aviation mishaps involving damage and/or injury and notify the next higher safety office with the information. This report will be made by the most expeditious means possible and include who, what, when, where, and why of the mishap. Under no circumstances will the report be delayed pending a complete determination of the circumstances or damage done. Subsequent reports verifying, upgrading, or downgrading the initial report will be made as information becomes available.

c. The Fort Campbell Aviation Accident Investigation Board is appointed by the Commander, 101st Airborne Division (Air Assault) and Fort Campbell. Aviation Brigade Commanders are responsible for coordinating the selection of accident investigation board members with the DASO for all Class A, B, and C aviation accidents. Board members for Aviation Class A and B accidents will appointed from the sister Aviation Brigade. All UAS Class A, B, & C accidents will be investigated by a rated aviator during CONUS operations. Commanders will ensure that those individuals selected to serve on an active board are released from all other duties until such time as the report is complete. Completed mishap reports investigated by the Fort Campbell Aviation Accident Investigation Board will be submitted to the DASO not later than 45 days after the mishap. If an extension is necessary, it will be requested from the DAO through the DASO.

d. The DASO will ensure that Aviation Accident Investigation Board members are briefed on investigation procedures. Board members will report immediately to the DASO to familiarize themselves with AR 385-10 and DA Pamphlet 385-40.

e. When an aviation task force is deployed away from Fort Campbell, the aviation task force commander is responsible for coordinating the selection of accident investigation board members for Class A, B, and C mishaps with the DASO.

f. Units will not submit DA Form 2397-AB (AAAR) directly to the Safety Center unless specifically authorized by the DASO. Units will submit DA Form 2397-AB (AAAR) with all the necessary information for Class D and E aviation mishaps in ReportIt within 10 calendar days. When large numbers of aircraft are deployed (e.g., task force), the task force

safety officer will make provisions for a central collection point for AAARs at the deployment site and the forwarding of those AAARs to the DASO.

g. On-duty ground accidents that meet the classification criteria of a Class A or B accident must be investigated by an appointed Accident Investigation Board. Findings will be reported on the DA Form 285, U.S. Army Accident Report. The completed investigation report must be forwarded to the Command Safety Office and a copy furnished to the DASO within 45 calendar days of the accident date.

h. On-duty Class C and D ground accidents and off-duty Class A, B, C, and D accidents will be reported on DA Form 285-AB (AGAR) through Report-It. The completed report will be forwarded within 14 calendar days of the accident date.

i. All fatalities and Class A, B & C motorcycle and all terrain vehicle (ATV) accidents will be reported through the Installation Safety Office to the Commanding General within 24 hours.

j. During deployments, Task Force Safety Officers will make provisions for collecting and forwarding ground accident reports to the Command Safety Office and a copy furnished to the DASO within the timeline established above.

k. Aviation unit personnel will receive annual training on accident investigation and reporting procedures.

37. Legal Accident investigation

Legal accident investigations are used to obtain and preserve all available evidence for use in litigation, claims, disciplinary action, or adverse administrative actions.

a. The unit commander will determine if a collateral investigation is required after an accident. The investigation procedures in AR 15-6 for informal investigations will be followed.

b. Aviation safety officers will not participate in collateral investigations. The Accident Investigation Board will support the collateral investigation within the limits described in DA Pamphlet 385-40.

38. Proponent

The proponent of this regulation is the Installation Safety Office; attn: AFZB-CS-S.

MARK R. STAMMER
Brigadier General, USA
Commanding

Official:

JEFFREY W. YAEGER
Director, Mission Support Element

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Appendix A
References

AR 25-400-2
The Army Records Information Management System (ARIMS)

AR 40-8
Temporary Flying Restrictions Due to Exogenous Factors

AR 40-21
Medical Aspects of Army Aircraft Investigation

AR 40-31
Armed Forces Institute of Pathology and Armed Forces Histopathology Centers

AR 95-1
Army Aviation: Flight Regulations

AR 95-2
Air Traffic Control, Airspace, Airfields, Flight Activities, and Navigation Aids

AR 385-10
Army Safety Program

AR 420-1
Fire Protection

AR 600-55
Army Driver and Operator Standardization Program

AR 700-141
Hazardous Material Information system (HMIS)

AR 750-1
Army Material Maintenance Policy

DA Pam 40-501
Hearing Conservation

DA Pam 385-1
Small Unit Safety Officer/NCO Guide

DA Pam 385-10
Army Safety Program

DA Pam 385-24
The Army Radiation Safety Program

DA Pam 385-40
Army Accident Investigation and Reporting

DA Pam 385-63
Range Safety

DA Pam 385-90
Army Aviation Accident Prevention Program

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

FM 3-04.140
Helicopter Gunnery

FM 3-04.300
Flight Operations Procedures

FM 5-19
Composite Risk Management

FM 10-67-1
Concept and Equipment of Petroleum Operations

FM 1-100
Army Aviation Operations

FORSCOM Regulation 385-1
FORSCOM Safety Program

CAM Reg 40-2
Fort Campbell Respiratory Protection Program

CAM Reg 95-1
Fort Campbell Aviation Policies and Procedures

CAM Reg 115-1
Weather Support for Fort Campbell

CAM Reg 190-5
Fort Campbell Motor Vehicle Traffic Regulations

CAM Reg 200-1
Installation Environmental Strategy Guide

CAM Reg 350-2
Operator Selection, Training, Testing and Licensing Program

CAM Reg 385-1
Radiation Protection Program

CAM Reg 385-3
Fort Campbell Aircraft Pre-Accident Plan

CAM Reg 385-5
Range Regulation

CAM Reg 385-6
Hazardous Communication Program

CAM Reg 385-7
Privately Owned Vehicle (POV) Accident Prevention Program

CAM Reg 385-8
Permit Required Confined Space Entry Program

CAM Reg 420-24
Fire Prevention and Protection

CAM Reg 750-1
Maintenance Management Improvement Plan

TC 3-04.7
Army Aviation Maintenance

TC 3-04.93
Aeromedical Training for Flight Personnel

TC 25-8
Training Ranges

29 CFR 1910
OHSA Standards

Appendix B
Sample Unit Garrison Aircraft Pre-Accident Plan

B-1. Purpose
This appendix prescribes procedures and responsibilities for ensuring systematic rescue efforts and correct, timely reporting, and investigating of aircraft mishaps.

B-2. General concept
All contingencies involved in the crash rescue work cannot be included in one general pre-accident plan. The unique situations and circumstances involved in each emergency, therefore, prevent standardization of methods. Flexibility and ingenuity are accordingly required to handle each crash-rescue problem. The procedures specified in a pre-accident plan are the minimum requirements necessary to activate the plan. The procedures are meant to provide a coordinated and effective means of responding to a crash alarm without confusion or hesitation on the part of any individual connected with the primary or secondary crash alarm system. All aircraft accidents that occur on Sabre Army Heliport, Campbell Army Airfield, or on the military reservation of Fort Campbell will be handled under the provisions of CAM Regulation 385-3. Unit notification procedures will be outlined in the unit safety SOP and will be implemented in addition to the Fort Campbell pre-accident plan.

B-3. Aircraft mishap
The following actions are to be taken by unit personnel in the event of an aircraft mishap:

a. Activate the Fort Campbell Pre-Accident Plan (CAM Regulation 385-3) if the mishap occurs on Sabre Army Heliport, Campbell Army Airfield, on the military reservation of Fort Campbell, or in the vicinity of Fort Campbell.

b. Activate the pre-accident plan of another airfield if the unit is operating in an area other than the local vicinity.

c. Activate the unit tactical field pre-accident plan (see sample at appendix C) to assist in the investigation of the mishap and the recovery of the aircrew and aircraft.

B-4. Initial aircraft mishap report
The first person observing or receiving a report of an aircraft mishap near Fort Campbell will report the following information to Campbell Army Airfield Flight Dispatch, telephone (270) 798-2222/7146/7147:

a. Location.

b. Aircraft identification.

c. Injuries.

d. Damage.

e. Fire.

B-5. Responsibilities
a. Pilot Responsibilities. Should a pilot make a precautionary landing or be involved in an aircraft mishap, he will--

(1) Notify Air Traffic Control, Base Operations, or any other flight following agency.

(2) Assist personnel as necessary.

(3) Keep spectators away from the mishap site. Secure the aircraft wreckage as necessary. No one will examine or tamper with the aircraft without the safety officer's approval.

(4) Identify all witnesses and get statements if possible. If not, get their names and addresses and inform them that they will be contacted later by an accident investigator.

(5) Note the time of the mishap as accurately as possible.

(6) Give no information to the press but refer them to the Public Affairs Officer (PAO).

(7) Advise all crewmembers that they are medically restricted from performing flight duties until cleared by the flight surgeon and the commander on all Class A, B, C, and at the commander's discretion, Class D mishaps.

(8) Ensure that all crewmembers involved in Class A, B, C, and at the commander's discretion, Class D mishaps, proceed as soon as possible to give blood and urine samples to the flight surgeon or medical facility.

(9) Advise crewmembers that had access to the flight controls that a post mishap flight evaluation is mandatory for all Class A, B, C, and at the commander's discretion, Class D mishaps.

b. Pilot/Crew Member Responsibilities. Should a pilot or crewmember be the first on the scene of an aircraft mishap or downed aircraft, they will--

(1) When applicable, inform flight following agency of the details of the emergency call received, and advise them that he is en route to the scene. Ensure that MEDEVAC has been alerted by Base Operations or the flight following agency.

(2) Orbit the mishap site and give flight following the exact location of the mishap site. Once contact has been established with the flight following agency, he will advise them that he will monitor guard frequency. Land and render assistance as necessary. If no UHF radio is available, he will advise flight following of the frequency that he will be monitoring.

(3) Ask if his assistance is needed should another aircraft be at the scene when he arrives. If not needed, depart the area.

(4) If landing, do not land too close to the downed aircraft and leave room for the MEDEVAC aircraft to land.

(5) Do not shut down after landing. Dispatch a crew member to the downed aircraft for the purpose of crew evacuation and rendering aid. It may be necessary to orbit the site for the purpose of guiding MEDEVAC to the site. Keep the flight following agency informed on how long the fuel load will allow to remain on station at the mishap site. The crew member on the ground will monitor the UHF guard frequency 243.0 on the PRC 90 or 112 survival radio.

(6) Crew members on the ground will attempt to render the site safe by extinguishing any flames or smoke present and will caution persons not to smoke because of fuel spills. He will also render any first aid as necessary to stabilize injuries until MEDEVAC arrives. Seek assistance from local authorities in securing the mishap site. Discourage people from coming near the mishap site. Attempt to preserve the location of parts and any ground scars. Send people coming to the scene to notify local authorities and the military police. Direct all news people to the PAO. Do not attempt to answer questions or give the names of injured or deceased persons, but be polite at all times. Identify witnesses and have them remain at the site if possible. If it is not possible, take their names, addresses, and phone numbers and inform them that they will be contacted at a later time by an accident investigator.

c. Aviation Safety Officer. The ASO will assist in all areas of the pre-accident plan and will--

(1) Proceed to the mishap site.

(2) Take charge of the mishap site until the arrival of the accident investigation board and issue crash site passes as necessary.

(3) Obtain photographs of the mishap site and the wreckage.

(4) Obtain all written witness statements.

(5) Gather the necessary AAAR information.

(6) Make an estimate as to the aircraft accident classification after assessment by the Battalion Aviation Maintenance Officer.

(7) Keep all persons involved informed of the situation.

(8) Determine if a collateral investigation board is necessary.

d. Battalion Aviation Maintenance Officer. The Battalion Aviation Maintenance Officer will--

(1) Proceed to the mishap site with the safety officer.

(2) Evaluate damage to the aircraft and advise the safety officer on the estimate of man-hours to repair based on the flat rate manuals and the cost of repair parts for the purpose of aircraft accident classification. Coordinate with the Installation Aviation Maintenance unit to complete a formal estimated cost of damage.

(3) Secure the aircraft logbook and historical records.

(4) Obtain fuel and oil samples (engine, transmission, gearboxes, and hydraulic systems). Mark, tag, and hold for the investigation board.

(5) Make arrangements for the recovery of the aircraft once it has been released by the safety officer or the president of the accident investigation board.

e. Commander/First Sergeant of Owning Unit. The commander/first sergeant of owning unit will--

(1) Coordinate vehicle support necessary to transport all personnel and equipment to the mishap site.

(2) Obtain equipment to support personnel at the site (i.e., tent, stove, lanterns, cots, rations, etc.).

(3) Coordinate for guards to secure the mishap site.

(4) Provide support to the mishap site as necessary.

f. S1 of Owning Unit. The S1 of the owning unit will--

(1) Coordinate appointment orders for the investigating officers assigned to the accident investigation board.

(2) Coordinate typing support for the accident investigation board.

(3) Obtain the field 201 file(s) for individual(s) involved.

(4) Provide secure area for the accident board to meet.

g. Flight Surgeon. The Flight Surgeon will--

(1) Coordinate with the hospital on medical care for the involved crewmembers.

(2) Ensure that all post crash medical evaluations are performed.
(3) Keep the chain of command informed as to the disposition of the crewmembers.
(4) Coordinate requirements of local coroners so that those fatally injured in the mishap may be expeditiously handled.
(5) Secure medical records of the crewmembers involved with the mishap.
(6) Ensure that the blood and urine samples are obtained and are expeditiously processed.
(7) Assist in identification of the remains of crew as necessary.
(8) Assist military pathologists as required.
(9) Be prepared to render assistance to family members.

h. Battalion Flight Operations. Battalion Flight Operations will--
(1) Secure the flight plan (DD Form 175 or operational log) of the mishap aircraft.
(2) Secure the DD Form 365-4 weight and balance form for the mishap aircraft.
(3) Secure the DD Form 175-1 weather briefing for the mishap aircraft.
(4) Secure the Mission Briefing sheet (DA Form 5484-R) and aviation risk assessment worksheet.
(5) Secure the flight records and the ATM records for the crew members involved in the mishap.
(6) Close out the flight records of the crewmembers involved in the mishap.
(7) Coordinate the search and rescue efforts if required.
(8) Coordinate the support to the mishap site.
(9) Provide support to the accident investigation team as requested.

i. S2 of Owning Unit. The S2 of owning unit will--
(1) Obtain a weather data sheet for the time period that the mishap occurred.
(2) Assist in securing the mishap site.

j. All other staff sections will provide assistance as necessary.

Appendix C
Sample Unit Tactical Field Aircraft Pre-Accident Plan

C-1. Purpose
To prescribe procedures and responsibilities for ensuring systematic rescue efforts and correct, timely reporting and investigating of aircraft mishaps in a tactical field environment.

C-2. Scope
This plan applies to all personnel assigned or attached to_____ Battalion, _____ Aviation Regiment and is effective upon notification of an aviation or ground mishap, emergency situation, or armament malfunction.

C-3. General concept
Accident prevention in a tactical field environment is the responsibility of each unit commander. However, as in any effective Accident Prevention Program, all personnel must apply safety conscious measures when operating in a tactical field environment. Supervisory personnel must ensure that high standards of safety are upheld. All contingencies cannot be included in one general pre-accident plan. The unique situations and circumstances involved in each emergency prevent standardization of methods. Flexibility and ingenuity are accordingly required to handle each crash-rescue problem. The intent of this Aircraft Accident Prevention Program is to be flexible and adaptable in order to conform to any tactical situation or location. The procedures specified in a pre-accident plan are the minimum requirements necessary to activate the plan. They merely put things into a smooth, coordinated way, and provide an effective means of responding to an emergency without confusion or hesitation on the part of any individual. This plan will be the primary source of actions to follow whenever this unit operates in the tactical field environment.

C-4. Notification
Any individual who becomes aware of, or is witness to, an aviation or ground mishap, will attempt to contact the Battalion Tactical Operations Center (TOC) by the fastest means available. Activate the unit tactical field pre-accident plan to assist in the investigation of the mishap and the recovery of the aircrew and aircraft.

a. Unless specified otherwise, the following procedures will be used for notification; however at no time will the names of the individuals involved in a mishap be given over the radio net without the expressed permission of the Brigade Commander.

(1). Environment Posture COMSEC
(2). Training Environment
(3). Actual Mishap Administrative Clear
(4). Simulated Mishap Tactical Secure
(5). Combat Environment
(6). Actual Mishap Tactical Secure

b. Communications will be any and all tactical communications circuits capable of being utilized.

c. Communications checks over all circuits will be conducted upon arrival at the field site and then once daily.

d. The following information for an actual or simulated mishap will be sent to the Battalion TOC by the fastest means available.

(1) Person reporting accident and the time of observation.
(2) Aircraft tail or vehicle bumper number and the type of aircraft or vehicle.
(3) Location (grid coordinates).
(4) Distance and direction from known location.
(5) Injuries and/or fatalities.
(6) If fire is involved.
(7) Accessibility by ground or air.
(8) Extent of damage.
(9) Enemy situation.
(10) Friendly situation.
(11) Intentions.
(12) Assistance required (i.e., MEDEVAC).
(13) Other notifications that have been made.
(14) Remarks.

e. The TOC will, upon receipt of notification, initiate a log and notify the following individuals:

(1) Commander.
(2) S3.
(3) Safety Officer.
(4) Aviation Maintenance Officer (Aviation Mishap).
(5) XO or DBC.
(6) TOC/SDO.
(7) Commander of assigned aircraft/vehicle.

f. Emergency Notification Numbers.
(1) Battalion SDO Civ.
(2) Airfield Base Operations.
(3) Battalion TOC.
(4) Military Police as required.
(5) Civilian authorities as required.
(6) Fire as required.
(7) MEDEVAC.
(8) Brigade SDO Civ.
(9) Ambulance as required.
(10) Chaplain.
(11) EOD.
(12) Flight Surgeon.
(13) Range Control.

C-5. Responsibilities

a. If a mishap occurs on a firing range, the Range OIC will--
(1) Request dispatch of an ambulance or crash rescue team to range site.
(2) Designate one helicopter to establish radio communications at mishap site.
(3) Direct remaining helicopters to the rearm or holding areas to await further instructions.
(4) Maintain liaison with Range Control to facilitate requests for assistance.
(5) Report the mishap to TOC/Battalion S3.

b. The Battalion TOC Flight Operations will--
(1) Be point of contact to receive and record information contained in paragraph 1.
(2) Initiate a log and enter all actions taken.
(3) Coordinate with subordinate units to ensure that all communications circuits remain open and that all necessary transmissions are kept to a minimum until rescue operations are completed.
(4) Control, direct, coordinate, and/or dispatch personnel, aircraft, and all support personnel/equipment to the crash site, as necessary.
(5) Ensure that all personnel listed in paragraph C-4e. have been notified and that the battalion commander authorizes release of the information to the Brigade TOC or Brigade SDO.
(6) Dispatch fire fighting team/equipment to the mishap site when necessary.
(7) Dispatch guards to establish security at the mishap site to preserve evidence. If necessary, contact the local civilian police to assist.
(8) Serve as control center for the collection of the crash activities until the Accident Investigation Board arrives.
(9) Establish and control an adequate crash pass system at the mishap site.
(10) Monitor all requests from the mishap site for any special or additional equipment.
(11) Obtain current weather observation from the nearest facility for the mishap site at the approximate mishap time.

c. The Aviation Safety Officer will--
(1) Proceed to the mishap site.
(2) Review implementation of this plan to ensure that all agencies have specified duties and actions relating to an aviation/ground mishap.
(3) Review all aircraft accident reports/data before being passed to higher headquarters.
(4) Prepare and dispatch PRAM and follow-up reports of the mishap.
(5) When necessary, notify the Safety Chain and assist in preparation of the Centralized Investigation Worksheet.

d. The Aviation Maintenance Officer will--
(1) Proceed to the mishap site with the Battalion ASO.

(2) Evaluate the damage to the aircraft and advise the SO on the estimated number of man hours to repair the mishap aircraft based on a flat rate manuals and cost of replacement parts for the purpose of classification.

(3) Secure the aircraft logbook and historical records.

(4) Obtain fuel and oil sample (engine, transmissions, 42 and 90 degrees or intermediate tail rotor gearboxes and hydraulic system); mark, tag, and hold for investigation board.

(5) Make arrangements for aircraft recovery once the mishap aircraft is released by the SO or investigation board.

e. Flight crews of mishap aircraft.

(1) In the case of a Class A, B, C, or D, all crewmembers on board the mishap aircraft are medically restricted from flight duties until cleared by the Flight Surgeon and the Company Commander.

(2) All crewmembers will proceed to a medical facility to give blood and urine samples to the flight surgeon.

f. Drivers of mishap vehicle.

(1) Protect all civil and military property.

(2) In cases where a fatality is involved, ensure that the mishap site/evidence is not disturbed or removed.

(3) Drivers involved in the mishap will fill out the vehicle's DA Form 518 and give it to the other vehicle's operator, property owner, or unit representative involved in the mishap.

(4) The driver will also fill out the SF 91 and give it to the unit commander to be forwarded to the SO.

(5) Upon release from the mishap site, the driver will present himself to the nearest medical facility to give a blood and urine sample as directed by the unit commander.

g. Mishap site guards.

(1) Protect all civil and military property.

(2) Prohibit the removal of deceased persons until properly identified by military authorities. (Note: Some states require that the remains of the deceased persons be temporarily taken into the custody of state coroners.)

(3) Prohibit the removal of mishap wreckage.

(4) Keep spectators at a reasonable distance from the mishap site.

(5) Prevent the handling or disturbance of wreckage, theft of any parts or from compromising other evidence such as gouges or marks on the ground made by the mishap aircraft.

C-6. Information

a. Under no circumstance will information be given out. All requests from the media will be directed to the PAO.

b. Under no circumstance will the identity of injured or deceased personnel be given out without the permission of the Battalion Commander.

C-7. Precautionary landings

a. Upon receipt of notification of a precautionary landing, do the following:

(1) Collect the following information:

(a) Time.

(b) Location.

(c) Type of problem.

(d) Assistance requested.

(2) Notify the following individuals:

(a) Battalion Commander.

(b) Battalion SO.

b. Notify the owning unit and aircraft maintenance section.

C-8. Downed aircraft procedures

During field training, in an actual emergency, all training will cease and priority will be to personnel/aircraft recovery. In a tactical situation, units will attempt to recover aircrews; and if the tactical situation permits, secure the area until relieved by ground elements. Aircraft will not be diverted from their primary mission, unless directed by the Battalion Commander, XO, or S3; uncommitted air assets may be used for the purpose of recovery of personnel and equipment.

C-9. Other aircraft in vicinity

a. All aircraft will, regardless of the unit of assignment and if not involved in an operationally necessary mission:

(1) Locate downed aircraft position on a map.

(2) Radio battalion TOC of the situation.

(3) Attempt to identify physical condition of the crew.

(4) Attempt to save downed crew.

b. Downed aircrew will, prior to departing aircraft, zero secure radio equipment, change all frequencies, secure SOI, other sensitive items, and, if the situation dictates, remove or destroy weapon systems.

c. If no aircraft is on site, the downed aircraft crew will--

(1) Attempt notification of the Battalion TOC.

(2) Prior to departing aircraft, zero secure radio equipment, change all frequencies, secure SOI, other sensitive items, and, if the situation dictates, remove or destroy weapon systems.

(3) Proceed to the nearest or most secure downed pilot pick-up point as per unit mission briefing.

C-10. Emergency procedures

a. Aircraft Emergencies.

(1) Aircraft emergencies will be reported immediately to the Range OIC, RSO, or Airborne Controller.

(2) In the event of an emergency, the OIC will report the following to Range Control:

(a) Nature of emergency.

(b) Pilot's intentions.

(c) Armed weapon systems remaining onboard aircraft.

(d) Other pertinent information as requested.

(3) The nearest designated airfield will be the recovery airfield.

(4) If emergency landing is to be accomplished, the Range OIC will do the following:

(a) When airfield tower is closed, request ambulance and crash rescue team (main post fire truck and Military Police) be dispatched to the airfield, and indicate intended landing direction.

(b) Dispatch armament personnel to make safe the remaining weapon systems onboard the helicopter.

(c) Notify Military Police to secure the area and prevent access by unauthorized personnel.

(d) Direct remaining firing helicopters to designated holding or rearm areas, as necessary, to await further instructions.

(e) Maintain liaison as directed with Range Control.

(f) Report the nature of the emergency to Battalion S3/TOC.

b. Lost Communication Procedures. In the event of lost communications, the PIC of aircraft will--

(1) Notify the airborne controller; if possible have airborne controller relay between aircraft and Range Tower.

(2) If unable to contact anyone, turn position lights on steady bright, exit the firing position, if practicable land on range complex and shut down. If unable, return to the FARP, de-arm or maintenance pads.

c. Armament malfunctions per Range SOP and unit range safety briefing.

C-11. Self deployments

a. In the case of task force deployments, units responsible for planning and execution of deployments will be the headquarters responsible for reporting and coordinating the accident notification efforts.

b. In the case of an aircraft accident during the self-deployment phase, the following procedures will be followed:

(1) Air Mission Commander will notify the Aviation Brigade Staff Duty Officer/NCO.

(2) In the case of a Class "A" aircraft accident, contact the nearest military facility for assistance.

(3) In the case of any aircraft accident, direct contact with the Division or Aviation Safety Officer is authorized for further guidance.