

**DEPARTMENT OF THE ARMY
FORT CAMPBELL INSTALLATION
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Safety
Fort Campbell Safety Program

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Chapter 1

Safety Program Management

1-1. Purpose

This regulation establishes the Safety Program. It prescribes policies, responsibilities, and procedures for implementing the Commander's safety program, including Occupational Safety and Health Administration (OSHA), Department of Defense (DOD), and Department of the Army regulations.

1-2. Applicability

This regulation applies to all 101ST Airborne Division (AASLT), United States Army Garrison (USAG), tenant units (i.e., 5TH SFG, 52ND EOD, and 160TH SOAR), Fort Campbell major activities, directorates, and staff offices/departments, U.S. Air Force, U.S. Army Reserve and National Guard Units supported by the Fort Campbell Installation Safety Office (ISO), Fort Campbell Ammunition Supply Point (ASP) and other directorates/activities at Fort Campbell, KY. In the event of mobilization or deployment, the Mission Support Element (MSE) will coordinate with the ISO to provide assistance to the Division Safety Office (DSO) in performing safety operations.

1-3. Reference

A comprehensive safety program is required by AR 385-10, The Army Safety Program. Other related and required references cited in the publication are listed at the end of each chapter.

1-4. Background

The CAM Regulation is comprised of standalone chapters, each designed to describe the purpose, objective, responsibilities and procedures of one component of the overall safety program. These stand-alone chapters, taken together, comprise the comprehensive safety program.

1-5. Objective

The goal of the safety program is to fully support the command mission while minimizing accidental injury to personnel, damage to equipment and facilities, and interruption of operations or training. Effective implementation of the safety program will furnish each Service Member and Civilian employee a place of employment free from recognized hazards that cause, or are likely to cause, death or serious physical harm.

1-6. Policy

a. The Senior Commander is responsible for establishment and maintenance of all safety related policies and procedures. This is accomplished through guidance provided and implementation by the Division Safety Office (DSO) and Installation Safety Office (ISO) staffs. Tenant unit Safety Offices (160th SOAR, 5th SFG, BACH, 52nd EOD) are responsible for implementation and management of the Army Safety Program for their units.

b. Leaders, Managers and supervisors at all levels must pursue a vigorous accident prevention program that will minimize accidental manpower and materiel losses thus providing more efficient use of resources. Decision makers at all levels will employ the Army's composite risk management process to effectively preclude unacceptable risk to the safety of personnel and property. Accidental losses affect combat readiness. Positive action will be taken to control these losses through the composite risk management process, training, education, and aggressive leadership. The Fort Campbell Composite Risk Management program requirements are in Chapter 2. Labor management relations and responsibilities regarding consultations, negotiations, union management agreements, and applicable laws, rules, or government-wide regulations will be complied with and fulfilled.

c. The following principles will be effectively integrated into all Fort Campbell plans, programs, decision processes, operations, and activities:

(1) Accidents are an unacceptable obstacle to Army operations, readiness, morale, and resources: decision makers will exercise accident risk management in all activities.

(2) Decision makers at every level will employ the five-step risk management process, as specified in chapter 2 of this regulation, and Chapter 3, CAM Reg 385-5, to avoid unnecessary residual risk to missions, personnel, equipment, and the environment.

(3) The acquisition of materials, equipment, facilities, and systems will maximize the use of engineering design to preclude and control unnecessary residual risk.

(4) Life cycle safety considerations will be considered in the acquisition, use, and disposal of chemicals and hazardous materials so as not to endanger or compromise public health and safety.

(5) Appropriate action will be taken to expeditiously correct nonconformities with mandated standards, workplace deficiencies hazards, and accident causes.

(6) Performance standards for military and civilian managers and supervisors will include accident prevention and Occupational Health (OH) responsibilities as a rating element. The success or shortcomings of managers or supervisory personnel in performing Safety and Occupational Health (SOH) responsibilities will be considered in Army civilian employee performance appraisals, officer evaluation reports (OERs), and enlisted evaluation reports (NCOERs) in accordance with DODI 6055.1, the DOD Safety and Occupational Health (SOH) Program.

1-7. Responsibilities

The Senior Commander exercises overall staff responsibility for the Fort Campbell Safety and Accident Prevention Program. The Fort Campbell Senior Safety Director acts on behalf of the Senior Commander in discharging tactical and unit safety responsibility. The USAG Fort Campbell Installation Safety Office (ISO) has responsibility for implementation and management of the Army Safety Program for garrison safety operations, Safety and Occupational Health, and workplace safety.

a. The Senior Safety Director, Division Safety Office (DSO) and Brigade Safety Managers will:

(1) Serve as the principal staff element in planning, organizing, directing, and evaluating all safety program elements throughout the assigned and attached military units present on the installation. As a member of the Commander's special staff, they will both report directly to the Commander as needed and have direct access to Senior Leadership throughout the command.

(2) Provide for the establishment and implementation of plans, policies, and procedures for conducting safety programs at all levels of command. Assist commanders, supervisors and leaders in determining the amount and qualifications of personnel necessary to ensure an effective accident prevention program.

(3) Provide technical and professional assistance to eliminate or control unsafe behavior and unsafe environments.

(4) Determine the need for, obtain, and distribute safety promotional and educational materials.

(5) Provide technical assistance in accident investigation and reporting to ensure accuracy and completeness.

(6) Collect, analyze, and disseminate data concerning the accident trends of the command and other military units, prepare reports of safety activities, and conduct studies as required by higher authorities.

(7) Review operating procedures, manuals, directives, and other instructions to ensure the incorporation of safe practices and safe physical standards.

(8) Review plans for proposed unit/divisional events, demonstrations and exhibits to ensure the safety of Army personnel and the public.

(9) Maintain close liaison with other staff agencies, military services, along with Federal and civilian agencies in all relevant safety matters.

(10) Conduct surveys and inspections of military controlled and occupied facilities and activities to include review of accident prevention programs.

(11) Conduct Standard Army Safety and Occupational Health Inspections of work sites and high and medium risk facilities for all FORSCOM, Division, and unit owned and operated facilities. Brigade Safety Managers are responsible for all facilities that are within their Brigade's footprint and scope of operation.

(12) Implement and manage all aspects of the Army Safety Program for the 101st Abn Div (AASLT) outlined in AR 385-10 and other pertinent safety regulations, messages and DA Pamphlets.

(13) Implement and manage the Composite Risk Management program, to include revisions to CAM Reg 385-9 and FC Forms 4162, 4143, 4144, 2005 and 4255 as appropriate.

(14) Develop recommendations for corrective measures when warranted by adverse accident rates or trends, hazardous conditions or procedures, or other deficiencies.

(15) As necessary, coordinate with Preventive Medicine Service (PM) and U.S. Army Medical Department Activity (MEDDAC), to identify and abate existing or potential occupational health hazards in the workplace.

(16) Publicize channels for reporting unsafe or unhealthy conditions.

(17) Convene the Aviation Safety and Standardization meeting as needed and Command Safety Council quarterly or as directed.

(18) Fulfill and comply with labor management relations responsibilities regarding consultation, negotiation, union/management agreements, and applicable laws, rules, and government-wide regulations.

(19) Develop and instruct a comprehensive safety-training program for additional duty safety personnel, which will ensure competence while performing these duties.

(20) Provide safety support for range and training complex activities while divisional/military units are firing or training.

b. The USAG Fort Campbell Installation Safety Office (ISO) has responsibility for implementation and management of the Army Safety Program for the USAG, and will:

(1) Serve as the principal staff element in planning, organizing, directing, and evaluating all safety program elements throughout the USAG and will be designated as a member of the GC's special staff and will report directly to the Deputy to the Garrison Commander and have access to the GC and USAG Command Group.

(2) Provide for the establishment and implementation of plans, policies, and procedures for conducting safety programs at all levels of command. Assist directors, supervisors and managers in determining the amount and qualifications of personnel necessary to ensure an effective accident prevention program.

(3) Provide technical and professional assistance to eliminate or control unsafe behavior and unsafe environments within the USAG workforce.

(4) Determine the need for, obtain, and distribute safety promotional and educational materials.

(5) Provide technical assistance in accident investigation and reporting to ensure accuracy and completeness.

(6) Collect, analyze, and disseminate data concerning the accident trends of the USAG, prepare reports of safety activities, and conduct studies as required by higher headquarters.

(7) Review operating procedures, manuals, directives, and other instructions to ensure the incorporation of safe practices and safe physical standards.

(8) Assist in reviewing plans for proposed demonstrations and exhibits to ensure the safety of Army personnel and the public.

(9) Maintain close liaison with other staff agencies, military services, along with Federal and civilian agencies in all relevant safety matters.

(10) Conduct surveys and inspections of USAG activities to include review of accident prevention programs.

(11) Conduct Standard Army Safety and Occupational Health Inspections of USAG work sites along with high and medium risk facilities.

(12) Implement and manage all aspects of the Army Safety Program for the USAG as outlined in AR 385-10 and other pertinent safety regulations, messages and DA Pamphlets.

(13) Implement and manage the Installation Hazard Communication and Radiation Protection programs along with USAG safety related CAM Regulations.

(14) Develop recommendations for corrective measures when warranted by adverse accident rates or trends, hazardous conditions or procedures, or other deficiencies.

(15) Coordinate with Preventive Medicine Service (PM) and U.S. Army Medical Department Activity (MEDDAC), to identify and abate existing or potential occupational health hazards in the workplace.

(16) Publicize channels for reporting unsafe or unhealthful conditions.

(17) Convene the Garrison Safety and Occupational Health Advisory Council (SOHAC) quarterly or as directed by the Garrison Commander.

(18) Fulfill and comply with labor management relations responsibilities regarding consultation, negotiation, union/management agreements, and applicable laws, rules, and government-wide regulations.

(19) Develop and instruct a comprehensive safety-training program for collateral duty safety officer personnel which will ensure competence while performing these duties.

(20) Assist in providing safety support for range and training complex activities in the event of an accident or mishap.

(21) Provide base operations safety support activities to the MSE Director as needed during periods of deployment of Senior Mission Safety personnel.

c. Commanders and Directors will:

(1) Act as Safety Officers for their unit, directorate, or activity. Additional Duty Safety Officers (military) and Collateral Duty Safety Officers (civilian) will be appointed in writing.

(2) Appoint additional duty safety personnel to accomplish assigned duties and responsibilities. Individual must have at least 1-year retainability in the unit. In military units, the safety officer will be a commissioned officer at battalion/squadron or higher unit level, and a Staff Sergeant (E-6) or higher at company/troop level. All additional duty safety personnel will complete required training as per AR 385-10.

(3) Publicize in all channels available for reporting unsafe and unhealthful working conditions.

(4) Ensure Job Hazard Analysis' (JHA) are completed for employees with occupations that are in the general industry, general construction, material handling, occupations identified as having a significant accident trend or any other categories deemed appropriate by the Director. JHA's will identify any Personal Protective Equipment (PPE) requirements.

(5) Ensure personnel at management and supervisory levels, who have safety-related tasks associated with their jobs, are identified and that their duty assignments and job descriptions clearly reflect these responsibilities.

(6) Incorporate safety requirements and countermeasures in directives, standing operating procedures (SOPs), and training doctrine. Ensure a comprehensive SOP is prepared and readily available for each hazardous operation, e.g., range operations, severe weather plan, vehicle operations, welding, tire changing, use of simulators, Field Training Exercise (FTX) operations, battery charging and storage, bivouac areas, fuel storage or refueling operations, storage and handling of ammunition and explosives, loading, storage and handling of chemicals, communications and electronics, spray painting, radioactive material commodities, etc. SOPs will contain detailed operating procedures, emergency procedures, training and inspection requirements and other applicable information.

(7) Identify and eliminate hazardous conditions, establish safe practices and procedures consistent with the mission, motivate and instruct personnel in safety performance on-and off-duty.

(8) Ensure compliance with all appropriate provisions of this document and referenced safety regulations.

(9) Require all military and civilian supervisors to actively supervise performance of subordinates to ensure compliance with safety requirements. Enforce PPE requirements.

(10) Ensure that Collateral/Additional Duty Safety Officers receive training and develop skills necessary to ensure competence.

(11) Require timely reporting of accidents as required in AR 385-10, DA PAM 385-40 and this document.

(12) Determine causes for each accident and take positive corrective actions to preclude recurrence of a similar accident.

(13) Ensure safety briefings are presented to all personnel before holidays.

(14) Inspect POVs belonging to military personnel before all holiday weekends, TDY travel, PCS moves, and vacation/trips; use Fort Campbell Form 4255, and 2000 motorcycle and POV Inspection Checklist. Ensure that POV inspections are made available to all civilian DOD employees. The last record of inspection should be kept on file.

d. Supervisors will:

(1) Perform a Workplace Hazard Assessment (WHA) for all workplaces to ensure the work environment complies with applicable safety standards and regulations. Ensure employees under their supervision observe and comply with appropriate safety and occupational health rules and regulations, including the use of PPE provided for their protection.

(3) Control unsafe acts or conditions that may be conducive to accidents; procure, maintain in sanitary working condition, and require use of PPE and devices necessary to protect employees from injury.

(4) Report unsafe workplace conditions to the supporting unit/organization safety office.

(5) Promptly evaluate and take action as required to correct hazards reported by employees or identified through accident investigations. Reprisal action will not be initiated or supported against employees who identify hazards, raise safety concerns, or engage in authorized safety and occupational health activities.

(6) Orient all newly assigned personnel concerning the hazards inherent in their job/work environment. Conduct regulatory training concerning specialized and general hazards in the workplace and methods for avoiding accidents.

(7) Report all accidents promptly. Conduct comprehensive factual investigations when on-duty injuries result in lost time.

(8) Ensure facts on civilian compensation forms are fully documented and accurately reported.

e. Additional Duty Safety Officers and NCOs will:

(1) Complete the on-line Additional Duty Safety Officer/NCO course and complete the local safety training course within 60 days of appointment.

(2) Become familiar with Army safety regulations, safety requirements for the unit, principles of accident prevention, and safety aspects included in SOPS, field manuals, technical manuals, etc.

(3) Interpret safety policies and procedures for the commander, supervisors, and subordinate safety personnel.

(4) Conduct annual safety inspections of low risk workplaces and training sites (including medium or higher risk training sites) giving particular attention to recurring and serious hazards and to new or varied operations.

(5) Coordinate with supervisors to provide technical assistance to eliminate unsafe work practices.

(6) Provide prompt assistance with accident investigation and reporting. Review reports for completeness and accuracy and evaluate adequacy of corrective actions. Follow-up to ensure corrective actions are taken.

(7) Maintain safety records on all near misses/injuries and analyze the unit's accident experiences to determine accident trends, then develop and implement countermeasures.

(8) Provide the commander or director with periodic safety reports and information concerning accidents.

(9) Provide assistance for commanders in conducting periodic briefings with supervisors, platoon leaders, and NCOs regarding the objectives of the safety program, methods of attaining these objectives, and the degree of success expected.

(10) Arrange for the incorporation of safety practices in operating procedures, training publications, demonstrations, and exercises to ensure the safety of Army personnel and the public.

(11) Determine the need for and obtain material for safety training, safety promotions, and safety awards.

(12) Maintain a "Safety Bulletin Board" in all units.

f. Responsibilities listed above are for the overall general safety program. Responsibilities for specific areas or activities are provided in subsequent chapters.

1-8. Safety Council

a. The Senior Commander's Safety Council will be held quarterly or as directed, to discuss Fort Campbell trends, accident statistics, safety concerns and receive guidance on matters pertaining to safety of Soldiers, Families and Civilians of the Screaming Eagle Family.

b. Leadership of all 101st Airborne Division (AASLT) and Fort Campbell tenant units will participate.

c. Non-participation must be approved by the CoS 101st Airborne Division (AASLT).

d. Designated unit commanders, CSMs, or their approved representative, and Safety Managers/Officers will attend.

1-9. Safety Awareness Day

a. General. Safety Awareness Days pay big dividends. Taking time out to focus on safety ensures that we maintain a safety-conscious, healthy, and mission-ready organization.

b. **Brigade Level.** Brigade Commanders will conduct a Safety Awareness Day a minimum of two times per calendar year. At a minimum, the topics covered will be based on the current Safety Campaign (Summer, Winter) and higher headquarters guidance. Based on the training cycles and mission requirements, commanders will designate an appropriate period of time to accomplish requirements of the campaigns.

Chapter 2 Risk Management

2-1. Purpose

The purpose of this publication is to provide guidance on the conduct of Risk Management (RM).

2-2. General

Effective risk management affords us the capability to conduct tough, realistic training, and to execute our combat mission while preserving lives, and significantly reducing damage to property and facilities. Risk management is force protection in the most fundamental sense. For successful maintenance of combat power and current OPTEMPO, Leadership at all level, must make a conscientious effort to preserve all of our resources. This is accomplished by establishing and enforcing policies, procedures and SOPs that include use of the RM process in all activities. Risk management does not end at the end of the duty day or last day of the work week, it is a continuous process that addresses safety issues both on, and off duty.

2-3. Concept

Risk management and the preservation of assets extend to our Service Members off-duty as well. Because we cannot exercise direct control of our Soldiers and Civilians during off-duty time, it is imperative that leaders at all levels educate individuals on the hazards associated with off-duty activities and provide them with the necessary tools to eliminate or, as a minimum, reduce those hazards. The three most important tools leaders have are education, leading by example, and leader involvement. Leaders must initiate the education process before off-duty events occur. It is not effective to educate Service Members just prior to an event. That is the time to refresh and reinforce safety concepts and guidance. These efforts are carried out through Risk Management and proactive actions.

2-4. Reference the following publications for risk management guidance

- a. ATP 5-19, Risk Management.
- b. ADP 3-0, Unified Land Operations.
- c. ADP 5-0, The Operations Process

2-5. Process

The process of risk management is continuous and applies during initial planning through the after action review. It is a process which gives leaders a systematic framework to deconstruct, evaluate, adjust, and then reconstruct operations, adding controls to reduce unnecessary hazards to their Service Members and equipment. The key to the system remains the alert, experienced leader. The risk management worksheet is a living document and should be update and modified as necessary due to the element of change (i.e. weather, experience, equipment, and time).

a. The Five-Step Process For Risk Management Is:

- (1) Hazard Identification
- (2) Assess Hazards
- (3) Develop Controls & Make Decisions
- (4) Implement Controls
- (5) Supervise and Evaluate

b. The Risk Management Worksheet serves as a tool for conducting and documenting the risk management process. This formal written document is required for all operations in which risk may be mitigated by its use or those that inherently involve more risk than daily garrison activities. These include, but are not limited to, convoys of three or more vehicles, all combat operations, training exercises; all maneuver live fires, all static ranges and firing points. For all other operations, leaders will use an informal mental or verbal risk assessment process.

c. Effective risk management is multi-echelon. Once an element of risk is identified and assessed in the overall mission, subordinate commanders conduct their separate risk assessments and implement measures to control, manage, and reduce the risk in their part of the operation.

d. The process of risk management is dynamic. Mission, Enemy, Terrain, Troops and Time Available (METT-T), weather, and resources will cause adjustments to the training plan or the operation. Leaders must continually review, evaluate, and amend their risk assessments when the tasks and, especially conditions, change. The same task done at

night has different risks. Open ground versus heavily wooded ground causes different risks. Commanders must reassess and validate their reviews of the affected operations.

2-6. Standards.

Effective risk management relies on three tenets; leader training, command review, and enforcement of standards.

a. Leaders and Service Members must know the fundamentals of risk management. Local risk management training and refresher training classes must be conducted periodically to ensure adequate knowledge of the risk management process is maintained.

b. Command review certified when the leader signs the Risk Management Worksheet is essential to effective risk management. It reinforces practices we will use in combat, and provides the best forum for the commander to teach and coach subordinate leaders. The command review provides that critical second set of eyes to avoid the bias of ownership.

c. Standards that are not enforced will devalue any risk assessment.

(1) The commander at least one level above the level of execution possesses the requisite expertise and experience to objectively evaluate the mitigating effects of the hazard controls. While the commander may not be totally removed from the plan, this separation combined with training experience, provides the necessary buffer for objectivity.

(2) Risk Management - from identifying the hazards through implementing the controls - resides at each level of execution. In training, as in combat, a platoon leader will conduct the initial risk assessment of his platoon operation; likewise, the squad leader for squad missions or the company commander for company level operations. Brigades and battalions develop, assess, and choose tactical courses of action considering risks to the force.

(3) Regardless of the echelon executing the training, the following are the approval authority required for given categories of risk:

Assessed Residual Category of Risk	Approval Authority
Low	Company Commander
Medium	Battalion Commander
High	Brigade Commander
Extremely High	CG or designated representative

(4) Due to the inherently risky nature of Live Fire Exercises (LFXs), all static and maneuver LFX concept must be validated and approved IAW table below. Commanders are the ultimate approval authorities for live fire operations training conducted IAW appropriate regulations. Commanders assess and minimize identified risks by employing specific controls. The unit commander is the final safety officer for a unit LFX. LFXs planned IAW appropriate regulations, safety fans, and administrative procedures may proceed only if the unit commander assesses the situation as safe to conduct training. No other individual or agency can assume this responsibility.

Unit Size	Validation/Approval Authority
Battalion	DCG-O / DCG-S
Company	Brigade Commander
Company (Separates)	Separate Battalion Commander
Platoon	Battalion Commander
Squad	Company Commander

(5) Aviation commanders will comply with AR 95-1 and current directives for aviation mission briefing and approval requirements.

(6) Brigade and battalion commanders may delegate low risk mission review/approval authority to platoon leaders for other than aviation operations. Commanders should base this authority on the experience level, performance, and proven judgment of the designated leader. Delegation must be in writing by name and activity. No one may review or approve their own operation. Remember the principles of formal leader training and arms-length review when delegating this important responsibility.

d. The Combined Arms Live Fire (CALFEX) is a **HIGH RISK** exercise and must be reviewed by the brigade commander:

e. The following operations are at least **MEDIUM RISK** and must be reviewed by the battalion commander:

(1) Non-standard, non-maneuver live fire ranges (for example, hand grenade or non-standard demolition ranges).

(2) Maneuver live fire ranges.

f. When it is done right, the command review provides an opportunity for valuable leader training. Do it on the ground with leaders present whenever possible. The commander verifies the tactical and administrative soundness of the plan, checks the preparation and thought processes of the executing leader, ensures the control measures and hazard mitigation controls are effective, and makes tactical sense and coaches the subordinate in the nuances of the collective task at hand. It is in this environment - on the ground, minus Service Members and routine distractions, one on one - which the true teaching and learning occurs. Make time to do this right.

g. Ensure that the knowledge gathered from your training is shared with your peers and also other units. Let others know what worked well at eliminating a risk and also what didn't work.

h. Ensure all leaders know and understand the hazards control measures and acceptable level of risk.

2-7. Parent Unit and Major Command Requirements

All organizations on Fort Campbell will comply with safety directives from their higher headquarters.

a. To comply with 29 CFR 1910.132, supervisors will assess each workplace and document the assessment on a Workplace Hazard Assessment (WHA). The purpose of the assessment is to identify hazards that require personal protective equipment (PPE) and what types of PPE. The assessment will be placed on file and updated annually or when workplace conditions change.

b. Supervisors will complete a Job Hazard Analysis (JHA) on any job or job process considered to have significant associated risk. Significant risk is defined as risk that could result in injury if procedures, control measures, or PPE is not used properly. JHA's are developed in a combined effort of the supervisor and the employee and assisted by the Additional Duty Safety Officer (ADSO) or Collateral Duty Safety Officer (CDSO), as necessary. JHA's will be reviewed and updated annually or as necessary for changes in personnel, equipment or procedures. For jobs or operations where risk is not addressed under a WHA or JHA, the RM in paragraphs 2-1 through 2-6 above shall be used.

2-8. Summary

Effective risk management enhances both our training and operational competence. Leaders who understand and employ its underlying principals expand our capabilities-they truly know their strengths and their limits. The payoff is threefold: increased training realism enhanced operational agility, and whether in training or in combat, conservation of our most precious resource-our Service Members.

Chapter 3

Pre Accident Plan

3-1. Purpose

A Pre-Accident Plan is a contingency plan in the event of a major accident and defines the role of individuals and agencies to respond in a timely manner.

a. When notified of an accident, injury, chemical spill, fire etc:

b. The Brigade/Battalion/Separate Company will immediately obtain the following information:

- (1) POC for accident information, with phone number.
- (2) Date and time of accident.
- (3) Aircraft, vehicle, or equipment type and identification/serial number.
- (4) Unit involved in accident.
- (5) Exact accident location/grid coordinates.
- (6) Were explosives or hazardous materials involved?
- (7) Name, rank, and unit of individuals involved.
- (8) Number of fatalities and/or injuries.
- (9) Accident synopsis and remarks.

c. Contact the following individuals and agencies, and provide them the information obtained above:

- (1) Battalion/Separate Company Commander.
- (2) Appropriate emergency and support personnel such as medical, fire, Military Police, HAZMAT/NBC, and maintenance.

(3) Unit Safety Officer.

(4) Brigade Combat Team (BCT); if the accident caused serious injuries, fatalities, or extensive damage to Army equipment (aircraft/vehicles) or private property.

c. The Brigade Combat Team (BCT) will immediately:

- (1) Obtain the same information as (#1) above:
- (2) Notify the appropriate individuals and agencies, and provide them the information obtained above.

d. The Brigade/Battalion/Separate Company Commander Will:

(1) Inform members of the unit for any Class A or B accident, or other serious incident. This will allow for an internal review to preclude further occurrence. The "Stand Down" has no specific period; its purpose is to ensure all unit members are presented those facts, which are known about the accident, and to provide time for checking all facts pertaining to the accident.

- (2) If fatalities occur, implement "forced telephone silence/e-mail block" until the next-of-kin is notified.
- (3) Notify the next higher commander.

(4) Ensure the 101ST Airborne Div (AASLT) Senior Safety Director, and when appropriate the ISO are notified.

(5) Be responsible for the overall control and coordination concerned with the accident, until the appointment of an Accident Investigation Board (Class A and B Ground, and Class A-C (Avn)).

(6) Ensure involved individuals have blood and urinalysis tests completed, for all class A, B, and C aviation accidents, IAW AR 385-10.

(7) Ensure the proper safeguarding of accident information IAW AR 385-10.

(8) Arrange for evacuation of the wreckage, after the President of the Accident Investigation Board has released it from the accident scene.

(9) Initiate a collateral investigation, if required, IAW AR 15-6, AR 385-10, DA Pam 385-40.

****NOTE: The Company Commander, whose company owns the aircraft, vehicle, or equipment involved in the accident, will be responsible to provide crash site guards (if necessary). Additional support for personnel can be requested through the Battalion S3.****

e. The Brigade/Battalion Commander will:

(1) In an aircraft accident, identify the last fuel source and coordinate its closing until it can be checked for contamination, if appropriate. Instruct last known fuel source POC to take a fuel sample (one gallon minimum) and submit for analysis.

(2) Coordinate with the Company Commander whose company owns the aircraft/ vehicle/equipment involved in the accident, to ensure an adequate guard force is sent out immediately for security of the mishap site.

EMERGENCY PHONE ROSTER

101st Airborne Div (AASLT) Senior Safety Director	DSN: 635-2327
101st Airborne Div (AASLT) Division Safety Manager	DSN: 635-7009
101st Airborne Div (AASLT) Aviation Safety Manager	DSN: 363-0874

COMMANDER PHONE # _____

FIRE DEPARTMENT PHONE # _____

MILITARY POLICE PHONE # _____

SAFETY REP/OFFICE PHONE # _____

OTHER USEFUL NUMBERS

_____ PHONE # _____

_____ PHONE # _____

Chapter 4 Accident Reporting

4-1. General

Accident reporting and investigating will be performed IAW the requirements of AR 385-10, DA Pam 385-40 and this publication. The commander or supervisor directly responsible for the operation, material, or person(s) involved in an accident will ensure that:

- a. All accidents and near misses are investigated to obtain the facts and circumstances.

b. The appropriate report(s) is prepared on each accident per instructions in this publication, AR 385-10, DA PAM 385-40, Abbreviated Ground Accident Report Use and Preparation Guide, or Abbreviated Aviation Accident Report Use and Preparation Guide. These reports may include DA Form 285, DA Form 285-AB, DA Form 2397 series, DA Form 2397-AB, Department of Labor Forms CA-1 (Federal Employee's Notice of Traumatic Injury and Claim for Continuation of Pay/Compensation), or CA-2 (Federal Employee's Notice of Occupational Disease and Claim for Compensation). Accident investigation reports will be completed and submitted through the U.S. Army Combat Readiness/Safety Center's accident reporting system ReportIt <https://reportit.safety.army.mil>. All Off-duty and on-duty Class D and E accident reports of investigation will be submitted in ReportIt and forwarded for review to the DSO not later than 14 calendar days following the date of the accident. All on duty Class A, B, C ground and A-C aviation accident investigation reports will be completed and submitted for review to the DSO within 45 days of the accident.

c. Accident reports will be forwarded as indicated below:

(1) 101ST Airborne Div (AASLT), division support units, and division support agencies will forward reports to the Division Safety Office (DSO).

(2) US Army Garrison units and directorates will forward reports to the Installation Safety Office. Tenant units will forward reports to their parent unit/organization safety office.

(3) Tenant organizations which report to their own higher headquarters need not report to the Division or ISO unless a Memorandum of Understanding (MOU) is established between organizations to furnish copies of accident reports or other accident data for statistical and recordkeeping purposes.

(4) Supervisors of DA Civilian employees will satisfy Department of Labor report requirements by filling out the Form CA-1 or Form CA-2 at web site https://diucs.cpms.osd.mil/forms/frmservlet?config=SAFER_ALONE_R.

(5) This does not negate the requirement for agencies to complete Army reporting forms DA Form 285 or DA Form 285-AB as appropriate for recordable civilian employee accidents.

d. Reports will be reviewed at each level of the unit, directorate, or agency chain-of-command. Unit commanders or supervisors will indicate review by signing block 66c of DA Form 285, block 44b of DA Form 285-AB, block 26a as appropriate on DA Form 2397-AB. Individuals in the chain of command will review the DA Form 285 and sign in blocks 67b, 68b, and 69b as appropriate.

e. The following are minimum requirements for reporting military on-duty injuries or treatment beyond first aid:

(1) DA Form 285 will be used only for reporting Class A and B on-duty ground accidents. DA Form 285-AB will be used to report all other on-duty accidents and all off-duty accidents.

(2) DA Form 2397 series will be used for reporting Class A and B aviation accidents and DA Form 2397-AB for Class C, D, E and F accidents.

(3) For an occupational illness that results in lost time from work the day or shift on which it occurred or treatment beyond first aid, the unit to which the Soldier/DA Civilian is assigned will submit a completed DA Form 285-AB to the appropriate safety office.

g. For each on-duty fatality, a fully completed typed DA Form 285 will be sent through command channels to the appropriate Safety Office. The brigade/regimental commander or Director will sign in block 68b. For each off-duty fatality, a fully completed and typed DA Form 285-AB will be submitted in ReportIt and sent through command channels to the appropriate Safety Office. These will be signed by the brigade/regimental commander in block 44b. Unit will prepare an AAR for off duty fatalities and staff through appropriate safety office IAW CAM REG 385-7.

h. The following criteria will be used in determining duty status. This criterion is for accident reporting purpose only and is not related to compensation or line-of-duty determination.

(1) On-Duty Status. This applies to Army personnel who are:

(a) Physically present at any location where they are to perform their officially assigned work (includes those activities incident to normal work activities that occur on Army installations, e.g. lunch or coffee break).

(b) Being transported by Government, privately-owned or commercial conveyance for the purpose of performing officially assigned work (includes reimbursable travel in private motor vehicles for temporary duty, but not routine travel to and from work).

(c) Participation in compulsory sports or physical training activities.

(2) Off-Duty Status. This applies to Army personnel, who are not in an on-duty status, whether on or off Army installations.

i. Civilian Injuries.

(1) All on-duty DA civilian accidents and near misses will be reported and investigated.

(2) DA Civilian off duty accidents will not be reported or investigated.

j. Property or Vehicle Damage Accidents. All property damage accidents will be reported and investigated. The owning unit will submit a fully completed DA Form 285-AB through channels to the appropriate Safety Office for accidents resulting in \$5,000 or more property damage.

4-2. Non-reportable Occupational Illnesses and Injuries

a. Non-occupational diseases. Injuries associated with non-occupational diseases where the disease itself, not the injury, is the cause of the lost time (for example, a minor cut suffered by a hemophiliac which results in time away from work).

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

c. Criminal assault: Injuries that result from criminal activity where the intent was to inflict injury. These include cases of assault, rape, murder, offenses under Article 118 UCMJ (but not negligent homicide), voluntary manslaughter, and attempts to commit any of these offenses.

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

e. Strains when they result from pre-existing musculoskeletal disorders or minimal stress or strain (for example, simple, natural, nonviolent body positions or actions, such as coughing or sneezing).

f. Hospitalization of a person solely for observation/administration purpose and subsequent release.

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

h. Injuries/illnesses caused by insects and reptiles are not considered Army accidents.

i. Fatalities caused solely by exertion, i.e., PT, weightlifting, aneurisms and swimming are not considered Army accidents.

j. Disfigurement and scars caused by a mishap does not necessarily increase the accident classification.

Chapter 5

Accident Investigation, Ground Accidents

5-1. General

a. Class A and B on-duty accidents and special case accidents, as determined by the Commanding General and Senior Safety Director, will be investigated by an Installation-level Accident Investigation board appointed locally or a Centralized Accident Investigation (CAI) board from the U.S. Army Combat Readiness/Safety Center (USACR/SC). Accident Classifications will be in accordance with AR 385-10

5-2. Accident Investigation Boards

a. For the 101st Airborne Division (AALST), the Commanding General will appoint the local IAI board except when an accident is investigated by the U.S. Army Combat Readiness/Safety Center (USACR/SC). Tenant units will appoint boards IAW directives of their higher HQs. The accident investigation board will consist of a minimum of three members. Additional persons may be appointed as needed for technical expertise. Members of the board will be selected from organizations other than the unit where the accident occurred. The president of the board will be a field grade officer or civilian equivalent. Board members will be relieved of all duties until the investigation is completed.

b. All IAI/CAI investigation boards will employ general use accident investigation procedures according to AR 385-10 and DA Pam 385-40 unless directed to do a limited use accident investigation by the USACR/SC or the owning organizations higher headquarters, i.e. FORSCOM, IMCOM, SOCOM, MEDDAC. Investigation reports will include accident causes, contributing factors, actions recommended, and corrective actions taken. An Equipment Improvement Report (EIR) or Quality Deficiency Report (QDR) is required when material failure is a cause or contributing factor. Reports will be submitted to the appropriate safety office NLT 45 days from the date of the accident. The appropriate safety office will ensure appointment orders for CAI/IAI boards are completed. The board's written report will be kept confidential.

5-3. Responsibilities

a. Commanders will initiate the following actions upon learning of a Class A or Class B ground accident:

(1) Immediately notify the Military Police Desk Sergeant at 911, (270) 798-2677, or (270) 798-7111, after which the appropriate safety office will be notified during regular duty hours and the Division Staff Duty Officer (SDO) or EOC after regular duty hours. As a minimum, notification should include the information below; however, notification will not be delayed because certain elements are unknown.

- (a) Date and time of accident.
- (b) Name, social security number, and unit.
- (c) Extent of injuries or damage.
- (d) Type and location of accident and disposition of injured persons and damaged property.
- (e) Hazardous or sensitive materials involved.
- (f) Weather conditions at time of the accident.
- (g) Brief synopsis of the event. Include alcohol/drug use, if applicable. For motor vehicle accidents, indicate if individual was wearing seat belt and had received accident avoidance training.
- (2) Appoint a point of contact (POC) for the investigation and advise the appropriate safety office of the name and phone number of the POC.
- (3) Ensure the accident site is secured immediately in coordination with MPI Criminal Investigation Detachment (CID) personnel, and remains secured until released by MP and safety personnel.
- (4) Obtain copies of military personnel, medical, and training records for all personnel directly involved in the accident. Civilian records will be obtained only after coordination with AFGE Local 2022.
- (5) Provide witness information (names, ranks, telephone numbers, and summaries of any statements made) to the accident board.
- (6) Obtain oil and fuel samples, as requested, from vehicles involved in the accident.
- (7) Provide the accident board with a list of military personnel from whom blood and urine samples were taken.
- (8) Coordinate all actions with appropriate authorities for accidents occurring in areas not under Army control.
- (9) Secure operational, maintenance, and historical records of equipment involved.
- b. The Emergency Operations Center (EOC) will immediately notify the Senior Safety Director when notified of an accident after regular duty hours.
- c. DES will:
 - (1) Dispatch Emergency Services.
 - (2) Provide initial accident site security.
 - (3) Ensure the accident site is not disturbed until photographs are taken and the accident investigation team arrives and releases the site.
- d. MEDDAC will:
 - (1) Provide evacuation and treatment of injured personnel.
 - (2) Provide medical records of personnel involved per provisions of AR 40-66.
 - (3) As requested, provide results of blood and urine samples obtained in those cases where a commander directs specimens to be obtained in order to determine whether a Soldier is under the influence of drugs or alcohol or where those specimens are routinely obtained per an autopsy protocol.
- e. DPW will:
 - (1) Minimize environmental damage. Cleanup of oil, fuel, and other hazardous material spills will be accomplished after coordination with the appropriate safety office.
 - (2) Test oil and fuel samples and perform technical inspection as requested by the investigation board.
 - (3) Provide, as required, transportation for USACRC board members for the duration of the investigation.
 - (4) Provide, as required, a suitable and secure area for storage of wreckage and perform technical inspection of wreckage.
- f. Governing Safety Office will:
 - (1) Notify the Chief of Staff and then the following as required of a Class A or B accident:
 - (a) USACR/SC.
 - (b) FORSCOM/IMCOM/Appropriate HHQs.
 - (c) XVIII Corps
 - (d) OSHA.
 - (e) Other concerned agencies.
 - (2) Designate POC for the CAI board.
 - (3) Ensure preliminary actions required by these instructions are initiated.
 - (4) Provide information concerning the accident and progress of the investigation to USACR/SC, XVIII Corps and/or FORSCOM and IMCOM Safety Office.
 - (5) Coordinate the activities and reports prepared and submitted by all agencies concerned with the accident, and send reports to USACR/SC, XVIII Corps, FORSCOM and IMCOM Safety Office.
 - (6) Provide office space for the board.
 - (7) If requested, provide the board with 1:50,000 maps that include the accident site.
 - (8) Obtain directives that pertain to the operation being conducted, which resulted in the accident.

- (9) Obtain weather statements for the accident board.
 - (10) Coordinate billeting of USACR/SC team members (if necessary).
 - (11) Telephonically notify Secretary of General Staff (SGS) of requirements and qualifications for local board members.
 - (12) Obtain any special clearances necessary for access to the accident scene by board members.
 - (13) Arrange for special transportation, if required, to reach the accident scene (i.e., aircraft).
- g. SGS will:
- (1) Appoint, immediately, local investigation board members (to include administrative support) with requirements/qualifications as specified by the Senior Director of Safety. Local members will not be assigned to the board from the unit/activity, which experienced the accident.
 - (2) Notify selected local members of their appointment.
 - (3) Publish orders for members of the investigation board, to include USACR/SC members.
 - (4) Provide a photographer, as required, to assist the board in photographing the accident scene.
 - (5) Ensure that photo lab support to develop, print, and mount color photographs and slides is provided as required by the investigation board.
 - (6) Assist safety office to arrange for accident board special transportation requirements (i.e., aircraft).
- h. The G1 will ensure that personnel records of all military personnel involved in the accident are readily available for review by the accident board. Provide copies, upon request, of specific portions of the records.
- i. Commanders and directors of personnel appointed to serve as CAIG board members will ensure that priority is given to accident investigation duties to ensure prompt completion of the investigation.

5-4. Findings and Recommendations

Responsible commanders will be briefed on tentative findings and recommendations at the conclusion of the investigation.

5-5. Legal Accident Investigations

- a. USACR/SC or a local safety investigation does not relieve commanders of the requirements to conduct line of duty or legal accident investigations per AR 15-6 and AR 385-10. The safety accident investigation has priority over a legal accident investigation.
- b. The Accident Investigation process is not intended to interfere with, impede, or delay law enforcement agencies in the execution of regulatory responsibilities as they apply to the investigation of accidents for a determination of criminal intent or criminal acts. Neither investigation should hamper the other since accomplishment of both investigations is in the best interest of the Army. Per AR 195-2, Criminal Investigation Activities, law enforcement agencies have priority to witness and accident site access. The prudent exercise of this priority will permit accomplishment of the CAIG mission without conflict with law enforcement requirements.
- c. Safety personnel currently assigned to a full-time safety position will not be appointed as members of a legal accident investigation. However safety personnel can use and will be given access to any information in a legal or administrative investigation. Legal investigators may consult with safety personnel for their expertise when necessary except when investigating the same accident. Care must be taken to avoid any appearance of undue influence or any compromise of the unit safety program.

5-6. Privileged Information

Accident reports and associated documents are privileged information and cannot be used as evidence or to obtain evidence in any disciplinary action.

5-7. Investigation Procedures

An investigation is a systematic examination to disclose all relevant facts. The accident investigation board has two functions.

- a. To determine all established, probable, or suspected factors that caused or contributed to the accident.
- b. To evaluate and analyze the acquired information and develop recommendations for actions that will prevent recurrence of similar accidents.

5-8. Board Procedures

The president will take action to ensure that a thorough investigation is conducted. They should avoid the tendency to investigate the most readily apparent cause. An inclination to first determine the cause and then investigate to prove the initial conclusion must be avoided. The findings of the board must be based upon a complete and impartial evaluation of all available facts.

a. **Basic Phases.** The basic criteria for the detailed procedures of investigation may vary with the type of accident. The investigation must be well organized to ensure continuity of effort from the preliminary examination to the submission of the final report. This is most readily accomplished by dividing the investigation into phases.

b. **Orientation and Examination Phase.** This phase provides the opportunity for a thorough examination of all aspects of the accident.

c. **Data Collection Phase.** The collection of data is the consolidation of all information acquired and substantiated to include notes, statements, charts, diagrams, and photographs. As information is collected, it should be assembled and consolidated to provide data for analysis.

d. **Analysis of Data Phase.** If consolidation of data is not accomplished, accurate analysis is difficult or impossible. In addition to assisting in the analysis, consolidation of data will reduce the possibility of error, omission, or lack of attention to a particular area of interest. Only when these deficiencies are known can action be taken to obtain the necessary information before it is lost in salvage of the wreckage, destruction of the accident scene, or unavailable witnesses. A careful and complete analysis of data compiled is required to establish the cause of an accident. If this analysis does not clearly establish the cause(s), all available information will be used to establish probable causes and possible contributing factors.

e. **Conclusions Phase.** The results of the analysis phase are reflected in the conclusions of the board. Each conclusion must be based on facts that were established during the investigation.

f. **Recommendations.** The investigation board's recommendations must be the result of mature deliberation based upon factual causes and findings.

Chapter 6 Accident Investigation, Aviation

6-1. Purpose

The aircraft accident investigation process ensures that all aviation accidents and incidents are reported and thoroughly investigated and that serious accidents (Class A-C) are investigated by a Centralized Accident Investigation (CAI) or Installation-level Accident Investigation Board (IAI). Lessons learned from these investigations form the backbone of Army aviation accident prevention measures.

6-2. Objective

All classes of aviation accidents and incidents occurring within 101st Airborne Div (AASLT) will be investigated IAW AR 385-10 and DA PAM 385-40 and lessons learned will be promptly incorporated into 101st Airborne Div (AASLT) accident prevention procedures.

6-3. Responsibilities

a. The Commander, 101ST Airborne Div (AASLT), is the appointing and approving authority for all 101ST Airborne Div (AASLT) accident investigation boards. Accident Board Member appointment order approval may be delegated by the Commander, 101st Airborne Div (AAASLT) to the Chief of Staff/MSE Director. The Commander, 101st Airborne Div (AASLT) may request the USACRC/SC investigate specific Class A ground and aviation accidents, and selected Class B aviation accidents.

b. Tenant units will prepare and approve accident board appointment orders, and conduct accident investigations IAW their higher headquarters policies.

(1) The President and other Board members will be appointed on orders from an aviation organization outside the unit that sustained the accident. (Board members will not be from the same unit which incurred the accident (that is, same battalion, company, or detachment) and will be screened to ensure they have no personal interest in the outcome of the investigation.)

(2) Class A and B Accident Investigation Boards will consist of a minimum of 3 members. The members will include:

(a) The Board President will be a field grade officer (CW4/CW5 is considered field grade) or an Army civilian familiar with the type of operation, in the Grade of GS-12 or higher.

(b) One member will be appointed to act as recorder.

(c) A flight surgeon or medical officer (if a flight surgeon is not available, an Army medical officer may be appointed) when injuries are sustained, or issues associated with personnel protective equipment, egress from the aircraft, medical evacuation, rescue, or survival.

(d) One member will be a qualified maintenance officer or technician if material is involved.

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

(f) Other members as directed by the President or appointing authority.

(3) For manned aircraft accidents.

(a) One member will be a Master or Senior Army Aviator equal to or senior in grade to the operators (PC and PI) of the aircraft involved in the accident.

(b) One member (who could be the master or senior aviator) will be qualified in the mission, type, design, and series of the aircraft involved for class A or B accidents.

(4) Unmanned aircraft systems.

(a) One member will be an Army aviator.

(b) One member will be a UAS, MOS-qualified operator in the grade of E5 or higher.

(5) Class C aviation accidents (flight, flight related, or aircraft ground, UAS) will be investigated by a board of at least one 1 member. When more than one individual is on the board, the president will be an Army officer, senior warrant officer (chief warrant officer 3 and above), or a DA Civilian in the grade of GS-11 or higher that directly manages an aviation safety program.

(a) For one-member boards, the board president must be senior in grade to the aircraft crew members.

(b) Class C UAS accidents do not require a rated aviator board member.

(6) Class D accidents, Class E incidents and FOD incidents do not require a formal accident board, but they will be investigated by 1 or more officers, warrant officers, safety officers/noncommissioned officers (NCOs), supervisors, or DA safety and occupational health specialist/manager/engineer, in grade of GS-018/803-9 or higher.

(7) Any accident, regardless of class, that the appointing authority or the Commander USACR/SC believes may involve a potential hazard serious enough to warrant investigation, may appoint a multimember board.

(8) The appointment to a Board constitutes a full time duty assignment until the final command briefing and takes precedence over all other duties and obligations.

(9) The Board has "exclusive first rights" to witnesses and all physical evidence. (Because of the possible safety implications for aircraft worldwide, a CAI Board investigation takes priority over other investigative agencies and boards.)

c. The 101ST Airborne Div (AASLT) Command Group will conduct notification procedures IAW chapter 4, above.

d. 101ST Airborne Div (AASLT) Staff elements will provide immediate assistance to the 101st Airborne Div (AASLT) Safety Office upon request. Assistance may include providing work space, administrative support, personnel or equipment on a temporary basis.

e. Commanders of units experiencing Class A, B or C aircraft accidents Will:

(1) Notify the 101ST Airborne Div (AASLT) Command Group directly.

(2) Ensure that drug and alcohol tests are performed on all personnel involved in the accident.

(3) Activate the local aircraft pre-accident plan.

(4) Initiate action to assist and evacuate injured personnel.

(5) Evacuate all crew members and others involved in the accident to the closest medical facility for physical examinations, whether or not they appear to be injured.

(6) Secure the accident site, until relieved by a proper authority, to prevent disturbance of the site or movement of wreckage and equipment.

(7) Initiate action to eliminate immediate danger at the accident site.

(8) Request an airspace no-fly restricted zone of 2 km's around the accident/incident site. (Any other aircraft using the area as a landing site, staging area, or training area will be diverted and instructed to land at an approved landing site outside the 2 Km no-fly zone. The only exceptions will be MEDEVAC aircraft and one (1) aircraft to orbit the site in order to provide continuous communications with rescue agencies.

(9) Inform responding crash rescue personnel of dangerous or hazardous cargo/ammunition that may be on the accident aircraft or in the immediate vicinity of the crash site.

(10) Appoint a POC to act as liaison between the CAI Board and the organization involved in the accident.

(11) Suspend all aviation activity if the fuel from local POL is suspected.

(12) Establish a crash pass system to limit access to the accident/incident site only to authorized personnel.

(13) Compile all training records, firing data, maintenance records, a list of witnesses, and other pertinent data for submission to the President of the Board.

f. Commanders of units experiencing Class D accidents, Class E accidents or Class F FOD incidents will conduct a thorough investigation IAW DA PAM 385-40. Commanders will forward a copy of the accident report, including causal factors, to the Division Safety Office within 15 days from the date of the accident.

(2) If a detailed investigation is requested, commanders will fully complete a DA Form 2397-AB (Abbreviated Aircraft Accident Report) (AAAR) and all applicable 2397-series forms IAW DA PAM 385-40.

g. The 101ST Airborne Div (AASLT) Safety Director Will:

- (1) Prepare appointment orders for USACR/SC and 101ST Airborne Div (AASLT) Accident Investigation Boards based on directions from the Commander, 101ST Airborne Div (AASLT) or his designated representative.
 - (2) Appoint an ASO as an advisor to the Board to assist with the technical aspects of investigating and reporting Class A-C accidents.
 - (3) Provide initial radiation monitoring if appropriate.
 - (4) Assist the Board President in identifying and obtaining additional required expert board members.
 - (5) Monitor the progress of the investigation, provide additional technical advice as required and ensure the final report of 101st Airborne Div (AASLT) investigations complies with regulatory requirements.
 - (6) Publish final investigation lessons learned, as necessary.
- h. The IAI Board President will:
- (1) Begin the investigation immediately after being notified of appointment.
 - (2) Take control of the accident site and assume primary responsibility for all accident investigation activities.
 - (3) In-brief the Commander, 101ST Airborne Div (AASLT) or his designated representative as soon as practical after commencing the investigation. (Class A and B accidents only.)
 - (4) Interview witnesses as soon as possible after arriving at the accident site.
 - (5) Release witnesses to the collateral investigating officer as soon as interviews and follow-up interviews are complete.
 - (6) Prevent the release of any witness statements obtained in confidence. (NOTE: The purpose of the safety investigation is to establish cause and prevent future accidents, not to assess blame.)
 - (7) Cooperate with other accident/malfunction investigation teams and coordinate investigation activities without relinquishing control or primary responsibility.
 - (8) Release the accident site after all legitimate investigation activities have been completed. Due to the potential hazards involved in this AOR, this should take place as quickly as possible to reduce the exposure of Service Members to the increased hazards.
 - (9) Conduct the investigation and complete the investigation report IAW AR 385-10 and DA Pam 385-40, to include the interviewing of witnesses, the preservation of evidence and the initiation of further technical studies when required.
 - (10) Consider the appointment as President a full time duty assignment, taking precedence over any other duties or other obligations, until the final command briefing.
 - (11) Out-brief the Commander, 101ST Airborne Div (AASLT) or his designated representative, after completion of the investigation and/or prior to leaving the 101ST Airborne Div (AASLT) area of responsibility.
- i. CID/MP personnel Will:
- (1) Secure the accident site until released by the Board President.
 - (2) Ensure that unauthorized personnel are kept away from the accident site and that the scattered wreckage debris is not moved or disturbed unless necessary to remove injured personnel or to get access to the accident site.
 - (3) Identify witnesses by obtaining name address and phone number.
 - (4) Take photographs of all evidence which must be removed from the accident site.
 - (5) Release photographs, physical evidence and witness statements to the Board President.
 - (6) Provide assistance to the Board upon request of the President.
- j. The on-site fire chief Will:
- (1) Ensure that crash rescue personnel wear oxygen masks while fire fighting and conducting rescue operations due to high levels of toxic fumes and airborne particles present during aircraft fires.
 - (2) Maintain at least one fire truck on station at the accident/incident site until all remaining fuel, oil, and other hazardous material is removed from the accident site.
- k. EOD will respond immediately to the accident/incident site if dangerous or hazardous cargo is on board the aircraft or in the immediate area of the accident site. (The primary EOD mission is to ensure the safety of crash rescue and accident investigation personnel.)
- l. Engineer support Will:
- (1) Provide, on request, personnel and equipment necessary to clear debris, move earth, set up portable lighting equipment, and any other required engineering assistance.
 - (2) Provide personnel to assist the Board President with surveying and mapping the debris pattern and approach departure angles.
 - (3) Determine environmental damage.
- m. The closest detachment of the weather squadron Will:
- (1) Record an "aircraft mishap" weather observation.
 - (2) Time check all recording rolls and request a radar observation.

(3) Secure the original weather briefing given the accident/incident aircraft crewmembers prior to the flight. (If the aircrew received the weather briefing from another weather facility, that facility must be contacted.)

n. 101ST Airborne Div (AASLT) Aviation Units Will:

(1) Provide transportation support for crash rescue, evacuation, aircraft recovery, and accident site photography missions.

(2) Transport Board members to and from the accident site.

o. The 101ST Airborne Div (AASLT) PAO will, at the request of the Board President, attempt to uncover witnesses through all possible media means.

p. Other investigation teams (e.g. ammunition malfunction teams, collateral investigators, etc.) Will:

(1) Report to the Board President and deliver a complete list of investigators conducting the investigation.

(2) Present the Board President with a written request for support and access to the accident site, specifying the type of support required and the duration of the support.

(3) Coordinate activities and fully cooperate with the Board President.

(4) Out brief the Board President, and the 101ST Airborne Div (AASLT) Commander if requested, prior to departure from the 101st Airborne Div (AASLT) area of responsibility.

6-4. Procedures

a. Immediate actions. The first commander in the chain of command who becomes aware of an on-duty Class A, B or C accident will:

(1) Ensure that victims are cared for and casualties evacuated or treated as needed. This includes moving victims and security guards to safe distances from danger or hazard.

(2) Ensure that all aircrew members and other personnel involved in aviation accidents/incidents, whether or not they appear to be injured, are promptly aero medically evacuated to the closest medical facilities where required physical examinations and testing will be accomplished. (This applies to all aviation accidents or incidents resulting in damage to the aircraft or personnel injury.)

(3) Secure the accident site, until relieved by a proper authority, to prevent disturbance of the site or movement of wreckage and equipment. Photographs should be obtained prior to wreckage removal.

(4) Ensure that obviously deceased individuals are not removed from the accident aircraft until released by a flight surgeon. (Rescue personnel are, of course, authorized to move bodies to gain access to injured personnel.)

(5) Notify the 101ST Airborne Div (AASLT) Command Group.

(6) Ensure that responding crash rescue personnel are made aware of any dangerous or hazardous cargo/ammunition that may be on the accident aircraft or in the immediate vicinity of the crash site.

(7) Request an airspace no-fly restricted zone of 2 km is established around the accident site. The only exceptions will be MEDEVAC aircraft and one aircraft to orbit the site in order to provide continuous communications with rescue agencies. The no-fly zone will exist until the Board President (Class A-C) or the local commander (Class D-E) releases the airspace.

(8) Ensure that the on-site fire chief has total supervision authority at the accident scene until all rescue efforts are completed. (Only after the fire chief has declared the site "safe" for entry will non-crash rescue personnel be permitted to enter the site with a crash pass.)

(9) Quarantine fuel source if fuel was obtained from the 101ST Airborne Div (AASLT) POL storage facility. 101ST Airborne Div (AASLT) aircraft fuel operations should not resume until fuel test results are satisfactory.

b. Secondary Actions. It is imperative that the Board interview all witnesses as soon as possible and prior to the collateral investigating officer (15-6).

(1) The Board will obtain access to all evidence, photographs, and witness statements collected by MP and CID personnel.

(2) The Board will assemble all personnel, medical and training (unit and personal) records of personnel involved in the accident and all maintenance records on the equipment involved in the accident.

(3) If evidence is forwarded by CID to laboratories for analysis, the Board President will obtain a copy of the laboratory report.

(4) The board will assemble all information required by AR 385-10 and DA Pam 385-40. The USACR/SC Accident Investigators Handbook will be used as a guide.

(5) When necessary, the Board President will request additional laboratory analysis or studies to determine the cause of the accident. The results of this additional testing will be considered common source factual data for use by all investigators.

(6) Aircraft accident investigation reports will be completed within 45 days and forwarded through command channels to Commander, USACR/SC, to arrive no later than 90 calendar days after the accident.

6-5. Legal Accident Investigation Reports

a. A legal accident investigation is required on all Class A-C aviation accidents, and for those accidents the Senior Commander deems will generate a high degree of public interest or will result in litigation against the Government.

b. Safety personnel will not be involved in tracking, handling, or reviewing legal accident investigations, nor will they be involved in establishing legal investigation procedures.

Chapter 7 Weapon Safety

7-1. Purpose

The weapon safety program ensures that all personnel carrying individual or responsible for crew served weapons are aware of their responsibilities for properly clearing and maintaining them.

7-2. Objective: To eliminate negligent discharges (NDs) of individual and crew served weapons.

7-3. Responsibilities

a. Leaders will ensure that all Service Members know how to properly clear their weapon(s) **Leaders will physically (eyes on) supervise weapons clearing procedures every time they clear weapons.**

b. Individuals carrying weapons or responsible for crew served weapons will ensure they fully understand and can properly carry out weapons clearing procedures for their assigned weapon.

c. Leaders will conduct routine unannounced inspections of their Service Member's weapons to ensure weapons are clean, in proper working order, on safe, and that a round is not chambered.

d. Service Members will maintain muzzle control of their weapons at all times. When carrying and traveling in vehicles or aircraft the muzzle of the weapon will be pointed down at all times.

e. Service Members using a shoulder holster to carry a M9 pistol will ensure that the holster is oriented so that the muzzle of the weapon points to the ground. **If the holster can't be adjusted to meet this requirement, IT WILL NOT BE USED. All Negligent Discharges will be reported to the Division Safety Office. As a minimum the submitted report will include the following:**

- | | |
|---------------------------|--|
| (1) Service Member's Name | (6) Service Member's Age |
| (2) Service Member's SSN | (7) Service Member's Gender |
| (3) Service Member's Unit | (8) Type of Weapon |
| (4) Service Member's Rank | (9) Injuries/Property Damage |
| (5) Service Member's MOS | (10) Brief Description of Events Leading to ND |

f. Leaders will ensure that individuals are properly trained and qualified with a specific weapon prior to assignment of that weapon to them.

Chapter 8 Range Safety

Realistic training on Fort Campbell TA's will be conducted on safely designed facilities, with a minimum of hazard to training troops, TA support personnel and the surrounding community IAW CAM Reg 385-5.

Chapter 9 Explosives Safety IAW CAM REG 385-10

Chapter 10 Explosives Licensing IAW CAM REG 385-10

Chapter 11 ARMS Room Safety IAW CAM REG 385-10

Chapter 12

101st Airborne Div (AASLT) Safety Inspections Checklist for Unit ARMS Room

IAW CAM REG 385-10

Chapter 13

Aviation Safety

Aviation safety is IAW CAM REG 385-4.

Chapter 14

Occupational Safety and Health (OSH) Inspections

14-1. Purpose

Safety evaluations and inspections are performed to identify and correct workplace safety hazards and unsafe work practices. The evaluations and inspections help to provide a safe and healthful workplace as well as comply with the requirements of AR 385-10.

14-2. Objective

Every workplace within Fort Campbell will be inspected at least once annually and deficiencies will be corrected expeditiously.

14-3. Responsibilities

a. Responsible Safety Offices (organic and tenant), including Brigade Safety Managers, will perform the following tasks within their assigned footprint:

- (1) Disseminate safety guidance provided by higher headquarters.
- (2) Design plans for new and renovated construction will be reviewed by the appropriate safety office.

Contracting organizations will be responsible for ensuring the appropriate safety office is included in the distribution of design reviews and related activities.

(3) Inspect all hazardous workplaces in the installations areas of responsibility at least annually using the Standard Army Safety and Occupational Health Inspection (SASOHI) procedures. Responsible Safety Offices will determine workplace inspection frequency for special hazard areas.

(4) Promote the introduction of risk assessment and composite risk management techniques for all operations involving the acceptance of risk (e.g., missions requiring the driving of government vehicles).

(5) Out brief the commander or designated representative on the inspection results, followed by a written report. Unsafe/unhealthful working conditions and abatement proposals will be included in the briefing and written report.

(6) Maintain a violation log (DA Form 4754 or local equivalent).

(7) Develop and follow-up on abatement plans (OSHA Project Plan) to correct identified deficiencies.

(8) Ensure that all OSHA projects submitted to the installation Commander contain an assigned RAC code and safety office priority.

b. Supervisors will:

(1) Ensure that employees observe appropriate safety and occupational health rules and regulations, including the use of protective clothing and equipment (PC&E).

(2) Promptly evaluate and correct hazards reported by employees or identified by accident investigation. (No reprisal action will be taken against employees who identify hazards or raise safety concerns.)

(3) Provide procedures for employee reporting of hazards IAW 29 CFR 1960.28 and 29 CFR 1960.46 of reference c and paragraph 4.h. of this chapter.

(4) Employ risk assessment and composite risk management techniques for operations involving the acceptance of risk.

(5) Ensure that safety representatives are allotted sufficient time to fulfill their safety obligations.

(6) Ensure that required training for Safety Representatives, Safety Officers and Safety NCOs is obtained through appropriate channels.

c. Safety Representatives will:

(1) Distribute safety materials (e.g. flyers, publications, handouts, posters, etc.).

(2) Coordinate with the responsible safety office.

(3) Accompany safety office personnel on inspections.

(4) Assist safety office in accident investigations.

(5) Attend mandatory training classes and meetings.

d. Safety Officers/NCOs will:

- (1) Distribute safety materials (e.g. flyers, publications, handouts, posters, etc.).
- (2) Check the condition of protective clothing and equipment.
- (3) Keep up with current safety requirements (studying necessary safety and accident prevention regulations required for the area for which he/she is appointed).
- (4) Inform the responsible first line supervisor of any changes in safety requirements (including protective clothing and equipment) and of hazards identified in the workplace.
- (5) Analyze accidents and assist in establishing corrective actions.
- (6) Promote the introduction of risk assessment and composite risk management techniques for all operations involving the acceptance of risk.
- (7) Coordinate with the responsible safety office.
- (8) Attend mandatory training classes and meetings.
- (9) Accompany safety office personnel on inspections.
- (10) Assist supervisors in accident investigations.

e. Employees will:

- (1) Maintain a safe and healthful workplace and comply with safety requirements.
- (2) Report or correct hazards identified in the workplace.
- (3) Report all accidents, including first aid cases, immediately to the first line supervisor.

14-4. Procedures

a. Occupational Safety and Health Administration (OSHA) standards, and other non-DA regulatory safety and health standards as applicable, will be applied to military equipment, systems, operations and workplaces.

b. When an "imminent danger" situation is discovered, work will stop and the immediate supervisor and activity head will be notified at once. If the supervisor or responsible person cannot correct the deficiency, the supporting unit/organization safety office will be contacted. Work will not resume until the "imminent danger" hazard has been eliminated.

c. A Risk Assessment Code (RAC) will be assigned to each hazardous situation by the responsible safety specialist or manager, and will be included on required reports and documents.

d. All violations of standards (RAC 2b and above) detected during SASOHI will be entered on DA Form 4754 (Violation Inventory Log) or equivalent. This log will be used to monitor compliance. It will show all violations, in order of discovery, and prescribe an abatement date and the date for follow-up action. This form will be sent, along with the inspection report, to the commander of the facility inspected.

e. Procedures will be established to follow up on the correction of deficiencies identified during an inspection. DA Form 4753 (Notice of Unsafe or Unhealthful Working Conditions) may be completed and used for this purpose, and will be conspicuously posted at or near the unsafe/unhealthful condition. RAC 1 and 2 violations that cannot be corrected within 30 calendar days of discovery will be recorded and maintained on DA Form 4756 (Installation Hazard Abatement Plan). A copy of this form will be maintained by the unit/organization safety office and a copy provided to the ISO.

f. If corrective action has not been accomplished or interim safety measures are not being enforced (i.e. posting of the hazardous condition), the unit/organizational safety office will notify the Director, ISO for assistance and then notify the Director, DPW and Garrison Commander as needed for resolution.

g. When operations involve the acceptance of risk, the hazards must be identified and assessed using simple risk assessment techniques, including a risk assessment worksheet. After the risks have been evaluated, a decision to perform the operation must be made weighting the risks of the operation against the benefits. Wherever possible control measures (such as performing the operation in daylight or performing a detailed safety briefing) must be implemented before the operations begins. Throughout the composite risk management process, the three basic rules of application must be followed.

- (1) No unnecessary risk should ever be accepted.
- (2) Risk assessment must be made at the appropriate level of command.
- (3) Risk is acceptable if risk benefits outweigh risk costs.

h. Anyone observing unsafe or unhealthy work conditions may fill out DA Form 4755 (Employee Report of Alleged Unsafe or Unhealthful Working Conditions). Although this form is normally signed by the person completing the form, anonymous reports are acceptable. The report may be submitted directly to the unit/organizational safety office or through supervisory and command channels. All reports will be investigated by unit/organizational 0018 safety personnel.

Chapter 15

Motor Vehicle and Traffic Safety

15-1. Purpose

Motor vehicle accidents are the leading cause of injuries and fatalities in the Army. An effective motor vehicle and traffic safety program will assist in reducing these accidents.

15-2. Objective

An effective motor vehicle accident prevention program resulting in reduced injuries and fatalities.

15-3. Responsibilities:

a. Unit/organizational Safety Office will: Furnish guidance for their commands privately owned vehicle (pov) safety program.

(1) Disseminate guidance for the command motor vehicle safety program.

(2) Cooperate in the implementation of a local motor vehicle and traffic accident prevention program, to include promotional campaigns and seatbelt safety initiatives.

(3) Monitor POV driver's training courses. AMV training is managed by G3.

(4) Collect and analyze motor vehicle accident data and disseminate lessons learned.

(5) Promote the introduction of risk assessment and composite risk management techniques for motor vehicle and traffic safety decisions.

c. Commanders and First Level Supervisors will:

(1) Ensure that vehicle operations and maintenance are carried out in accordance with Army regulations and technical manuals.

(2) Ensure that qualified personnel are selected for driver testing and training, and that training and testing are conducted IAW AR 385-10, AR 600-55 and applicable TMs and FMs.

(3) Employ risk assessment and composite risk management techniques.

(4) Comply with the requirements found in AR 600-55, before licensing personnel on Army motor vehicles.

(5) Review and take appropriate action on drivers who are involved in traffic accidents or receive points assessed against their driver's license due to traffic offenses.

(6) Manage the driver's training program within their units to ensure all drivers are trained to appropriate standards.

(7) Direct remedial training for drivers that require additional training.

(8) Suspend or revoke the license of any unsafe drivers.

(9) Ensure that there is no smoking in any vehicle to include Gator type vehicles.

(10) Ensure that cell phones are not being used by drivers of any vehicle.

(11) Ensure that passengers are not being transported in the back of any vehicle that is not designed for personnel.

15-4. Procedures

****NOTE: The term AMV applies to Army Motor Vehicles, Army rented or leased vehicles, including Non-Tactical Vehicles (NTV), and non-appropriated fund (NAF) vehicles. The term POV applies to autos, motorcycles, mopeds and bicycles which are privately owned. ACVs are Army Combat Vehicles.****

a. Vehicle Safety Program:

(1) Operators shall inspect vehicles daily IAW an approved checklist.

(2) Failure of any major item on the checklist will remove the vehicle from service until necessary repairs are made.

b. Safety Awareness: A program to motivate safe driving will include:

(1) Campaigns against driving while under the influence of drugs and alcohol.

(2) Campaign in support of seatbelt requirements.

c. Composite risk management. When decisions must be made involving the acceptance of risk in the use of motor vehicles, the hazard must be identified and assessed using simple risk assessment techniques, including the use of a risk assessment worksheet, IAW Chapter 2.

d. Investigation and Reporting of Traffic Accidents: Traffic accidents will be investigated and reported in accordance with AR 385-10 and DA Pam 385-40.

e. Convoy Operations:

(1) Pre-Operation Requirements. Before every operation Commanders of convoys will:

(a) Complete Convoy Commander's Checklist (below).

(b) Identify hazards along the route of March. Encourage having a physical reconnaissance of the route of March prior to departing.

(c) Prepare and distribute convoy strip maps to each TC/driver during the pre-mission briefing attended by vehicle crewmembers.

(d) Ensure all vehicles have radios.

(e) Mark oversized vehicles appropriately with signs/flags and Rotating Amber Warning Lights (RAWL).

(f) Verify proper licensing and training of all drivers.

(g) Complete appropriate pre-convoy Composite Risk Management Work Sheet.

(2) During convoy operations, convoy commanders will:

(a) Observe the Principles of March discipline.

(b) Plan for and provide adequate crew rest IAW AR 385-10.

(c) Plan for Military Police assistance to regulate traffic as required.

(d) Instruct drivers to obey Military Police instructions.

(e) Instruct drivers to assist passing vehicles by slowing down and providing adequate space for passing vehicles to return to the traffic lane.

(f) Assign lead /trail escort vehicles.

(3) Space between vehicles will be at least:

(a) One hundred meters/6-second intervals on highways.

(b) Fifty meters/4-second interval on secondary roads (excluding congested areas).

(c) Twenty-five meters/2-second interval, whichever is greater, through congested areas.

(d) Convoy Commanders may order the space between vehicles reduced to permit drivers to see the vehicles in front of them in bad weather or when road conditions are poor. When the decision to reduce interval between vehicles is made, a reduction in the convoy speed will also be accomplished to aid in reaction times. Convoy Commanders will be aware at all times of the environmental situations (weather, blowing dust) and adjust convoy speeds and vehicle intervals accordingly.

(e) Convoy Commanders will not reduce the space between vehicles when it will prevent civilian vehicles from safely passing convoys.

(f) Verify proper licensing/training of drivers.

(g) Complete Composite Risk Management Work Sheet.

(4) All vehicles will drive with low beam lights on (if tactical situation permits).

(5) Turret gunner safety:

(a) Conduct rollover drills prior to every mission (see below).

(b) While the vehicle is moving, the gunner will be at name-tape defilade.

(c) IAW 101ST Airborne Div (AASLT)-101 Standards, must wear body armor, ACH, nomex gloves, and ballistic eyewear. Commanders may evaluate through Composite risk management the possibility of removing the LBE/LBV to enhance survivability of the gunner during a rollover.

f. Special Vehicles:

(1) M-GATORS and similar vehicle Utility Vehicle Safety

(a) Specifications of these vehicles allow only for an operator and one passenger. Seatbelts must be worn when it is part of the original equipment.

(b) Will not be driven in 4WD mode on paved surfaces.

(c) Will not be driven through water, as this will degrade the brake's ability to stop the vehicle.

(d) All government personnel (military and civilian) desiring to operate a motorcycle, M-gators, quad-runners or moped, must be properly licensed. All riders must wear a hard helmet or ACH (military personnel must wear the issued helmet) properly fastened under the chin and a high visibility reflector garment or device (reflective belt or reflective vest). Eye protection must be worn if the vehicle does not have a windshield. **This paragraph includes vehicles that are enclosed by glass type windshields and hard doors and those vehicles enclosed by soft doors.**

(e) If equipped with lights, they will be on during all periods of operation.

(f) If equipped with turn signals, they will be used. If not, appropriate hand signals will be used.

g. Bicycle and unicycle operators.

(1) All bicyclists will wear an authorized reflective belt/vest while riding. The belt will be worn over the shoulder and under the operator's arm, bandolier style, to allow maximum visibility to other vehicle operators. The reflective belt will be worn as an outer garment and will not be covered by any other article of clothing or equipment. Riders will ride with the traffic and obey traffic signs and laws. Bicycles will not be ridden on sidewalks.

(2) Will wear an approved bicycle helmet while riding. An approved helmet is defined as one that meets or exceeds the American National Standards Institute (ANSI) or Snell Memorial Foundation Standards for bicycle helmets.

(3) All bicycles ridden at night must have an operable visible headlight, side reflectors, and tail light.

(4) Hand signals will be used when stopping and turning.

(5) Will obey all traffic signs and lights.

Convoy/Patrol Leader/Tactical Mission Commander Safety Briefing

Complete the following briefing prior to departure. Commanders/Leaders need to conduct a risk assessment prior to conducting the briefing to identify any other hazards and implement control measures to mitigate risk.

- Drivers will conduct PMCS with leaders' supervision.
- Ensure S2 intelligence is updated and gather historical I.E.D. sites and hazard sites data.
- All drivers/TCs must have a valid military driver's license and dispatch for their vehicle.
- Tie down exterior radio antennas to a height of between 8 and 13 feet from the ground.
- Each vehicle will have a minimum of two occupants (driver and TC/shooter)
- Each vehicle will have a strip map with primary and alternate route.
- Ensure all equipment is properly tied down and secured
- Road awareness: poor road conditions (deep holes and road shoulders), narrow roads (limited maneuver space), steep drop offs (no guard rails), pedestrians (children coming out close to the road to wave), livestock, slow moving vehicles, bicycles, and adverse weather and dust.
- Drivers keep your eyes on the road, TCs stay alert and make on-the-spot corrections you are the second set of eyes for the driver.
- Ensure low beam lights are ON during the convoy (if tactical situation permits), clean all lights, reflectors and reflective tapes.
- Rate of march: highways is _____ mph, with _____ mph catch up speed; MSR is 40 mph, city is 25 mph, unimproved roads/trails is _____ mph, and Base Camp/CP locations is 10 mph (unless otherwise posted).
- Abide by all traffic signs and obey civilian/military police instructions.
- Drive defensively, look for safety hazards and follow right-of-way rules for moving through intersections -- do not force the right-of-way on other drivers.
- Maintain an interval of not less than 100 meters/6-second intervals on highways and 50 meters/4-second intervals on secondary roads.
- All vehicles will reduce speed and vehicle intervals when approaching congested areas. Spacing between vehicles may decrease to 25 meters or 2-second intervals whichever is greater.
- Reduce speed and increase distance during conditions of reduced visibility and adverse weather.
- Leaders need to emphasize the importance of adverse weather driving safety.
- Lead vehicle and trail vehicle are properly marked ("Convoy Follow" and "Convoy Ahead") in the local language. If the use of RAWLs or flags is an option - position the flag so that it is on the left side (driver's side).
- Ensure all personnel in the convoy have water, food, gear for emergency situations, and do not smoke closer than 50 feet from any vehicle.
- Each vehicle will have their BII present and serviceable.
- All vehicles must monitor the convoy/patrol/tactical mission net (_____) and will conduct a comms check with (_____), prior to departure. COMEX at _____ hrs.
- Breakdown procedures: pull the vehicle to a safe place on the side of the road, call convoy commander and give a SITREP, put out warning triangles, and try to conduct maintenance to get vehicle operational again. If you cannot, wait for recovery vehicle. Do not stand between the vehicle and the traffic while you are waiting for help. If you can get the vehicle operational on your own, proceed using your strip map. Do NOT leave vehicle unoccupied. Use chock blocks if vehicle is parked on an incline or while you are conducting maintenance. Do NOT walk off of roadways into areas that you cannot be certain are clear of land mines. Conduct 360 degree visual security sweep prior to opening doors
- Vehicle accident: stay at the scene and call convoy commander with a SITREP. Contact proper authorities, do NOT leave until a report has been made and the proper authorities release you. Ensure you fill out the accident forms in your logbook with the information of

individual(s) involved, to include name(s) of police official(s) who took the report.

- At rest halts, conduct During Operator Level PMCS and ensure that the load(s) are still secure. Personnel will not be closer than 25 feet from passing traffic.
- Use caution when resuming movement on the road.
- Vehicles transporting hazardous materials or dangerous cargo must be properly marked and have two fire extinguishers for the appropriate type of cargo. Inspect those vehicles using DA Form 626 (Motor Vehicle Inspection).
- Transport ammunition and POL cargo separately.
- Ensure that vehicles carrying hazardous cargo have assistant drivers.
- Ensure that the last vehicle in the convoy does not carry passengers or hazardous materials.
- When transporting troops, drivers must ensure the tailgate and safety strap are secure, and all personnel are in their seat.
- All personnel will use restraint systems (seatbelts) when available and no one will ride outside of any vehicle.
- Gunners on vehicle turrets will be at name tape defilade or METT-T while the vehicle is moving and must rehearse rollover drills with the crew.
- Maintain all equipment tied down inside the vehicle to prevent more injuries in case of rollovers.
- Medical Support (Include location of medic and CLS bag):

- Maintenance Support: _____
- Refueling location(s): _____
- Manifest: turn in a list of all personnel by vehicle, number/type of vehicles and cargo to the convoy commander or the TOC NLT _____
- Security of convoy: everyone is part of the security of the convoy, not just the escort.
- Senior occupants (TCs) are responsible for everything on that vehicle.
- Develop, approve and enforce unit crew rest plan IAW AR 385-10, para 11-4,b:

• Convoy chain of command: _____
 S-2 Notes: (Weather / Terrain & Friendly / Factional Situation/ Historical I.E.D. Locations)

REHEARSALS: Actions on contact (direct/indirect), actions at halt (scheduled/unscheduled), mine strike procedures, rollover procedures, Rules of Engagement (ROE), Escalation of Force (EOF) etc.)
 Time/place: _____

Tactical Vehicle Rollover Procedures

- 1. Purpose:** To provide guidance and procedures for implementing vehicle rollover procedures and training outline.
- 2. Reference:** ARTEP 19-100-10-DRILL (Military Police Drill Book, dated 28 Nov 03).
- 3. General:** Tactical vehicle crews with manned gunner turret will practice this drill until they can perform to standard without the drill book or this guidance. The initial run-through should be done at a slow pace. The Service Members will change positions in order to learn all steps and standards. If the team has an interpreter, the interpreter will also conduct the training. When the Service Members can perform this drill according to the standards – evaluate them.
- 4. Procedures:** Following these steps to train Service Members for vehicle rollover procedures:
Task: React to a vehicle rollover.

Conditions: A tactical vehicle with crew has rolled over or is experiencing conditions that may cause a rollover.

Standards: The crew minimizes injuries to personnel during the rollover and evacuates the vehicle without further injury to personnel.

Performance Measures:

1. Rollover procedures for tactical vehicle (All personnel will be wearing seat belts.)

a. The Driver:

- (1) Releases the accelerator
- (2) Keeps hands on the steering wheel and braces for impact
- (3) Yells, "Rollover"
- (4) If time permits, shuts down the engine

b. The Gunner:

- (1) Drops down into the hatch of the vehicle
- (2) Holds onto a stationary object
- (3) Yells, "Rollover"

****NOTE: If possible, the vehicle commander or other passenger grabs the gunner's legs to assist him into the vehicle. **If an interpreter is in the vehicle, he/she will also assist.****

2. After the rollover is complete.

a. The Driver:

- (1) Shuts down the engine and activates the fixed fire extinguisher (if required)
- (2) Checks for injuries and seek medical attention, as needed
- (3) Exits the vehicle
- (4) Checks for fuel spill and attempt to contain them, if possible

b. The Vehicle Commander:

- (1) Check the crew for injuries and seek medical attention, as needed
- (2) Exit the vehicle with the crew
- (3) Account for personnel and sensitive items
- (4) Check for fuel spills and attempt to contain them, if possible
- (5) Report to higher headquarters
- (6) Seek recovery of sensitive items only

c. The Gunner:

- (1) Exit the vehicle and assist the driver
- (2) Clears weapon
- (3) Check the weapons' serviceability

Chapter 16

Hazardous Materials Communication

IAW CAM REG 385-6

Chapter 17

Radiation Safety

IAW CAM REG 385-1

Chapter 18

Recreational Safety

18-1. Purpose

Accidents involving sports activities rank second only to POVs as the major cause of accidental injury in the Army. An effective recreational safety program is required to reduce recreational accidents.

18-2. Objective

Commanders, individual Service Members and civilians will place increased emphasis on safety in sports and recreational activities, resulting in reduced injuries.

18-3. Responsibilities

a. Unit/organizational Safety offices will: Disseminate information and guidance to their units on current developments in sports and recreational accident prevention and provide recreational safety guidance as part of seasonal safety promotional campaigns.

- b. Installation Safety Office will:
 - (1) Provide recreational safety information to the USAG workforce as part of seasonal safety promotional campaigns.
 - (2) Inspect on-post recreational facilities annually.
- c. MWR and Other Recreation-related Activities will: Coordinate with and prepare a complete risk assessment with the local safety office prior to approving recreational facilities.
- d. U.S. Military And Civilian Personnel will:
 - (1) Wear an approved bicycle helmet while operating a bicycle/unicycle on-post.
 - (2) Wear a reflective vest, tape or belt while running, jogging, skate boarding, rollerblading, skating, bicycling or any other similar type activity.
 - (3) Comply with all recreational policies during recreational activities.
 - (4) Not wear ear phones, plugs or any other type of listening device while conducting any type of activity on installation roads.

Chapter 19

Living Area and Fire Safety

Living area and fire safety will be IAW CAM Reg 420-24.

Chapter 20

Safety Awareness and Training

20-1. Safety Education and Promotion:

a. Safety Talks and Monthly Themes will focus on specific areas monthly. The designated monthly themes are as follows:

- Jan -Winter Safety Review
- Feb –Unit Area Safety
- Mar -Operations Safety (Unit Specific)
- Apr -Heat Injury Prevention
- May -Recreational Safety, Motorcycle Safety
- Jun - Vehicle Safety
- Jul - Electrical Safety
- Aug -Weapon Safety
- Sep -Cold Weather Injury Prevention
- Oct -Winter Driving Safety
- Nov - Holiday Safety, Operational Safety (Unit Specific)
- Dec - Winter Sports / Recreation Safety

b. All IMCOM USAG personnel will promote safety IAW the most recent USAG Safety and Occupational Health Action Plan and the current seasonal safety campaign.

20-2. Safety Training Programs

a. All Fort Campbell units/organizations will train their Service Members and civilian employees on the hazards and risks associated with their duties and work environment. At a minimum, the following items must be covered:

- (1) Hazards of the job tasks and safety procedures to be followed.
- (2) Hazards of the work areas to include physical and chemical hazards.
- (3) Operational standards and guidance that apply to job and work place.
- (4) Personal protective equipment needed, as well as how, when and where to use it.
- (5) Location and use of emergency and fire protection equipment.
- (6) Emergency procedures that apply to job and work place, including evacuation procedures, fire reporting procedures, and location of fire alarms and extinguishers.
- (7) Reporting of unsafe equipment, conditions or procedures to supervisor immediately.
- (8) Mishap reporting procedures.
- (9) Emergency telephone numbers.
- (10) Location and required review of appropriate safety board's/publications.
- (11) Location of medical facilities and procedures for obtaining treatment.
- (12) Requirements for documentation and notification of injury or illness.
- (13) Individual responsibilities for ensuring own safety.

- (14) Required use of safety belts.
- (15) Hazard Communication Program requirements.
- (16) Lifting items too heavy.
- (17) Jewelry wearing safety.
- (18) Principles of composite risk management.
- (19) Potential hazards associated with the surrounding local area if operational activities require travel off- base.
- b. All units will: Conduct bi-monthly safety training for all personnel on the following major topic areas:
 - (1) Items as directed by higher headquarters or 101ST Airborne Div (AASLT) Safety Office.
 - (2) Changes to equipment, procedures, or processes; or changes to safety, fire protection, and health requirements.
 - (3) Vehicle Safety.
 - (a) Excessive speed for conditions.
 - (b) Swerving rather than stopping.
 - (c) Following too closely.
 - (d) Mirror strikes.
 - (e) Road awareness/familiarity.
 - (f) Major causes of vehicle accidents.
 - (5) Slips, trips and falls (working or living areas).
 - (6) Cold/hot weather injury prevention.
 - (7) Stress and fatigue.
 - (8) Suicide prevention.
 - (9) Fire prevention and protection.
 - (10) Leadership roles in safety.
 - (11) The Service Member's role in safety.
- c. Individuals who have mishaps or fail to follow safe procedures must receive retraining prior to continuation of duties.

Chapter 21

Prevention of Vehicle Accidents

21-1. Driver Training

All Army Motor Vehicle (AMV) drivers will be trained and tested per AR 385-10 and AR 600-55. Accident avoidance training and the Army Motorcycle Safety Foundation Course are designed to reduce motor vehicle accidents by training and motivating personnel to drive defensively. Vehicle drivers/TCs will be selected based on demonstrated competence, maturity, and Leadership skills, not rank or duty position.

a. Accident Avoidance Class.

(1) All personnel who are required to drive an Army motor vehicle will successfully complete an Army or DOD recognized accident avoidance class every 4 years.

(2) Drivers of Army-owned or leased buses, military police vehicles, ambulances, fire trucks, fueling vehicles, vehicles carrying hazardous cargo, crash-rescue vehicles, or other emergency vehicles must complete additional training required in AR 385-10 and AR 600-55.

(3) Units and organizations are responsible for completing the training.

(4) Attendance at accident avoidance class is not a pre-requisite for driving a tracked vehicle nor is it a prerequisite for obtaining a learner's permit to operate a tracked vehicle.

(5) Upon completion of training, an online certificate of completion will be issued and will be valid for 4 years.

(6) Optional Form 346 (U.S. Government Motor Vehicle Operators' Identification Card) will not be issued to personnel until they have completed the accident avoidance class.

b. Motorcycle training requirements will be IAW CAM Reg 385-7.

21-2. DA Form 348 (Equipment Operator's Qualification Record), Documentation

The following information will be included as a minimum on DA Form 348 or the unit level logistics system (ULLS) Equipment Operator's Qualification Record.

- a. Accident avoidance training and date.
- b. Safety awards.
- c. Army motor vehicle accidents.
- d. Civilian and military traffic points and citations.

- e. Operator's training completed.

21-3. Military Vehicle Seat Belts

- a. Seat belts will be inspected by the operator before use to ensure they are functional. Damaged or nonfunctioning seat belts will be repaired before the vehicle is driven.
- b. All personnel operating or riding as passengers in AMVs or Army combat vehicles (ACV) will wear installed seat belts.
- c. Load bearing equipment (LBE) will be removed before fastening seat belts.

21-4. Ground Guides

- a. Ground guides will be proficient in the use of hand and arm signals. Ground guides will walk 2 meters outside the path of the vehicle when space permits and a minimum of 10 meters in the front or rear of the vehicle they are guiding.
- b. Continuous visual contact will be maintained between the vehicle commander and the driver and the dismounted guide.
- c. Ground guides will be utilized in cantonment areas, assembly areas, motor pools, maintenance facilities, in and around the CROF and barge loading sites when escort vehicles are not available for vehicles or where visibility is restricted.
- d. Two ground guides will be used while backing all vehicles, and while maneuvering in close quarters.
- e. Ground guides will be utilized in the following situations or as the commander dictates:
 - (1) On bypasses around unserviceable bridges.
 - (2) Around roadblocks.
 - (3) On shoulders of narrow roads.
 - (4) In or near bivouac areas.
 - (5) When crossing roads.
- f. During periods of reduced visibility, ground guides will wear high visibility clothing and use flashlights.

21-5. Safe Transportation of Personnel

- a. Driver Qualification. Vehicles will not be used to transport personnel during driver training.
**** NOTE: Only qualified drivers, experienced on the vehicle to be utilized, will be used to transport personnel. Before transporting personnel, drivers will receive a briefing on the route and hazards they may expect to encounter. ****
- b. Types of Transportation. Personnel will be transported in passenger type vehicles, such as sedans, vans, or buses, to the maximum extent possible. When these type vehicles are not available, cargo vehicles may be used. Personnel may be transported without fixed seating for short distances on post (cantonment area) provided each passenger remains seated wholly within the body of the vehicle and the body of the vehicle is equipped with stakes or sideboards, along with a fully enclosed cargo canvas that is fully secured. Flatbed trucks without stakes or sideboards will not be used to transport personnel. Bus passengers will be seated and bus capacity will not be exceeded. Field gear and equipment will not be placed in bus aisles.
- c. Military personnel in an on-duty status may be transported in the HMMWV/LMTV provided the following safety procedures are followed.
 - (1) The cargo bed is enclosed with either a canvas topper or hard-shell.
 - (2) Vehicle tailgate must be closed and secured and troop strap fastened properly.
 - (3) Passengers must be seated on the cargo deck with no portion of their body overhanging the vehicle sides or rear.
 - (4) Vehicles must have fixed seating to transport personnel.
- d. Transportation of off-duty military personnel, civilian personnel, and family members in the cargo bed of military pickup trucks at any time is prohibited.
- e. Transportation of military personnel in the cargo bed of civilian pickup trucks at any time (on-duty or off-duty, on-post or off-post) is prohibited.
- f. Transportation of civilian personnel and military family members in the cargo bed of civilian pickup trucks at any time on-post is prohibited; and is strongly discouraged off-post.
- g. Personnel will not be transported in engineer dump trucks unless the vehicles are equipped with fixed seating for all passengers, an approved positive anti-dumping device is installed, and a means to ease boarding and off loading is provided.

h. Driver Responsibilities. Drivers of HMMWV/LMTVs carrying passengers will follow the rules outlined below.

(1) Walk to the rear of the vehicle before starting to ensure the tailgate and safety strap are secured, and that all passengers are seated.

(2) Walk to the rear of the vehicle after stopping, release the safety strap, and lower the tailgate before permitting passengers to dismount. Passengers will not jump from vehicles.

(3) Drivers will not move a vehicle in which any personnel are in an unsafe position, such as standing, or sitting on the tailgate or the sides of truck.

(4) Before backing a vehicle, the ground guide(s) will check for clearance and the driver will sound the horn. When visibility is blocked or limited, drivers will use ground guides. If ground guides are not available, the driver will walk around the vehicle to check clearance before backing.

(5) Vehicles transporting passengers will not tow other vehicles or equipment.

(6) Drivers will ensure there is adequate ventilation to prevent accumulation of exhaust gases in the cargo compartment or cab of the vehicle.

i. Personnel will not ride on top of cargo being transported or in vehicles cargo area transporting hazardous cargo. If personnel ride in vehicles with BII, Class I, Class V residue, or other items, the cargo must be secured to prevent it from shifting or overturning and injuring passengers.

j. Vehicle Capacities. The passenger carrying capacities listed below are for normal passenger carrying operations and are consistent with safety policies and design features of the vehicles. The passenger capacities apply only when the vehicle is properly equipped with fixed seats. The maximum number of passengers authorized and the maximum speed limit will be stenciled on the dashboard of tactical vehicles.

k. 15 Passenger Van Operation. All personnel who operate a 15 passenger van are required to complete the driver improvement course available at the Transportation Motor Pool (TMP). During general dispatch of a 15 passenger van, TMP will require all operators to have in their possession a certificate of completion. For those 15 passenger vans that are permanently assigned to a unit, the commander/director will ensure all operators have a certificate of completion. The following is derived from TB 9-639; Passenger-carrying capacity of Tactical and Administrative Vehicles commonly used to Transport Personnel and Vehicle Passenger Capacity:

2 1/2-Ton Cargo Truck.....	14
2 1/2-Ton Extended Cargo Body Truck.....	18
2 1/2Ton Dump Truck.....	10
5-Ton Cargo Truck.....	16
5-Ton Extended Cargo Body Truck.....	20
5-Ton Dump Truck.....	12
5/4-Ton HMMWV Troop Carrier.....	08
5/4-Ton M880, M881, M882.....	08
GSA Cargo Truck with stakes or sideboards along with a fully enclosed cargo canvas that is fully secured.....	14

****NOTE: The passenger capacity does not include the operating crew. Refer to the operator's manual for vehicles not listed above.****

21-6. Tire Chains

Tire chains will be used at the commander's discretion. Tire chains will not be used when driving on dry pavement. Guidance concerning tire chains on fuel tankers is in FM 10-67-1, Concepts and Equipment of Petroleum Operations.

21-7. Military Motor Vehicle Operation

This section applies to both wheeled and tracked vehicles.

a. Before operation, vehicles will be properly dispatched and preventive maintenance checks and services (PMCS) conducted.

b. Smoking is prohibited in and around all military vehicles.

c. Vehicles will not be started or allowed to run without a driver seated at the driver's station.

d. Drivers will be trained, qualified, and licensed on the vehicle they are operating. In addition, drivers transporting personnel or hazardous materials must receive training required by AR 600-55. Transportation of personnel and hazardous material training and certification for drivers is in TC 21-305-100; The Military Commercial Driver's License Driver's Manual.

e. The senior occupant of the vehicle is responsible for safe operation of the vehicle and enforcement of all standards and policies regardless if they are serving as vehicle TC or not.

f. Drivers will ensure that windshields, mirrors and vision blocks are clean and free of obstructions. All drivers, gunners, air guards, and vehicle commanders will wear goggles when windshields are down or when riding in open hatches.

g. Drivers of vehicles with radios will be cautioned concerning dangers of operating near high voltage wires. Antennas will be tied down (no lower than 3 meters) when the vehicle is in motion. Antenna caps will be firmly in place. Tape will be used if necessary to secure the cap.

h. Parking brakes will be engaged when vehicles are parked. All military vehicles will be equipped with and use 2 chock blocks (one on each side of the wheel) when parked on inclines or whenever or wherever maintenance is being performed per AR 385-10.

i. Personnel will not sleep in vehicles or on the ground under or around vehicles. Drivers will check under and around vehicles before starting engine or moving vehicle.

j. Ground guides will not position themselves between two vehicles or between a vehicle and a fixed object, i.e., trailer, wall or another vehicle.

k. Vehicles will not be loaded above their capacity, and all loads will be secured.

l. Special care will be taken by drivers hauling tanks of liquid that are only partially full to ensure liquids do not shift in turns and overturn trailers or vehicles.

m. Personnel will be instructed in the proper procedures for coupling and uncoupling trailers.

n. The use of safety chains between trailers and prime movers is mandatory.

o. When crossing hazardous terrain or obstacles where danger of overturning is possible, passengers will dismount and ground guides will be used.

p. When crossing on post roads where the oncoming traffic has the right-of-way, road guards must be used. Road guards must wear high visibility devices when controlling traffic. In addition, red baton flashlights or flares must be used during periods of darkness or when visibility is otherwise reduced to 500 feet or less. Road guards will be posted 500 feet on each side of the crossing site to halt and warn motorists of the crossing.

****NOTE: Road guards cannot stop traffic off post. Off post crossings must be coordinated through DES.****

q. Vehicles will maintain adequate intervals to ensure safe stopping under all conditions. Dust, fog, and other conditions, which restrict visibility, require greater intervals. All vehicles must operate at a speed safe for road conditions.

r. Towing of any vehicle will be accomplished in accordance with the vehicles' technical manual and ATP 4-31.

s. Any vehicle above the size of a sedan designed to transport personnel will come to a complete stop at unguarded railroad crossings and check in both directions before crossing when transporting personnel. All personnel will exit a vehicle stalled on railroad tracks. In case of damage to railroad tracks on Fort Campbell, the DOL Transportation Officer and the GSO will be notified immediately.

t. Movement of military vehicles under blackout conditions is prohibited on roads open to the public unless prior arrangements have been made to close the road to public traffic. Coordination with DPTMS, Range Division is required for all blackout driving conducted in the training complex.

u. Police Call. Vehicles used to conduct police call will be identified with signs and constant use of four way flasher lights. Vehicles will not stop in the lane of traffic and personnel will not lean out of a moving vehicle to retrieve trash. Personnel conducting police call along roadways will wear a reflective vest and carry a water source. Roadway police call will not be conducted during peak traffic times or during periods of reduced visibility such as fog, snow, or darkness. Police call will be planned to minimize the number of times Soldiers must cross traffic lanes.

v. Transport of Sensitive Cargo. When not in a convoy, all military vehicles transporting sensitive cargo (e.g., weapons, ammunition, and high dollar items) will have a senior occupant of the rank of SGT (E5) or higher. Commanders are authorized to grant exceptions to this requirement on a case-by-case basis and exceptions must be annotated on the vehicle dispatch. TMP vehicles driven by TMP drivers are exempt from this requirement.

21-8. Privately-Owned Vehicle (POV) Operation

POV accidents constitute the Army's most common cause of fatalities and serious injuries. While commanders or supervisors do not control POV operators similar to those operating Army motor vehicles, there are numerous areas

of influence, which may be used to reduce losses. POV accident prevention will be IAW CAM Reg 385-7 and CAM Reg 190-5.

a. Safety Briefings. Commanders will conduct quarterly POV safety briefings that emphasize seasonal driving hazards. Briefings will also emphasize the use of restraint systems, driving while fatigued, use of alcohol, weather and speeding. Commanders will also conduct safety briefings before holidays, TDY travel, PCS moves and any passes or leaves.

b. Safety Restraint Usage (Seat Belts).

(1) Soldiers will use a restraint system while driving or riding in a POV with a restraint system required by Department of Transportation (DOT) or other equivalent transportation authority. The restraint system will be worn at all times, both on and off federal installations.

(2) All civilian personnel, including visitors, will use a restraint system while driving or riding in a privately owned or Government owned vehicle on post. Restraint systems will be used on federal installations at all times and off federal installations when the vehicle is used for official business.

(3) Individuals will not ride in seats from which manufacturer-installed occupant restraints have been removed or rendered inoperative.

21-9. Bicycle Operations

Personnel who operate bicycles on Fort Campbell roadways will abide by this regulation and CAM Reg 190-5.

a. Obey all traffic laws and traffic control devices.

b. Wear headphones or earphones while riding a bicycle is prohibited.

c. Comply with the following during the hours of darkness:

(1) Bicycles will be equipped with one light in front, which will clearly reveal objects at least 50 feet ahead.

(2) Bicycles will be equipped with one red light or red reflector in the rear.

(3) Bicyclists will wear a high-visibility vest or other reflective gear.

d. Will wear approved bicycle helmets.

e. Not ride in the training complex or on range roads without approval of DPTMS, Range Division.

21-10. Motorcycle/Moped Operation

Military and Department of Defense (DOD) civilian personnel who operate motorcycles or mopeds on Fort Campbell roadways will comply with AR 385-10, CAM REG 385-7, and CG Policy Letter 32, in addition, the requirements of this section are applicable to military personnel when operating these vehicles off post.

21-11. Off-road Vehicles (ORV) and All Terrain Vehicles (ATV)

a. The operation of personally owned ORVs (four-wheel drive pickups and similar vehicles) in off-road areas on Fort Campbell is restricted. The operation of personally owned ATVs on any Fort Campbell road or off-road area is prohibited.

b. When ATVs are authorized for official use on-post, i.e., game wardens and Range Division personnel, all drivers will be trained and licensed. Drivers and riders will wear a helmet (which meets the American National Standards Institute standards), goggles or face shield, full fingered gloves, long trousers and long sleeve shirt or jacket, and leather boots or over-the ankle shoes. The operator of an ATV will not carry more persons than that for which the vehicle was designed.

21-12. Specialty Vehicles

Unauthorized usage of Commercial Off the Shelf (COTS) utility vehicles (such as Segway HT, M-Gators, Gators, "Mule" utility vehicle, aircraft tugs, and low speed vehicles (golf cars and so forth)) can compromise the safety of Army personnel and equipment. Commanders of organizations using these types of vehicles will establish the following:

a. An SOP that includes at a minimum, the safe operations, limits of operational work areas, PPE, and vehicle safety equipment requirements.

b. A driver qualification and training program.

c. Operators must possess a military operator's permit, Optional Form (OF) 346, with vehicle qualifications annotated on the form..

d. Commanders will establish "operational work areas" to limit the travel of nontactical specialty vehicles routinely used in garrison areas on Army installations. An operational work area is that area in which a specialty vehicle can travel that is not on a public or installation roadway.

e. Manufacturer installed safety equipment will be maintained in working order.

- f. Tactical specialty vehicles such as the M-Gator will not be driven on installation or public roads except to cross the roadway, and will only be driven on a public roadway at designated crossing points or with a road guard..
- g. Operators will not exceed the recommended load carrying capacity, personnel capacity, or maximum safe vehicle speed. Cargo items will be secured as necessary to prevent tipping.
- h. Occupant protective devices will be worn by operators and passengers when installed by the manufacturer.
- i. Adequate head protection is required for operators and passengers operating or riding in tactical specialty vehicles and for operators and passengers of nontactical vehicles operated outside of the designated operation area.

Chapter 22

Personnel Movement on Roadways

22-1. Marching

When road marching within the cantonment area, Soldiers/units will utilize the road marching trail as much as possible. When circumstances require the use of main roadways, Soldiers/units will stay to the right side, as far off the road as possible. In all cases, Soldier/unit movements will minimize interference with vehicular traffic. Supervisors of Soldier's/units will be positioned to effectively control movements and at the same time offer no impediment to traffic. Road guards will be stationed at all intersections in sufficient time to allow vehicular traffic to halt without endangering the lives of Soldiers or creating traffic hazards. All road marchers will comply with traffic signs and signals. Road marchers will use extreme caution by looking to the right, left, and front before entering an intersection.

22-2. Unit Formation Running

Policies governing safety of unit formation running have been established by the G-3 and DPTMS. These policies include established restricted areas and prescribed physical training uniform.

a. Policy

(1) **Only established running routes will be utilized. Commanders are responsible for ensuring their Soldiers utilize approved PT routes.** Unit formation running is restricted to the confines of Fort Campbell.

(2) Unit formation runs will be completed before 0800. Exceptions have been approved by G-3 training.

(3) A vehicle speed limit of 10 mph will be observed while approaching and passing running Soldiers and on shared vehicle and running routes as designated by the Installation Commander.

(4) Units will run four abreast for safety purposes (large length units will be broken into smaller groups).

b. Safety Equipment

(1) Advanced front road guards will be placed 15 meters and front road guards will be placed 10 meters in front of formation and 30 meters to the rear of the formation. All road guards will be provided with reflective vests and baton flashlights.

(2) Personnel running left of formation (i.e., cadence callers, unit leaders, platoon sergeant, executive officer, commander, etc.) are encouraged to wear a road guard vest.

(3) Stragglers will be provided road guard vests or followed by vehicles with emergency flashers turned on.

(4) Commanders will ensure their units do not conduct PT in restricted areas/off limits areas, i.e., East End Road on Clarksville Base and the berm along Mabry Road.

22-3. Recreational Walking, Running and Jogging

All persons using installation roadways for recreational walking, running and jogging during hours of darkness (30 minutes after sunset to 30 minutes before sunrise) will display a minimum of 20 square inches (at least 8 square inches front and rear) of reflective material (i.e., high visibility vest, arm bands, or leg bands). Additionally, walkers, runners or joggers will comply with the following at all times.

a. When walking, running or jogging with others along a roadway, do so in single file.

b. Utilize sidewalks where available and practical.

c. Always walk, run and jog facing traffic.

d. Use extreme caution when crossing streets and at intersections. Obey all traffic signs and signals.

e. Individual walkers, joggers and runners or informal groups of walkers, joggers or runners must yield the right of way to all vehicular traffic. Walkers, joggers or runners have right of way over vehicles only at marked crosswalks; walkers, joggers and runners still must check to ensure the route is clear before crossing.

f. Use of headphones is prohibited while walking, running or jogging on post.

g. Personnel will not walk, run, or jog on range roads or in the training complex without approval from DPTMS, Range Division.

Chapter 23

Field Training Safety

23-1. General

Accidents and injuries tend to increase during field training exercises (FTXs) if safety is not an integral part of the exercise. Lack of safety planning and failure to adequately prepare all individuals involved are primary causation factors. Inappropriate procedures, failure to follow standards, and disregarding procedures characterize many accidents during FTXs. Requirements of this chapter apply in both the field and garrison environment.

23-2. Safety Management and Organization

a. The exercise commander will appoint an assistant safety officer to augment the BCT Civilian safety manager, who will serve as the overall exercise safety director; and a sufficient number of assistant unit safety officers will be appointed to ensure adequate hazard control and safety guidance at all levels.

b. A safety "stand-down" will be held before deployment to ensure all participants are properly indoctrinated.

c. All participating personnel will be briefed on exercise hazards and countermeasures, both before and subsequent to arrival at the training site.

d. Vehicles and equipment will be thoroughly inspected and safety deficiencies corrected before deployment. Vehicle and equipment operators will be trained and licensed before the exercise. At no time will untrained, unlicensed personnel operate vehicles or equipment.

e. Commanders will establish sleep plans before the exercise. Sleep plans will take into account tactical situations and risk factors involved in determining sleeping locations.

f. Composite Risk Management procedures will be formally included in all phases of the exercise. The purpose is to identify potential safety risks and prescribe precautions to reduce or eliminate hazards, which might cause an accident. Risk assessments prepared for FTXs will be coordinated with the Brigade Safety Manager.

g. A plan will be developed to ensure that all personnel know what to do in the event of severe weather, (tornado, lightning, etc.)

23-3. Vehicle Movement

The requirements in chapter 27 of this regulation, Fort Campbell Regulation 385-5, Range Regulation, and Fort Campbell Regulation 190-5, Fort Campbell Motor Vehicle Traffic Regulation apply during all field training.

23-4. Training Areas

a. Personnel will not erect tents or sleep in the open near roads, trails, or other areas where vehicles might travel.

b. Flammable materials will be stored and used properly. Gasoline will not be stored inside buildings or tents, nor will it be used as a cleaning agent or solvent. Flammable liquids will be stored a minimum of 50 feet from tents and vehicles.

c. Generators, refueling vehicles, and electrical equipment will be properly bonded and grounded.

d. Operation of kitchen equipment, M2 burners, generator equipment, lanterns, and related equipment will be restricted to trained and licensed personnel. The area around the equipment will be cleared of flammable and combustible materials to prevent ignition.

e. Firearms and ammunition will be strictly controlled. All ammunition (live and residue) will be turned into the Ammunition Supply Point (ASP) upon the completion of a range or training exercise.

f. Vehicles and trailers will be parked in such a way as to prevent their rolling in the field site.

g. Vertical antennas will be located a distance of at least twice the antenna's height from power lines to preclude contact during assembly or disassembly.

h. Open fires are not allowed in the training complex.

i. Range roads are controlled access roads, and are restricted to authorized personnel only. Traffic is limited access to "Required Personnel Only" west of Mabry Gate, Angels Gate, Market Garden Road, the only other traffic to this point is limited to occasional persons who fish at the MWR maintained Lake Kyle, or utilize the roadways to and from their residence.

23-5. Heaters

a. The use of personally owned, electrical, or non-vented combustion type heaters is prohibited.

b. Electric or other domestic type space heaters will not be used or installed without specific written approval IAW CAM Reg 420-24. Government Issue tent stoves will not be used in buildings. These stoves may be used in tents if properly installed.

c. Before use of any portable heater, commanders will ensure that the following is accomplished:

- (1) A written Standing Operating Procedure that embodies the principles of this regulation is present.
- (2) Heaters are set up by competent personnel familiar with leak test procedures. Only personnel trained, tested, and licensed per AR 600-55 will operate heaters.
- (3) Each heater is inspected by the responsible unit fire or safety representative.
- (4) Each heater is setup, fueled, used, and maintained per applicable TM. Only fuels approved for use and specified in the applicable TM will be used. Different types of fuel will not be mixed.
- (5) Heaters are vented to the outside of the tent, structure, or shelter using the vent pipes provided with the heater.
- (6) All heaters must be equipped with an emergency fuel shut-off.
- (7) Heaters are set up on a firm and level fireproof base located in a marked area free of clothing or combustible material. A 4-foot area around the heater and vent pipe will be maintained clear of combustible material.
- (8) A fire watch is on duty anytime solid or liquid fueled heaters are in use. The fire watch will be briefed on procedures for fire fighting with appropriate extinguishing agent and early recognition of signs of carbon monoxide poisoning.
- (9) Heaters are not operated while unattended; no fire watch equals no use of any heater.
- (10) If the fuel tank is a separate component of the space heater, it will be located on the outside of the tent or shelter and marked with type of fuel it contains. Fuel lines will be protected from damage; under no circumstances will heaters be operated with fuel line leaks.

d. Adequate ventilation will be provided for all types of fuel-powered equipment to prevent accumulation of carbon monoxide. Carbon monoxide (CO) detectors are not required to be used in a field environment. CO detectors are not designed or proven for outdoor use and do not have a means for calibration. CO detectors used in an outdoor environment provide a false sense of safety and early warning.

Chapter 24

Refueling Operations

24-1. Purpose

An effective refueling safety program is required to reduce accidents, fuel spills and give guidance on proper refueling operations.

24-2. Objective

Commanders, First Line Supervisors, and individual Soldiers will place increased emphasis on storage and proper fueling operations.

24-3. Responsibilities

a. Division Safety Office will: Disseminate information and guidance to unit safety offices on changes in fuel storage and fueling operations.

b. Commanders and First Line Supervisors will:

- (1) Establish a refueling point which includes a waste POL point.
 - (2) Provide personnel protective (PPE) equipment for fuel handlers.
 - (3) Ensure PPE is being used during fueling operations.
 - (4) Ensure that the correct types of fire extinguishers are available/ready. One 50-pound carbon dioxide available at each tanker and pump unit, One 15 pound multipurpose ABC extinguisher at each nozzle and manned during refueling operations.
 - (5) Ensure that fire extinguishers are in good operating order and monthly inspections are being completed and documented.
 - (6) Ensure all personnel are trained on proper use of fire extinguishers.
 - (7) Provide and ensure secondary spill containment is being used at all locations where fuel is being stored or dispensed.
 - (8) No Smoking signs posted 50 feet around all refueling points and POL storage areas.
 - (9) Ensure HAZMAT spill kits are present at all refueling locations.
 - (10) Ensure eye wash facilities are present and operational.
- c. Individuals will:
- (1) Ensure engines are shut off, and the master switch is in the off position during refueling.
 - (2) Strictly enforce no-smoking rules.

- (3) Drivers and all passengers will dismount the vehicle during fueling operations.
- (4) Use PPE during fuel operations.
- (5) Individual performing refueling operations will stand by the nozzle at all times.
- (6) Do not park closer than 15 feet of another vehicle during refueling operations.
- (7) Tankers will be separated by a minimum of 25 feet during transfer operations and when parked.
- (8) Stop refueling operations when lightning is within 5 miles of refueling site.
- (9) Properly ground and bond all equipment before engaging in any refueling operations.

Chapter 25 Convoy Operations

25-1. General

a. The planning and coordination involved in convoy operations require aggressive staff action. Convoy operations are planned according to CAM Regs 385-5, 385-7, 190-5, and ATP 4-11. Joint Service regulations and AR 55-80 provide guidance on oversize/overweight vehicles and convoy moves. A single HET, or other heavy equipment transport vehicle, carrying a load constitutes a convoy. In addition, four or more wheeled vehicles, two or more tracked vehicles, or a combination of three or more wheeled and tracked vehicles in joint movement within a 60-minute period, constitute a convoy for the Fort Campbell training area. Civil highway authorities set limits on vehicle weight, length, width, and height on off post movement to ensure the safety of the highway user and to preclude damage to the infrastructure. To ensure that subordinate activities adhere to regulations related to emergency use of public highways, permits for oversize and overweight movements, and maneuver area roads as directed by DOD Regulation (DODR) 4500.9-R, part III. Therefore DOD states that no vehicle movement that exceeds legal limitations or regulations, or that subjects highway users to unusual hazards, will be made without permission from state, local, and/or toll authorities. Loads that exceed maximum allowable weight or dimensions will be transported by other modes or commercial transporters that conform to the limits of each state.

b. Units needing to convoy must request and receive clearance before beginning movement. The request is submitted through command channels to the ITO or movement control element within whose area the convoy originates. Requests may be prepared manually or through TC-ACCIS.

c. Requests for convoy clearance are submitted on DD Form 1265 or on a theater movement bid. A special hauling permit DD Form 1266 is used to request permission to move oversize/overweight vehicles on public roads. All sections of the forms must be completed. The convoy commander should identify specific CPs in addition to the required location and duration of each halt. The convoy commander may also request additional support and routing instructions.

d. Once the convoy clearance request has been reviewed and processed by the approving authority, the unit is issued a CCN. The movement of the convoy must be conducted as the convoy clearance directs. Deviations are not authorized without prior coordination with the approving authority.

25-2. Responsibilities

a. Unit commanders will:

(1) Ensure a risk assessment is conducted before convoy departs; route recon is encouraged. Common risk factors outlined in ATP 4-11, ATP 5-19, Fort Campbell Regulation 385-5 and this regulation will be considered.

(2) Ensure the safety of personnel and equipment during convoys.

(3) Designate a convoy commander.

b. Convoy commander will:

(1) Be the senior ranking officer/NCO within the convoy.

(2) Ensure each vehicle has an assistant operator or senior occupant.

(3) Ensure proper towing equipment and procedures are adhered to.

(4) Ensure all personnel are in correct uniform and have appropriate equipment for the environment.

(5) Ensure that the routing specified on the approved convoy clearance is followed and that the estimated time of departure and estimated time of arrival are met at each of the CPs and scheduled halts.

(6) Before departure, brief all drivers, assistant drivers, guides and senior occupants on the following:

(a) Hazardous areas and conditions.

(b) Safe following distance.

(c) Convoy and catch-up speed.

(d) Route, to include strip map.

(e) Scheduled/Unscheduled Halts.

- (f) Signals.
- (g) Precautions taken at the halt.
- (h) Actions taken for disabled vehicles.
- (i) Traffic control.

(7) Ensure vehicles used to transport fuel and ammunition are placarded and loaded and secured to the regulatory specifications, equipped with the appropriate firefighting equipment, and located at the rear of the convoy.

- (8) Ensure drivers operating vehicles used to transport hazardous materials receive training IAW AR 600-55.
- (9) Ensure ammunition and fuel are transported separately.
- (10) Prohibit smoking within 50 feet of any vehicle.
- (11) Establish and maintain communications with the lead and trail vehicles.
- (11) Ensure medical personnel are scheduled and posted in the rear of the convoy.

(12) Not assign a driver to drive an Army motor vehicle for more than 10 continuous hours, nor will the combined duty period exceed 12 hours in any 24-hour period without at least 8 consecutive hours of rest.

c. The senior ranking occupant of each vehicle will:

- (1) Be responsible for the safe operation of the vehicle.
- (2) Ensure before, during, and after PMCS is completed.
- (3) Ensure vehicle basic issue items (BII) are present on every vehicle and that warning triangles, and fire extinguishers are present.
- (4) Ensure radio whip antennas are tied down and covered with a protective ball at the tip.
- (5) Ensure adequate seating arrangements for all vehicle occupants. Personnel will not ride on the outside of tracked or wheeled vehicles.
- (6) Inspect the operator's Optional Form (OF) 346 and DA Form 348 to ensure the operator is properly licensed, trained and qualified to operate the vehicle.
- (7) Ensure that all occupants use available restraint systems.
- (8) Ensure personnel wear hearing protection as required by the type of vehicle.
- (9) Prohibit headphones or earphones from being worn while driving Army motor vehicles.
- (10) Enforce proper speed limits.
- (11) Ensure ground guides are used when backing vehicles and when vision is restricted.
- (12) Assist in posting reflective warning triangles along roadways to warn approaching motorists when the vehicle is halted or disabled in a location that might obstruct traffic.

d. Vehicle operators will:

- (1) Not driver/operate any vehicle they are not properly licensed on.
- (2) Not drive an Army motor vehicle for more than 10 continuous hours, nor will the combined duty period exceed 12 hours in any 24-hour period without at least 8 consecutive hours of rest.
- (3) Complete PMCS before, during, and after operations.
- (4) Ensure personnel are in a safe position, seated, and with safety restraints worn.
- (5) Ensure all hatches are locked and secured.

25-3. Convoy Control Factors

a. Convoys will be escorted by lead and trail vehicles equipped with rotating amber warning lights (RAWLs) and two-way radios to maintain contact with each other, under no circumstances will privately owned vehicles be used as lead or trail vehicles. Personnel will not be transported in the trail vehicle, nor will the trail vehicle tow a trailer.

b. The convoy commander will designate the staging area and starting points with the help of movement control center personnel.

c. Vehicles with headlights, taillights, brake lights or turn signals not operational will be considered non-mission capable.

d. Vehicles not meeting safety requirements will not be allowed to move. Failure to follow instructions, or any unsafe conditions, will cause the shutdown of the operation until corrective actions are taken.

e. Track vehicles will be positioned at the rear of wheeled vehicles in a convoy. Tracked vehicles will not be used as the trail vehicle. ****NOTE: Every effort will be made to convoy wheeled and tracked vehicles separately.****

f. Vehicle drivers will maintain a minimum interval of 6 meters between vehicles when at the halt or when engines are idling. In designated training areas, tracked vehicles will halt in a herringbone or staggered formation if the terrain permits. For administrative parking, i.e., in a holding area, vehicles will be parked side by side or in a herringbone or staggered formation, but not bumper to bumper.

g. During daytime operations, a minimum interval of 5 meters will be maintained between vehicles in a convoy. Night convoy operations requiring blackout marker lights will maintain vehicle intervals as outlined in TC 21-305-2 and TC 21-306.

h. Vehicles do not have the right of way at road or rail crossings.

i. Oversized or overweight vehicles will be equipped with RAWLs visible to approaching and passing vehicles.

j. A senior occupant (at least SGT or higher) will ride in the lead and trail vehicles of a convoy.

k. Speed will be adjusted to the environmental and weather conditions.

l. All vehicles will remain in single file throughout the movement. Passing while in a convoy is strictly prohibited unless passing a disabled vehicle. Pass a disabled vehicle with caution and at a reduced speed.

m. Disabled vehicles must be moved completely off the road. Warning triangles and flashers will be used to warn other traffic of a hazardous condition. Triangles will be a minimum of 100 meters to the front and rear of the disabled vehicle and highly visible to oncoming traffic.

n. In the event of an accident, make every effort to minimize its effects and keep the convoy moving.

o. Only the vehicle immediately behind the accident vehicle should stop and render assistance.

p. Give first aid. Give immediate attention to injuries.

q. Report any accident to civilian police and wait for assistance. Do not move the damaged vehicle until an accident investigation has been completed by civilian police.

r. Trail parties will assist civil authorities, investigate, and recover the vehicle as required.

s. Clear the traffic lane. The crew of the affected vehicle should make every effort to clear the traffic lane as soon as possible.

t. Complete an SF 91 Motor Vehicle Accident Report.

Chapter 26

Rail Operations

26-1. General

Personnel must use care to prevent injury to themselves and to others. They must be alert and attentive at all times when performing their duties and plan their work to avoid injury. Personnel must report any accidents, personal injuries or any unusual conditions affecting the safe and efficient operation of the railroad by the first means of communication to the using unit/organization safety office. A written report must follow promptly when required.

26-2. Responsibilities

a. Unit Commander:

(1) Before beginning rail-loading operations, unit commanders will ensure a risk assessment is conducted. Risk factors outlined in ATP 4-14 will be considered.

(2) Unit commanders will appoint a train commander to be responsible for overall supervision and coordination of the movement.

b. Train Commander:

(1) Must be thoroughly familiar with train movement procedures per ATP 4-14, FM 4-01; and TM 55-2200-001-12.

(2) Ensure care is taken to avoid damage to equipment, rail cars and rail property, and injury to personnel during operations.

(3) Ensure that all blocking, bracing, and lashing of equipment on the rail cars is per C4, TM 55-2200-001-12 or applicable service manuals. Particular attention must be devoted to positioning of tank guns and turrets and height of equipment on top of rail cars.

(4) Ensure that properly constructed spanners and tow-bars are available for use.

(5) Inspect lighting facilities at the railhead if rail cars are to be loaded at night. If lighting is inadequate, make arrangements for additional lights. If lighting is not available, rail loading and unloading will cease at sundown or dusk.

(6) Brief all personnel, involved in rail loading and unloading, on safety requirements, uniform and procedures.

(7) Determine if there are any special safety restrictions for a particular railhead.

(8) Ensure proper signals, such as blue flag to indicate a working train, are used and that skid shoes are in place to prevent movement of rail cars being worked.

(9) Establish controls to assure only trained and qualified personnel operate vehicles and equipment on and off rail cars.

(10) Assure loading and unloading operating personnel are off and clear of rail cars before the cars move.

- (11) Assure proper stowage and segregation of hazardous material per applicable directives.

26-3. Overhead Electrical Wires and Underground Conduits

- a. Wires may carry up to 25,000 volts in and around rail yards and tracks.
- b. Contact with, or placement of any metal object within 10 feet of these wires, could attract current from the wires and cause electrocution of personnel.
- c. All antennae will be removed from a vehicle before loading on the rail car. Antennae will not be reinstalled until the vehicle has been unloaded from the rail car and moved away to a safe location.
- d. Individuals climbing on equipment on rail cars must do so only when necessary and must have others observing.

26-4. Ground Guides

Ground guides will be designated and used to move vehicles on or off a rail car. They will be instructed to:

- a. Use proper hand signals.
- b. Stay in view of the driver at all times.
- c. Be positioned one rail car ahead of the rail car to be loaded or unloaded when directing drivers, except when a second or third vehicle is being placed on the rail car. The second and third vehicle will move forward only after the first vehicle has stopped completely.
- d. Observe all safety precautions and not take any unnecessary risks.
- e. Do not walk backwards on the railcars. Guides moving vehicles onto rail cars will position themselves, guide the vehicle forward, stop the vehicle and reposition themselves, and then guide the vehicle forward.
- f. Wear reflective vests or PT belts.

26-5. Safety Briefing

Before the start of actual operations, brief personnel to increase their awareness of accident producing situations and to emphasize the following procedures:

- a. Hazardous or unprofessional acts such as horseplay and venturing into unauthorized areas will not be tolerated.
- b. There will no sleeping or loitering in, on, under, or around rail cars.
- c. Ground guides will escort all vehicles on or off the rail cars.
- d. All personnel will stay clear of rail tracks.
- e. Personnel will not pass between, under, or over standing or moving rail cars.
- f. Extreme caution will be taken when performing tasks near overhead power lines to assure adequate clearance.
- g. Vehicles will not be driven backwards on or off the rail car.
- h. Speed limits will be enforced in the rail yard and operating areas.
- i. Running and jumping onto or off of railcars or from car to car is prohibited.
- j. Personnel will wear Kevlar helmets or industrial hard hats as well as leather gloves at all times.
- k. Personnel will remove watches, rings any other jewelry that may become caught on a rail car or spanner.
- l. Military personnel participating in rail loading operations will remove Load Bearing Equipment (LBE).
- m. Each set of rail car spanners will have a person to ensure the spanner does not move and to reposition the spanner as required for trailers, etc.
- n. Personnel on spanner duty will step back at least 5 feet from the rail car on a vehicle is crossing the spanner.

26-6. Lightning/Severe Weather

When weather alerts due to lightning or other severe weather have been received from either the CAAF weather squadron, the EOC, or visually seen from the CROF, all operations will stop until the weather warning has been rescinded or the threat has passed. The OIC/NCOIC of the unit conducting rail operations will plan lightning/severe weather into safety briefings and risk assessments and come up with a plan to notify Soldiers to cease operations and take cover and when to re-start operations when these conditions occur.

Chapter 27

Hazard Identification

27-1. General

The identification and correction of unsafe practices and unsafe physical conditions through safety inspections is essential to a successful accident prevention program.

27-2. Inspections

To properly direct efforts to eliminate the cause of accidental injuries and property damage, safety inspections must be conducted at all levels. Minimum requirements for safety inspections are as follows:

a. All personnel have a responsibility to report safety hazards and safety violations to their supervisor. Additional and Collateral Duty Safety Officers will inspect operations and facilities and record the results of the inspection on DA Form 4754, (Violation Inventory Log).

b. Workplace facility inspections will be conducted by qualified SOH Specialists. Low risk workplace facility inspections may be conducted by ADSO or CDSO personnel after clearance by a SOH Specialist. These inspections may be conducted with or without prior notification.

(1) A written report of deficiencies observed by the SOH Specialist during the inspection will be provided to the respective commander/director of the activity. A copy of all surveys will be maintained by the BCT/Tenant Unit/Directorate/Activity Safety Manager/officer.

(2) The unit or activity inspected will be required to respond in writing concerning corrective actions taken on each deficiency. Follow-up procedures will be established by the unit to ensure each deficiency is corrected.

27-3. Abatement Plans

a. The establishment of a site-specific abatement plan is required by 29 CFR Part 1960, Occupational Safety and Health Programs for Federal Employees. These plans are required by DOD and the U.S. Army for all RAC I and II deficiencies requiring more than 30 days to correct.

b. Violations often require abatement plans solely because preparing, processing, scheduling, and actually doing the work requires more than 30 days. For this reason, any safety hazard that requires a DPW work request to correct will forward a DA Form 4283, Facilities Engineering Work Request, by the activity responsible for correcting the problem.

27-4. Reports of Unsafe or Unhealthful Working Conditions

a. Reports of unsafe or unhealthful working conditions should be handled at the operational level whenever possible to ensure timely correction in the following order of priority:

- (1) Oral reports directly to the supervisor.
- (2) Reports through operational channels.
- (3) Phone calls or memos to the appropriate safety office.
- (4) The Army Hazard Reporting System.

b. The Army Hazard Reporting System provides a route for personnel to bring complaints directly to the Senior Commander or Garrison Commander level, bypassing intermediate commands or supervisory elements.

(1) If an employee is not satisfied with the action taken to correct the alleged condition, they may make a written report to the appropriate unit/organization safety office, on DA Form 4755 (Employee Report of Alleged Unsafe or Unhealthful Working Conditions). Refer to DD Form 2272, DOD Safety and Occupational Health Protection Program (Poster), for reporting hazards.

(2) Reports submitted to the appropriate unit/organization safety office will be investigated per AR 385-10. Reports of alleged unsafe and unhealthful working conditions will be forwarded to the appropriate organization for response. Unit/organization responses will be furnished to the Director of the appropriate unit/organization within 7 working days.

(3) All DA personnel, both military and civilian, will be protected from coercion, discrimination, or reprisals for participating in the Army Safety and Occupational Health Program and exercising lawful occupational safety and health rights.

(4) Reports requesting anonymity will be handled per provisions of AR 385-10.

(5) Reports that appear to involve immediate life-threatening situations will be investigated immediately.

(6) All reports will be investigated by safety or health personnel. The originator, if known, will be notified of the results of the investigation in writing within 10 working days following receipt of the hazard report.

(7) If the originator is dissatisfied with the Director of Safety's response, they may appeal to the Senior or Garrison Commander who will review the findings and take appropriate action.

(8) If the originator is dissatisfied with the Senior or Garrison Commander's response, they may appeal to their immediate next higher headquarters. The originator may further appeal to the Army designated Safety and Occupational Health Official and finally a DoD Designated Occupational Safety and Health Official, if appeals are rejected at any point in the chain.

(9) Personnel are encouraged not to bypass review levels prescribed above.

(10) Reviews will normally be completed within 20 workdays. Personnel are advised that if an appeal is not acted upon within 20 workdays, they may appeal to the next higher level for review.

(11) Utilize the Fort Campbell Installation Safety Office OSHA hotline at (270) 798-6992, to report suspected violations.

Chapter 28 Personal Protective Equipment (PPE)

28-1. General

- a. AR 385-10 authorizes the purchase and maintenance of PPE.
- b. The appropriate safety office, in conjunction with Preventive Medicine Service (PMS), will determine the need for PPE for any tasks or jobs not covered by other regulations.
- c. Areas where PPE is required will be appropriately marked.
- d. Commanders/Directors are responsible for providing employees with required PPE.
- e. Supervisors will not allow employees to use PPE that does not meet current and applicable safety and design standards.

28-2. Maintenance and Use

- a. Supervisors will ensure that PPE is maintained correctly and is utilized properly by all employees.
- b. PCE/PPE will be maintained in a sanitary and reliable condition.
- c. Commanders and directors may initiate disciplinary action against personnel failing to use PPE. Guidance for disciplinary action against civilian personnel is provided in AR 690-700, chapter 751.

28-3. Policy

Supervisors will ensure PPE is provided when required and enforce its' use. Contact the governing safety office for clarification of any questions on the use of PPE.

- a. Eye and Face Protection will be IAW CAM Reg 40-1.
- b. Foot Protection. Personnel exposed to potential foot hazards are required to wear safety footwear (ANSI 2-41). Guidance for type of footwear required for specific occupations can be obtained from the governing safety office.
- c. Head Protection.

(1) Personnel exposed to injury from falling or flying objects will wear protective headgear. Examples of jobs requiring head protection include: working on construction and demolition sites, areas where objects are stored above head level, and around power lines.

(2) Areas where objects project from the ceiling or wall in an egress path shall be removed, guarded, or visibly marked with yellow caution paint to prevent head injury.

- d. Hearing Protection will be IAW CAM Reg 40-5.

28-4. Compliance

Supervisors will ensure personnel comply with the requirement to wear appropriate PPE. Failure to comply with this requirement may result in administrative actions as stipulated in published in AR 690-700.

Chapter 29 Severe Weather

29-1. General

Each unit/activity will be prepared to deal effectively with hazards associated with severe weather such as heat, cold, snow, ice, lightning, tornadoes, etc. Each unit/activity will prepare a written plan for dealing with such hazards and will ensure all personnel are familiar with the plan. Appropriate training will be provided by supervisory personnel before each season. CAM Reg 115-1, Weather Support for Fort Campbell and CAM PAM 500-1, Handbook on Emergency Preparedness provides more detail.

29-2. Snow and Ice Conditions

- a. In the event of inclement or hazardous weather on Fort Campbell, guidance in CAM Reg 420-8, the Fort Campbell Snow and Ice Removal Plan will be followed.
- b. Ice and snow will be removed from walkways, steps, landings, docks, and ramps; and ice melt applied as necessary. Icicles, where they present a hazard to personnel, will be removed.

29-3. Tornadoes

The tornado safety rules contained in Fort Campbell Tornado Warning Plan will be observed for maximum protection against tornadoes. The Fort Campbell Tornado Warning Plan and procedures covered in CAM PAM 500-1, Handbook on Emergency Preparedness should be available in each work area.

29-4. Earthquakes

The earthquake safety rules contained in the Fort Campbell Earthquake Plan will be observed for maximum protection against earthquakes. The Fort Campbell Earthquake Plan, and procedures covered in CAM PAM 500-1, Handbook on Emergency Preparedness should be available in each work area.

29-5. Lightning

Commanders and supervisors at all levels will ensure that all personnel are aware of the safety precautions to take before and during lightning storms. Precautions will be implemented before the storm begins.

a. Soldier Precautions. In the event of an electrical storm, the following measures will be taken. Weather information is available at Range Control, the Intranet and local television/radio stations. Weather briefings will be given when the potential for severe weather exists.

(1) The "30/30 rule" is one simple generally accepted criterion to use for cessation or resumption of activities. The "30/30 rule" is to cease activity when lightning is six miles away, or 30 seconds from observation of lightning to sound of thunder (hence the first "30"). Use a "flash to bang" (lightning to thunder) count of five seconds equals one mile (10=2 miles; 20=4 miles; 30=6 miles). The second 30 in the "30/30 rule" means waiting 30 minutes after the last observation of lightning before resuming activities.

(2) Radios will not be used nor will personnel carry radios with antennas extended.

(3) Personnel will dismount from dozers, graders, and all other machinery and move approximately 100 yards away from equipment.

(4) Personnel will disperse, if caught in flat, open space, or on a bare hilltop.

(5) Personnel will maintain a low profile if caught in an open, flat area. Personnel will take shelter in dense woods, a grove of trees or a deep ravine. Weapons and radios will be stacked away from personnel. Tents do not provide any protection from lightning.

(6) Individuals in an outside area should avoid hilltops, lone trees, flagpoles, fences, overhead wires, tents, small-unprotected buildings in the open and metallic objects such as artillery pieces and open top vehicles, to include canvas-topped vehicles. Personnel inside closed vehicles with steel tops generally are safe from lightning.

(7) When available, seek shelter in as large a building as possible. A well-grounded metal frame building offers the most protection. When inside, stay away from electric wiring, fireplaces, stoves, showers, bathtubs, sinks, cold water pipes, and other possible conductors of electricity.

(8) If adequate cover is not available, personnel will drop to their knees and bend forward, putting hands on knees. Do not lie flat on the ground or place hands on the ground.

(9) Units assigned range(s) or training area(s) should inspect any lightning protected bleacher shelters or open shelters with tables for obvious defects in the lightning protection system, such as broken ground straps, damaged lightning rods, etc. Report any deficiencies to Range Control.

b. Command Protective Measures. In the event a warning is provided of an impending electrical storm or lightning strikes are observed within Fort Campbell limits, the unit commander, director/activity chief, officer or NCO in charge of training/operations will:

(1) Cease all outside training/operations immediately, to include operations at the ASP whenever lightning is reported within 5 nautical miles of Campbell Army Airfield or Sabre heliport and rail operations until the severe weather has passed or warnings have been rescinded.

(2) Move personnel into a building if possible.

(3) Ensure that all weapons are cleared and stacked at least 50 yards away from personnel. If time is not available to stack weapons, weapons will be laid on the ground or on the firing line rifle rest within view of where troops will be located.

c. General Protective Measures. The following general rules apply during an electrical storm:

(1) Sporting events and other outdoor assembly must cease and participants should find protective cover until the storm has passed. Do not fish, play golf, or participate in activities that involve the use of metallic instruments in open spaces. It is extremely hazardous to ride tractors, golf carts, motorcycles, and bicycles during lightning storms.

(2) Do not swim, operate boats, or participate in any aquatic activities during electrical storms.

(3) The use of telephones and field radios during electrical storms will be held to a minimum. Lightning may be conducted through telephone lines.

(4) Playgrounds should immediately be evacuated to a safe area at the approach of, or during an electrical storm.

(5) Do not use plug-in electrical appliances such as hair dryers, razors, and televisions. All automation (computer) equipment should be unplugged during electrical storms.

Chapter 30 Water Safety

30-1. Responsibilities

Commanders/Directors will:

- a. Prepare water safety programs implementing policies and procedures per TC 21-21, CAM Cir 215-14-1, AR 385-10 and AR 350-1.
- b. Identify military non-swimmers and provide swimming and water survival training per TC 21-21.
- c. Establish written SOPs for tactical water operations per TC 21-21 and CAM Reg 385-5.
- d. Conduct a thorough risk assessment of the training IAW Chapter 2 of this regulation and forward the program of instruction (POI) through the appropriate safety office for review and command channels for approval.

30-2. Recreational Swimming

- a. Swimming on Fort Campbell is allowed only in supervised swimming pools.
- b. Rules and regulations of the Fort Campbell community pools will be complied with by all swimmers and sunbathers within that particular pool area.
- c. Maximum bather load for on-post pools are as follows:
 - (1) Gardner Indoor Swimming Pool, 2191 Kentucky Avenue - 225.
 - (2) Dolan Outdoor Swimming Pool, 1566 William C. Lee Road - 225.
 - (3) Single's Outdoor Swimming Pool, 38th & Desert Storm - 225.
 - (4) Baldanado Outdoor Pool, 2570 Screaming Eagle Blvd - 400.
- d. All commanders and directors will:
 - (1) Assure that water recreational activities they sponsor or control are supervised adequately.
 - (2) When possible, provide swimming instruction and water survival training for persons who engage in water recreational activities.
 - (3) Publicize off-limit areas for water operations and recreational activities within their geographical areas.
 - (4) Inform personnel of the hazards of swimming alone, in cold water, after drinking, during hours of darkness, or in unauthorized areas.
 - (5) Provide water safety briefings before the start of the swimming season.
 - (6) Assure prompt investigation and reporting of water-related accidents. Apply lessons learned.

30-3. Off-Limits

All bodies of water on Fort Campbell are off-limits except for fishing. Activities such as swimming, wading, water skiing, ice-skating and ice hockey are not authorized on installation ponds, lakes, streams, and rivers.

Chapter 31 Holiday Safety

31-1. General

Before each holiday period, commanders will ensure that all personnel receive a thorough safety briefing. Special emphasis on safe driving is necessary before weekends and holidays. All personnel should be brief on the danger of driving during these periods of increased traffic flow.

31-2. Safety Measures

An effective holiday accident prevention program includes the following safety measures:

- a. Releasing Soldiers from duty early to permit travel during daylight and periods of least traffic congestion.
- b. Encouraging and facilitating travel by commercial carrier especially on longer trips.
- c. Conducting pre-departure checks of vehicles to ensure safe operating condition. This should be accomplished well in advance of the holiday to permit necessary corrective action. Vehicles will be inspected IAW CAM REG 385-7.
- d. Conversations with drivers before departure to determine that their physical condition appears adequate for the demands of holiday driving.

- e. Pre-departure orientation of personnel concerning best routes, forecasts of weather and traffic conditions, traffic laws, and related data. The unit safety officer will arrange for compilation and presentation of this data.
- f. Encourage personnel to telephone the unit commander or first sergeant to request additional leave if delayed on return by legitimate or unforeseen circumstances. A leave extension may prevent accidents due to driver fatigue.
- g. Conduct safety-training sessions in advance of the holiday period.
- h. Utilizing the TRiPS checklist found on www.crc.army.mil.
- i. Counseling and implementation of the 6 point POV program and the FORSCOM Loss Prevention Leadership Program.

31-3. Pre-holiday Training

Points to be stressed in training periods and pre-holiday safety publications include:

- a. Reminders for traffic safety.
- b. Observance of speed limits.
- c. Dangers of driving while drinking, night driving, driving when fatigued and distracted driving.
- d. Wearing of seat belts per AR 385-10 and this regulation.
- e. Safe vehicle condition.
- f. Seasonal weather hazards, to include heat/cold injuries.
- g. Safety with firearms.
- h. Holiday fire hazards.
- i. Recreational hazards appropriate to the area and the holiday season (i.e., swimming, boating, fishing, and hunting).
- j. Dangers of carbon monoxide.

31-4. Long Distance Driving

All of the above holiday driving safety requirements will be implemented prior to personnel departing on any long distance driving trip such as vacations, TDY travel, or PCS moves.

Chapter 32

Respiratory Protection Program

This is a mandatory program. Personnel must comply with the Respiratory Protection Program IAW CAM Reg 40-2. The governing Safety Office/Unit Safety Officer is responsible for ensuring compliance with CAM Reg 40-2.

Chapter 33

Safety Awards Program

33-1. General

Commanders at all levels, directors, and chiefs of special staff sections are responsible for establishing procedures for implementing the Safety Awards Program. Commanders will program and budget safety awards annually. Various individual and unit awards are available and identified in AR 385-10.

33-2. Individual Accident Prevention Awards

- a. Awards will be processed by the timeline provided IAW AR 385-10 and DA PAM 385-10. FORSCOM and IMCOM level awards will be processed IAW higher headquarters directives. Units and organizations are recommended to develop internal awards programs that follow the intent of DA level awards.
- b. USAG Campbell directorates will follow award submission criteria IAW the Garrison Commander's safety award policy letter.
- c. Commanders and supervisors at all levels will recognize safe performance displayed by individuals under their command through the use of DA Form 1119-1 (Certificate of Achievement in Safety) or locally produced certificates or trophies. This certificate will be signed by the unit commander and will include, at a minimum, the awardees name and the contribution for which the award is given.
- d. Impact Awards are authorized by AR 385-10.
- e. Driver and Mechanic Badge for military and civilian personnel as prescribed in AR 600-8-22.

33-3. Documentation

All safety awards will be documented in the individual's personnel file. Safe driving awards will be documented on the individual's DA Form 348.

33-4. Award Presentation

Awards will be presented to recipients at suitable ceremonies to emphasize the leadership's concern in reducing vehicle and equipment damage and personal injury losses. Local publicity, (DD Form 2266, Home Town New Release) through appropriate information media, will accompany the presentation of safety awards.

33-5. Accident Prevention Awards Program

Commanders at all levels will promote the Prevention Awards Program using all available means. Typical procedures for promoting the Prevention Awards Program are articles in the installation and local newspapers, posting of flyers/posters concerning the program, inclusion of the program in unit training opportunities (sergeant's time, morning roll call, and so forth), and announcements in local electronic media (radio and television).

33-6. Aviation Safety Awards.

Will be IAW AR 385-10 and CAM Reg 385-4

Chapter 34

Special Emphasis Areas

34-1. General

Areas of emphasis in units and activities will vary depending on the operation, degree of hazard, and operational difficulty. Such potential loss areas should be identified so effective controls can be instituted.

34-2. Motor Pool Operations and Maintenance Safety

a. SOPs will be prepared, published, and posted in the work area covering each potentially hazardous operation such as, but not limited to:

- (1) Painting.
- (2) Using grease racks and pits.
- (3) Tire changing and repair.
- (4) Battery shops.
- (5) Welding.
- (6) Servicing brake linings and clutch pads.
- (7) Maintenance shops.
- (8) Respiratory protection.
- (9) Hazard communication program.
- (10) Radioactive materials.

b. Traffic flow in and around buildings will be carefully planned with emphasis on eliminating points of traffic conflict, blind corners, close clearances, etc. Ground guides will be used to direct vehicles in confined areas and when entering and exiting buildings. Parking and/or storage of vehicles will be avoided on sloping ground, inclines, and ramps when possible. Chock blocks will be used when vehicles are parked on an incline, in assembly areas, during maintenance and when working on or under a vehicle.

c. Grease pits (not in use) will be protected by substantial barriers (railings) or pit covers.

d. Lights and electrically operated equipment used in grease pits or within 18 inches of the floor of any indoor vehicle servicing area will be explosion proof.

e. Containers or safety cans used to hold oil and grease-soaked rags will be painted red with a yellow band around the can or with the name of the contents conspicuously stenciled or painted on the can in yellow. Dispose of contents per environmental requirements.

f. Gasoline will not be used to clean parts, floors, pits, or other materials. Solvent tanks will be equipped with a self-closing lid or fusible link lids, and will be kept closed when tank is not in use. Solvent tanks will not be used unless an approved eyewash facility and PPE is available.

g. Compressed air used for cleaning purpose will not exceed 30 pounds per square inch when nozzle is dead ended. Effective chip guarding (a cone of air which directs debris forward) will be provided and eye protection will be used. All compressed air lines (receivers) shall be equipped with an indicating pressure gage.

h. Vehicle motors will be operated in a confined area only when necessary repairs or adjustments are being made. Adequate ventilation will be provided by use of exhaust systems, exhaust fans, or by using a tailpipe exhaust extension system, which exhausts to the outside.

i. Vehicles on jacks or suspended by a chain hoist will be supported by jack stands. Jack stands must have the proper lifting capacity based on the vehicle being supported.

Personnel will not get under vehicles supported by jacks or chain hoists. Maintenance will not be performed on vehicles or equipment, such as power packs, while suspended from a chain hoist.

j. Cranes and hoists will be operated only by trained and qualified personnel.

k. When inflating tires with split rims, the following safeguards will be employed:

(1) Inflation safety cages will be used.

(2) A lock-on air chuck with an extension air hose at least 10 feet long, with pressure gage located in the air hose at least 10 feet from the cage will be used.

(3) Every individual involved in tire inflation operations will be trained in proper performance of the operation.

(4) All cages for airing multi-piece and single rim wheels will receive certification inspection from DPW Maintenance Division.

l. Servicing brake linings and clutch pads may pose a serious hazard from airborne asbestos fibers. These operations will be evaluated by an Industrial Hygienist and recommended protective measures will be followed.

m. All lifting devices, e.g. hoists, cranes, jacks, forklifts and jack stands will be inspected annually, marked, load tested and maintained per requirements of TB 43-0142, ANSI Standards, and 29 CFR 1910.66.

n. Painting operations are prohibited unless proper ventilation is provided. Contact Preventive Medicine, Industrial Hygiene for assistance in evaluating ventilation.

34-3. Precautions against Carbon Monoxide Poisoning

Carbon monoxide, produced by incomplete combustion of fuels, is a serious hazard in areas where fuel-burning devices are used with insufficient ventilation. To prevent injuries from carbon monoxide:

a. Commanders and activity chiefs, as applicable, will:

(1) Request surveys to be performed by PMS/IH to determine if a hazard from carbon monoxide exists within their areas of responsibility. Surveys should be made before the cold weather season in shops, warehouses, and other closed areas where combustible fuel is used. The interior of Army vehicles, cranes, and construction equipment using a combustible fuel will be checked for defective exhaust systems.

(2) Assure personnel are oriented concerning the hazards of carbon monoxide before the cold weather season.

b. Precautions will be taken to safeguard personnel against carbon monoxide gas poisoning from main and auxiliary engine exhaust and fuel burning personnel heaters while operating, servicing, or being transported in motor vehicles.

c. Exhaust systems will be checked for leaks monthly, and engines will not be allowed to idle for an extended time without adequate ventilation.

d. Vehicle drivers will not park any military or civilian vehicle with engines running merely to keep the vehicle or driver warm. If the engine is required to operate the radio or for other tactical reasons, vehicles will be ventilated and drivers will be required to dismount periodically.

34-4. Electrical Hazards

a. Only trained and qualified personnel will perform work on electrically-powered equipment and facility electrical systems. Defective electrical wiring, downed wires, and other electrical hazards will be reported to DPW immediately for correction.

b. Flagpoles, radio masts, metallic ladders, and similar objects will not be erected or dismantled where the possibility of contact with energized circuits exists. Masts, towers, and antennas will be installed at least twice the height of the structure from power lines.

34-5. Machine Safety

Rings other jewelry, loose clothing, and unbound hair will not be worn when working around moving machinery, during vehicle maintenance or during other hazardous industrial operations. All machine guarding will be used, properly installed, serviceable and not modified in any manner.

34-6. Slip, Trip and Fall Hazards

All aisles, passageways, stairs, sidewalks, and other walking surfaces will be free of slipping, tripping or falling hazards.

34-7. Non-Standard Training

a. Units planning to conduct non-standard training will submit detailed plans to the Brigade Safety Manager for review and comment before implementing the training.

b. The plans submitted for review will include as a minimum, a description of the training to be conducted, site location, references used to develop the training plan, and an approved risk assessment for the training.

34-8. Safety Information Bulletin Boards

- a. The following items will be posted in the "Permanent" section of military and civilian bulletin boards:
- (1) Commander's Safety Policy memorandum.
 - (2) Department of Defense Occupational Safety and Health Protection Program Poster (DD Form 2272) or OSHA "It's the Law" poster.
 - (3) Inventory of all hazardous chemicals/materials and location of MSDSs.
- b. The following items will be posted in the "Current" section of military bulletin boards:
- (1) Drinking and Driving Memorandums (post for a period of 30 days from date of issue).
 - (2) Fatality Memorandums (post for a period of 30 days from date of issue).
 - (3) Current installation dictated "Off-Limits Areas" memorandum.
- c. In addition to accident material being posted, safety Posters will be strategically placed throughout the area. Posters are available at the US Army Combat Readiness Center or from the Brigade Safety Manager. Posters designed by members of the unit and oriented toward unit needs are normally more effective than stock posters and should be used whenever possible.

34-9. Color Coding

The marking of hazards and painting of safety equipment will be in accordance with OSHA regulations.

34-10. Civilian Visitors Operating Military Equipment

- a. There is a Department of the Army (DA) moratorium on civilian visitors operating military vessels, aircraft, vehicles, and crew-served weapon systems when such operation could cause, or reasonably be perceived as causing, an increased safety risk. This moratorium is effective regardless of how closely civilian visitors are supervised.
- b. In addition to the DA moratorium, civilian visitors to Fort Campbell are prohibited from the following:
- (1) Driving military track or wheel vehicles and operating mechanical or ground support equipment such as winches, turrets, and ammunition doors.
 - (2) Setting up, throwing or firing military demolitions, pyrotechnics, grenades, rockets, and lasers.
 - (3) Negotiating or using the Air Assault School Confidence/Obstacle Course, Confidence/Obstacle Courses within the BCT areas, any Mounted Urban Combat Training Facility, or rappel towers.
- c. Civilian operation of other types of equipment, including small arms, must be done safely, under the direct supervision of Department of Defense civilian or military personnel per prescribed policies and regulations; military commanders/directors at the 0-5 level can approve these events. Approval must be in writing and based upon a thorough risk assessment and detailed written description of activities to be conducted.
- d. For instances where established policies or regulations do not cover the situation, approval authority is with the first General Officer in the chain of command. Requests will be submitted through the ISO for review.
- e. Civilian contractors and DOD civilians who must operate military equipment as part of their duties are not considered civilian visitors for the purpose of this memorandum and therefore are not affected by this policy. Contracting Officer Representatives and supervisors of civilian contractors will enforce compliance with this directive.
- f. This moratorium is not intended to restrict civilian visitors from observing Army training, demonstrations, static displays, and like activities. The intent is to ensure civilian visitors are protected from the hazards associated with high-risk operations.

34-11. Off-Limits Areas

The following locations on Fort Campbell are off-limits to unauthorized personnel:

- a. All bodies of water to include lakes, ponds, streams, and rivers for any purpose other than fishing.
- b. All "Challenge Courses", i.e., the Air Assault School Obstacle Course, individual Brigade/unit Obstacle Courses, all Rappel Towers, Slide for Life, and the Bayonet Assault Course.
- c. Rock quarries and cliffs for activities such as rappelling or rock climbing.
- d. Additional off-limits areas as deemed by the command will be available through the intranet and command channels.

34-12. Required Safety Training.

- a. Commanders are required to complete the Command Safety Course (CSC). The CSC provides commanders the tools to manage their unit safety programs effectively and to incorporate CRM into all unit planning and

activities. It leverages multimedia, web-based distance learning technology, and, as such, is accessible and easily retained for everyday use. The CSC is accessible through the Combat Readiness/Safety Center website online.

b. Company grade officers must complete the CSC prior to assuming command. Brigade commanders, or first 0-6 in the chain of command, will certify that their officers have successfully completed the CSC prior to assignment as company commanders. Brigade and battalion level command designees must complete the CSC prior to attending the Fort Leavenworth pre-command course. The USACRC is the course proponent for the CSC. A copy of training will be retained in the training file.

c. Training is available for supervisors (The Supervisor's Safety Course), managers (The Manager's Safety Course) and employees (The Employee's Safety Course) at the Combat Readiness University (<https://crc.learn.army.mil>) and must be completed within 60 days from duty appointment.

d. All military members are required to complete the Composite Risk Management Basic Course. All civilian employees are required to complete the Composite Risk Management Civilian Basic Course within 60 days of being hired

Chapter 35

Hazard Communication Program

IAW CAM REG 385-6, Hazardous Communication

Chapter 36

Lockout/Tagout of Hazardous Energy Sources

36-1. Responsibilities

a. Commanders will: Ensure a lockout/tagout program is established and implemented for the protection of personnel from accidental energization or start-up of equipment during maintenance/repair within their respective area of responsibility.

b. Responsible Safety Offices will:

- (1) Monitor the effectiveness of this program during scheduled inspections and spot checks of work sites.
- (2) Provide materials necessary to train employees on lockout/tagout procedures.

c. Commanders, directors, supervisors and managers will:

- (1) Ensure Soldiers/employees required to use lockout/tagout devices are trained in the purpose and use of the lockout/tagout procedure.
- (2) Provide locks and tags necessary to lockout/tagout energy sources during maintenance or repair of equipment. These locks and tags shall not be used for any purpose other than to lockout and tagout energy sources. Tags should be attached with non-reusable nylon cable ties.

d. Supervisors will:

- (1) Ensure all Soldiers/employees required to work on hazardous energy source equipment have been trained in all aspects of lockout/tagout procedures.
- (2) Conduct periodic inspections to ensure all elements of this regulation and AR 385-10 are being followed by employees.
- (3) Be responsible for removing lockout/tagout devices in the event the employee who installed the device is unable to remove them.

e. Soldiers/Employees will:

- (1) Comply with all procedures herein to prevent accidental start-up of equipment/systems while performing maintenance or repair.
- (2) Be knowledgeable of the equipment being serviced, the types of energy, and hazard, and how to isolate the equipment from all energy sources.

36-2. Lockout Procedures

a. Individual(s) performing maintenance will notify all affected employees that a lockout is required and the reasons for the lockout.

b. If the equipment is operating, shut it down by the normal stopping procedure (depress stop button, open toggle switch, etc.).

c. Operate the switch, valve, or other energy-isolating device so that the energy source(s) (electrical, mechanical, hydraulic, etc.) is disconnected or isolated from the equipment. Stored energy such as that in capacitors, springs, elevated machine members, rotating flywheels, hydraulic systems, and air, gas, steam, or water pressure, etc., must also be dissipated or restrained by methods such as grounding, repositioning, blocking, bleeding-down, etc.

d. After ensuring that no personnel are exposed and as a check on having disconnected the energy sources, operate the pushbutton or other normal operating controls to make certain the equipment will not operate. Return operating controls to neutral position after the test. The equipment is now locked out.

36-3. Restoring Equipment to Service. Removal of lockout/tagout devices by persons other than the Soldier/employee(s) who applied them is not authorized unless circumstances are such that the Soldier/employee(s) who applied them is/are unable to remove them. See paragraph 36-6.

36-4. Procedure Involving More Than One Person

a. Employees performing maintenance on the same equipment or machinery employees shall place their own personal lockout or tagout device on the energy device(s).

b. When employees no longer need to maintain their lockout protection, they will remove their lock from the energy isolating device(s).

36-5. Shift or Personnel Changes

a. If work on equipment is required by the next shift, the employees shall affix their lockout/tagout to the equipment identifying them as the responsible party for locking or tagging out the energy sources to the equipment.

b. The employee replacing the existing lock or tag should follow procedures in paragraph 22-2.

36-6. Removal of Isolating Devices

a. This procedure will only be applied to those situations where circumstances are such that the employee who applied the lockout or tagout is unavailable to remove them.

b. The supervisor must verify that the Soldier/employee who applied the device is unavailable to remove the lock or tag.

c. Every reasonable effort will be made to contact Soldiers/employees to inform them that their lockout or tagout device has been removed.

d. The supervisor will ensure that the Soldiers/employees have been informed that their tags have been removed before the employees resume work in the facility where the lockout or tagout device was removed.

e. The reason for removal of a Soldier/employee's energy isolating device shall be documented by the supervisor with a copy provided to the appropriate Safety Office or Representative

36-7. Training

a. Training shall be provided to ensure the purpose, function, knowledge and skills of the lockout/tagout programs and procedures are understood by supervisors, operators, and qualified equipment maintenance. Training shall include the following:

(1) Each supervisor, operator, or any qualified equipment maintenance person shall receive initial job training on the type and magnitude of applicable energy sources, the methods and means necessary for energy isolation and control, and the use of the lockout/tagout procedures.

(2) All other personnel whose duties are, or may be in an area where lockout/tagout procedures may be utilized, shall be briefed on the lockout/tagout program during the initial job safety briefing.

b. When lockout/tagout procedures are used, supervisors, operators, or any qualified equipment maintenance personnel shall receive initial job training on the use of locks and tags as follows:

(1) Tags are essentially warning devices attached to energy isolating devices, and do not provide the physical restraint on those devices that is provided by a lock.

(2) When a lock or tag is attached to an energy-isolating device, only the person, supervisor or the designated representative, who initially installed the lock or tag, can remove it, and it can never be bypassed, ignored, or otherwise defeated.

(3) Tags may cause a false sense of security, and their use and limitations need to be understood as part of the overall energy control program.

(4) Tags will be securely attached so that they cannot be inadvertently or accidentally detached during use.

c. Retraining shall be provided for supervisors, operators, and qualified equipment maintenance personnel at least annually or when a change in their job assignments, a change in machines or equipment, processes that present a new hazard, or when there is a change in the lockout/tagout procedures. Additional retraining shall also be conducted whenever a periodic inspection reveals that there are deviations from, or inadequacies in, the supervisor, operator, or qualified equipment maintenance personnel's knowledge or use of the lockout/tagout procedures.

d. All training shall be certified, documented, and kept up-to-date. The certification shall contain each individual's name and dates of training.

**Chapter 37
Confined Space Entry**

All permit and non-permit required confined space entries will be IAW CAM Reg 385-8 and OSHA, 29 CFR 1910.1200.

**Chapter 38
Procedures for Inspecting/Maintaining Bleachers**

38-1. General

This chapter establishes the policy and procedures to be followed by organizations for safety inspection and maintenance of bleachers located on Fort Campbell.

38-2. Responsibilities

a. Brigade Safety Managers, Unit and Activity Safety Officers will:

- (1) Maintain a current list of bleacher locations for which they are responsible.
- (2) Conduct an inspection of all bleachers assigned to the unit or activity prior to use.
- (3) Conduct an inspection of newly purchased bleachers in conjunction with an ISO representative.

38-3. Procedures

a. Bleachers will be visually inspected to ensure that they are level, that there are no broken or missing cross braces, loose bolts, nuts, rotted, broken or splintered seat-boards or foot-boards, and all end caps are in place and riveted.

b. All loose bolts will be tightened.

c. Bleachers will be numbered with unit designation and bleacher number, i.e., CABC bleachers - CABC1, CABC2, etc.

d. Bleachers identified unsafe will be tagged as such and immediately placed "off limits" to all personnel until repairs are accomplished and bleachers are inspected and certified safe.

e. Installation of new bleachers will be accomplished by the users per the manufacturer's assembly instructions. Newly purchased bleachers will not be used until a safety inspection has been conducted and bleachers are date-stamped.

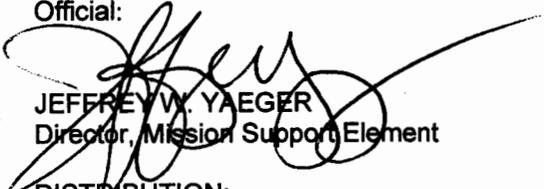
f. Bleachers moved or relocated to another area will not be used until a safety inspection has been conducted by the using unit or activity.

**Chapter 39
Proponent**

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

GARY J. VOLESKY
Major General, USA
Commanding

Official:


JEFFREY W. YAEGER
Director, Mission Support Element

DISTRIBUTION:
INTRANET

Appendix A References

AR 15-6

Procedures for Investigating Officers and boards of Officers

AR 40-66

Medical Record Administration and Health Care Documentation

AR 195-2

Criminal Investigation Activities

AR 55-80

DOD Transportation Engineering Program

AR 385-10

The Army Safety Program

AR 600-55

The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing)

AR 600-8-22

Military Awards

AR 690-700

Personnel Relations and Services

DA PAM 385-40

Army Accident Investigations and Reporting

DA PAM 385-64

Ammunition and Explosives Safety Standards

DA PAM 385-65

Explosives and Chemical Site Plan Development and Submission

CAM REG 40-1

Occupational Vision Program

CAM REG 40-2

Respiratory Protection Program

CAM REG 115-1

Weather Support for Ft Campbell

CAM REG 190-5

Ft Campbell Motor Vehicle Traffic Regulation

CAM REG 385-4

Fort Campbell Aviation Mishap Prevention Plan

CAM REG 385-5

Sustainable Range Program Safety and Integrated Training Area Management

CAM REG 385-6

Hazardous Communication Program

CAM REG 385-7

Privately Owned Vehicle (POV) Accident Prevention Program

CAM REG 420-8

Snow and Ice Removal

CAM REG 420-24

Fire Prevention and Protection

CAM PAM 500-1

Defense Support to Civil Authorities

CAM Cir 215-14-1

Hunting Fishing and Outdoor Recreation Activities

ATP 5-19

Risk Management

ATP 4-11

Army Motor Transport Operations

ATP 4-14

Expeditionary Railway Center Operations

ATP 4-31

Recovery and Battle Damage Assessment and Repair (BDAR)

FM 10-67-1

Concepts and Equipment of Petroleum Operations

TM 55-2200-001-12

Transportability Guidance Application of Blocking Bracing and Tiedown Materials for Rail Transport

TC 21-21

Water Survival Training

TC 21-305

Training Program for Wheeled Vehicle Accident Avoidance

TC 21-305-2

Night Vision Device Driving Operations

TC 21-306

Tracked Combat Vehicle Driver Training

TC 21-305-100

The Military Commercial Driver's License Driver's Manual

TB 9-639

Passenger Carrying Capacity of Tactical and Administrative Vehicle commonly used to Transport Personnel

TB 42-012

Safety Inspection and Testing of Lifting Devices

ARTEP 19-100-10-DRILL

Military Police Drills

ANSI

American National Standards Institute

29 CFR 1910

Code of Federal Regulations OSHA General Industry Regulations

Appendix B Acronyms

ADSO

Additional Duty Safety Officer

AMV

Army Motor Vehicle

ASP

Ammunition Supply Point

ATV

All-Terrain Vehicle

BCT

Brigade Combat Team

CAI

Centralized Accident Investigation

CDSO

Collateral Duty Safety Officer

CRM

Composite Risk Management

CSC

Command Safety Course

DA

Department of the Army

DOD

Department of Defense

DOT

Department of Transportation

DSO

Division Safety Office

EIR

Equipment Improvement Report

FTX

Field Training Exercise

IAI

Installation-Level Accident Investigation

IAW

In Accordance With

ISO

Installation Safety Office

JHA

Job Hazard Analysis

LFX

Live Fire Exercise

MEDDAC

Medical Department Activity

MSDS

Material Safety Data Sheet

MSE

Mission Support Element

ORV

Off-Road Vehicle

OSHA

Occupational Safety and Health Administration

OSH

Occupational Safety and Health

PCE/PPE

Personal Clothing and Equipment

PM

Preventive Medicine

POV

Privately Owned Vehicle

PPE

Personal Protective Equipment

QDR

Quality Deficiency Report

SGS

Secretary of General Staff

TMP

Transportation Motor Pool

UAS

Unmanned Aerial System

ULLS

Unit Level Logistics System

USAG

United States Army Garrison

WHA

Workplace Hazard Assessment

Appendix C
Command Out Briefing Power Point Slides



UNCLASSIFIED

Command Out Brief
Permanent Partial Disability
Unit Info
Location
UNCLASSIFIED // **FOR OFFICIAL USE ONLY**

All Assured

Page 1



UNCLASSIFIED

DISCLAIMER

This will be a preliminary briefing on our findings and recommendations based on information currently available to the investigation board.

This briefing and information is restricted to accident prevention purposes only, and is not to be used for any other purpose, to include disciplinary and adverse personnel action.

The command must be aware of possible adjustments to the findings and recommendations if additional information or acts become available. However, the information provided in this briefing will not change significantly and may be used to initiate corrective action.

COLLATERAL BOARD MEMBERS, IF PRESENT, ARE REQUIRED TO BE EXCUSED AT THIS TIME.

All Assured

Page 2



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BOARD MEMBERS

- Board President
- Board Recorder
- Subject Matter Expert

All Assured

Page 3



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BACKGROUND

- UNIT:
- EQUIPMENT:
- DATE/TIME:
- MISSION:
- LOCATION:
- RESULTS:
- ECOD

Av Assault

Page 4



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PERSONNEL INVOLVED

Av Assault

Page 5



UNCLASSIFIED

PRE-ACCIDENT TIMELINE

XX APRXX
~0815-1700L...

Av Assault

Page 6



ACCIDENT TIMELINE

UNCLASSIFIED

XX APRXX
~0815-1700L...

At Assault

Page 7



Photos

UNCLASSIFIED

Photos if available/needed

At Assault

Page 8



POST ACCIDENT TIMELINE

UNCLASSIFIED

XX APR XX
▪ 0800
▪ 0830

At Assault

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ANALYSIS

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- ENVIRONMENTAL: Causal or Not Causal

- MATERIEL: Causal or Not Causal

- HUMAN: Causal or Not Causal

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SUMMARY OF FINDINGS

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Present and Contributing – Human Error

- 1
- 2

Present and Contributing to the Severity of Injuries

- 1
- 2

Present But Not Contributing

- 1

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Present and Contributing Findings & Recommendations

***The following findings directly
contributed to this accident.***

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Finding 1

Finding 1 (Present and Contributing: Human Error – Individual Failure)

While working on a M978 HEMMT fueler, the SM was...

The Board concluded the Soldiers actions were the result of

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Recommendations 1

a. Unit Level Action:

- 1) Commander, FSC, 2-327 INF : Brief all assigned (if there is a 1 there must be a 2 otherwise just add the comments

b. Higher Level Action: same as above as appropriate

c. Army Level Action: same as above as appropriate

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Present But Not Contributing Findings & Recommendations

The following findings did not contribute to this accident; however, if left uncorrected, could have an adverse effect on the safety of future operations

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Special Observations

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(If any) While conducting the investigation and the board ...



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QUESTIONS / COMMENTS



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