

DEPARTMENT OF THE ARMY
HEADQUARTERS, 101ST AIRBORNE DIVISION (AIR ASSAULT) AND FORT CAMPBELL
2700 Indiana Avenue
Fort Campbell, Kentucky 42223-5656
15 June 2012

Safety

Privately Owned Vehicle (POV) Accident Prevention Program

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1. Purpose

This regulation establishes policies, responsibilities, and procedures to implement the Fort Campbell POV accident prevention program and identifies resources available to assist leaders in their POV accident prevention efforts. The purpose is to reduce the risk of death and injury to military and civilian personnel and Family Members operating POVs.

2. Applicability

This regulation applies to-

- a. All military personnel at any time, on or off the Fort Campbell installation.
- b. All DoD civilian personnel in a duty status, on or off the installation.
- c. All persons in or on a DoD-owned motor vehicle.
- d. All persons at any time on the Fort Campbell installation.

3. References

- a. Publications.
 - (1) DODI 6055.4, DOD Traffic Safety Program.
 - (2) AR 385-10, The Army Safety Program.
 - (3) DA Pam 385-40, Army Accident Investigation and Reporting.
 - (4) CAM Reg 190-5, Fort Campbell Motor Vehicle Traffic Regulation.
 - (5) CAM Reg 385-2, Investigations of Serious Accidents.
 - (6) ALARACT 381
 - (7) CAM Reg 25-30 Administrative Services.
- b. Forms (available on the Fort Campbell Intranet/Knowledge Management System).
 - (1) FC Form 2005, POV Inspection/Vehicle Owner Information.
 - (2) FC Form 4143, Individual "Next Accident" Risk Assessment.
 - (3) FC Form 4144, Pre-Pass and Leave Interview/Briefing.
 - (4) FC Form 4255, Motorcycle/Rider Inspection Checklist.

This regulation supersedes CAM Regulation 385-7, dated 8 February 2010

CAM Regulation 385-7 • 15 June 2012

4. General

POV accidents produce the greatest number of fatalities in the Army and on Fort Campbell each year.

a. Analysis of past accident experiences identifies the leading causes of POV-related fatalities as alcohol (impaired driving), failure to wear safety belts, speed and aggressive driving, and fatigue. In general, single male Soldiers, ages 18-25, are most at risk for POV accidents. They fail to recognize the hazards of driving their POVs, underestimate their personal risk, and overestimate their personal ability to handle those risks.

b. There is a high correlation of identifiable high-risk behaviors which, when measured, can identify individuals most likely to be the next accident victim. This POV accident prevention program provides proactive intervention strategies based on this analysis to save lives and prevent injury from POV-related accidents.

5. Responsibilities.

a. The Senior Safety Director has primary staff responsibility for establishing and administering the provisions of this regulation.

b. Unit commanders, directors, and activity chiefs (applies to both military and civilian personnel) will:

(1) Provide **command emphasis** through positive leadership at all levels. Leader emphasis on POV safety must be unrelenting. Ensure the provisions of this regulation are implemented within their command/activity and are explained to all personnel.

(2) Review guidance on safe operations for POVs, motorcycles, mopeds, and privately owned ATVs. Ensure all Soldiers permanently registering a motorcycle or moped on Fort Campbell present a motorcycle license or a driver's license with a motorcycle endorsement, proof of insurance, post registration and their Motorcycle Safety Course Certification Card. Fort Campbell offers a Basic Riders Course (BRC) an Experienced Riders Course (ERC) a Military Sport Bike Rider Course (MSRC) at no cost for Fort Campbell Soldiers. For more information on the courses and guidance refer to paragraph A4 of appendix A.

(3) Ensure compliance with the Army Traffic Safety Training Program appendix B.

(4) IAW Summer and Winter Campaign plans, schedule safety days focused on POV accident prevention.

(5) Establish a POV inspection program as outlined in appendix C.

(6) All newly assigned personnel will receive a local hazards drivers briefing conducted by the unit. Briefings will be conducted as part of in-processing, upon arrival at the unit/directorate. In addition, the chain of command/supervisor will confirm that new arrivals have a state driver's license, motorcycle endorsement as applicable, motorcycle course completion card for Soldiers, insurance and vehicle and post registration. An initial vehicle/motorcycle inspection will be completed using FC 2005 and/or FC 4255 as applicable. Soldiers less than 26 years of age will also be scheduled for attendance at the Intermediate Drivers Training Course within 60 days of arrival to the unit (2.5 Hour Course - ATSTP), (see appendix B).

(7) Initial safety counseling will be completed using FC form 4143, Individual "Next Accident" Risk Assessment. The purpose of this form is to assess Soldier's risk of being involved in an accident. Discipline begins with identification of "AT RISK" Soldiers followed by counseling and taking proactive measures to modify their risky behavior.

(9) Establish a unit POV accident prevention program implementing the guidance found in this regulation.

(10) Implement a written pass/leave program using the pass/leave guidelines provided in appendix D.

(11) Ensure an After-Action Review (AAR) is conducted for any fatal accident in accordance with appendix E and policy letter 13.

c. Commanders will provide vehicle operators a basis for knowing, understanding, and complying with the provisions of this regulation, obeying the rules of the road, and operating a vehicle safely in consideration of other motorists, motorcycle/moped riders, bicycle riders, and pedestrians. Set high standards and enforce them. Educate our Soldiers on the risks and emphasize common sense rules such as designated drivers for social events. Provide Soldiers suggested alternative modes of transportation and alternatives to drinking alcohol.

d. When all measures fail or circumstances result in the loss of a Soldier or DA Civilian employee, a Commander's assessment must be completed. We must learn from every serious and fatal POV accident to determine what happened, why, and how it can be prevented from happening again. The POV Accident Prevention Program requires the efforts of all personnel who operate or ride in Privately Owned Vehicles. Implement corrective actions and preventive measures through lessons learned after accidents.

6. Proponent.

The proponent of this regulation is the Installation Safety Office; attn: IMCB-SO.


JAMES C. McCONVILLE
MG, USA
Commanding

DISTRIBUTION:
INTRANET

Appendix A Safe Vehicle Operations

A-1. Applicability

The following policies are punitive in nature. These policies are applicable to all personnel operating vehicles on the Fort Campbell installation, including military, DA civilian, contractor personnel, Family Members, and visitors. Violations of these policies will subject all military personnel to disciplinary action under the Uniform Code of Military Justice. Civilians, contractors, Family Members, and visitors who fail to comply with these policies are subject to administrative action and removal from, and/or prohibiting vehicles and/or persons from reentry to Fort Campbell. Refer to CAM Regulation 190-5, Fort Campbell Motor Vehicle Traffic Regulation for additional information.

A-2. General

Vehicle operators will comply with all requirements in applicable references, specifically—

- a. Licensing and registration requirements. Motorcycle operators will have in their possession their Motorcycle endorsed license, proof of insurance, vehicle registration and Soldiers will have a motorcycle safety training course completion card when operating a motorcycle.
- b. Maintaining vehicles to safety standards to ensure they are in a safe operating condition.
- c. Not driving while intoxicated or over the legal limit for drugs or alcohol.
- d. Never allowing passengers to travel in the back of privately owned trucks or sport utility vehicles or non-tactical military vehicles unless they wear a manufacturer-installed safety belt.
- e. Vehicle operators on Fort Campbell and operators of Government owned vehicles will not use cell phones unless the vehicle is safely parked or unless they are using a hands-free device. The wearing of any other portable headphones, earphones, or other listening devices (except for hands-free cellular phones) while operating a motor vehicle is prohibited.
- f. Obeying all traffic laws.

A-3. Automobile restraint systems

- a. Operators and passengers in motor vehicles will wear safety belts. This does not apply to passengers riding in buses not equipped with safety belts.
- b. Seatbelts will be worn at all times by all personnel on post. Soldiers on or off post will wear safety belts regardless of duty status. Federal employees will wear approved restraint systems, (Seat Belts) at all times on and off post when on official duty.
- c. Child safety restraints will be used on post. See CAM Regulation 190-5 for specific guidance.
- d. The vehicle operator or senior occupant is responsible for ensuring all passengers wear safety belts.

A-4. Motorcycle/Moped /ATV Safety

a. Requirements. The following are the most restrictive requirements considering Kentucky, Tennessee, U.S. Army, Department of Defense and Fort Campbell laws and regulations. Except where expressly stated, the following applies to both motorcycles and mopeds:

(1) Before operation of any motorcycle Soldiers shall successfully complete an approved Motorcycle Safety Foundation rider safety course. Commanders are not authorized to waive this requirement. Motorcycles are provided for the Basic Rider Course. Riders should bring their protective equipment for the training. ATV riders must complete training IAW AR 385-10 and CAM REG 190-5.

(2) Required rider and passenger equipment. The following Personal Protective Equipment (PPE) shall be worn by all Fort Campbell motorcycle riders. Soldiers are required to wear all protective equipment on and off the Installation.

a. Helmets. For personnel riding motorcycles and ATVs in the United States, helmets must be worn and shall be certified to meet DOT Federal Motor Vehicle Safety Standard No. 218, United Nations Economic Commission for Europe Standard 22-05, British Standard 6658, or Snell Standard M2005 in accordance with DODI 6055.04, April 20, 2009. For personnel riding motorcycles and ATVs outside the United States, helmets must be worn and meet the HN standards. In those instances where the HN has no standard, helmets must, at a minimum, meet the DOT Federal Motor Vehicle Safety standard. All helmets shall be properly fastened under the chin.

b. Eye protection. Eye protection must be worn and shall be designed to meet or exceed ANSI Z87.1, reference (z) for impact and shatter resistance includes goggles, wraparound glasses, or a full-face shield (properly attached to a helmet). A windshield or fairing does not constitute eye protection.

c. Foot protection. Foot protection must be worn and includes sturdy over-the-ankle footwear that affords protection for the feet and ankles (durable leather or ballistic-type cloth athletic shoes that cover the ankles may be worn).

d. Protective clothing. Protective clothing must be worn and includes long-sleeved shirt or jacket, long trousers, and full-fingered gloves or mittens made from leather or other abrasion-resistant material. Motorcycle jackets and pants constructed of abrasion-resistant materials such as leather, Kevlar, or Cordura and containing impact-absorbing padding are strongly encouraged. Riders are encouraged to select PPE that incorporates fluorescent colors and retro-reflective material.

e. A brightly colored reflective vest or reflective belt will be worn at all times on or off post by Soldiers. The vest or belt will be worn on the outside of all outer garments. If the reflective belt is worn it will be worn over the shoulder, diagonally across the chest. Civilian are encouraged to wear brightly colored reflective style vests in order to enhance rider visibility.

(3) Required motorcycle/moped equipment. Two rearview mirrors, front and rear brakes, horn, muffler, electric turn signals, license plate and registration, seat and foot rests for each rider, and serviceable tires with adequate tread. Failure to wear the PPE or comply with licensing or operator training requirements may be considered in making line-of-duty determinations if the injury is from such nonuse of PPE or noncompliance.

(4) Driver's license

(a) Motorcycles. Motorcycle license or motorcycle endorsement added to regular operator's license.

(b) Moped. Valid state driver's license.

(5) Other motorcycle/moped requirements.

(a) Headlights will be on at all times while operating on the roads.

(b) Riding between lanes is prohibited.

(c) Tinted eye protection will not be worn during the hours of darkness.

(d) Soldiers must attend an approved Motorcycle Riders Safety Course (per AR 385-10) and have in their possession the safety card issued for completing the course both when permanently registering and operating a motorcycle/moped.

(6) Other riders. A motorcycle/Moped owner will not lend his/her motorcycle/moped to any person for operations without first determining that the individual is properly licensed, possesses proof of approved motorcycle safety training, is insured, and is wearing the appropriate clothing when riding. Passengers must also wear the appropriate protective equipment.

b. Privately owned All-Terrain Vehicles (ATVs)

(1) Definition. A motorized vehicle with three or four wheels, low pressure tires, a wheelbase of 50 inches or less, an overall weight of 600 pounds or less, has a handlebar for steering, and a seat designed to be straddled.

(2) Standards. Although the safety standards are listed in DODI 6055.4, currently, privately owned ATVs are authorized for use on Fort Campbell IAW CAM Regulation 190-5.

c. Motorcycle Mentorship Program.

(1) Commanders are highly encouraged to develop a Motorcycle Mentorship Program (MMP). The purpose of the Motorcycle Mentorship Program is to establish installation level voluntary motorcycle clubs where less experienced riders and seasoned riders can create a supportive environment of responsible motorcycle riding and enjoyment. Such an environment can create positive conduct and behavior and serve as a force multiplier that supports a commander's motorcycle accident prevention program.

(2) Programs developed on the installation must meet the requirements of DoDI 1000.15 Private Organizations on DoD Installations, AR 210-22 Private Organizations on Department of the Army Installations, CAM REG 210-4 Recreational and Educational Private Organizations.

(3) Assistance in the development of a MMP may be coordinated through the Installation Safety Office (270) 956-0871. Online assistance can be found at the Combat Readiness center WEB address, <https://crc.army.mil/mmp/>.

Appendix B The Army Traffic Safety Training Program (ATSTP)

B-1. Applicability

The Army Traffic Safety Training Program will be implemented as part of the Army's Drivers Training Strategy consisting of the on-line Accident Avoidance Course (AAC), hands on motorcycle training and classroom traffic safety training. The ATSTP meets the requirements of DODI 6055-4 E 3.3, which requires 4 hours of driver's training for Soldiers under the age of 26.

B-2. General

The on-line AAC was developed to meet the requirements of AR 600-55. U.S. Army Installation Management Command (IMCOM) is the proponent for the Army Accident Avoidance Course (AAAC). This course is located at the Army Learning Management System: <https://www.lms.army.mil> All personnel driving POVs are highly encouraged to complete the on-line AAC for accident prevention purposes.

a. All personnel requiring AAC training to include refresher training will complete the ATSTP version. Refresher training is required every four years.

b. All newly assigned personnel will receive a local hazards drivers briefing (30 min.) as part of unit in-processing.

c. All Soldiers less than 26 years of age will have to complete the intermediate drivers training (2.5 hour Course) after arrival to their unit. (Para 5b (7)). This training is scheduled through the AIRS registration system, https://apps.incom.army.mil/AIRS/usg_disclaimer.aspx

d. **Mandatory motorcycle training.** Under the Progressive Motorcycle Program, all Soldiers who operate a motorcycle are required to take the following motorcycle training:

(1) Motorcycle Safety Foundation (MSF) basic rider course (BRC) or Deputy Under Secretary of Defense (Installations and Environment) DUSD(I&E)) endorsed, State-approved, curriculum for motorcycle operator's safety training.

(2) Within one year of completing the basic rider course the Experienced Rider Course (ERC) or the MSF BRC II must be completed.

(3) Within one year of completing the basic rider course the Military sport bike riders course (MSRC) must be completed if the soldier rides a sport bike.

(4) Motorcycle refresher training (MRT) for Soldiers deployed for more than 180 days.

e. **Motorcycle sustainment training.** Based on the type of motorcycle owned or operated, Soldiers are required to complete motorcycle sustainment training every 3 years, which consists of, at a minimum, retaking an ERC or the MSRC. A Soldier can meet the sustainment training requirement, at no expense to the government, by taking an Army approved advanced level motorcycle course. A list of courses meeting the criteria is located on the U.S. Army Combat Readiness and Safety Center Web site, <https://safety.army.mil>

f. **Driver improvement/remedial drivers training.** To reinforce positive driving behaviors—

(1) The Army-approved driver improvement courses is provided to military or civilian personnel who, while operating a Government motor vehicle, have been convicted of a moving traffic violation or have been determined to have been at fault in a traffic mishap.

(2) State-approved driver improvement programs may be used to fulfill the requirement where an Army standardized course is not provided.

B-3. Motorcycle safety course

a. Description. The Fort Campbell Installation Safety Office sponsors Army-approved Motorcycle Safety Foundation Basic, Experienced, Sport Bike and Refresher Rider Courses which meets the requirements of AR 385-10. Successful completion of these courses satisfies the regulatory requirement. Courses and instructors are certified by the Motorcycle Safety Foundation. Motorcycles are provided for the Basic Rider Course training only. Experienced, Sport Bike and Motorcycle Refresher Riders will use their motorcycles for training.

b. The Basic Riders Course (BRC) is a two day course the Experienced Riders Course (ERC) and Military Sport Bike Rider Course (MSRC) are one day courses and are only offered to those that have completed the BRC. The courses consist of classroom instruction as well as range (hands-on) instruction.

c. All ATSTP Classroom and range instruction begins at building 6074 on Screaming Eagle Boulevard.

d. Target attendees. Motorcycle safety training is mandatory for all Soldiers operating motorcycles on or off the installation, regardless of whether the motorcycle is registered on post.

e. Civilians and contracted laborers are not required to receive service sponsored training nor are they required to provide proof of training for entry to any DOD Installation. Service sponsored training is not required for properly licensed/endorsed DOD civilian operators.

f. Scheduling.

(1) Courses are normally offered each week (BRC normally on Monday-Tuesday and Thursday-Friday, and the ERC and MSBC on alternating Wednesdays), depending upon demand. Hours are posted in AIRS registration.

(2) Personnel desiring to register for the Basic Rider Course, the Experienced Rider Course the Military Sport Bike or Motorcycle Refresher Course must register through the Army IMCOM Registration System (AIRS).
https://apps.imcom.army.mil/AIRS/usg_disclaimer.aspx

g. Requirements. Attendees must wear approved protective equipment as outlined in paragraph A-4.a. (2) above. ERC students sport bike and refresher students must provide a motorcycle that meets equipment requirements listed in paragraph A-4.a. (3) above, and possess proof of insurance. A valid motorcycle license or motorcycle endorsed state driver's license, a BRC completion card and post registration is required to drive the motorcycle to the ERC, MSRC or MRT. Motorcycles will be provided by Cape Fox for the BRC only and all students must use them for the training.

Appendix C

POV Inspections

C-1. The Installation Commander has elected to have an installation POV inspection process as outlined in this regulation due to a lack of vehicle inspections in the states of Kentucky and Tennessee. The POV inspection responsibility rests with the chain of command and directorates. Inspections should be conducted with three goals in mind.

a. First is to provide Soldiers a caring command climate that stresses the importance of understanding the risks of POV travel including unsafe vehicles.

b. Secondly, identify vehicles that are unsafe, to both the operator and others who share the roads, and assist these Soldiers in bringing their vehicles up to standard.

c. The third goal is to send a message to our Soldiers that we expect their vehicles to be insured and in safe operating condition because we care for their personal safety.

C-2. Initial POV Inspections will be conducted at the units during in-processing and updated every six months. Inspections may be scheduled more frequently based on commander's requirements. This is a requirement for passes and leave packets as well.

C-3. Inspections will be documented using FC Form 2005, POV Inspection/Vehicle Owner Inspection or FC Form 4255 for Motorcycles/mopeds. Inspection of POV/Motorcycles of Soldiers 25 years and younger must be conducted and documented by a member of the chain of command who is not in the high risk category of Soldiers, i.e., 25 years and younger. Soldiers 25 years and younger will prepare two copies maintaining one with the vehicle and the other in the unit personnel file.

C-4. All other personnel living and working on Fort Campbell will self inspect their vehicles annually using FC Form 2005/FC Form 4255 and maintain the form with the associated vehicle.

C-5. FC Form 4255, Motorcycle/Rider Inspection Checklist accomplishes the same inspection requirements for motorcycles/mopeds as the POV Inspection.

Appendix D

Pass/Leave guidelines

D-1. Fatigue is a leading causal factor in fatal POV accidents. Over 70 percent of fatal POV accidents occur over the weekend, many over extended weekends or DONSA's (Day of No Scheduled Activity). A significant number of Soldiers make the high risk decision to start long driving trips late in the evening at the beginning of a three- or four-day weekend or to complete long driving trips during the early morning hours at the end of a three-day or four-day weekend.

D-2. Establishing and executing an effective leave and pass program should ensure Soldiers avoid driving in a fatigued condition at the beginning or end of such a trip.

D-3. Commanders can provide direct influence through information, motivation, and guidance given to POV operators before they leave Army control for pass or leave. Intent is to ensure that the Soldier is counseled on inherent risks of POV operations. As such, commanders should review their leave/pass programs and incorporate the following guidance:

a. Commanders and first-line supervisors will conduct safety counseling and briefings. These briefings, at a minimum, should address how Soldiers must lower their driving risks by wearing safety belts, never driving under the influence of alcohol or drugs, obeying traffic laws (especially speed limits), and avoiding driving while fatigued. Include countermeasures for any forecasted inclement weather and address appropriate seasonal and recreational safety topics.

b. Generally, Soldiers should plan their trips not to exceed 10 hours of driving or between 500-600 miles each day. Drivers should take 15 minute breaks every 2-3 hours or every 120-180 miles. Consider limiting the distance further based on other hazards such as weather and traffic conditions, unsafe driving record, and departure time that might cause the Soldier to drive after 2400. Soldiers should plan for weather changes and emergencies by carrying emergency funds and emergency kits.

c. Grant a pass/leave or extend a pass/leave, when appropriate, to preclude the need for a Soldier to drive long distances in a hurry, particularly if their attitude may be so affected by urgent personal business that it may affect how safely they drive.

d. In exercising command discretion to grant a regular pass up to 72 hours or a special pass up to 96 hours under provision of AR 600-8-10, consider a start time and end time for the pass to ensure the Soldier is not driving after 2400 to complete a long trip. For example, if a pass is granted over an extended weekend on which Monday is a holiday or DONSA and the next duty formation is 0630 on Tuesday, consider specifying that the pass ends on Monday or sooner.

e. When critical and demanding training events occur immediately before or after an extended weekend, consider specifying start and end times for pass/leave which provide time for adequate rest before departure and adequate rest before resuming duties. When possible, do not schedule such events immediately before or directly following an extended weekend. The intent is to avoid situations where Soldiers begin driving while already fatigued or where Soldiers drive while fatigued to return just in time to resume their duties.

D-4. Commanders will ensure all Soldiers receive safety counseling prior to Soldiers departing on pass, leave, TDY or PCS. For Soldiers using POVs, the primary means of documenting the briefing is through the use of the Army POV Risk Assessment Tool (TRiPS) found on the Combat Readiness Center website, <https://crc.army.mil>. This program requires input from the Soldier on specific trip plans and requires review by the 1st line supervisor.

a. POV related trips over 100 miles requires counseling through the use of TRiPS.

b. When the automated system is not available, alternate documents will be used such as FC Form 4144, Pre-Pass and Leave Interview/Briefing or Fort Campbell's Off Duty Risk Assessment Card (Knowledge Share – Publications). These forms are not required when TRiPS can be accessed and printed.

c. Intent of all counseling tools is to enhance the first line supervisor's engagement with the Soldier to ensure that all POV trip related risks are mitigated to the lowest level possible.

D-5. Vehicle operators should—

a. Drive whenever possible during daylight and hours of least congestion.

b. Obtain six to eight hours of continuous sleep the night prior to long drives.

c. Avoid, whenever possible, driving during the hours of 2400 to 0600, especially on weekends, which the hours are of the highest risk potential for fatigue and DUI-related POV accidents.

d. When going on pass or leave, plan rest breaks, share driving, or use public transportation and/or other countermeasures that will ensure a safe trip.

Appendix E

Fatality Reporting and After Action Review (AAR) Process

E-1. Purpose

This appendix serves two purposes as related to Accident Prevention-

a. Initial reporting of fatal accidents and all motorcycle accidents is required in order to provide the chain of command data necessary to provide MACOM level commanders and the Combat Readiness Center with detailed information. This data will also be used to construct Fatality AAR slides. Information will be provided IAW CG's Policy 13, Fort Campbell Policy on Accident Notification and Reporting.

b. Fatality AARs are crucial to enhancing accident prevention measures. This appendix is to provide guidance to ensure Fatality AARs are conducted in a timely manner, in proper format, and that they examine the events leading to accidents, identify the causes, and determine any policies, procedures, programs, etc., that must be addressed and possibly revised or rescinded to prevent recurrence.

E-2. General

There are few accidents that proper training, performance to standard, and use of the composite risk management process will not prevent. Even though most fatal accidents are in the POV category, this appendix applies to all fatal off-duty accidents regardless of category and any motorcycle accident resulting in lost work time.

E-3. Application

The following requirements are established for all 101st Airborne Division (Air Assault) and Fort Campbell units (except 160th Special Operations Aviation Regiment and 5th Special Forces Group (Airborne)) that experience an off-duty fatal accident or any motorcycle accident resulting in lost work time. All FORSCOM associated units will use the Ground Accident and Fatality Reporting Requirements Guide (Knowledge Share – Safety/FORSCOM) to formulate accident/fatality information which is to be provided to the Installation Commander within 24 hours of the incident and a follow up with all information within 72 hours. This requirement does not eliminate normal SIR/CSIR reporting IAW AR 190-40 or Accident Reporting IAW AR 385-40.

E-4. Fatal accident AAR attendees

a. Fatal Accidents require an AAR within seven days of accident. The AAR will be presented to the Commanding General by the Major Unit Command. Command/staff attendees include-

(1) The Commanding General who will chair the AAR, or in his absence, the DCG (O) or DCG (S). During deployments of the Division Command Group, the Rear Detachment Commander and/or Installation Commander as appropriate.

(2) The DCG (O) or DCG (S), as appropriate, based on unit involved.

(3) The Chief of Staff or Garrison Commander, as appropriate.

(4) The Division or Garrison Command Sergeant Major, as appropriate.

b. Unit attendees include the entire chain of command from first-line supervisor to the major unit commander.

c. Other staff attendees include—

(1) Director of Safety.

(2) Division Surgeon.

(3) Others, such as the MEDDAC, Director of Health Services designee; PMO; SJA; PAO; etc., as deemed appropriate by the Chain of Command and the Director of Safety.

E-5. Responsibilities

a. The Director of Safety will provide guidance, expertise, and assistance in the accident investigation IAW AR 385-40, DA Pamphlet 385-40, and CAM Regulation 385-2.

b. Major unit commanders will—

(1) Schedule an AAR with the Commanding General's executive assistant within seven days of notification of the accident. Time window for the AAR should be as close to the date of occurrence as possible.

(2) Notify all of the attendees of schedule and coordinate to ensure their attendance.

(3) Support the first CSM in the Soldier's chain of command who will be the lead as the primary briefer. As the lead, the CSM will provide briefing material and copies of briefing presentation for attendees.

c. Ensure the entire chain of command, from first-line supervisor to the major unit commander, attends to answer questions as required.

d. The MEDDAC, Director of Health Services will—

(1) Work with the Staff Judge Advocate (SJA) and make every effort to obtain blood alcohol content (BAC) of military driver(s) and/or victims involved.

(2) Ensure that an autopsy is conducted to determine the cause and manner of death and report the findings to the Installation Safety Office as soon as possible in cases within post jurisdiction. Obtain cause and manner of death from responsible officials when jurisdiction resides off post.

(3) Work with the unit to obtain medical records of at-fault individuals and/or victims to determine such things as legal or illegal drug use or other pertinent health conditions that could have contributed to the accident.

(4) Assist the unit in evaluating efficiency and effectiveness of the emergency medical response team.

e. The Provost Marshal will—

(1) Provide the unit assistance in determining past traffic offenses of military driver(s) involved.

(2) Respond to and investigate all traffic accidents that occur on the installation and provide unit and the Installation Safety Office with a copy of the accident report of all accidents involving fatal or serious injuries as soon after completion as possible.

(3) Obtain as quickly as possible a copy of the accident report from civilian authorities for fatal traffic accidents occurring off post and provide copies to unit and the Installation Safety Office.

E-6. Policy

Unit AARs will, as a minimum, include personal data on victim or at-fault individual, pre-accident phase (chronological sequence of events beginning 24 hours prior to the accident), synopsis of the accident, causative and contributing factors, MP or civilian police report, map of accident site and travel route, and an assessment of the unit's accident prevention program, and after-accident initiatives. Figures 1 through 13 provide briefing chart format for AARs.

E-7. Impact

Each AAR reveals insights and a deeper understanding of motivations and causative factors of accidents. Lessons learned from each accident will help prevent recurrences. AARs afford the opportunity to identify systemic problems, develop appropriate countermeasures, and achieve the ultimate goal of the AAR - Saving Soldiers' Lives.



Unit Name

Fatality Accident/Incident After-Action Review

For Name(s)

Date of AAR:

1

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Attendees

- Commanding General
- DCG(O) or DCG(S): As Appropriate
- Chief of Staff or Garrison Commander: As Appropriate
- Division or Garrison CSM: As Appropriate
- Chain of Command (Immediate Supervisor thru BDE)
- Division Surgeon
- Installation Safety Representative
- G1 Representative: As Appropriate
- CABC, ASAP Representation: As Appropriate
- MEDDAC, Director of Health Services Designee: As Appropriate
- PMO: As Appropriate
- SJA: As Appropriate
- PAO: As Appropriate
- Chaplain: As Appropriate

2

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Briefing Agenda

- Biography/Personal Data
- 24-Hour Sequence of Events
- Map of Route (If Applicable)
- Diagram of Accident /Incident Scene
- Accident /Incident Synopsis
- Causative/Contributing Factors
- Assessment of Unit's Safety Program
- Unit After-Accident/Incident Initiatives
- Pending Unit Actions

3



Biography / Personal Data

NAME(S):

- Rank:
- MOS:
- Sex:
- Special Training Assignments:
- Background/Training in Activity Performed at Time of Accident/Incident (i.e., Driver's Training):
- Performance Indicators (Counseling Statements, Indebtedness, CTT Scores, ADAPC Files, Health Risk Assessment, "Next Accident" Risk Assessment, etc.):
- Most Recent/Next Scheduled FTX/Deployment (Dates):
- Recent Changes in Assignment (i.e., Move Within/Between Units):
- Personal or Family Problems, Disciplinary Actions or Financial Hardships:
- Age:
- Time in Unit:
- Unit:

4



Accident/Incident Timeline

(24-Hour Sequence of Events From 24 Hrs Prior to Time of Accident/Incident (N))

- N-24 Hours:
- N-xx Minutes:
- N Hour

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Map of Route

(If Applicable)

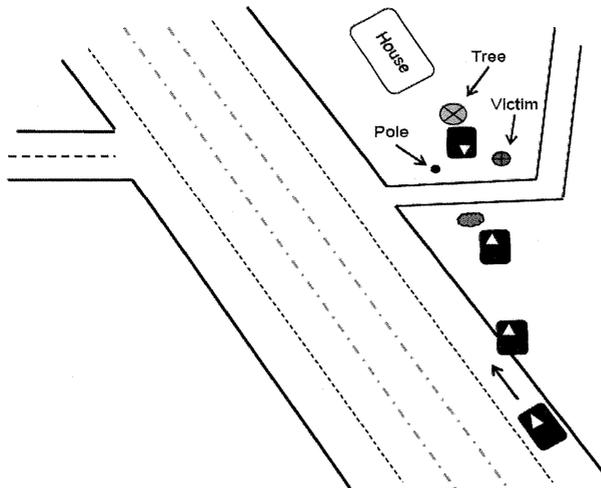
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Accident/Incident Overview

Photos with Explanations (If Applicable)



Vehicle
▪ 2001, Pontiac Trans Am

Environmental :

- Air Temp: ~57f
- Winds: Calm
- Illum: Partly Cloudy, Visibility ~ 5miles.
- Full Moon
- Sun rise 0806hrs

Roadway :

- Speed Limit: 45 mph
- Roadway Type: Asphalt / Blacktop
- Roadway Size: Four-Lane w/turn lane
- Roadway starts to curve at the accident location

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Accident/Incident Synopsis

- Date: DD/MM/YY
- Time: 0000 hours
- Location:
- Environmental Conditions/Factors (Block 39, DA Form 285-AB)
- Other Official Civilian Agencies Accident/Incident Report (if applicable)
(Contact PMO or SJA for Assistance in Obtaining Report)
- Witness Statements:
- Extent/Type of Injuries:
- Seatbelt use (if applicable):
- Alcohol Involvement:

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Accident/Incident Synopsis (cont.)

- Photos of Accident /Incident Scene, if Possible, and Photos of Vehicle(s)/Equipment Involved in accident/incident . Include descriptive captions underneath photos.
- Actions of Victim/Others and Sequence of Events of Accident/Incident
- Emergency Response (Time to Respond, Who Responded, Where Victim was Taken, Time/Place of Death, etc.)
- Time and Sequence of Unit/Unit Commanders/SDO/Safety Office Notification
- Time and Sequence of CSIR/SIR reporting to command and SD Channels

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Causative / Contributing Factors

[per DA Form 285-AB (Blocks 25-37)]

- Physical Description of Equipment/Vehicle (Include Inspection Documentation, Vehicle/Equipment Service Records, etc., if available/applicable)
- Use and Type of Safety Equipment (Seat Belt, Antilock Brakes, Helmet, Gloves, Goggles, etc.) (if applicable)
- Was Condition of Vehicle(s)/Equipment a Causative/Contributing Factor? (Provide Photos, Documentation of Failed Parts, etc.) (if applicable)
- Was Condition of Soldier a Factor? (BAC, Fatigue, etc.)
- Previous mental health, ASAP, blotter incidents; (previous units actions if applicable)
- Explain who Performed Incorrectly and how (Blocks 36a-c on DA Form 285-AB)
- List Reasons Activity was Performed Incorrectly (Block 37)

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Assessment of Unit Safety Program

- Holiday/DONSA/Training Holiday Safety Briefs and Other Unit Safety Briefings
- Vehicle or Equipment Inspections
- Leave and Pass Policy
- Awards Program
- Unit Safety Awareness Profile (Trained Safety Officer/NCO, Posters, NCO Wallet Cards, Buddy Cards, Safety Days, Risk Management Training/Implementation, "Next Accident" Risk Assessments, etc.)
- Command Factors (Changes of Command/Command Climate)/Standards Issues
- Suicide Prevention Training
- Resiliency Program

Provide documentation where possible

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Unit-After Action Initiatives

- Explain how Unit Used Lessons Learned From This Accident/Incident to Brief Unit Personnel
- New Safety Programs or Countermeasures Initiated Since Accident/Incident
- Describe Actions Taken, Planned, or Recommended to Eliminate the Cause(s) of this Accident/Incident (From Unit Level to HQDA)

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Pending Unit Actions

- Any Pending Charges or Arrests
- Status of Autopsy/Lab Results
- PNOK/SNOK Notification
- Disposition of Remains
- Disposition of Property
- Letter of Sympathy/Condolence Status
- Posthumous Awards/Promotion Status
- Unit Memorial Ceremony/Service
- Summary Court Martial Officer Name/Issues
- Accident/Incident report completion and submission

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