

AAAR

Abbreviated
Aviation
Accident Report

Use and
Preparation
Guide

May 2005



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

AAAR Use and Preparation

DA Form 2397-AB-R: Abbreviated Aviation Accident Report (AAAR) is required for **all** aircraft ground and Unmanned Aerial Vehicle (UAV) accidents (regardless of class). The AAAR will also be used to record all Class C, D, E and F (turbine engine FOD) aviation accidents/incidents. Additionally, this form may be used to report aviation Class A and B accidents in areas of combat or contingency operations when the submission of the DA Form 2397 series is deemed not practicable by the senior tactical commander. The AAAR reduces only Class C and above reporting requirements, but does not affect the quality or extent of the accident investigation, mandated by AR 385-40. **Investigation and submission of the AAAR will be IAW AR 385-40.**

Accident/Incident Classification Criteria

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

Class B Accident. The resulting total cost of reportable property damage is \$200,000 or more but less than \$1,000,000, an injury and/or occupational illness results in permanent partial disability, or three or more personnel are hospitalized as inpatients.

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

Class D Accident. The resulting total cost of property damage is \$2,000 or more but less than \$20,000, or a nonfatal injury that does not meet the criteria of a Class C accident (no-lost-time case).

Class E Incident. The resulting cost of property damage is less than \$2,000. **See Para 2-2e, AR 385-40, for further definition of Class E Incidents.**

Class F, Turbine Engine Foreign Object Damage Incident (FOD). Reportable damage confined to turbine-engines as a result of unavoidable internal or external FOD. Turbine engine FOD incidents are to be reported on an AAAR as a Class F incident, regardless of cost.

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

Injury/Fatality Cost Standards Table

	Submarine and or/ Flying Officer	Other Officers	Enlisted Personnel, Cadets	Civilian Employees -4	Prgm Youth and/or Student Assistance Prgm Employees & Foreign Nat'ls
Fatality	\$1,100,000	\$395,000	\$125,000 -1 270,000 -2	\$460,000	\$270,000
Permanent Total Disability -3	1,300,000	845,000	500,000	385,000	390,000
Permanent Partial Disability -3	210,000	145,000	115,000	250,000	180,000
Lost Time	425	425	375	350	300
Hospitalized -5	466	466	466	466	466
No Lost Time-6	120	120	120	120	120

1-Nonflight crewmember fatality.

2-Flight crewmember fatality.

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

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

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

6-Per day.

AVIATION ACCIDENTS NOTIFICATION & REPORTING REQUIREMENTS & SUSPENSES

PEACETIME				COMBAT*	
NOTIFICATION		REPORTING		NOTIFICATION	REPORTING
ACCIDENT CLASS	TELEPHONIC WORKSHEET	DA FORM 2397	AAAR	TELEPHONIC WORKSHEET	AAAR
A & B	IMMEDIATE USACRC Telephonic notification (no hardcopy notification is required) DSN 558-2660/2539/ 3410 or Com (334) 255-2660/2539/ 3410	(CAI/IAI) 90 CALENDAR DAYS	Aircraft ground & UAV accidents 90 calendar days	Same as peacetime to USASC or Safety Rep, Forward	(When senior tactical CDR determines DA Form 2397 investigation/report not practicable, submit AAAR as soon as conditions/situation permit – not to exceed 90 Calendar days)
ACCIDENT CLASS	TELEPHONIC WORKSHEET	DA FORM 2397	AAAR	TELEPHONIC WORKSHEET	AAAR
C	IMMEDIATE USACRC Telephonic notification (no hardcopy notification is required) DSN 558-2660/2539/ 3410 or Com (334) 255-2660/2539/ 3410	N/A	90 Calendar Days	Same as peacetime to USASC or Safety Rep, Forward	Same As Peacetime
ACCIDENT CLASS	TELEPHONIC WORKSHEET	DA FORM 2397	AAAR	TELEPHONIC WORKSHEET	AAAR
D, E, & F	N/A (Unless SOF Issue)	N/A	10 Calendar Days	Same As Peacetime	Same As Peacetime
SUBMISSION METHODS	Class A-C Telephonic (Immediate) Class D, E, F - If SOF issue	Mail	Mail/Fax/ courier/ Electronic Submission. Include Attachments	Same As Peacetime	Same as Peacetime

*-When the senior tactical commander determines that normal peacetime investigation and reporting is not practicable.

Submission of Reports

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

- **Mailing address:**
Commander U.S. Army Combat Readiness Center
ATTN: CSSC-SDA, Bldg 4905, 1209 5th Ave
Fort Rucker, AL 36362-5363
- **Electronic Mail:** accidentinformation@crc.army.mil
- **FAX:**
DSN 558-2266
COM 334-255-2266

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

Instructions for Completion

The AAAR form is designed to be user friendly and self-explanatory. However, the following guidance is provided if needed. Complete the entire form (both sides for each Class C, Class A and B combat or aircraft ground or UAV accident. For each Class D, E, and F incident not involving human error, injury, or wire strikes, only the front page (blocks 1-18) is required. For each Class D, E, and F incident involving human error or injury, complete blocks 1 through 18, 21, 22, 23, and 24, and any other pertinent blocks. The AAAR will be completed as follows:

Block 1. The case number consists of the year, month, and day (YYMMDD) of the accident, the local time of the accident, and the seven digit aircraft serial number. Aircraft serial number must contain seven digits. UAVs contain at least three. In those cases where the aircraft/UAV serial number is less than seven digits, insert zeros after the model year (first two digits) until seven digits are reflected.

Block 2. Check the boxes of the appropriate classification and category. Classification criteria are listed on page 1 of this booklet. Block 2b. does not apply to UAVs or to Class E material failures.

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

Block 4. Check the appropriate box. Dawn is that period of time between beginning of morning nautical twilight (BMNT) and official

sunrise. Dusk is that period of time between official sunset and end of evening nautical twilight (EENT).

Block 5. Enter the total number of aircraft/UAVs involved in the accident and submit an additional AAAR for each aircraft/UAV. Do not include inoperative aircraft/UAVs. In completing additional AAAR forms, do not duplicate data already provided in the initial form.

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

Block 7. Enter the name of the closest city and state to the accident site. Identify the country if outside the United States. Also check the appropriate boxes to indicate whether the accident occurred on or off post, or off an airfield. Note: Tactical landing zones are considered 'airfields'.

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

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

Block 10. Pertains to the estimate of the accident **damage** cost. Do not include those items excluded from accident cost IAW para 2-11, AR 385-40. Enter in blocks 10b through 10h only those cost associated with the aircraft/UAV to which this form pertains. FWT/ material failure is not considered damage. Complete this block as follows:

- **Block 10a.** If “Yes,” enter the replacement cost per TB 43-0002-3 in block 10b and do not fill in blocks 10c and 10d (man-hours). UAV cost to replace or repair will be calculated at the current cost at the time of the accident.
- **Block 10b.** Enter the cost of aircraft/UAV damage, excluding man-hour cost.
- **Block 10c.** If 10a is ‘No’, enter man-hours required to repair aircraft/UAV damage only.

NOTE: Some UAVS are contractually bound to receive ECOD from the manufacturer. In this case, no entries will be made in block 10c.

- **Block 10d.** If 10a is ‘No’, enter man-hour cost that pertains to aircraft/UAV damage only, based on current cost criteria specified in para 2-11, AR 385-40. Include other man- hour cost in block 10e (Other Damage Military).

NOTE: Some UAVS are contractually bound to receive ECOD from the manufacturer. In this case, no entries will be made in block 10d.

- **Block 10e.** Enter all costs to other military property resulting from the accident (Include inoperative aircraft, if applicable).

- **Block 10f.** Enter the damage cost to civilian property.
- **Block 10g.** Enter the injury costs of all personnel on board this aircraft. Obtain total injury cost by adding the cost of block 19 of DA Form 2397-9-R or from the injury cost criteria on page 2 of this booklet.
- **Block 10h.** Enter the total of blocks 10b-g.
- **Block 10i.** Leave blank unless Block 5 indicates multiple aircraft/UAVs are involved. Enter the total of blocks 10h from each AAAR when multiple aircraft/UAVs are involved.

Block 11. Complete the general data blocks:

- **Block 11a.** Enter the mission as shown on the DA form 2408-12, or from AR 95-1, AR 95-23, or the list on page 8 of this booklet. For maintenance operations with or without intent for flight, enter “S” for service. If none, enter “NA.” Check the appropriate box to indicate whether the mission was a single or multi-ship operation.
- **Block 11b.** Check the appropriate box to indicate the type flight plan on file at the time of the accident.
- **Block 11c.** Check the appropriate box to indicate whether or not a flight data recorder was installed.
- **Block 11d.** Check the appropriate box to indicate whether night vision devices(s) or system (NVD) were in use at the time of the accident/incident. If “Yes.” specify the type of NVD used.
- **Block 11e.** Check the appropriate box to indicate the phase of operation when the fire started. Identify type combustible material and the fire ignition source in block 15 (summary) of the AAAR.

- **Block 11f.** For Class C and above accidents checked “Yes”, complete DA Form 2397-6-R and attach it to the report. For Class D, E, and F accidents/incidents, explain in the block 15, Summary, the type and source of the spillage.
- **Block 11g.** Check the appropriate box to indicate whether the aircraft was participating in a named field training exercise (FTX). If “Yes,” enter the FTX name in the space provided.

Block 12. Enter the flight parameters at the times indicated. Flight parameters pertain to both flight and ground operation of the aircraft. Phase of operation codes are listed on page 8 of this booklet.

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

Block 13. Enter up to three event codes from the list starting at page 10 of this booklet that describes the accident/incident. Enter the event code that best describes the accident/incident in the first space. Exception: Events 12, 40, and 45 will be entered in the first space if applicable.

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

Block 15. Enter a concise summary of the accident sequence from the initial onset of the emergency until the aircraft/UAV is at rest, to include injuries resulting from the accident/incident. For D, E, and F accidents not involving human error: describe all materiel failure and environmental contributing factors, fire ignition sources and combustible materiel in cases involving fire. Also, enter the Product Quality Deficiency Report (PQDR) number, category, and status when materiel deficiencies are involved. Additionally, include the following risk management information for class D accidents and above:

- At what level was the mission/training conducted (individual, crew, squad, platoon, company, battalion, brigade, etc...)?
- Was risk management performed?
 - Who performed (rank/position)?
 - Who accepted the risk (rank/position)?
 - What was the level of risk after controls were applied (Low, Moderate, High, Extremely High)?
 - How was the risk management process communicated? (Select one or more of the following: order/worksheet/verbal brief/not communicated)
 - Was the accident event identified or considered during the risk management process (Yes/No)?
 - If yes, what was the identified level of risk (Low, Moderate, High, Extremely High)?
 - If yes, who was responsible for implementing control(s) (rank/position)?
 - If yes, was the accident event accepted as residual risk (Yes/No)?
- Who was in charge during the mission/training (rank/position)?
- Who was the senior leader present during the mission/training (rank/position)?

• Use a continuation sheet if necessary.

Block 16. Column 3, ‘Part’, of this block must be completed for all reports containing a “D” or “S” in block 14b. Enter the requested data for materiel failure or malfunction resulting from fair wear and tear (FWT), maintenance error or manufacture/design deficiencies. For maintenance error over which the Army has

control, block 21 must also be completed for the individual committing the error. Component column data is required only for those items involving the power and drive trains; e.g., engine, transmission, gearboxes, combining transmission, etc.

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

Block 18. For Class C and above accidents, enter the data for the investigation board president. For Class D, E, and F incidents, enter the safety officer/representative who can answer questions pertaining to the report.

Note: For Class D, E, & F reports that do not involve wire strikes, human error or injury, stop here. No further entry is required.

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

Block 20. Complete this block for accidents involving wire strikes.

Block 21. This block is required to be completed for all crewmembers with access to the flight controls who are involved in a Class A, B, or C accident and for personnel with causative roles, or who were injured in the accident/incident regardless of Class. This block is not required for materiel failure Class D, E, and F incidents, where the only cause of the failure was FWT. If more than three personnel are involved, use additional forms. Use the following instructions for completing block 21a. Blocks 21b and 21c are to be completed using the instructions for block 21a.

- **Block 21a.** Enter the individual's last name, first, and middle initial.

- **Block 21a(1).** Enter the individual's social security number.
- **Block 21a(2).** Enter the individual's pay grade from the list on page 8 of this booklet, e.g., 04, W3, GS-09, WG-10, etc.
- **Block 21a(3).** Enter the individual's sex.
- **Block 21a(4).** Enter the duty position code as shown on DA Form 2408-12 for the flight or form the list on page 9 of this booklet.
- **Block 21a(5).** Enter the personnel service code of the individual from the list on page 10 of this booklet.
- **Block 21a(6).** Enter the UIC of the unit to which the individual is assigned at the time of the accident.
- **Block 21a(7).** Check "D," "S," "N," or "U" to indicate the individual's causal role in the accident (definite, suspected, none, or undetermined).
- **Block 21a(8).** Check the box to indicate whether the individual was on the flight controls at the time of the accident or whether his or her previous control input had any influence on the accident.
- **Block 21a(9).** Indicate whether blood and urine test results were positive or negative (**tests are required for all aviation Class C and above accidents**). If the results are "positive", **attach the AFIP results to the AAAR** and address in findings at block 24 (authorized medication excluded).
- **Block 21a(10)(a).** Enter the total number of hours this individual slept during the 24 hours preceding the accident.
- **Block 21a(10)(b).** Enter the total number of hours this individual worked in the 24 hours preceding the accident.

- **Block 21a(10)(c).** Enter the total number of hours this individual flew in the 24 hours preceding the accident.
- **Block 21a(11).** If the individual is a rated aviator or UAV operator, check the appropriate box to indicate his/her RL and FAC levels.
- **Block 21a(12).** Indicate whether or not the individual was injured. **If “Yes,” DA Form 2397-9-R is required** to be submitted for each individual injured as a result of the accident. (Accidents involving injury require a physician or physician’s assistant to be a member/advisor of the board.) Instructions for completing the 2397–9-R are in DA PAM 385-40, para 3-12 and figure 3-11.
- **Block 21a(13).** Enter the total number of flight hours this individual has accrued in the accident aircraft design and series.

Block 22. This block pertains to class C and above accidents only.

- **Block 22a.** Any deformation of occupiable space constitutes a compromise for the purposes of this report, if “Yes, “ submit DA Form 2397-6-R with the AAAR. Instructions for completing the 2397–6-R are contained in DA PAM 385-40, para 3-9 and figure 3-7.
- **Block 22b.** Indicate whether post-crash escape/rescue/survival difficulties were a factor in this accident. If “Yes,” submit DA Form 2397-10-R for the individual(s)

experiencing the difficulties. Instructions for completing the 2397–10-R are contained in DA PAM 385-40, para 3-13 and figure 3-12.

- **Block 22c.** Indicate whether the protective/restraint equipment functioned as designed. If “No,” submit DA Form 2397-10-R for the individual(s) utilizing the protective/restraint equipment. Instructions for completing the 2397–10-R are in DA PAM 385-40, paragraph 3-13 and figure 3-12.

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

Block 24. Instruction for writing findings and recommendations are contained in DA Pam 385-40, paragraph 3-5 and figure 3-3. Accident Errors and Root Causes associated with the findings are explained in table B-1, DA Pam 385-40.

Block 25. List all substantiating data submitted with the AAAR.

Block 26. Class C and above accidents will be forwarded through the reviewing chain of command IAW MACOM directions. Required actions of the reviewing officials and approving authority are contained in DA PAM 385-40, paragraph 3-3 and figure 3-1.

Supplemental Report Requirements

Follow-up data (e.g. Classification change, E/ACOD, CCAD, PQDR, AFIP, ASOAP or other analytical results) are to be submitted as required. Complete only AAAR block 1 (case number) and those blocks to which the supplemental data applies and the substantiating documentation. An ECOD will be submitted with all reports when an accident classification has been downgraded.

Mission Codes

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

Phase of Operation Codes

A Starting engine/run-up	Q Hover OGE
B Stationary (engines running)	R Crash (crew has no control over aircraft altitude)
C Taxi	S Aerobatics
D Takeoff/Catapult/Launch	T Termination with power (planned/attempted termination of an autorotation is to a hover)
E Hover IGE	U Undetermined or unknown
F Climb (after takeoff phase and a climb to altitude is established)	V Power recovery (the process of returning the aircraft to powered flight from an engine-out configuration)
G Cruise	W Training auto-rotation
H Combat maneuver (masking, unmasking, gun run, evasive action, etc.)	X Formation
I Descent (does not include approach)	Y Preflight activity (any activity prior to the flight that caused or contributed to the accident; e.g., mission planning, crew assignment, training, preflight, etc.)
J Approach or UAV TALS (prior to landing/termination)	Z Refueling (to identify the type refueling being conducted, use an additional code preceding the Z code; e.g., in-flight refueling should be coded as GZ).
K Emergency auto-rotation	2 Turning
L Go-around or TALS Abort above Decision Point (the intended landing/termination is aborted)	3 Deceleration
M Landing (aircraft/ UAV touchdown until forward motion stops and aircraft/ UAV clears runway)	4 Level-off
N Low level (constant airspeed and altitude below 500 feet AGL)	5 Shut-down
O Contour (varying altitude, while maintaining constant height above the contour of the earth's surface and/or obstacle)	6 UAV FTS Deploy
P NOE (varying airspeed and altitude, using the earth's contour or foliage for concealment)	

GRADE CODES

O1-O10: Commissioned officers	X2 Foreign enlisted
W1-W5: Warrant officer	CAC Civilian contractor
E1-E9: Enlisted service members	CIV Non-DOD civilian
GS1-GS18, SES1-4, & GM13-GM18: DOD civilians	SAC Service academy cadet
WG1-WG18 & WS13-WS18: Wage board employees	ROTC Reserve Officer Training Cadet
X1 Foreign officers	OTH other Personnel

Duty Position Codes

ABC Aviation battalion commander	LO Liaison Officer
ADC Approach-departure controller	MCO Major commander
AMC Air mission commander	ME Maintenance test flight evaluator
AO Aerial observer	MFP Manufacturing or rework personnel
AOP Assistant Operations Officer	MO Flight surgeon/medical officer/attendant
AOS Assistant Operations SGT	MP Maintenance test pilot
AOT Aerial observer trainee	MPI Payload instructor
ART Armament	MS Maintenance supervisor
AS AFTP Supervisor	OGY Others not aboard aircraft
ASO Aviation Safety Officer	OP Operations Officer
AUC Aviation unit commander	OPN Operations personnel
AVO Air Vehicle Operator	OR Observer, Gunner, technical observer/photographer, Maintenance technician
AVT Avionics technician	PAX Passenger
CC Company Commander	PC Pilot in command
CE Crew chief or flight engineer	PF Pathfinder
CET Combat-equipped troops or jumpers	PI Pilot
CP Copilot	PL Platoon Leader
DC Deputy Commander	PO Mission Payload Operator (UAV)
DCO DA/DOD-level commander	PP Payload Instructor (UAV)
DEP Design & engineer personnel	PPM Power plant mechanic
E Electrician	PT Pilot trainee
FAC FWD Air Controller	PTM Power train mechanic
FC Flight Commander	PTO Pilot trainee, observer
EI External Pilot Instructor (UAV)	PTR Pilot trainee, rated
EP External Pilot (UAV)	RAP Rappeller
FCO Flight Leader	RM Rappeller Master
FCT Weather personnel	RS Rappeller Safety
FFT Crash rescue/firefighters	SAR Search & Rescue
FI Flight Engineer instructor	SI Standardization flight engineer instructor
FSP Flight service personnel	SM Structure/airframe mechanic
FTM Fuel team member	SP Standardization instructor pilot
FTS Fuel team supervisor	S3 S3
G-3 G-3	TI Technical Inspector
GC Ground unit commander	TWC Tower personnel
GCA Final controller	UNK Unknown
GG Ground guide or "Follow me" service	UT Unit trainer
GM General mechanic	XO Executive Officer
GSY Other ground support personnel	XP Experimental test pilot
IE Instrument flight examiner	ZR Rated passenger
IP Instructor pilot	DS Direct Supervisor
JPM PARA Jump Master	
LCO Supervisor or unit commander	

Personnel Service Codes

A Active Army	M NG active duty for training other than annual
B Army Civilian	N Reserve inactive duty training
C Army Contractor	O Reserve annual training
D NAF employee	P Reserve active duty training
E Other active duty U.S. military personnel	Q Reserve active guard/reserve
F Reserve Officer Training Corps (ROTC)	R Foreign national direct hire
G Active-duty Military dependant family member	S Foreign national indirect hire
H NG technician, DOD employee	T Foreign national KATUSA
I NG inactive duty for training	U Foreign national attached USA
J NG annual training	V Public
K NG active duty special work	W Not reported
L NG active guard/reserve	

Accident/Incident Event Codes

The following terms and definitions categorize aviation accidents by the type of event(s) involved. Select the event(s) that best categorize the accident and enter the code (s) in block 13 on the AAAR. Enter the event that best describes the accident in the first position for all flight accidents. For aircraft ground and flight-related, always enter event 12 or 40 in the first event position to depict the category. For foreign object damage confined to turbine engines, enter event 45 in the first position. Never enter condition events 41 (IMC), 48 (brownout), and 65 (whiteout) in the first event position. When no listed event describes the accident, write the type event in block 13 in lieu of a selected event.

- | | |
|---|--|
| <p>01 Precautionary Landing (PL). A landing resulting from unplanned events occurring while the aircraft is in flight that makes further flight inadvisable. This event is to be used for PLs where no other event applies. It may be used in conjunction with other events.</p> <p>02 Forced landing or UAV FTS employment (FL). A landing caused by failure or malfunction of engines, systems, or other components that make continued flight impossible. This event is to be used in conjunction with other events.</p> <p>03 Aborted takeoff. An unplanned event that occurs before liftoff that interrupts a planned flight. This event is to be used for aborted takeoffs where no other event applies or in conjunction with other events.</p> <p>04 Human factor. A psychological, physiological, or pathological condition that results in the interference of a crewmember's duties, or mission that is delayed, diverted, or aborted.</p> | <p>05 Cargo. Injury or property damage resulting from internal or external cargo-related operations, e.g., intentional or unintentional jettisoning of cargo hook load.</p> <p>06 Personnel-handling. Injury or property damage accidents/incidents that occur during hands-on handling of equipment or personnel.</p> <p>07 External-stores. Injury or property damage involving external-stores operations, handling errors, or equipment failures.</p> <p>08 Multiple-aircraft. Injury or property damage resulting from the interactions of two or more aircraft. To qualify as a multiple aircraft event, two or more active aircraft must be involved. An inoperative aircraft (engine not running) struck by an operating aircraft (engine running) does not qualify in this context.</p> <p>09 Misappropriated aircraft. An aircraft accident that occurs during the operation of an Army aircraft that has been misappropriated,</p> |
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regardless of aircrew designation. Intent to fly must exist.

- 10 Unmanned Air Vehicles (UAV).** UAVs have a "Q" designator, are flown or operated by an Air Vehicle Operator (AVO) or External Pilot (EP).
- 11 Contractor accident.** An aircraft/UAV accident that occurs as a result of a Government contractor's operation in which there is damage to Army property or injury to Army personnel. Included is non-delivered equipment for which the Army has assumed responsibility in writing.
- 12 Aircraft ground/UAV accident.** (When applicable, enter in first position.) Injury or property damage involving an Army Aircraft/UAV in which no intent to fly exists and an aircraft/UAV system is in operation.
- 13 Laser induced/related.** Personnel injury or property damage resulting from or related to laser operations.
- 14 Friendly Fire.** The employment of friendly actions, with the intent to kill or disable hostile forces or destroy their property, that results in injury or death to friendly, neutral, or other non-combatant personnel or damage to their property.
- 15 Single engine landing.** An unplanned single engine landing of a multi-engine aircraft.
- 16 Un-commanded control input.** An un-commanded aircraft/UAV pitch, yaw, or roll motion (regardless of amount) that is not induced by the crew or adverse environmental conditions.
- 17 Cockpit Air Bags.** Damage to property or injury to personnel resulting from/related to deployment of cockpit airbags.
- 18** Reserved for future use.
- 19** Reserved for future use.
- 20 Refueling accident.** Damage or injury incurred during refueling operations on the ground or in flight.
- 21 Midair collision.** Two or more aircraft and or UAVs collide in flight. Hover is considered flight for this event.
- 22 Helocasting.** Property damage or personnel injury occurring during helocasting operations.
- 23 Hard landing.** Damage incurred due to excessive sink rate on landing touchdown. Includes auto-rotation landings when skids are damaged, main rotor blade flexing into tail boom; tire blowing on touchdown; landing gear driven in fuselage; fuselage, wing, etc., buckling. Note: The landing area must be suitable for a probable successful landing.
- 24 Wheels-up landing.** Aircraft equipped with retractable landing gear lands with the wheels

in the well. Includes intentional and unintentional gear-up landings.

- 25 Landing gear collapse/retraction.** During takeoff roll, landing, or taxi, the gear collapses for any reason or the crew inadvertently retracts the gear (does not include gear shearing due to hard landing).
- 26 Undershoot.** When an approach is being made to prepared area or field and the aircraft/UAV touches down short of the suitable landing surface. (Does not include wire, tree, or other strikes on approach, except an aircraft striking an airport boundary fence.)
- 27 Overshoot or overrun.** Landing in which the aircraft/UAV runs off the end of the runway because of touchdown speed, short runway, touching down too long, or failure of brakes, or TALS, Arresting Gear (drum, strap, pendant or net) or Hook failure.
- 28 Ditching.** Landing in a controlled attitude in water. (Does not include creeks, streams, etc., or those landings to ships or barges in which the aircraft crashes in the water.)
- 29 Ground loop/swerve.** Aircraft damage is incurred because absolute directional control is not maintained (intentional or unintentional). Includes F/W/UAV ground loops; R/W auto-rotational landings; R/W running landings due to anti-torque failures; aircraft running off side of runway. May be used in conjunction with event 80 for R/W aircraft.
- 30 Collision with ground/water.** Accidents in which the aircraft/UAV strikes the ground or water unintentionally. Includes crashing into a mountain under IFR, IMC, or night; inadvertent flight into the ground or water, such as making a gun run and failing to pull up; low-level flight resulting in striking ground or water.
- 31 Aircraft collision on the ground.** Accidents in which two or more aircraft and or UAVs collide on the ground. None of the aircraft/UAVs can be in flight. (Used in addition to 08 multiple aircraft event.)
- 32 Other collisions.** An aircraft/UAV collides with something during the landing phase of operation: WSPS strikes a rock; tail gear strikes the runway during deceleration; etc.
- 33 Rotor over-speed.** Main rotor rpm exceeds the allowable limits.
- 34 Fire and/or explosion on the ground.** Accidents that are initiated by a fire or explosion. The fire must be prior to lift-off on takeoff and/or after touchdown.
- 35 Fire and/or explosion in the air.** Same as on the ground except fire must be after lift-off and before touchdown.

- 36 Equipment loss or dropped object.** Accidents in which some part of the aircraft/UAV or attached equipment is lost in flight, other than cargo or external stores.
- 37 In-flight breakup.** Accidents in which aircraft/UAV begins to break up in flight. In these accidents, any type of landing is not expected.
- 38 Spin/Stall.** Fixed wing only accidents resulting from entering a stall condition or spinning due to loss of airspeed or excessive angle of attack.
- 39 Abandoned aircraft.** Accidents in which all flight crewmembers eject or parachute.
- 40 Flight-related accident.** (When applicable, enter in first position). Damage to property or injury to personnel without damage to the aircraft.
- 41 Instrument meteorological conditions (IMC).** Aircraft must be in IMC conditions when the accident/incident occurs (not to be used in the first position).
- 42 Rappelling.** Property damage or personnel injury occurs during rappelling operations.
- 43 STABO.** Property damage or property injury occurs during STABO operations.
- 44 Overstress.** Stress damage as a result of operating aircraft outside design limitations.
- 45 Turbine Engine foreign object damage.** (When applicable, enter in first position.) Damage confined to a turbine engine, resulting from unavoidable external objects (excludes internal engine failures that produce damage)
- 46 Rotor/prop wash.** Property damage or personnel injury resulting from rotor/prop wash (does not include damage incurred by event 75).
- 47 Engine over-speed/temp.** Engine rpm or temperature exceeds the allowable limits.
- 48 Brownout.** Loss of visual reference to the ground or horizon caused by rotor wash swirling dust around the aircraft (not to be used in the first position).
- 49 Bird strike.** Any part of the aircraft/UAV collides with a bird while in flight.
- 50 Tree strike.** Aircraft/UAV strikes vegetation during any phase of flight.
- 51 Wire strike.** Aircraft/UAV strikes wire or power line during any phase of flight.
- 52 Mast bumping/In-flight breakup.** Main rotor separates as result of mast bumping.
- 53 Missing aircraft/UAV.** Aircraft or UAV does not return from a flight and is presumed to have crashed.
- 54 Foreign object damage (FOD).** Damage as a result of objects foreign to the area of impact and the FOD damage is the only damage incurred (excludes turbine engine FOD).
- 55 Dynamic rollover.** An uncontrolled aircraft rolling motion with some part of the landing gear in contact with a terrain feature (excludes tree/wire/object strikes that induce the rolling motion).
- 56 Maintenance operational check (MOC).** Accidents that occur during a MOC while engine(s) is in operation and/or rotors turning.
- 57 Weapons related.** Property damage or injury to personnel as a result of weapon operations.
- 58 Lightning strike.** Damage or injury as a result of lightning striking an operational aircraft/UAV.
- 59 Rescue operations.** Property damage or personnel injury occurs during rescue operations.
- 60 Object strike.** Aircraft/UAV or aircraft/UAV component strikes object other than ground, trees, or objects included in other events.
- 61 Air to ground collision.** Aircraft/UAV in the air collides with or strike aircraft on the ground.
- 62 Stump strike.** Aircraft/UAV contacts stump during routine landing.
- 63 Antenna strike.** Aircraft/UAV damage caused by contact with an antenna.
- 64 Engine/Transmission over-torque/load.** Engine/transmission is subjected to a torque load beyond specified limits, or an engine loses rpm because of over gross weight or environmental conditions.
- 65 Whiteout.** Loss of visual reference to the ground or horizon caused by rotor wash swirling snow around the aircraft. (not to be used in the first position.)
- 66 Tie-down strike.** Damage or injury as a result of a main rotor tie-down device attached to a main rotor during start.
- 67 Parachute.** Accidents involving parachute/drop operations while inside the aircraft or static line still attached.
- 68 Mast bumping.** Damage resulting from contact between the main rotor and mast but not resulting in rotor separation.
- 69 Structural icing.** Formation of ice on an aircraft/UAV structure, to include the rotor systems. Does not include carburetor, induction, or pitot static system icing.
- 70 Engine failure.** Engine fails to develop sufficient power to maintain flight and/or the internal failure of an engine (excludes fuel starvation, exhaustion, contamination, and turbine engine FOD).
- 71 Transmission failure.** Internal failure of a main transmission and/or attached gearboxes.
- 72 Vertical fin strike.** Damage caused by tail rotor blades coming in contact with vertical fin on single-rotor helicopters.

- 73 Spike knock.** Damage occurs when the transmission spike contacts the striker plate with sufficient force to cause damage.
- 74 Seatbelt/restraint harness strike.** Damage caused by unsecured seatbelt/restraint harnesses.
- 75 Blade flapping.** Damage resulting from wind or rotor wash from other aircraft that causes the main rotor blades to flap to the extent that damage occurs.
- 76 Fuel exhaustion.** Engine quits as a result of a lack of usable fuel aboard an aircraft.
- 77 Fuel starvation/contamination.** Engine quits or loses power as a result of fuel ceasing to flow to the engine while usable fuel is still on

- board the aircraft. Example: The pilot fails to switch tanks when one runs dry or a blockage of fuel lines occurs because of contamination.
- 78 Animal strike.** During takeoff or landing, an animal is struck by any part of the aircraft/UAV.
- 79 Battery fire/overheat.** A fire in the battery compartment or overheated battery, usually resulting in electrical failure.
- 80 Excessive yaw/spin.** Positive directional control is not maintained (R/W only).
- 81 Tail-boom strike.** Main rotor contacts tail boom on the ground due to wind conditions. Excludes hard landings and damage caused by rotor wash.

Material Factor Events

In addition to events 70 and 71 listed above, the following terms and definition are used to categorize materiel factor related mishap events. The event applies regardless of the cause of the failure/malfunction (FWT, maintenance, design or manufacture), and is to be used in lieu of/or in addition to events 01 and 03.

- 82 Airframe.** Failure or malfunction of any airframe structure to include doors, windows, fairings, canopies, etc., to include hardware.
- 83 Landing gear.** Failure or malfunction of any part of the landing gear or Arresting Hook, exclusive of hydraulics.
- 84 Power train.** Failure or malfunction of any part or component of the power train except when events 47, 64, 70, 76, and 77 apply.
- 85 Drive train.** Failure or malfunction of any part or component of the drive train except when events 33, 64, 71 and 86 apply.
- 86 Rotor/propellers.** Failure or malfunction of rotor or prop assemblies, hubs, blades, etc. Excludes other power/drive train part failures; e.g. gearboxes, mast, etc.
- 87 Hydraulics system.** Failure or malfunction of any hydraulic part. The failure of other systems resulting from hydraulic initiated will be coded as hydraulic.
- 88 Pneumatic system.** Failure or malfunction of any pneumatic part. The failure of any other system resulting from pneumatic initiated will be coded as pneumatic.
- 89 Instruments.** Failure or malfunction of any part of the instrument system that results in a faulty instrument indication.

- 90 Warning system.** Failure or malfunction of any part of the warning system that results in a faulty warning indication.
- 91 Electrical system.** Failure or malfunction of any part of the AC or DC electrical systems. Includes: current producing, transforming, converting, and amplifying parts; e.g., battery, generator, alternator, relay, etc.
- 92 Fuel system.** Failure of any part of the fuel system. Does not include the fuel metering or fuel control units that will be reported as part of the engine.
- 93 Flight control.** Failure of any part of the flight control system. Excludes hydraulic initiated control problems.
- 94 Utility/environmental control system.** Failure of any part of the system. Includes auxiliary power units (APU)
- 95 Avionics.** Failure of any part of the radio navigation or communication equipment.
- 96 Cargo-handling equipment.** Failure of the cargo-handling equipment attached to the aircraft only.
- 97 Armament.** Failure of any part to include the aiming and firing system.
- 98 Night vision system/device.** Failure or malfunction of any part of the night vision system/device.
- A1 Launcher malfunction.**
- A2 Tactical Automated Landing(TALS) recovery failure.**
- A3 Arresting gear failure(drum, strap, pendant or net).**
- A4 FTS Parachute Failure**

ABBREVIATED AVIATION ACCIDENT REPORT (AAAR) FOR ALL CLASSES C, D, E, F, COMBAT A AND B, AND ALL AIRCRAFT GROUND For use of this form, see AR 385-40 and DA PAM 385-40; the proponent agency is OCSA							REQUIREMENTS CONTROL SYMBOL CSSOCS-309				
COMPLETE BLOCKS 1-18 FOR ALL ACDTs. NO FURTHER ENTRY IS REQUIRED FOR CLASS D, E, AND F ACDTs NOT INVOLVING HUMAN ERROR / INJURY.											
1. DATE/CASE NO. OF ACCIDENT		a. (YYMMDD) 931027		b. Time (Lcl) 0915		c. Acft Ser No. 8912345		2. a. Classification <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F			
								b. Category <input checked="" type="checkbox"/> Flight <input type="checkbox"/> Flight Related <input type="checkbox"/> Aircraft Ground			
3. TYPE OF ACFT (MTDS) AH-64A			4. PERIOD OF DAY <input type="checkbox"/> Dawn <input checked="" type="checkbox"/> Day <input type="checkbox"/> Dusk <input type="checkbox"/> Night			5. NO. ACFT INVOLVED 1		6. NEAREST MIL INSTALLATION: Fort Trainer, AL			
7. ACCIDENT LOCATION		a. <input checked="" type="checkbox"/> On-Post <input type="checkbox"/> Off-Post		b. <input checked="" type="checkbox"/> On Airfield <input type="checkbox"/> Not on Airfield		c. City (Nearest to acdt site) Level Sand		d. State AL			
								e. Country (If not USA)			
8. ORGANIZATION INVOLVED											
a. Name of Unit A Co, 1-234 Avn Regt			b. UIC (6 digit Unit Id Code) WABCAO			c. Home Station Fort Trainer, AL			d. MACOM TRACOM		
9. ORGANIZATION DEEMED ACCOUNTABLE (If same as block 8 leave blank)											
a. Name of Unit			b. UIC (6 digit Unit Id Code)			c. Home Station			d. MACOM		
10. ESTIMATED ACCIDENT COST		a. Acft Total Loss <input type="checkbox"/> Yes <input type="checkbox"/> No									
b. Acft Damage (Excl man hr) \$26,250		c. No. Man hrs 25		d. Man Hr Cost \$400		e. Other Damage Mil		f. Civilian Damage			
								g. Injury Cost			
								h. Total (This acft) \$26,650			
								i. Total (All acft) \$26,650			
11. GEN. DATA	a. Msn	(1) Type (Tng, Svc., etc.) T		(2) <input type="checkbox"/> Single-Ship <input checked="" type="checkbox"/> Multi-Ship		b. Flight Plan <input type="checkbox"/> NA <input checked="" type="checkbox"/> VFR <input type="checkbox"/> IFR		c. Flight Data Recorder Installed <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
									d. Night Vision Device / System In use <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If "Yes" specify type:		
e. Fire <input checked="" type="checkbox"/> None <input type="checkbox"/> Postcrash	<input type="checkbox"/> Inflight <input type="checkbox"/> Other	f. Flammable Fluid Spillage (If "Yes" for Class A, B, and C acdts, attach DA Form 2397-6) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				g. Field Training Exercise (FTX) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If "Yes" Name of FTX:					
12. FLIGHT DATA		Flight Duration		Phase of Operation (Enter max of 3 codes from fig 3-5 DA Pam 385-40 or specify phase (e.g. hover, NOE, etc.))		Altitude AGL		Airspeed KIAS			
a. At Emergency		Hours: 0 Tenths: 3		NX		100 Ft		100 Kts			
								Aircraft Weight 15235 Lbs			
								Overgross for Conditions Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>			
b. At Impact/ Acft or Termination		Hours: 0 Tenths: 4		K		0 Ft		60 Kts			
								Aircraft Weight 15115 Lbs			
								Overgross for Conditions Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>			
14. ACCIDENT CAUSE FACTORS (Enter D, S, or U to identify Definite, Suspected, or Undetermined cause)				a. Human Error (If D or S complete blks 21, 23, & 24)			b. MATERIAL FAILURE / MALFUNCTION (Includes mfg / design induced failure) (If D or S complete blk 16)			c. Environmental (If D or S complete blk 17) D	
15. SUMMARY (Enter summary of acdt sequence from onset of emergency through termination of flight. For Class D, E, and F, include the type of material failure and / or environmental factors.) While in formation flight at 100 kts, 100 ft AGL, on a gunnery qualification mission, the AH-64 crew heard a loud pop, followed by a right yaw and loss of tail rotor control. The aircraft was flown to Trainer AAF, where a shallow approach was made to a power off roll on landing without further damage. Inspection revealed the damage was limited to the intermediate gear box, drive shaft, and cover.											
16. COMPONENT AND PART FAILURE / MALFUNCTION DATA (part that initiated failure / malfunction.)						17. ENVIRONMENTAL (Check conditions at time of accident.)					
Identification		Major Component			Part		a. General (1) <input type="checkbox"/> IMC (2) <input checked="" type="checkbox"/> VMC (3) <input type="checkbox"/> Unknown				
a. Nomenclature		Gear Box, Intermediate			Seal, Assembly		b. Environmental Conditions				
							(1) Weather Conditions		(2) Other Conditions		
b. Type, Design, and Series							(a) Hail <input type="checkbox"/>		(a) Animals <input type="checkbox"/>		
							(b) Sleet <input type="checkbox"/>		(b) Fowl <input type="checkbox"/>		
c. Part Number		7-311330001-5			7-211330102-3		(c) Fog <input type="checkbox"/>		(c) Surface <input type="checkbox"/>		
							(d) Drizzle <input type="checkbox"/>		(d) Noise <input type="checkbox"/>		
d. NSN		1615-01-232-0038			5330-01-274-4251		(e) Rain <input type="checkbox"/>		(e) Chemicals <input type="checkbox"/>		
							(f) Snow <input type="checkbox"/>		(f) Radiation <input type="checkbox"/>		
e. Manufacturer's Code		02731			02731		(g) Lighting <input type="checkbox"/>		(g) Glare <input type="checkbox"/>		
							(h) Thunderstorm <input type="checkbox"/>		(h) FOD <input type="checkbox"/>		
f. Part Serial No.		MH-2831R					(i) Gusty Winds <input type="checkbox"/>		(i) Temperature <input type="checkbox"/>		
							(j) Freezing Rain <input type="checkbox"/>		(j) Vibration <input type="checkbox"/>		
g. Cause Failure /Malfunction		(1) <input checked="" type="checkbox"/> Material (2) <input type="checkbox"/> Maintenance		FGCODE:(USA SC)		TYPEFL		CAUFL		(k) Other <input type="checkbox"/>	
		(3) <input type="checkbox"/> Design (4) <input type="checkbox"/> Manufacture								c.Acft Icing <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
										d.Turb <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
18. BOARD PRESIDENT / ASO / POC (Name, Signature, and Date) Finder, Larry G. email@us.army.mil				SSN 012-34-5678		Address and Tel No. (DSN and Com) HHC, USAATC, Ft Trainer, AL					
				Grade CW5		Branch AV		DSN: 555-1234		COM: (205) 222-1234	
DATE: 10 Nov 93											

DA FORM 2397-AB-R, JUL 94

COMPLETE BLKS 19-26 FOR ALL CLASS C, COMBAT CLASS A, B, ACFT GROUND CLASS A, B, C, AND ALL CLASS ACDTs INVOLVING HUMAN ERROR/INJURY

19. MOON ILLUMINATION DATA (For night Class A, B, C acdts. If "no" in block a, no other entry is required.)												
a. Moon Above Horizon <input type="checkbox"/> Yes <input type="checkbox"/> No		b. Moon Visible <input type="checkbox"/> Yes <input type="checkbox"/> No		c. Moon (Degrees Above Horizon) %			d. Percent of Moon Illumination %		e. Moon (Clock Position from Flight Path/Nose of Act)			
20. WIRE STRIKE DATA (If "no" in block a, no other entry is required.)												
a. Wire Strike <input type="checkbox"/> Yes <input type="checkbox"/> No		b. WSPS Installed <input type="checkbox"/> Yes <input type="checkbox"/> No		c. WSPS Engaged Wire <input type="checkbox"/> Yes <input type="checkbox"/> No		d. WSPS Cut Wire <input type="checkbox"/> Yes <input type="checkbox"/> No		e. WSPS Functioned as Designed <input type="checkbox"/> Yes <input type="checkbox"/> No			f. Wires Struck Number: Dia. (inches):	
21. PERSONNEL DATA (Complete for each crewmember with access to flight controls or other personnel injured or having a contributing role in the accident; use additional forms as needed.)												
a. Name (Last, First, MI) Teacher, Robert G.		(1) SSN 123-45-6789		(2) Grade W3	(3) Sex M	(4) Duty IP	(5) SVC A	(6) UIC (Assigned) WABCAO		(7) Contributing Role <input type="checkbox"/> D <input type="checkbox"/> S <input checked="" type="checkbox"/> N <input type="checkbox"/> U		
(8) On Flt Controls <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		(9) Lab Test (Blood / Urine; for positive, attach AFIP report) <input type="checkbox"/> Pos <input checked="" type="checkbox"/> Neg		(10) Activity (Last 24 hrs.) (a) Hrs Slept: 8 (b) Hrs Worked: 11 (c) Hrs Flown: 2.3		(11) (a) RL <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 (b) FAC <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3			(12) Injury (If "Yes", complete DA Form 2397-9-R) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		(13) Total Flt Hrs (act MTDS) 492	
a. Name (Last, First, MI) Lerner, Laura M.		(1) SSN 987-65-4321		(2) Grade W1	(3) Sex F	(4) Duty PTR	(5) SVC A	(6) UIC (Assigned) WABCEO		(7) Contributing Role <input type="checkbox"/> D <input type="checkbox"/> S <input checked="" type="checkbox"/> N <input type="checkbox"/> U		
(8) On Flt Controls <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		(9) Lab Test (Blood / Urine; for positive, attach AFIP report) <input type="checkbox"/> Pos <input checked="" type="checkbox"/> Neg		(10) Activity (Last 24 hrs.) (a) Hrs Slept: 6 (b) Hrs Worked: 14 (c) Hrs Flown: 1.3		(11) (a) RL <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 (b) FAC <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3			(12) Injury (If "Yes", complete DA Form 2397-9-R) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		(13) Total Flt Hrs (act MTDS) 14	
a. Name (Last, First, MI)		(1) SSN		(2) Grade	(3) Sex	(4) Duty	(5) SVC	(6) UIC (Assigned)		(7) Contributing Role <input type="checkbox"/> D <input type="checkbox"/> S <input type="checkbox"/> N <input type="checkbox"/> U		
(8) On Flt Controls <input type="checkbox"/> Yes <input type="checkbox"/> No		(9) Lab Test (Blood / Urine; for positive, attach AFIP report) <input type="checkbox"/> Pos <input type="checkbox"/> Neg		(10) Activity (Last 24 hrs.) (a) Hrs Slept: (b) Hrs Worked: (c) Hrs Flown:		(11) (a) RL <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 (b) FAC <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3			(12) Injury (If "Yes", complete DA Form 2397-9-R) <input type="checkbox"/> Yes <input type="checkbox"/> No		(13) Total Flt Hrs (act MTDS)	
22. IMPACT / PROTECTIVE / ESCAPE / SURVIVAL / RESCUE DATA (For Class A, B, and C acdts)												
a. Act Occupiable Space Compromised (If "yes" DA Form 2397-6-R required) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				b. Escape / Survival Difficulties (If "yes", DA Form 2397-10-R required for the individual) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				c. Protective / Restraint Equip Functioned as Designed (If "no", DA Form 2397-10-R required for the individual.) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
23. ACDT CAUSE FACTORS (Blk 24 must support all cause factors checked; see DA Pam 385-40 for definition of cause factors.)												
a. <input type="checkbox"/> Training Failure (Stds exist but not known or ways to achieve them not known.)			b. <input type="checkbox"/> Standards Failure (Stds not clear, practical, or do not exist.)			c. <input type="checkbox"/> Leader Failure (Stds are known but not enforced.)		d. <input type="checkbox"/> Individual Failure (Stds known but not followed)		e. <input checked="" type="checkbox"/> Support Failure (Inadequate equip / facilities / svcs / no or type personnel)		
24. FINDINGS AND RECOMMENDATIONS (See instructions in DA Pam 385-40 for writing findings and recommendations. Use additional sheet if required.)												
<p>FINDING 1 (Present and Contributing/Materiel Failure): During formation flight, the intermediate gear box seal assembly (P/N 7-211330102-3) failed, allowing the oil to leak from the gear box, which subsequently resulted in gear box failure. The seal assembly failed because it was damaged (dented) as a result of improper seating during manufacturer installation.</p> <p>RECOMMENDATION 1: Unit and Higher Level Action: None. DA Level Action: Program Executive Officer, Aviation, review the manufacturer seal assembly installation process and take action deemed appropriate to improve the quality control procedures.</p>												
USASC	Duty:		Role <input type="checkbox"/> D <input type="checkbox"/> S		Failure / Error Code		SI 1:	RM 1:	RM 2:		RM 3:	
use only	Phase of OP:		Task / part no:		SI 2:	RM 1:	RM 2:		RM 2:		RM 3:	
25. LIST OF ATTACHMENTS (CCAD, DA Form 2397-4, 8, 9, etc.) DA Forms 2397-4 and 2397-6												
26. COMMAND REVIEW (Required for Class A and B combat and all Class C acdts. Use separate sheet for non-concurrence, additional findings, and recommendations.)												
Reviewer	Organization		Name (Typed / Printed)		Rank	Signature			Comments			
a. Unit Commander	A Co, 1-123		Leader, William E.		CPT				<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Disagree			
b. Reviewing Official	USAATC		Reviewer, Michael W		MG				<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Disagree			
c. Approving Authority	TRACOM		Approver, Glen D.		GEN				<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Disagree			
d. DA Review	US Army Combat Readiness Center		Controller, Roy A.		BG				Approved for entry into ASMIS (YMMDD):			

ABBREVIATED AVIATION ACCIDENT REPORT (AAAR)

FOR ALL CLASSES C, D, E, F, COMBAT A AND B, AND ALL AIRCRAFT GROUND
For use of this form, see AR 385-40 and DA PAM 385-40; the proponent agency is OCSA

REQUIREMENTS CONTROL SYMBOL
CSSOCS-309

COMPLETE BLOCKS 1-18 FOR ALL ACDTs. NO FURTHER ENTRY IS REQUIRED FOR CLASS D, E, AND F ACDTs NOT INVOLVING HUMAN ERROR / INJURY.

1. DATE/CASE NO. OF ACCIDENT	a. (YYMMDD)	b. Time (Lcl)	c. Acft Ser No.	2.	a. Classification <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F
					b. Category <input type="checkbox"/> Flight <input type="checkbox"/> Flight Related <input type="checkbox"/> Aircraft Ground

3. TYPE OF ACFT (MTDS)	4. PERIOD OF DAY <input type="checkbox"/> Dawn <input type="checkbox"/> Day <input type="checkbox"/> Dusk <input type="checkbox"/> Night	5. NO. ACFT INVOLVED	6. NEAREST MIL INSTALLATION:
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7. ACCIDENT LOCATION	a. <input type="checkbox"/> On-Post <input type="checkbox"/> Off-Post	b. <input type="checkbox"/> On Airfield <input type="checkbox"/> Not on Airfield	c. City (Nearest to acdt site)	d. State	e. Country (If not USA)
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8. ORGANIZATION INVOLVED			
a. Name of Unit	b. UIC (6 digit Unit Id Code)	c. Home Station	d. MACOM

9. ORGANIZATION DEEMED ACCOUNTABLE (If same as block 8 leave blank)			
a. Name of Unit	b. UIC (6 digit Unit Id Code)	c. Home Station	d. MACOM

10. ESTIMATED ACCIDENT COST		a. Acft Total Loss <input type="checkbox"/> Yes <input type="checkbox"/> No	
b. Acft Damage (Excl man hr)	c. No. Man Hrs	e. Man Hr Cost	e. Other Damage Mil
			f. Civilian Damage
			g. Injury Cost
			h. Total (This acft)
			i. Total (All acft)

11. GEN. DATA	a. Msn	(1) Type (Tng, Svc, etc.)	(2) <input type="checkbox"/> Single-Ship <input type="checkbox"/> Multi-Ship	b. Flight Plan <input type="checkbox"/> NA <input type="checkbox"/> VFR <input type="checkbox"/> IFR	c. Flight Data Recorder Installed <input type="checkbox"/> Yes <input type="checkbox"/> No	d. Night Vision Device / System In use <input type="checkbox"/> Yes <input type="checkbox"/> No If "Yes" specify type:
	e. Fire <input type="checkbox"/> None <input type="checkbox"/> Postcrash	<input type="checkbox"/> Inflight <input type="checkbox"/> Other	f. Flammable Fluid Spillage (If "Yes" for Class A, B, and C acdts, attach DA Form 2397-6) <input type="checkbox"/> Yes <input type="checkbox"/> No		g. Field Training Exercise (FTX) <input type="checkbox"/> Yes <input type="checkbox"/> No If "Yes" Name of FTX:	

12. FLIGHT DATA	Flight Duration	Phase of Operation (Enter max of 3 codes from fig 3-5 DA Pam 385-40 or specify phase (e.g. hover, NOE, etc.))	Altitude AGL	Airspeed KIAS	Aircraft Weight	Overgross for Conditions Yes <input type="checkbox"/> No <input type="checkbox"/>	13. TYPE EVENTS (Enter max 3 codes from fig 3-4 DA Pam 385-40 or specify type event which best describe the acdt/incid, e.g. tree strike, generator failure, eng overspeed, hard landing, fuel exhaustion, dropped cargo, oil cooler bearing failure, etc.)
a. At Emergency	Hours: Tenths:		Ft	Kts	Lbs	<input type="checkbox"/> <input type="checkbox"/>	
. At Impact/Acdt or Termination	Hours: Tenths:		Ft	Kts	Lbs	<input type="checkbox"/> <input type="checkbox"/>	

14. ACCIDENT CAUSE FACTORS (Enter D, S, or U to identify Definite, Suspected, or Undetermined cause)	a. Human Error (If D or S complete blks 21, 23, & 24)	b. MATERIAL FAILURE / MALFUNCTION (Includes mfg / design induced failure) (If D or S complete blk 16)	c. Environmental (If D or S complete blk 17)
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15. SUMMARY (Enter summary of acdt sequence from onset of emergency through termination of flight. For Class D, E, and F, include the type of material failure and / or environmental factors.)

16. COMPONENT AND PART FAILURE / MALFUNCTION DATA (part that initiated failure / malfunction.)				17. ENVIRONMENTAL (Check conditions at time of accident.)			
Identification	Major Component	Part		a. General (1) <input type="checkbox"/> IMC (2) <input type="checkbox"/> VMC (3) <input type="checkbox"/> Unknown			
a. Nomenclature				b. Environmental Conditions			
b. Type, Design, and Series				(1) Weather Conditions		(2) Other Conditions	
c. Part Number				(a) Hail	<input type="checkbox"/>	(a) Animals	<input type="checkbox"/>
d. NSN				(b) Sleet	<input type="checkbox"/>	(b) Fowl	<input type="checkbox"/>
e. Manufacturer's Code				(c) Fog	<input type="checkbox"/>	(c) Surface	<input type="checkbox"/>
f. Part Serial No.				(d) Drizzle	<input type="checkbox"/>	(d) Noise	<input type="checkbox"/>
g. Cause Failure /Malfunction	(1) <input type="checkbox"/> Material (2) <input type="checkbox"/> Maintenance (3) <input type="checkbox"/> Design (4) <input type="checkbox"/> Manufacture	FGCODE:(USASC)	TYPEFL	CAUFL	(e) Rain	<input type="checkbox"/>	(e) Chemicals
					(f) Snow	<input type="checkbox"/>	(f) Radiation
					(g) Lighting	<input type="checkbox"/>	(g) Glare
					(h) Thunderstorm	<input type="checkbox"/>	(h) FOD
					(i) Gusty Winds	<input type="checkbox"/>	(i) Temperature
					(j) Freezing Rain	<input type="checkbox"/>	(j) Vibration
					(k) Other	<input type="checkbox"/>	(k) Dust
					c. Acft Icing <input type="checkbox"/> No <input type="checkbox"/> Yes	d. Turb <input type="checkbox"/> No <input type="checkbox"/> Yes	

18. BOARD PRESIDENT / ASO / POC (Name, Signature, and Date)	SSN	Address and Tel No. (DSN and Com)	
DATE:	Grade	Branch	DSN:
			COM:

19. MOON ILLUMINATION DATA (For night Class A, B, C acdts. If "no" in block a, no other entry is required.)

a. Moon Above Horizon <input type="checkbox"/> Yes <input type="checkbox"/> No	b. Moon Visible <input type="checkbox"/> Yes <input type="checkbox"/> No	c. Moon (Degrees Above Horizon) % <input type="checkbox"/> Yes <input type="checkbox"/> No	d. Percent of Moon Illumination % <input type="checkbox"/> Yes <input type="checkbox"/> No	e. Moon (Clock Position from Flight Path/Nose of Act)
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20. WIRE STRIKE DATA (If "no" in block a, no other entry is required.)

a. Wire Strike <input type="checkbox"/> Yes <input type="checkbox"/> No	b. WSPS Installed <input type="checkbox"/> Yes <input type="checkbox"/> No	c. WSPS Engaged Wire <input type="checkbox"/> Yes <input type="checkbox"/> No	d. WSPS Cut Wire <input type="checkbox"/> Yes <input type="checkbox"/> No	e. WSPS Functioned as Designed <input type="checkbox"/> Yes <input type="checkbox"/> No	f. Wires Struck Number: Dia. (inches):
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21. PERSONNEL DATA (Complete for each crewmember with access to flight controls or other personnel injured or having a contributing role in the accident; use additional forms as needed.)

a. Name (Last, First, MI)	(1) SSN	(2) Grade	(3) Sex	(4) Duty	(5) SVC	(6) UIC (Assigned)	(7) Contributing Role <input type="checkbox"/> D <input type="checkbox"/> S <input type="checkbox"/> N <input type="checkbox"/> U
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(8) On Flt Controls <input type="checkbox"/> Yes <input type="checkbox"/> No	(9) Lab Test (Blood / Urine; for positive, attach AFIP report) <input type="checkbox"/> Pos <input type="checkbox"/> Neg	(10) Activity (Last 24 hrs.) (a) Hrs Slept: (b) Hrs Worked: (c) Hrs Flown:	(11) (a) RL <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 (b) FAC <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3	(12) Injury (If "Yes", complete DA Form 2397-9-R) <input type="checkbox"/> Yes <input type="checkbox"/> No	(13) Total Flt Hrs (acft MTDS)
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a. Name (Last, First, MI)	(1) SSN	(2) Grade	(3) Sex	(4) Duty	(5) SVC	(6) UIC (Assigned)	(7) Contributing Role <input type="checkbox"/> D <input type="checkbox"/> S <input type="checkbox"/> N <input type="checkbox"/> U
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(8) On Flt Controls <input type="checkbox"/> Yes <input type="checkbox"/> No	(9) Lab Test (Blood / Urine; for positive, attach AFIP report) <input type="checkbox"/> Pos <input type="checkbox"/> Neg	(10) Activity (Last 24 hrs.) (a) Hrs Slept: (b) Hrs Worked: (c) Hrs Flown:	(11) (a) RL <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 (b) FAC <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3	(12) Injury (If "Yes", complete DA Form 2397-9-R) <input type="checkbox"/> Yes <input type="checkbox"/> No	(13) Total Flt Hrs (acft MTDS)
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a. Name (Last, First, MI)	(1) SSN	(2) Grade	(3) Sex	(4) Duty	(5) SVC	(6) UIC (Assigned)	(7) Contributing Role <input type="checkbox"/> D <input type="checkbox"/> S <input type="checkbox"/> N <input type="checkbox"/> U
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(8) On Flt Controls <input type="checkbox"/> Yes <input type="checkbox"/> No	(9) Lab Test (Blood / Urine; for positive, attach AFIP report) <input type="checkbox"/> Pos <input type="checkbox"/> Neg	(10) Activity (Last 24 hrs.) (a) Hrs Slept: (b) Hrs Worked: (c) Hrs Flown:	(11) (a) RL <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 (b) FAC <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3	(12) Injury (If "Yes", complete DA Form 2397-9-R) <input type="checkbox"/> Yes <input type="checkbox"/> No	(13) Total Flt Hrs (acft MTDS)
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22. IMPACT / PROTECTIVE / ESCAPE / SURVIVAL / RESCUE DATA (For Class A, B, and C acdts)

a. Acft Occupiable Space Compromised (If "yes" DA Form 2397-6-R required) <input type="checkbox"/> Yes <input type="checkbox"/> No	b. Escape / Survival Difficulties (If "yes", DA Form 2397-10-R required for the individual) <input type="checkbox"/> Yes <input type="checkbox"/> No	c. Protective / Restraint Equip Functioned as Designed (If "no", DA Form 2397-10-R required for the individual.) <input type="checkbox"/> Yes <input type="checkbox"/> No
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23. ACDT CAUSE FACTORS (Blk 24 must support all cause factors checked; see DA Pam 385-40 for definition of cause factors.)

a. <input type="checkbox"/> Training Failure (Stds exist but not known or ways to achieve them not known.)	b. <input type="checkbox"/> Standards Failure (Stds not clear, practical, or do not exist.)	c. <input type="checkbox"/> Leader Failure (Stds are known but not enforced.)	d. <input type="checkbox"/> Individual Failure (Stds known but not followed)	e. <input type="checkbox"/> Support Failure (Inadequate equip / facilities / svcs / no or type personnel)
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24. FINDINGS AND RECOMMENDATIONS (See instructions in DA Pam 385-40 for writing findings and recommendations. Use additional sheet if required.)

USASC use only	Duty:	Role <input type="checkbox"/> D <input type="checkbox"/> S	Failure / Error Code	SI 1:	RM 1:	RM 2:	RM 3:
	Phase of OP:	Task / part no:		SI 2:	RM 1:	RM 2:	RM 3:

25. LIST OF ATTACHMENTS (CCAD, DA Form 2397-4, 8, 9, etc.)

26. COMMAND REVIEW (Required for Class A and B combat and all Class C acdts. Use separate sheet for non-concurrence, additional findings, and recommendations.)

Reviewer	Organization	Name (Typed / Printed)	Rank	Signature	Comments
a. Unit Commander					<input type="checkbox"/> Concur <input type="checkbox"/> Non-concur
b. Reviewing Official					<input type="checkbox"/> Concur <input type="checkbox"/> Non-concur
c. Approving Authority					<input type="checkbox"/> Approved <input type="checkbox"/> Disapproved
d. DA Review	US Army Comat Readiness Center				Approved for entry into ASMIS (YYMMDD):

PUBLICATION CHANGES

For suggested changes to AR 385-40 or DA Pam 385-40, submit DA Form 2028 to Commander, U.S. Army Combat Readiness Center, ATTN: CSSC-OI, Bldg 4905, 5th Ave Fort Rucker, AL 36362-5363.

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

ALL ACCIDENTS WILL BE INVESTIGATED IAW DA PAM 385-40.

THE AAAR DOES NOT REDUCE ACCIDENT INVESTIGATION REQUIREMENTS SPECIFIED IN DA PAM 385-40.

NOTE: The information and substantiating data required by this publication are the minimum reporting requirements for reporting Army accidents to the United States Army Combat Readiness Center. In addition, the investigation board is required to submit appropriate documentation to support all findings/conclusions and/or any additional data to comply with the involved chain of command accident reporting requirements.

The accident investigation board or the appointing authority safety office must retain all investigation data not forwarded with the AAAR, until the MACOM notifies the approving authority safety office that no additional data are required.

For questions pertaining to the completion or submitting the AAAR, contact Mr. Ron Underhill at (334) 255-3493 or DSN 558-3493, email

UnderhiR@crc.army.mil or Ron.Underhill@us.army.mil

VISIT OUR HOME PAGE:

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ELECTRONICALLY SUBMIT THE AAAR TO

accidentinformation@crc.army.mil

REACH THE USACRC HELP DESK AT

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