

# DCMA DOD Mishap Classification and Reporting Guide

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**Office of Primary Responsibility:** Aircraft Operations Executive Director

**Effective:** February 1, 2025

**Approved by:** CAPT Brian McElwain, USN, Executive Director, Aircraft Operations

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## **Purpose:**

This job aid is intended for notification of DCMA military and DCMA administered contractor mishaps. It is **NOT** intended for reporting Service mishaps or Service (non-DCMA) administered contractor mishaps on posts, camps or stations. Report those mishaps via cognizant Service safety notification and reporting channels.

**Execution:** Mishap notification email testing using DCMA Form 6 may be accomplished by inserting **EXERCISE, EXERCISE, EXERCISE** in the mishap notification email subject line. Email to: [dcma.gregg-adams.hq.list.dcma-ao-mishap-notification@mail.mil](mailto:dcma.gregg-adams.hq.list.dcma-ao-mishap-notification@mail.mil)




**Report all Class A with total loss of aircraft or fatality IMMEDIATELY via PHONE and follow with DCMA Form 6 within 4 hours. Report all Class A/B/C/D without loss of aircraft via DCMA Form 6 within 8 hours.**

## **Intent for Flight Definitions:**

**Army Intent for Flight:** begins when power is applied or brakes released to move the aircraft under its own power, for the purpose of commencing authorized flight with an authorized crew. Intent for flight ends when the aircraft is at a full stop and power is completely reduced.

**USAF Intent for Flight:** exists when aircraft brakes are released (if set) and/or when takeoff power/collective is applied (whichever occurs first), for commencing an authorized flight. Application of takeoff power begins at the first movement of the throttle towards takeoff power. Hover taxi is considered flight. Intent for flight continues until a fixed wing aircraft safely taxis clear of the runway.





**Navy Intent for Flight:** exists when the fixed wing aircraft or UAV's brakes are released (not for taxi purposes) or takeoff power is applied to begin an authorized flight. For catapult takeoffs, flight begins at first motion of the catapult after pilot has signaled readiness for launch. For UAV rocket-assisted takeoff (RATO), flight begins at the first sign of RATO bottle ignition. For UAV pneumatic launches, flight begins at first sign of pneumatic launcher motion after the pilot has signaled readiness for launch. Intent for flight exists for skid and wheel configured helicopters, rotary wing UAVs and tilt-rotor aircraft when takeoff power is applied.

Classification	Damage Cost	Injury	How/When to Report	Additional Info
			<a href="#">DCMA Mishap Notification Form 6</a>	Email <a href="#">DCMA AO Safety</a>
<b>Class A</b>  <a href="#">Tox Testing Reg</a> Govt & CTR <sup>i</sup>	Total cost of damages to Government and other property is <b>\$2.5M or more</b> , a DoD aircraft is destroyed (excluding UAS Groups 1, 2 or 3). <b>Group 1:</b> 1-20 lbs, < 1200 ft AGL, <100 KIAS <b>Group 2:</b> 21-55 lbs, < 3500 ft AGL, < 250 KIAS <b>Group 3:</b> < 1320 lbs, < 18,000 ft AGL, < 250 KIAS ----- <b>Group 4:</b> > 1320 lbs, <18,000 ft MSL, any speed <b>Group 5:</b> > 1320 lbs, >18,000 ft MSL, any speed	Fatality or total permanent disability <sup>ii</sup>	<b>Immediate</b> Notification via <a href="#">CRC</a> phone with <a href="#">DA Form 7305</a> ; <a href="#">AR 385-10</a> <a href="#">DCMA notification Form 6</a> <a href="#">Is it an Army Accident?</a> <a href="#">Army Mishap Classification</a> <a href="#">Army PAO Guidance</a> Report telephonic in 1 hr <a href="#">Naval Safety Command Avn Mishap Is it a Navy/USMC Mishap?</a> <a href="#">OPNAVINST 5102.1D 3750.6S</a> <a href="#">DCMA Form 6 notification</a> <a href="#">RMI Tools</a> <a href="#">RMI Log In</a> USAF— <a href="#">AFSAS</a> Prelim Msg w/24 hrs; status @ 10 days; <a href="#">DCMA Form 6 notification</a> <a href="#">DAFMAN 91-223</a> <a href="#">DAFI 91-224</a> (Ground) <a href="#">DAFI 91-204</a>	Army Safety/CRC OPS/Duty Officer 334-255-2660/3410 <a href="#">usarmy.novosel.hqda-secarmy.list.safe-operations-offi@army.mil</a> <b>AMC Safety CSSO <a href="#">Greg Fawcett</a></b> (w) <b>256-450-7165</b> cell 256-690-2471 AMC Duty Officer 256-450-9496 (after hours) AMCOM Safety <a href="#">Randall Rushing</a> 256-842-3251/ (256) 658-4399 cell AMCOM OPNS 256-313-2066 (after duty hours only) USN Safety Command Crash Line/Duty Officer 757-444-2929 <b><a href="#">James Rankin</a></b> 301-757-2246 cell <b>240-587-8905</b> <b>CDR <a href="#">Brian Abbott</a>, 301-757-2242</b> cell <b>757-635-9958</b> <b><a href="#">NAVAIR Safety</a></b> 301-342-7233 HotLine <b>NAVAIR Duty Officer 301-757-6100</b> Cell <b>240-298-8010</b> <b><a href="#">ALSAFE 017/20</a></b> for RMI Safety Reporting Guidance AFMC Cmd Post 937-257-6314 after duty hrs <b>CSSO <a href="#">Mark Sandoval</a>, <a href="#">AFLCMC/SE</a></b> (937) <b>255-3482</b> <b>Cell (361-510-5529) <a href="#">Maj Nate Sanborn</a></b> cell <b>256-503-9245</b> , <b><a href="#">James Womack</a></b> (ground) 937-255-1988 AFMC/SE, cell 937-241-4224 <a href="#">aflcmc.se@us.af.mil</a> workflow inbox (unencrypted)
<b>Class B</b>  <a href="#">Tox Test Reg</a> Govt & CTR \$200 or \$500K <sup>iv</sup>	<b>\$600,000 or more but less than \$2.5M</b>	Permanent partial disability. Inpatient hospitalization of 3 or more personnel (does not include observation) <sup>iii</sup>	Army—Same as above Navy—Same as above USAF—Same as above	See above See Above See above
<b>Class C</b>  <a href="#">Tox Test Reg</a> Army & CTR <sup>v</sup>	<b>\$60,000 or more but less than \$600,000</b>	Nonfatal injury or illness that results in 1 or more days away from work, not including day of injury <sup>vi</sup>	Army—Same as above Navy <a href="#">3750.6S</a> USAF-Via <a href="#">AFSAS</a> No prelim	  <a href="#">DAFMAN 91-223</a>

**DOD Mishap Classification/Reporting Guide IAW [DODI 6055.07](#) 31 AUG 2018 & [ASD Memo 15 October 2019](#)**

<i>Classification</i>	<i>Damage Cost</i>	<i>Injury</i>	<i>How/When to Report</i>	<i>Additional Info</i>
<b>Class D</b>	<b>\$25,000</b> or more but less than <b>\$60,000</b>	<b>Recordable injury or illness not classified as a Class A, B, or C mishap.</b> <b>Army</b> Navy see OPNAV 3750.6S para 312(d)	<a href="#">DAFI 91-204</a> <a href="#">OPNAVINST 3750.6</a> para 313d; see para 208 for reduced investigation reqs	<a href="#">DCMA notification Form 6</a>
<b>Class E (Army)</b>	\$5000 or more, but less than <b>\$25,000</b>	No injury/first aid only. Intent for flight may or may not exist.	<a href="#">AR 385-10</a> para 3-4e	<a href="#">Notify AO Safety via email</a>
<b>Class E (USAF)</b>	Damage or injury not meeting Class D or higher  <a href="#">DAFMAN 91-223</a> , para 3.1 has a detailed list of these reportable events	Physiological event, Propulsion Related Events (engine roll back, PL etc), Flight Control Related Events, Instrument Related Events, Misc Aircraft Events, (in flight fire, etc)	USAF— <a href="#">AFSAS</a> reporting	Notify the <a href="#">DCMA AO Safety Office</a> via email for all USAF Class E events
<b>Class E (USN)</b>	\$1 to \$24,999 or any injury (including first aid)	An injury or damage not otherwise classified as a Class A, B, C, or D Mishap.	ALSAFE 20-017	Not privileged, so essentially a HAZREP with damage cost or first aid injury Notify <a href="#">AO Safety via email</a>

## DOD Aviation Hazard Reporting

<i>Report Type</i>	<i>Purpose</i>	<i>How to Report</i>		<i>Additional Info</i>
<b>Army</b> <b>Operational Hazard Report (OHR)</b> <a href="#">DA PAM 385-10</a> 	Used to report potential hazards or unsafe conditions in Air Traffic Control, airways and navigational aids, aircraft operations, weather services, near miss, etc For mishap prevention purposes only. Para 6-2	<a href="#">DA Form 2696</a>	Corrected at lowest possible level	Used to fulfill North Atlantic Treaty Organization (NATO) Standardization Agreement (STANAG) 3750FS Airmiss Reporting and Investigation. Blank copies will be readily available to all aviation personnel.
<b>Navy</b> <b>Hazard Report (HAZREP)</b> <b>3750.6S Chap 5</b> 	Identify and report a hazard before it becomes Navy aviation mishap. Report a hazard and the remedial action taken, so others may take similar action. Document a continuing hazard in order to establish risk severity. <b><i>Used to report incidents falling below damage/injury thresholds of Class A-D.</i></b>	Submit via <a href="#">RMI</a>  <a href="#">RMI Help</a>	<a href="#">OPNAVINST 3750.6 para 313d; see para 208 for reduced investigation reqs</a>  <a href="#">ALSAFE 017/20</a> for RMI Safety Reporting Guidance	Submit HAZREPs whenever less than mishap reportable damage or injury occurred, a hazard is detected or observed, or whenever an incident occurs that should have been a mishap, but was averted due to luck or quick reaction.
<b>USAF HAZREP</b>  <a href="#">DAFMAN 91-223</a> 	Used for events that do not have reportable mishap costs. Used for any event or condition that effects flight, ground, weapon or space safety. Aircraft hazards are reported as Class E events	<a href="#">DAFMAN 91-223</a>  para 3.1 (list of reportable events)		Used for safety purposes only <a href="#">Airman Safety App report</a>
<b>USAF Hazardous Air Traffic Report (HATR)</b> <a href="#">DAFMAN 91-223</a> Para 8.1 	Report any air traffic or movement area hazardous occurrence that endangers the safety of an aircraft or UAV. The intent of the HATR program is to identify potentially hazardous aviation practices or procedures based on a particular event and to disseminate information that might prevent similar hazardous conditions at other USAF locations or operations.	<a href="#">AF Form 651</a> <a href="#">Airman Safety App</a>	Near Mid Air Collision (NMAC) TCAS RA ATC NAVAIDs FLIP Gnd Events Runway Intrusions Commo	Not privileged, releasable outside AF channels except names.

### ***DOD Aviation Hazard Reporting***

<i>Report Type</i>	<i>Purpose</i>	<i>How to Report</i>		<i>Additional Info</i>
<b>USAF Controlled Movement Area (CMA) Report</b> <a href="#">DAFMAN 91-223</a>	Report violations on controlled movement areas.	<a href="#">AF Form 457</a>	<a href="#">Airman Safety App</a>	Not privileged, releasable outside AF channels except names
<b>BASH/Wildlife Strike Report</b> <a href="#">DAFMAN 91-223</a> par 8-2	Used to document and report bird or wildlife strike	<a href="#">AFSAS</a>  <a href="#">DAFI 91-212</a>  <a href="#">FAA 5200-7</a>	See form for instructions  USN see OPNAV 3750.6S para 315t, para 503i, submit via RMI	<a href="#">USAF BASH Page</a> Tools & Refs <a href="#">US Navy BASH Page</a> Tools & Refs <a href="#">How to collect evidence</a> <a href="#">YouTube video Collecting Bird Remains</a> Report <b><i>all</i></b> DCMA bird strikes on AF IMT 853 to <a href="#">DCMA AO Safety Office</a> and send remains (snarge) to address on form <a href="#">NATO STANAG 3879</a> NAS 412, Chapter 14
<b>Dropped Object/TFOA</b>	Report all dropped objects	5Ws	Email <a href="#">DCMA Safety</a>	Use Form 6 notification if damage exceeds \$25K Class D minimum
<b>Inflight Laser Event</b> <sup>vii</sup>	Use this guidance to report an inflight laser event	See Format and instructions	Notify ATC controlling agency and <a href="#">DCMA safety via email</a>	<a href="#">FAA Advisory Circular 70-2</a> <a href="#">FAA Laser reporting webpage</a>
<b>Military or Civil Flight Deviation</b>	Alleged or actual flight deviations, report per Service Guidance		<a href="#">DCMA safety via email</a>	Service ASAP or <a href="#">NASA ASRS</a> (voluntary) <a href="#">USN ASAP</a> <a href="#">USAF ASAP</a>
<b>USN Physiological Events</b>	<a href="#">Event Data Sheets</a>			<a href="#">USN Physiological Events</a>

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<sup>i</sup> Tox testing required: Govt Crew, DCMA Man 8210-2 para 6.17; [USAF] DAFI 91-204, Para 2.6.4, [USN] OPNAVINST 3750.6S, Para 707c, [USA] DA [PAM 385-40](#), Appendix C-2; Contractor crew, DCMA Inst 8210.1D, para 6.4.4.8.1.1. For US Army Service administered contractor crews, refer to DA [PAM 385-40](#), App 2-C. *For USAF RPA mishaps, test IAW DAFI 91-204, para 2.6.4.3.3 (test last 2 crews)*

<sup>ii</sup> Nonfatal injury or occupational illness that in the opinion of competent medical authority permanently or totally incapacitates a person to the extent that he or she cannot follow any gainful occupation and results in a medical discharge or civilian equivalent. (The loss, or the loss of use of both hands, both feet, both eyes, or a combination of any of those body parts as a result of a single mishap shall be considered as a permanent total disability.)

<sup>iii</sup> Injury or occupational illness that does not result in death or permanent total disability, but, in the opinion of competent medical authority, results in permanent impairment through loss of the use of any part of the body with the following exceptions: teeth, fingernails, toenails, tips of fingers or tips of toes without bone involvement, inguinal hernia, disfigurement, or sprains or strains that do not cause permanent loss of motion.

<sup>iv</sup> See above refs for testing. NOTE: for 8210.1B 2007 ver, **\$200K** is tox threshold. For 8210.1C/ch1 5 APR 2017, **\$500K** is tox threshold. For DCMA Army & US Army Service administered contractor crews, refer to [DA PAM 385-40](#), App 2-C.

<sup>v</sup> Tox testing required for DCMA Army & US Army Service administered contractor crews, refer to [DA PAM 385-40](#), App 2-C.

<sup>vi</sup> [AR 385-10](#), para 3-4d: A nonfatal injury or illness results in restricted work, transfer to another job, medical treatment greater than first aid, needle stick injuries, and cuts from sharps that are contaminated from another person's blood or other potentially infectious material, medical removal under medical surveillance requirements of an OSHA standard, occupational hearing loss; or (3) A work-related tuberculosis case.

<sup>vii</sup> DCMA Man 8210-2, Para 6.18.4.6.4 , 6 JUL 2022