




DOD ACCIDENT CLASSIFICATION/REPORTING [DODI 6055.07](#) 31 AUG 2018 & [ASD Memo 15 OCT 2019 **New](#)**

Classification	Damage Cost	Injury	How/When to Report	Additional Info
			DCMA Mishap Notification Form 6	Email DCMA AO Safety
Class A  Tox Testing Req Gov & CTRⁱ	Total cost of damages to Government and other property is \$2.5M or more , a DoD aircraft is destroyed (excluding UAS Groups 1, 2 or 3). Group 1: 1-20 lbs, < 1200 ft AGL, <100 KIAS Group 2: 21-55 lbs, < 3500 ft AGL, < 250 KIAS Group 3: < 1320 lbs, < 18,000 ft AGL, < 250 KIAS Group 4: > 1320 lbs, <18,000 ft MSL, any speed Group 5: > 1320 lbs, >18,000 ft MSL, any speed	Fatality or total permanent disability ¹	Army Guide —Immediate Notification via CRC phone with DA Form 7305 ; DCMA notification form 6 AR 385-10 FOR UAS, DA 2397-U Army UAS Accident Form	Army Safety/CRC OPS/Duty Officer 334-255-2660/3410 usarmy.rucker.hqda-secarmy.list.safe-operations-offi@mail.mil CAI/IAI due in 90 days AMC Safety CSSO Greg Fawcett (w) 256-450-7165 cell 256-690-2471 AMC Duty Officer 256-450-9496 (after hours) AMCOM Safety Randall Rushing 256-842-3251/ (256) 658-4399 cell Is it an Army Accident? AMCOM OPNS 256-313-2066 (after duty hours)
			Navy-- WESS / WESS event Worksheets OPNAV 3750.6S DCMA Form 6 notification NAVAIR Duty Office 301-757-6100 Command Duty Cell 240-298-8010	USN Safety Center Crash Line/Duty Officer 757-444-2929 CSSO CDR Mike Lynch 301-757-2242, cell 240 587-8905 Doug Pearce 301-757-2246 NAVAIR Safety 301-342-7233 USNSC telephone worksheet
			USAF— AFSAS Prelim Msg ² w/24 hrs; status @ 10 days; DCMA Notification AFMAN 91-223	AFMC Cmd Post 937-257-6314 after duty hrs CSSO Cheryl Wright, AFLCMC/SE (937) 255-3395 Cell (937) 510-1184 Maj Adrian Cruz DO, 937-904-8468, AFMC/SE, 937-257-1553 aflcmc.se@us.af.mil workflow inbox
Class B  Tox Test Req Govt CTR @ \$200 or \$500kⁱⁱ	\$600,000 or more but less than \$2.5M	Permanent partial disability ³ . Inpatient hospitalization of 3 or more personnel (does not include observation)	Army—Same as above	See above
			Navy—Same as above	See OPNAV 3750.6S apx 3A & 3B flowcharts
			USAF—Same as above	See above
Class C  Tox for Army; CTR @ \$200kⁱⁱⁱ	\$60,000 or more but less than \$600,000	Nonfatal injury or illness that results in 1 or more days away from work, not including day of injury.	Army—Same as above	Army AAAR Guide DA PAM 385-40 DA Form 2397-AB AGAR Guide Gnd Form DA 285
			Navy OPNAVINST 3750.6S	WESS Worksheets
			USAF-Via AFSAS No prelim	AFMAN 91-223

¹ 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.)

² See reporting requirements in [AFMAN 91-223](#) and [AFI 91-204](#)

³ 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, toe nails, 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.

Class D	\$25,000 or more but less than \$60,000	Recordable injury or illness not classified as a Class A, B, or C mishap. Army ⁴ Navy see OPNAV 3750.6S para 312(d)	AFI 91-204 OPNAVINST 3750.6 para 313d; see para 208 for reduced investigation reqs	Army AAAR Guide UAS Guide AGAR Guide DA 285-AB Gnd Form Army—DA Form 2397-AB DA 285-AB Gnd Form
Class E (Army)	\$5000 or more, but less than \$25,000	No injury/first aid only. Intent for flight may or may not exist.	Army—DA Form 2397-AB DA 285-AB Gnd Form	Army AAAR Guide AGAR Guide Gnd Form Notify AO Safety via email
Class E (USAF)	AFMAN 91-223, para 1.3.2 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—AFSAS reporting	Notify the DCMA AO Safety Office via email for all USAF Class E events
Class F (Army) AR 385-10 para 3-4g	Unavoidable Internal/External FOD damage confined to aircraft engines only (not APU)	None	Army—DA Form 2397-AB DA 285-AB Gnd Form	Army AAAR Guide AGAR Guide Gnd Form

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

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.

DCMA-TDSA Safety Sharepoint site: <https://360.intranet.dcma.mil/Directorate/PH-TD/TDS/TDSA/SitePages/DCMAHome.aspx>

Mishap notification email testing may be accomplished by inserting EXERCISE, EXERCISE, EXERCISE in the mishap notification email subject line

⁴ AR 385-10 24 FEB 17, 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.

DOD AVIATION HAZARD REPORTING

Report Type	Purpose	How to Report		Additional Info
<p style="text-align: center;">Army Operational Hazard Report (OHR) DA PAM 395-90</p> 	Used to report potential hazards or unsafe conditions in Air Traffic Control, airways and navigational aids, aircraft operations, weather services, near miss, etc	DA Form 2696	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. Accident prevention purposes only
<p style="text-align: center;">Navy Hazard Report (HAZREP) 3750.6S Chap 5</p> 	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. <i>Used to report incidents falling below damage/injury thresholds of Class A-D.</i>	Submit via the Web-Enabled Safety System (WESS)	OPNAVINST 3750.6 para 313d ; see para 208 for reduced investigation reqs	WESS Worksheets 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.
<p style="text-align: center;">USAF HAZREP AFI 91-223</p> 	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	AFMAN 91-223 , para 1.3.1 (list of reportable events)		Used for safety purposes only
<p style="text-align: center;">USAF Hazardous Air Traffic Report (HATR) AFMAN 91-223</p> 	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.	AF Form 651	Near Mid Air Collision (NMAC) TCAS RA ATC NAVAIDs FLIP Gnd events Runway intrusions Commo	Not privileged, releasable outside AF channels except names

USAF Controlled Movement Area (CMA) Report	Report violations on controlled movement areas.	AF Form 457		Not privileged, releasable outside AF channels except names
BASH/Wildlife Strike Report	Used to document and report bird or wildlife strike	AF IMT 853 Or Digital Form	See form for instructions USN see OPNAV 3750.6S para 315t, para 503i, submit via WESS/WAMHRS	USAF BASH Page Tools & Refs US Navy BASH Page Tools & Refs How to collect evidence YouTube video Collecting Bird Remains Report all DCMA bird strikes on AF IMT 853 to DCMA AO Safety Office and send remains (snarge) to address on form NATO STANAG 3879 NAS 412, Chapter 14
Dropped Object/TFOA	Report all dropped objects	5Ws	Email DCMA Safety	Use Form 6 notification if damage exceeds \$25K Class D minimum
Inflight Laser Event⁵	Use this guidance to report an inflight laser event	See Format and instructions	Notify ATC controlling agency and DCMA safety via email	FAA Advisory Circular 70-2 FAA Laser reporting webpage
Military or Civil Flight Deviation	Alleged or actual flight deviations, report per Service Guidance		DCMA safety via email	Service ASAP or NASA ASRS (voluntary) USN ASAP USAF ASAP

[Mishap PAO General Guidance \(Army\)](#)

ⁱ Tox test required: Govt Crew, DCMA Man 8210-2 para 6.18 [USAF AFI 91-204, Para 2-7.5, USN OPNAVINST 3750.6S, Para 707c, USA AR 385-10, Paras, 3-17a(3), 15-10d; Contractor crew, 8210.1, para 6.14.8.1.1] **For USAF RPA mishaps, test IAW AFI 91-204, para 2.7.4.1.1 (test last 2 crews) Contractor testing NOTE: for 8210.1B 2007 ver, \$200K is tox threshold. For 8210.1C/ch1 5 APR 2017, \$500K is tox threshold.**

ⁱⁱ See above refs

ⁱⁱⁱ Tox testing required for Army Service Crews on Class C mishaps. See AR 385-10, Paras 3-17a(3); 15-10d. At discretion of CDR for USAF and USN crew on Class C.

⁵ DCMA Man 8210-2, Para 6.18.4.6.4 , 29 May 20