




Attachment 17 – DoD Accident/Mishap/Incident Classification, Reporting Guide, and CSSO List

(Reference: [DODI 6055.07](#) 6 June 2011)

Classification	Damage Cost	Injury	How/When to Report	Additional Info
<p><b>Class A</b></p>  <p><a href="#">Toxicological Testing Required for Government &amp; Contractor</a><sup>1</sup></p>	<p>Total cost of damages to Government and other property is \$2M or more, a DoD aircraft is destroyed (excluding UAS Groups 1, 2 or 3).</p> <p>[Group 1: 1-20 lbs., &lt;1200 ft AGL, &lt;100 KIAS Group 2: 21-55 lbs., &lt;3500 ft AGL, &lt;250 KIAS Group 3: &lt;1320 lbs., &lt;18K ft AGL, &lt; 250 KIAS] [Group 4: &gt;1320 lbs., &lt;18K ft MSL, any speed Group 5: &gt; 1320 lbs., &gt;18K ft MSL, any speed]</p>	<p>Fatality or total permanent disability<sup>2</sup></p>	<p><a href="#">Army Guide</a>— Immediate Notification via CRC <a href="#">web tool report</a> or by phone with <a href="#">DA Form 7305</a></p> <p><a href="#">DCMA Form 6</a></p> <p><a href="#">AR 385-10</a></p> <p>FOR UAS, DA 2397-U <a href="#">Army UAS Accident Form</a></p>	<p>Army Safety/CRC OPS/Duty Officer 334-255-2660/3410</p> <p><a href="#">usarmy.rucker.hqda-secarmy.list.safe-operations-offi@mail.mil</a></p> <p>CAI/IAI due in 90 days</p> <p><b>CSSO</b> <a href="#">CW4 Heath Mitchell</a>, 256-450-9210, 256-690-1007 (cell)</p> <p>AMC Duty Officer 256-450-9496</p> <p>AMCOM Safety <a href="#">Randall Rushing</a> 256-842-3251/ (256) 658-4399 cell [<a href="#">Is it an Army Accident?</a>]</p> <p>FOR UAS, See also ALARACT 263-2010</p> <p>AMCOM OPNS 256-313-2066 (after duty hours)</p>
			<p>Navy--WESS / WESS event Worksheets OPNAV 3750.6S</p> <p>DCMA notification</p> <p>NAVAIR Duty Officer 301-757-6100</p>	<p>USN Safety Center Crash Line/Duty Officer 757-444-2929</p> <p><b>CSSO</b> <a href="#">LCDR Elliot Porter</a> 301-757-2242, <a href="#">Mike Kirby</a> 301-757-2246, <a href="#">NAVAIR Safety</a> 301-342-7233 <a href="#">USNSC telephone worksheet</a></p>
			<p>USAF—<a href="#">AFSAS</a> Preliminary Message<sup>3</sup> w/in 24 hours; status @ 10 days;</p> <p><a href="#">DCMA Notification</a></p> <p><a href="#">AFMAN 91-223</a></p>	<p><b>CSSO</b> <a href="#">Cheryl Wright</a>, AFLCMC/SE (937) 255-3395 Cell (937)510-1184 AFMC/SE 937-257-1553 <a href="#">Maj Mark Jones</a>, DO, 937-904-8468, AFMC/SE, 937-257-1553</p> <p><a href="#">aflcmc.se@wpafb.af.mil</a> workflow inbox</p> <p>AFMC Cmd Post 937-257-6314 after duty hours</p>
			<p>MDA <a href="#">DCMA Notification</a></p>	<p>MDA <b>CSSO</b> Mr. William Harwood at (505) 853-4595, <a href="#">William.Harwood@Kirtland.af.mil</a></p>

- ☛ **Notify the CSSO for all Class A with total loss of aircraft or fatality IMMEDIATELY via PHONE**
- ☛ **DCMA GFRs follow with DCMA Form 6 within 4 hours**
- ☛ **DCMA GFRs Report all Class A/B/C/D without loss of aircraft via DCMA Form 6 within 8 hours**

Classification	Damage Cost	Injury	How/When to Report	Additional Info
<b>Class B</b>  <a href="#">Toxicological Testing Required for Government &amp; Contractor<sup>4</sup> @ \$200 or \$500K<sup>5</sup></a>	\$500,000 or more but less than \$2M	Permanent partial disability <sup>6</sup> . Inpatient hospitalization of 3 or more personnel (does not include observation)	Army—Same as Class A	See above
			Navy—Same as Class A	See OPNAV 3750.6S, Appendix 3A & 3B flowcharts
			USAF—Same as Class A	Same as Class A
<b>Class C</b>  <a href="#">Toxicological Testing Required for Army &amp; Contractor @ \$200K<sup>7</sup></a>	\$50,000 or more but less than \$500,000	Nonfatal injury or illness that results in 1 or more days away from work, not including day of injury.	Army—Same Class A	<a href="#">Army AAAR Guide</a> <a href="#">DA PAM 385-40</a> <a href="#">DA Form 2397-AB</a> <a href="#">AGAR Guide</a> <a href="#">Gnd Form DA 285</a>
			Navy OPNAVINST 3750.6S	<a href="#">WESS Worksheets</a>
			USAF— <a href="#">AFSAS</a> Preliminary Message <sup>8</sup> w/in 24 hours; status @ 10 days;  <a href="#">DCMA Notification</a>	Same as Class A.  <a href="#">AFMAN 91-223</a>
<b>Class D</b>	\$20,000 or more but less than \$50,000	Recordable injury or illness not classified as a Class A, B, or C mishap.  Army <a href="#">AR 385-10<sup>9</sup></a>  Navy see OPNAV 3750.6S para 312(d)	<a href="#">AFI 91-204 10 APR 2014</a> <a href="#">OPNAVINST 3750.6</a> para 313d; see para 208 for reduced investigation requirements  <a href="#">DCMA Notification</a>	<a href="#">Army AAAR Guide</a> <a href="#">UAS Guide</a> <a href="#">AGAR Guide</a> <a href="#">DA 285-AB Gnd Form</a> <a href="#">DA Form 2397-AB</a> <a href="#">DA 285-AB Gnd Form</a>  <a href="#">AFI 91-204</a> and <a href="#">AFMAN 91-223</a>  CSSO <a href="#">Cheryl Wright</a> , AFLCMC/SE (937) 255-3395 Cell (937)510-1184 AFMC/SE 937-257-1553  <a href="mailto:aflcmc.se@wpafb.af.mil">aflcmc.se@wpafb.af.mil</a> workflow

Classification	Damage Cost	Injury	How/When to Report	Additional Info
<b>Class E</b> (Army)	\$5000 or more, but less than \$20,000	No injury/first aid only. Intent for flight may or may not exist.	Army— <a href="#">DA Form 2397-AB</a> <a href="#">DA 285-AB Gnd Form</a>	<a href="#">Army AAAR Guide</a> <a href="#">AGAR Guide Gnd Form</a> <a href="#">Notify AO Safety via email</a>
<b>Class E</b> (USAF)	AFMAN 91-223, para 1.3.2 has a detailed list of these reportable events.	Physiological event, Propulsion Related Events (engine roll back, precautionary landing, etc.), Flight Control Related Events, Instrument Related Events, Misc. Aircraft Events, (in flight fire, etc.)	USAF— <a href="#">AFSAS</a> reporting  <a href="#">DCMA Notification</a>	Notify the <a href="#">DCMA AO Safety Office</a> via email for all USAF Class E events  <a href="#">USAF - AFI 91-204</a> and <a href="#">AFMAN 91-223</a>  CSSO <a href="#">Cheryl Wright</a> , AFLCMC/SE (937) 255-3395 Cell (937)510-1184 AFMC/SE 937-257-1553 <a href="mailto:aflcmc.se@wpafb.af.mil">aflcmc.se@wpafb.af.mil</a> workflow
<b>Class F</b> (Army)	<b><u>Unavoidable</u></b> Internal/External FOD damage confined to aircraft engines only (not APU)	None	Army— <a href="#">DA Form 2397-AB</a> <a href="#">DA 285-AB Gnd Form</a>	<a href="#">Army AAAR Guide</a> <a href="#">AGAR Guide Gnd Form</a>




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 only – [DCMA-TDS Safety Sharepoint site:](#)

## DOD AVIATION HAZARD REPORTING

Report Type	Purpose	How to Report	Additional Info	
<p style="text-align: center;"><b>Army Operational Hazard Report (OHR)</b></p> <p style="text-align: center;">DA PAM 395-90</p> 	<p>Used to report potential hazards or unsafe conditions in Air Traffic Control, airways and navigational aids, aircraft operations, weather services, near miss, etc.</p>	<p><a href="#">DA Form 2696</a></p>	<p>Corrected at lowest possible level</p>	<p>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>
<p style="text-align: center;"><b>Navy Hazard Report (HAZREP)</b></p> <p style="text-align: center;">3750.6S Chap 5</p> 	<p>Identify and report a hazard before it becomes Navy aviation mishap.</p> <p>Report a hazard and the remedial action taken, so others may take similar action. Document a continuing hazard in order to establish risk severity. Used to report incidents falling below damage/injury thresholds of Class A-D.</p>	<p>Submit via the Web-Enabled Safety System (<a href="#">WESS</a>)</p>	<p><a href="#">OPNAVINST 3750.6</a> para 313d; see para 208 for reduced investigation requirements</p>	<p><a href="#">WESS Worksheets</a></p> <p>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>
<p style="text-align: center;"><b>USAF HAZREP</b></p> <p style="text-align: center;">AFI 91-223</p> 	<p>Used for events that do not have reportable mishap costs. Used for any event or condition that affects flight, ground, weapon or space safety. Aircraft hazards are reported as Class E events</p>	<p>AFMAN 91-223, para 1.3.1 (list of reportable events)</p>		<p>Used for safety purposes only</p>

Report Type	Purpose	How to Report	Additional Info	
<p><b>USAF Hazardous Air Traffic Report (HATR)</b> <a href="#">AFMAN 91-223</a></p> 	<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.</p>	<p><a href="#">AF Form 651</a></p>	<p>Near Mid Air Collision (NMAC) TCAS RA ATC NAVAIDs FLIP Ground events Runway intrusions Commo (communications out)</p>	<p>Not privileged, releasable outside USAF channels except names</p>
<p><b>USAF Controlled Movement Area (CMA) Report</b></p>	<p>Report when an aircraft, vehicle, or pedestrian enters the CMA without specific approval from Air Traffic Control</p>	<p>Report violations on controlled movement areas using <a href="#">AF Form 457</a></p>		<p>Not privileged, releasable outside AF channels except names</p>
<p><b>BASH/Wildlife Strike Report</b></p>	<p>Used to document and report bird or wildlife strike</p>	<p><a href="#">AF IMT 853</a> or, <a href="#">Digital Form</a></p>	<p>See form for instructions USN see OPNAV 3750.6S para 315t, para 503i, submit via WESS/WAMHRS <a href="#">USAF BASH Page Tools &amp; Refs</a> <a href="#">US Navy BASH Page Tools &amp; Refs</a></p>	<p><a href="#">How to collect evidence</a> <a href="#">YouTube video Collecting Bird Remains</a> Report <i>all</i> DCMA bird strikes on AF IMT 853 to <a href="#">DCMA AO Safety Office</a> Send remains (snarge) to address on form <a href="#">NATO STANAG 3879</a> NAS 412, Chapter 14</p>
<p><b>Dropped Object/TFOA</b></p>	<p>Report all dropped objects</p>	<p>Report as Hazardous Material Report (HRM) via Joint Deficiency Reporting System <a href="https://jdrs.mil">https://jdrs.mil</a></p>	<p>5Ws</p>	<p>DCMA – Use Form 6 notification if damage exceeds \$20K Class D minimum</p>

Report Type	Purpose	How to Report	Additional Info	
<b>Inflight Laser Event</b>	Report all inflight laser events. The FAA Modernization and Reform Act of 2012, passed into public law on February 14, 2012, established a prohibition against aiming a laser pointer at an aircraft	Notify ATC controlling agency  Aircrews flying in uncontrolled airspace should immediately broadcast a general laser illumination caution on the appropriate UNICOM frequency	DCMA – notify <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		DCMA – notify <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>

<sup>1</sup> Tox test required: Government aircrew – DCMA 8210.2 para 6.8.2 [USAF AFI 91-204, Para 2-7.5, USN OPNAVINST 3750.6R, Para 607c(4)(d), USA AR 385-10, Paras, 3-17(3), 15-10d, Contractor 8210.1, para 6.1.9.7.1.1] For USAF RPA mishaps, test IAW AFI 91-204\_AFGM1, 16 May 2011 (test last 2 crews) Contractor testing NOTE: for 8210.1B (2007), \$200K is tox threshold. For 8210.1C (2013), \$500K is tox threshold.

<sup>2</sup> Permanent Total Disability – 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.) Fatalities and injuries applies to DoD personnel only.

<sup>3</sup> See reporting requirements in [AFMAN 91-223](#) and [AFI 91-204 AFGM1](#)

<sup>4</sup> Tox test required: Government aircrew – DCMA 8210.2 para 6.8.2 [USAF AFI 91-204, Para 2-7.5, USN OPNAVINST 3750.6R, Para 607c(4)(d), USA AR 385-10, Paras, 3-17(3), 15-10d, Contractor 8210.1, para 6.1.9.7.1.1] For USAF RPA mishaps, test IAW AFI 91-204\_AFGM1, 16 May 2011 (test last 2 crews) Contractor personnel testing NOTE: for 8210.1B (2007), \$200K is tox threshold. For 8210.1C (2013), \$500K is tox threshold.

<sup>5</sup> See [DODI 6055.07](#) 6 June 2011, for definitions.

<sup>6</sup> Permanent Partial Disability – 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.

<sup>7</sup> Tox testing required for Army Service Crews on Class C mishaps. See AR 385-10, Paras 3-17(3); 15-10d. At discretion of CDR for USAF and USN crew on Class C.

<sup>8</sup> See reporting requirements in [AFMAN 91-223](#) and [AFI 91-204 AFGM1](#)

<sup>9</sup> [AR 385-10](#) 27 NOV 13, 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.