

**NEXT ACCIDENT ASSESSMENT FOR AVIATORS**  
**Instructions**

**ACCIDENT RISK ASSESSMENT FOR AVIATORS**

- o The Individual Assessment is a self awareness tool designed for aviators at all levels within the Army. It should be completed by you for your awareness only. Do not give the results to anybody else. Complete the assessment form by doing the following:
  - Answer questions on the Next Accident Assessment about yourself. Assign points as directed for each question.
  - Add up your points for all questions and enter on page 6.
  - Determine your accident risk:

<u>Points</u>	<u>Risk</u>
0 - 20	LOW
21 - 30	MODERATE
31 - 40	HIGH
41+	EXTREMELY HIGH

**RISK CONTROL ACTIONS**

- o Safety/force protection is a shared responsibility. Responsibility for initiating control actions should also be shared.....
  - By completing this assessment, you now know some factors responsible for your accident risk. You can control/fix some of these factors and for some you will need chain-of-command help.
  - On page 7 identify at least one action you will take to reduce your accident risk. Also, identify at least one action you need the chain-of-command to take to reduce your accident risk. Give a copy of your completed page 7 to your chain-of-command.

**Will you cause the next accident?  
(Aviators)**

Human error is responsible for 80 percent of all Army aviation accidents. These mistakes that cause accidents happen for a number of reasons. Sometimes the reason comes from and can be corrected by the aviator who makes the mistake. Sometimes the reason comes from and should be corrected by the individual's unit or higher command.

The following assessment consists of the five reasons for human error in aviation accidents over the last 10 years. Complete the assessment. See what your risk is of causing the next accident, what the reasons will be, and what you can do to reduce the risk. It might change your life; it might save your life.

1. **Self-discipline**. You know the standard for performing your job tasks. You have been trained to perform those tasks to standard, but you sometimes choose not to of your own free will. This is a lack of self-discipline. Following are indicators of an undisciplined aviator. Give yourself points for indiscipline if you have:

a. **Knowingly and willfully violated established standards. Examples:**

- o Failed to properly perform required flight planning tasks (briefings, risk assessment, preflight checks, map recon, etc.).

- o Intentionally flew too close to objects (terrain, buildings, wires, etc.).

- o Exceeded crew endurance standards due to personal activities (late night prior to an early flight, up too early for a late night flight, etc.).

- o Failed to properly perform procedures for a specific flight profile (snow landings, slope operations, instrument approach, etc.).

- o Frequently late for work, mission show-times, or take-off times.

- o Failed to use crew coordination procedures specified in the ATM for your aircraft.

- o Made inappropriate decisions for your rank and experience level that increased the risk of an aircraft accident.

**Points** (Give yourself 8 points if you have done any 3 of the above in the last 12 months or any 4 in the last 24 months.)

b. Had **at-fault** reportable accidents (aircraft, motor vehicle, or injury accidents, either on or off duty). Research shows that the best single predictor of future accidents is past accident history.

**NOTE:** “At-fault” is defined as knowingly and willfully doing something wrong that caused the accident. A “reportable” accident is one requiring a police report, accident report, or an insurance claim.

**Points** (Give yourself 16 points if you have had 1 at-fault accident in the last 12 months, or 2 or more in the last 24 months.)

c. **Aeromedical factors while on flight status. Examples:**

(1) During past 12 months performed flight duties, including premission planning, within:

- o Prohibited time guidelines set by flight surgeon for non-prescription drugs, e.g., cold medicine, or
- o 12 hours after last drink of alcohol and until no residual effects remain, or
- o 12 hours after receiving an immunization, or
- o 24 hours after taking prescribed medication, or
- o 24 hours after scuba diving, or
- o 72 hours after donating blood.

(2) During past 24 months:

- o Been on duty under the influence of alcohol or illegal drugs, or
- o Missed all or part of a work day because of alcohol or illegal drug use, or
- o Been referred to Community Mental Health or other agency for alcohol or drug abuse evaluation.

**Points** (Give yourself 8 points if any of the above examples apply to you.)

d. Received administrative action or judicial/non-judicial punishment while on flight status for poor performance of duty or conduct (on or off duty). Examples:

- o Formal counseling by commander.
- o PIC orders revoked by commander.
- o Administrative action by Flight Evaluation Board (FEB).
- o Letter of reprimand.
- o Adverse Officer Efficiency Report (OER).
- o Article 15.
- o Court martial.

Points (Give yourself 8 points if you received any of the above actions/punishment in the last 24 months.)

e. Sex and age.

Points (Give yourself 8 points if you are a male under age of 25.)

**NOTE: Males under the age of 25 have a high statistical risk for at-fault accidents. You cannot change your age or sex, but you can be aware of your risk level and take action to reduce the chance of causing an accident.**

2. **Leadership.** Your supervisor does not have the ability or is not willing to adequately supervise subordinates' work and enforce performance to standard. Examples:

- o Failure to establish or enforce crew endurance policy.
- o Authorizing or participating in prohibited actions, e.g., directing or allowing aviators to fly in unacceptable weather conditions.
- o Assigning personnel to perform tasks or missions outside the capability of the equipment or personnel.
- o Allowing personnel to perform, without correction, actions prohibited by written, oral, or commonly accepted guidelines.
- o Knowingly accepting unnecessary risks to accomplish the mission.

o Accepting risks without thorough analysis or accepting risks above his/her level of responsibility.

Points (Give yourself 18 points if your supervisor fits any of these examples.)

3. Training. You have not received sufficient training and/or recent flight time necessary to proficiently perform to standard all tasks on your commander's task list. Examples:

o Failed/did poorly on a flight, written, or oral evaluation in the last 12 months.

o Maintained currency but not proficiency during the past 12 months for tasks on your commander's task list (e.g., because of primary or additional duties or availability of flight hours within unit).

Points (Give yourself 18 points if either example applies to you.)

4. Standards. You are frequently required to perform tasks for which task-conditions-standards or procedures: a) do not exist; b) are not clear; or c) are not practical. Examples:

o Tasks/missions are required that are not in the ATM, unit-developed task list or SOP.

o Procedures in the unit-developed task list or SOP cannot be safely accomplished or are difficult to understand.

Points (Give yourself 8 points if either example applies to you.)

5. Support. You frequently do not receive the support needed to perform your tasks/missions to standard. Shortcomings include type, capability, and amount or condition of support needed. Examples:

o Personnel (not full crew, crew not adequately rested, wrong MOS, not fully trained to standard, etc.).

o Equipment (aircraft availability, ALSE, NVD, weapons, protective equipment, tool sets, special tools, ground support equipment, mission compatibility, etc.).

o Supplies (ammo, fuel, water, parts, publications, special clothing, etc.).

o Services and facilities (maintenance, rest/sleep areas, hangar/ramp space, medical, storage, personal services, training space, simulators, ranges, etc.)

o Training time and flying hour program (sufficient flight hours for ATM tasks - both individual and crew, crew coordination training, etc.).

**Points** (Give yourself 8 points if inadequate support was responsible for below-standard task performance by you at any time in the last 6 months.)

**Total Points.** Find where your score fits on the scale below to determine your risk of causing the next accident.

<b>POINTS</b>	<b>0 - 20</b>	<b>21 - 30</b>	<b>31 - 40</b>	<b>41 +</b>
<b>RISK</b>	<b>LOW</b>	<b>MODERATE</b>	<b>HIGH</b>	<b>EXTREMELY HIGH</b>

You now know your risk of making a mistake that will cause the next accident and what the reasons will be. You can reduce your risk by taking action to correct those reasons within your control and requesting chain-of-command assistance to correct the others.

