

NEXT ACCIDENT ASSESSMENT FOR LEADERS OF AVIATORS
Instructions

ACCIDENT RISK ASSESSMENT OF AVIATORS RATED BY LEADERS

- o Example of completed assessment form is on page 2.
- o Complete the assessment form on page 10 by doing the following:
 - List name of each aviator you now rate. (You are their first-line supervisor. Do not include aviators for which you are intermediate or senior rater.) If more than 10 names, continue on additional form (page 11).
 - Answer questions on Next Accident Assessment for each aviator you rate. Assign points to each aviator as indicated.
 - Add up each aviator's points and enter at bottom of page.
 - Determine accident risk of each aviator:

<u>Points</u>	<u>Risk</u>
0 - 20	LOW (L)
21 - 30	MODERATE (M)
31 - 40	HIGH (H)
41+	EXTREMELY HIGH (EH)

Enter each aviator's risk (L/M/H/EH) at bottom of page.

RISK CONTROL ACTIONS

- o Initiate actions to correct/control risk factors you identified. First priorities are:
 - Any aviator having high/extremely high accident risk.
 - Any risk factor identified for 1/3 or more of aviators you rate.
- o Safety/force protection is a shared responsibility. Responsibility for initiating control/corrective actions should also be shared. Therefore, actions should be identified to be taken by the aviator, you and the chain of command.
- o Keep the assessment form and actions initiated for your records. Update at least quarterly.

ACCIDENT RISK ASSESSMENT OF AVIATORS RATED BY LEADERS

NAMES OF RATED AVIATORS

- EXAMPLE -

**RISK FACTORS
(FROM NEXT ACCIDENT ASSESSMENT)**

POINTS

		ABBOT,PATRICIA	BECKER,BRUCE	CAPPS,JOHN	DURDEN,ED	EVANS,TOM	FLOYD,ADAM	GREEN,STEVE	HATCHER,JOE	IVEY,BERT	JACOBS,MIKE
1. Self discipline (dependability)											
a. Had flight violations	8				8	8					
b. Had at-fault accidents	16					16					
c. Aeromedical factors	8		8								
d. Had administrative action/punishment	8										
e. Male under age 25	8				8					8	8
2. Leadership (leader needs improvement in enforcing standards)	18				18	18					
3. Training (flight skills and knowledge)	18			18			18		18		
4. Standards (task-cond-std/procedure) do not exist or are not clear/practical	8							8			
5. Support (insuff amount/type/condition of personnel, equipment, supplies, services/facilities, training time/flight hours)	8		8	8			8		8		
	EACH PERSON'S										
	POINTS	0	16	26	34	42	26	8	26	8	8
	RISK	L	L	M	H	EH	M	L	M	L	L

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Leaders:**Will one of your aviators cause the next accident?**

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 accidents in aviation operations over the last 10 years. Answer the questions for each aviator you now rate. See what their risk is of causing the next accident, what the reasons will be, and what you can do to reduce the risk. It might save a life; it might make you a more effective Leader.

1. **Self-discipline.** Aviator knows the standard for performing the job tasks, has been trained to perform those tasks to standard, but frequently chooses not to because of his/her attitude. This is a lack of self-discipline. Following are indicators of an undisciplined aviator.

- a. **Been formally or informally counseled for knowingly and willfully violating established standards. (8 points) Examples:**
 - o Failed to properly perform required flight planning tasks (e.g., briefings, risk assessment, preflight checks, map recon).
 - o Intentionally flew too close to objects (e.g., terrain, buildings, wires).
 - o Exceeded crew endurance standards due to personal activities (e.g., late night prior to an early flight; up too early for a late night flight).
 - o Failed to properly perform procedures for a specific flight profile (e.g., snow landings, slope operations, instrument approach).
 - o Frequently late for work, mission show-times, or take-off times.
 - o Failed to use crew coordination procedures specified in the ATM for his/her aircraft.

- o Made inappropriate decisions for his/her rank, duty position and experience level that increased the risk of an aircraft accident.

On the answer sheet, enter 8 points for each aviator you now rate who has committed 3 of the above 7 violations (any combination) in the last 12 months, or more than 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.

On the answer sheet, enter 16 points for each aviator you now rate who has 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, has:

- 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.

On the answer sheet, enter 8 points for each aviator you now rate that fits any of the above examples.

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 counselling 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.

On the answer sheet, enter 8 points for each aviator you now rate who received punishment for any of the above examples in the last 24 months.

e. Sex and age.

NOTE: Males under the age of 25 have a high statistical risk for at-fault accidents. Although age and sex cannot be changed, leader awareness permits controls for high risk aviators, e.g., increased guidance and supervision.

On the answer sheet, enter 8 points for each aviator you now rate who is a male under the age of 25.

2. Leadership. Leader who needs improvement in supervising aviators' work and enforcing 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.**

On the answer sheet, enter 18 points for each aviator you now rate if you have done any 2 of the above 6 examples in the last 12 months or any 3 in the last 24 months.

3. **Training.** Aviator has 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 his/her commander's task list (e.g., because of primary or additional duties or availability of flight hours within unit).

On the answer sheet, enter 18 points for each aviator you now rate who fits either example.

4. **Standards.** Aviator who frequently performs job tasks for which task-conditions-standards or procedures: a) do not exist; b) are not clear; or c) are not practical. Examples:

- o Do not exist - Tasks/missions that are not in the ATM, unit developed task list or SOP, etc.
- o Not clear/practical - Procedures in the unit-developed task list or SOP cannot be safely accomplished or are difficult to understand, etc.

On the answer sheet, enter 8 points for each person you now rate that fits either example.

5. **Support.** Aviator, through no fault of his/her own, does not receive the support needed to perform job tasks to standard. Support shortcomings include type, capability, amount or condition of support needed. Examples:

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

- o **Equipment (e.g., availability/adequacy of aircraft, ALSE, NVD, weapons, protective equipment, tool sets, special tools, ground support equipment, mission compatibility).**

- o **Supplies (e.g., availability/adequacy of ammo, fuel, water, parts, publications, special clothing).**

- o **Services and facilities (e.g, availability/adequacy of maintenance, rest/sleep areas, hangar/ramp space, medical, storage, personal services, training space, simulators, ranges.)**

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

On the answer sheet, enter 8 points for each aviator you rate who had below standard performance at any time in the past 6 months because of support shortcomings.

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NAMES OF RATED AVIATORS

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	16									
	8									
	8									
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EACH PERSON'S	POINTS RISK									

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