

Safety Accident Investigation ***Interview Considerations***

***note- to be used as a tool only in the conduct of an investigation interview and the capture of footage for a safety video production**

The goal of an investigation is to find out what happened, why it happened, and how to prevent other accidents in the future. To get a complete picture, the questions cover not only the individual(s) in the accident, but also look at the unit and command climate, the equipment and the environment to determine all factors relating to the accident.

Safety investigations are for accident prevention purposes **ONLY**, and the results (i.e. prepared documents, interviews, video) **CANNOT** be used for adverse action.

If an accident occurs, here are some helpful links.

GROUND ACCIDENT

Immediate telephonic notification required for Class A and B accidents both on and off duty.

1. Notify the U. S. Army Safety Center (24 hours a day, 7 days a week) immediately by phone at DSN 558-2660/2539/3410 or commercial (334) 255-2660/2539/3410
2. Worksheet for Telephonic Notification of Ground Accident, DA Form 7306-R [FormFlow22](#) / [Word](#)

To fill out an abbreviated online accident report, go to:

<https://crc.army.mil>

Click the ARAS (Automated Reporting Accident System) button on the right

Login with your AKO account

Click on Accident Reporting Tool (ARAS)

Click on Live

Click on the accident type (aviation - AAAR or ground - AGAR)

Fill out form.

The Investigator's Handbook contains detailed checklists and helps.

Go to: <https://crc.army.mil>

Click on Guidance in the left column

Click on Accident Investigation & Reporting

Click on View Page: Accident Reporting Regulations and Guidance

Click on [Army Accident Investigators Handbook](#) (PDF 2.8MB) to download

BASIC QUESTIONS when Capturing Video

THE EVENT

What happened?

Sequence of events

What happened after the accident?

Egress, survival, and rescue procedures/actions taken?

Actions and procedures taken by medical personnel?

(i.e. combat lifesavers, medical personnel, MEDEVAC)

Loads – people, equipment and fluid content

Position of personnel and equipment before, during, & after accident

Were loads (people & equipment) secure during rollover?

Describe how loads affected the final outcome

Driver's experience

When did you get driver's license?

Total driving experience? (how long, different vehicles and environment)

Describe the training received – academic/hands-on/frequency

What do you think caused the accident?

What could have prevented it?

The next accident

Who will have it?

What will it be?

How can you prevent it from happening?

**SHORT LIST of additional questions for Safety Investigation Interview
(Army Accident Investigations Handbook contains extensive checklists)**

HUMAN FACTORS

Human factors are primarily concerned with gathering data necessary to evaluate the job performance of all personnel who influenced the operation which resulted in the accident. Proficiency of the personnel and the command influence can be derived from all information gathered. Sources of this information may include, but are not limited to:

- Personnel involved
- Witnesses
- Supervisors
- Peers
- Personnel from operations, training and maintenance
- Medical records
- Data for evaluation of command influence
 - Unit policy for risk management
 - Mission briefings
 - Crew rest/sleep plan
 - Utilization of personnel
 - Driver selection and training
- Data for evaluation of structure/system/equipment/crashworthiness
 - Personnel restraint systems
 - Personal Protective clothing
 - Equipment related to injury causation or prevention
- Data for evaluation and reporting of problems encountered in egress, survival and rescue
- Environmental data that impacted or influenced individual(s) performance

UNIT PERSONNEL INFORMATION

1. Name and type of the unit involved?
 - a. If deployed - when?
 - b. Duration of deployment?
 - c. How many personnel?
2. Who are the individuals involved?
3. How long in service? (AC, NG, RC)
4. Any breaks in service?
5. Rank and when attained?
6. Official duty position and other positions held?
7. Duty position at time of accident? (different than official duty position?)
8. Duties and responsibilities?
9. Type of training received in relation to the mission? (validate)
10. Other qualifications?
 - (i.e airborne, air assault, special forces, expert marksman, night time drivers training (determine if a hard charging Soldier)
11. Any verbal communication issues? (dialect or English as a second language)
12. Any contributing medical conditions?
 - (i.e. glasses, medication, physical limitations, hearing, alcohol, illegal substances, etc.)

COMMAND CONSIDERATIONS

TRAINING

1. Unit optempo? (overloaded - time to train?)
2. Elements of the unit's drivers training program?
3. When and where does unit conduct driver's training?
4. Type training the unit received on equipment? (Academic & hands-on)

UNIT ATMOSPHERE

1. Are unit personnel properly slotted?
2. What has been the leadership turnover rate for the past year?
(PCS, TDY, retirement, etc.)
3. Any behavioral issues?
(i.e. UCMJ, bad counseling statements - fighting, drugs, alcohol, speeding, etc.)

LEADERSHIP

1. How does information disseminate?
2. Personnel
 - a. Utilized properly in the unit?
 - b. Personnel shortages?
 - c. High operational tempo a factor?
 - d. Short and long term work and rest/sleep plans?
3. Composite risk management process
 - a. Continuous assessments?
 - b. Contingency plans?
 - c. Conduct after-action reviews?
 - d. Disseminate lessons learned?
4. Describe plans & briefings given for mission, daily activities, safety.
 - a. Who prepared?
 - b. Who got briefing?
5. Where was leadership at the time of the accident?
 - a. individual + 3 levels of leadership, officer & enlisted

POLICY & SOPs

1. Policy letters and standard operating procedures in relation to the accident?
(unit, higher headquarters, post, etc.)
2. Adequate and followed?
 - a. Seatbelt use
 - b. PPE equipment/clothing
 - c. Ground guides
 - d. Licensing
 - e. Vehicle speeds under a variety of conditions
 - f. Approving authority for risk management process
 - g. Procedures for training site
(i.e. ranges - rifle, close quarters combat, convoy live fire)
 - h. Medical procedures (combat medics, evacuation plan, etc.)

MATERIEL FACTORS

Materiel factors primarily are concerned with gathering data necessary to evaluate the performance of the vehicle, buildings, ground support equipment, and/or other support materiel. Sources of this information may include, but are not limited to:

- Equipment historical, modification and inspection records
- Fluid analysis
- Teardown analysis
- Wreckage distribution
- Photographs and Video
- Failed part
- Equipment Project Managers
- Manufacturers
- Equipment operators
- Maintenance personnel

1. Equipment composition of the unit?

ACCIDENT VEHICLE

1. Type of equipment involved in accident?
2. What modifications exist on equipment? (Approved/locally manufactured?)
3. Did the equipment sustain damage?
4. Did the equipment fail - What was the failed part and how did it fail?
structural design of vehicle or equipment (i.e. add-on shields)
5. What data was recovered & evaluated for crashworthiness and reliability?
6. What are the fluid analysis results?
(i.e. metal shavings in engine, fluid type, fluid light/dark)
7. What is the teardown analysis result?

ADDITIONAL EQUIPMENT

1. Life Saving Equipment (i.e. restraint systems, PPE)
2. Components (i.e. night vision goggles, weapons)

MAINTENANCE

1. Check maintenance program
2. Facilities adequate and enough support to do the job?
3. Any logistical issues? (i.e. slow delivery of replacement parts)
4. Handling characteristics and maintenance track record of accident equipment?

CRASH SITE

1. Are there any photographs or video available?
2. What does the wreckage distribution tell you about the accident?
(i.e. high speed – long distribution pattern)

ENVIRONMENTAL

Environmental factors are those environmental elements or conditions that affect human or materiel performance. Examples of this information may include, but are not limited to:

- Operating environment
- Time of day
- Illumination
- Weather (Precipitation, temperature, humidity, pressure, wind, lightning)
- Acceleration/Deceleration
- Adequacy of work surface/space
- Contaminants
- Noise
- Vibration
- Radiation

1. Were the environmental conditions known prior to accident?
2. What was the operating environment?
(i.e. near canals, unimproved roads, off-road, urban areas, congested areas, time of day, unexpected obstacles, IEDs, dust)
3. How did operating environment affect materiel performance?
(i.e. clogged air filters, rough terrain causing stress on materiel)
4. How did human behavior respond to operating environment?
(i.e. fear, excitement, stress, on edge, relaxed)
5. How much illumination, both natural and artificial, was present? (Adequate?)
6. How much work/operational space?
(Cluttered, poorly designed drivers compartment can lead to procedural errors and limited visibility)
7. Contaminants present?
(Fumes, chemicals, etc. can lead to respiratory problems, dust and sand in air filters)
8. Noise or vibration present?
(Radio static, engine, and transmission noise can lead to distractions, interfere with effective communications and cause fatigue)
9. Electromagnetic environmental effects present?
(i.e. power lines or other significant power sources)