Figure 3–13. Example of a completed DA Form 2397–11, Part XII, Weather/Environmental
3–14. DA Form 2397–11, Part XII, Weather/Environmental
DA Form 2397–11 (see fig 3–13) will be completed for all aircraft accidents requiring a technical report. This form does not negate the requirement for the substantiating weather data addressed in paragraph 3–17. Weather/environmental information submitted on DA Form 2397–11 is the board’s best estimate of the actual environmental conditions existing when and where the accident occurred and its role in the accident, if any. The information will be gathered from available sources, to include witnesses, and surviving crew members.

a. Also paragraph 3–14.
b. Complete instructions as follows:
(1) Block 1. Check the appropriate box to indicate if weather or other environmental condition caused or contributed to the accident. Weather is a definite or suspected factor only when not forecast, improperly forecast or when it was unavoidable in the accident sequence of events. Weather must be supported in the present and contributing findings of the DA Form 2397–2 and the analysis of the DA Form 2397–3. See chapter 2, paragraph 2–6, for a complete discussion on determining the environmental role in the accident.
(2) Block 2.
(a) Block 2a. Specify in degrees centigrade. If the temperature is actual, line out “est.”
(b) Blocks 2b and 2c. Enter the altimeter setting in inches of mercury (Hg) and altimeter reading in feet at the time of the accident. This must be taken as soon as possible from the accident aircraft’s altimeter. If the altimeter was damaged so that the setting cannot be determined, enter “unknown” and explain in block 14 or continuation sheet. Do not use estimates.
(c) Block 2d. Prefix the pressure altitude with a plus or minus.
(d) Block 2e. Check the appropriate box which reflects the general weather conditions at the time and location of the accident.
(3) Block 3. When a scattered, broken, or overcast sky condition is checked, specify the altitude in the space provided.
(4) Block 4. Check the appropriate box.
(5) Block 5. Enter visibility in nautical miles.
(6) Block 6. Obstructions to visibility are shown in the two basic categories of “natural” and “induced.” If visibility was restricted, it is extremely important to accurately distinguish between natural and induced.
(a) Block 6a. More than one may apply. For example, both haze and smoke may have existed at the same time during the accident sequence; therefore, both would be checked.
(b) Block 6b. Check the induced obstructions to visibility that existed during the accident sequence. For example, if the crew lost all reference when they came to a hover due to rotor wash picking up and circulating a large cloud of dust, check block 6b(3), “Blowing Dust.”
(7) Block 7. Use existing winds at the time of the accident.
(a) Block 7a. Enter the winds aloft at the assigned or en route altitude.
(b) Block 7b(1). Enter surface wind direction in degrees magnetic. If wind direction is varying, (For example, “360 variable 010,”) then enter the average wind direction on this line “360/10.”
(c) Block 7b(2). Enter surface wind velocity in knots and gust spread. If surface winds are gusty, enter the surface winds as reported. For example, for winds reported as 20 knots gusting to 38 knots, enter as “20G38” (gust spread of 18).
(8) Block 8. Indicate significant weather present at the time of the accident. A maximum of three conditions may be checked.
(9) Block 9. Indicate other environmental factors that caused, contributed to, or may have influenced human performance that caused or contributed to the accident.
(10) Block 10. If aircraft icing was present during the accident sequence, place an X in the “Yes” block and indicate those portions of the aircraft affected by placing an X in the appropriate severity column.
(11) Block 11. To be completed for night accidents only. If item “a” is checked “No,” no other entries are required.
(12) Block 12. If turbulence existed, check the appropriate block. C–Continuous (More than two-thirds of the time.); I–Intermittent (One-third to two-thirds of the time.); O–Occasional (Less than one-third of the time.). If no turbulence existed, check “None.”
(13) Block 13. Check whether forecast was correct or incorrect. If not known, check “unknown” box.
(14) Block 14. Discuss other environmental factors not covered by this form or items that need further explanation.
(15) Block 15. Enter the case number shown on the DA Form 2397–1, table 3–6.