Figure 3–17. Example of a completed DA Form 2397–AB, Abbreviated Aviation Accident Report (AAAR)
### Figure 3–17. Example of a completed DA Form 2397–AB, Abbreviated Aviation Accident Report (AAAR)—continued

#### 20. WIRE STRIKE DATA

<table>
<thead>
<tr>
<th>a. Wire Strike</th>
<th>b. WSPs Installed</th>
<th>c. WSPs Engaged Wire</th>
<th>d. WSPs Cut Wire</th>
<th>e. WSPS Functioned as Designed</th>
<th>f. Wires Stuck</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes No</td>
<td>Yes No</td>
<td>Yes No</td>
<td>Yes No</td>
<td>Yes No</td>
<td>Yes No</td>
</tr>
</tbody>
</table>

#### 21. PERSONNEL DATA

<table>
<thead>
<tr>
<th>a. Name (Last, first, MI)</th>
<th>b. Name (Last, first, MI)</th>
<th>c. Name (Last, first, MI)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Teacher, Robert G.</td>
<td>Learner, Laura M.</td>
<td>Corner, Jason</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(B) On-Flt Controls</th>
<th>(B) On-Flt Controls</th>
<th>(B) On-Flt Controls</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes No</td>
<td>Yes No</td>
<td>Yes No</td>
</tr>
</tbody>
</table>

#### 22. IMPACT/PROTECTIVE/ESCAPES/SURVIVAL/RESCUE DATA

<table>
<thead>
<tr>
<th>a. Altitude (M)</th>
<th>b. Impact/Escape/Survival Difficulties</th>
<th>c. Projective/Rescue Equip. Functioned as designed</th>
</tr>
</thead>
<tbody>
<tr>
<td>123-45-6756</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

#### 23. ACFT CAUSE FACTORS

<table>
<thead>
<tr>
<th>a. Training Failure</th>
<th>b. Standards Failure</th>
<th>c. Leadership Failure</th>
<th>d. Individual Failure</th>
<th>e. Support Failure</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

#### 24. FINDINGS AND RECOMMENDATIONS

Finding 1: (Present and Contributing Factors: Human Error/Individual Failure). While working on the helicopter, the crew failed to follow proper procedures and protocols. This resulted in a lack of communication and coordination among the crew. As a result, the aircraft was unable to land safely. The crew was unable to complete the mission.


#### 25. LIST OF ATTACHMENTS

(CCDAD, DA Forms 2397-4, 6, 8, etc.)

2397-4, blocks 15 and 24 continuation sheet, CCDAD, board assignment orders.

DA Form 2397–AB, (AAAR) (see fig 3–17) is required for all manned aircraft ground accidents regardless of class and Class C, D, E, and F flight or flight-related accidents/incidents. (See tables 3–2 through 3–6 and tables 3–8 and 3–9 for additional information.) The AAAR only reduces the reporting requirements and should not affect the quality or extent of the accident investigation. This form may also be used to report aviation Class A and B accidents during combat operations when the submission of the DA Form 2397-series is deemed not practicable by the senior tactical commander (see AR 385–10).

a. Investigation and submission of the DA Form 2397–AB will be according to AR 385–10.

b. Submit AAARs in legible hand-printed or typed copy via mail, fax, courier, electronic mail (e-mail), or can be submitted through the automating reporting system. Work copies on plain paper will be acceptable, but each data element must reference the respective block of the DA Form 2397–AB.

   (1) The mailing address is as follows: Commander, U.S. Army Combat Readiness Safety Center, (CSSC–O), Quality Control Support Branch, Bldg 4905, 5th Ave, Fort Rucker, AL 36362–5363.

   (2) The e-mail address is: usarmy.rucker.hqda-secarmy.mbx.safe-accident-information@mail.mil.

   (3) The automating reporting system allows for quick and easy reporting through the USACRC Web site: https://safety.army.mil.

c. For Class A, B and C accidents (those reported on DA Form 2397–AB), attach all additional information or forms required or deemed appropriate. For example, summaries of witness interviews, expanded narratives, ECOD/ACOD, PQDR, lab/Corpus Christi Army Depot (CCAD) reports, other DA Form 2397-series, additional personnel information sections, and additional AAAR forms for involved aircraft other than the case aircraft.
After interviewing the accident aircraft crew members, the board determined that human error was the cause of this accident. The pilot in command (PC) who was on the controls and the pilot (PI), failed to properly scan while conducting TC 1-237. Task 1026, Perform Airspace Surveillance. The PC and PI simultaneously became visually fixated for several seconds on a deer approximately 50 feet off the nose of the aircraft. The PC’s and PI’s improper scan can be attributed to their overconfidence in each other’s ability to clear the aircraft of obstacles when flying NOE. They had flown with each other several times in the past month and both stated they were very comfortable flying with each other. The PC did not conduct a crew mission briefing for this flight. This is in contravention of the unit safety and standardization SOP. Chapter 12-3 and TC 1-237. Task 1000, Participate in Crew Mission Briefing.

The crew did not properly employ all of the tenets of crew coordination with TC 1-237, Chapter 6, in that the crew did not announce actions, provide aircraft control and obstacle advisories, or communicate positively. The board determined that the lack of crew coordination was due to the crew’s overconfidence in themselves and each other’s ability to complete the mission without a crew mission briefing. The crew chief sitting in the left gunner’s seat thought the aircraft was too close to the trees, but did not advise the PC because he thought the PC could see how close the blades were to the trees and would avoid hitting them.

a. Also see paragraph 3–20.

Note. Complete the entire form (both sides) for each Class C accident, all aircraft ground accidents and class A and B combat accidents in areas of combat or contingency operations when the submission of the DA Form 2397 series is deemed not practical by the senior tactical commander. For Class D and E accidents not involving human error, injury/occupational illness or wire strike and Class F incidents only blocks 1–18 are required. For Class D and E accidents involving human error or injury, complete blocks 1 through 18, 21, 22, 23, 24 and any other pertinent blocks. Refer to paragraph 3–20.

b. The DA Form 2397–AB will be completed as follows:

(1) Block 1. The case number consists of the year, month, and day (YYYYMMDD) of the accident, the local time of the accident, and the seven-digit aircraft serial number. Aircraft serial number must contain seven digits. In those cases where the aircraft serial number is less than seven digits, insert zeros (0) after the model year (first two digits) until seven digits are reflected.

(2) Block 2. Check the boxes corresponding to the appropriate classification per AR 385–10, paragraph 3–4, and category as defined in the DA Pam 385–40, paragraph 1–9.

(3) Block 3. Enter the mission, type, design, and series of the aircraft involved in the accident. For example, UH-60L.

(4) Block 4. Check the appropriate box. Dawn is that period of time between beginning of morning nautical twilight (BMNT) and official sunrise. Dusk is that period of time between official sunset and end of evening nautical twilight (EENT).

(5) Block 5. Enter the number of aircraft involved in the accident and submit additional DA Forms 2397–AB for each additional aircraft. Do not include inoperative aircraft. When completing additional AAAR forms, do not duplicate data already provided on the case aircraft form.

(6) Block 6. Enter the name of the nearest military installation/facility from the accident site.

(7) Block 7. Check the appropriate boxes to indicate whether or not the accident occurred on or off post, or on or off an airfield. Tactical landing zones under positive ATC. For example, Corps’ instrumented airfield, Division’s VFR helipad, stagefields, and support bases are considered “on post” and “on airfield” for reporting purposes. Also, aircraft
accidents occurring on joint-use civil airports and on civilian airports with USAR component facilities are considered “on post” and “on airfield” when there is intent to use the military facilities on that airport. For example, visit the unit, acquire fuel, and conduct training. Enter the name of the closest city, state, and country to the accident site and Military Grid Reference or latitude/longitude.

(8) Block 8. For the organization involved, enter the six digit UIC and abbreviated title of the lowest level organization having operational control of the aircraft at the time of the accident.

Note. For Army Reserve or Army National Guard units on active duty status, if the unit of assignment is other than the Reserve or National Guard, enter the unit of assignment chain of command in block 8. Enter the Army Reserve or Army National Guard unit in block 21a(6).

(9) Block 9. Enter the information pertaining to the organization most responsible/accountable for the accident. If the organization is the same as block 8, leave blank.

(10) Block 10. Pertains to the estimated accident damage cost. Do not include those items excluded from accident cost by this DA Pamphlet, paragraph 1–10. Enter in blocks 10b through 10h, only the cost associated with the aircraft to which this form pertains. To complete this block:

(a) Block 10a. If “Yes,” enter the replacement cost per TB 43–0002–3 in block 10b and do not fill in blocks 10c and 10d (man-hours). If “No,” enter AMDF cost of damaged components/parts in block 10b and fill in blocks 10c and 10d (man-hours).

(b) Block 10b. Enter the cost of replacement aircraft or component/part damage, excluding man-hour cost.

(c) Block 10c. Enter only the number of man-hours required to repair aircraft damage.

(d) Block 10d. Man-hour cost pertains to aircraft damage only, based on current cost criteria specified in this DA pamphlet. Other man-hour cost will be included in block 10e (Other Damage Military).

(e) Block 10e. Enter all costs to other military property resulting from the accident (includes inoperative aircraft).

(f) Block 10f. Enter the damage cost to civilian property.

(g) Block 10g. Enter the injury/occupational illness cost of all personnel. The cost can be obtained by adding the cost from block 19 of DA Form 2397–9 or injury/occupational illness criteria at table 1–1.

(h) Block 10h. Enter the total of blocks 10b through 10g.

(i) Block 10i. Leave blank unless block 5 indicates multiple aircraft are involved. Enter the total of blocks 10h when multiple aircraft accidents are involved.

(11) Block 11. Complete the general data block as follows:

(a) Block 11a. Enter the mission as shown on the DA Form 2408–12 or AR 95–1. For maintenance operations with or without intent for flight, enter “S” for service. If none enter “NA.” Also, check the appropriate box to indicate whether or not a DSC was installed and type.

(b) Block 11b. Check the appropriate box which indicates the type flight plan on file at the time of the accident.

(c) Block 11c. Check the appropriate box to indicate whether or not a DSC was installed and type.

(d) Block 11d. Check the appropriate box to indicate whether or not night vision device (NVDs)/system was in use at the time of the accident/incident. If “Yes,” enter NVD used in the space provided.

(e) Block 11e. Check the appropriate box to indicate the phase of operation when the fire started. Identify in the summary, the combustible material and the ignition source of the fire.

(f) Block 11f. If “Yes,” is checked for Class C and above accidents, complete a DA Form 2397–6 and attach it to the report. For Class D, E, and F, explain the type and source of spillage in block 15.

(g) Block 11g. Check the appropriate box to indicate whether or not the subject aircraft was participating in a field training exercise (FTX). If “Yes,” enter the FTX name in the space provided.

(12) Block 12. Enter the flight parameters at the times indicated. Flight parameters pertain to both flight and ground operations of the aircraft.

(a) Block 12a. Enter the listed flight parameters at the onset of the emergency. Enter a maximum of three phase of operation codes listed at table 3–4.

Note. The use of the term “emergency” in this pamphlet refers to “any occurrence/situation wherein the personnel involved sense a need to take appropriate measures to reduce the effects of the occurrence/situation or prevent injury/occupational illness, property damage, or further materiel failure.”

(b) Block 12b. Enter the flight parameters at the time of the first major impact/accident, except in those cases where an in-flight strike occurred, resulting in a second impact, in which case the second impact will be recorded here. This block may duplicate block 12a (emergency phase). Enter a maximum of three phase of operation codes listed at table 3–4.

(13) Block 13. Enter up to three event codes (see table 3–2 or app F) that best categorize the accident/incident. Enter the event code that best describes the accident/incident in the first space. Exception: Enter events 12, 40, and 45 in the first space if applicable.

(14) Block 14. Enter “D,” “S,” or “U” in the appropriate block to indicate whether or not human, materiel, or environment factors played a definite, suspected, or undetermined role in the accident/incident. Each indicated contributing cause factor will be substantiated by the findings (block 24), and by the summary (block 15), for all accidents. In
addition, complete the appropriate block pertaining to the cause factor (block 16) for definite or suspected materiel factors.

(15) Block 15. Enter a concise summary of events from the initial onset of the emergency until the aircraft is at rest, to include injuries resulting from the accident. Specify the actual errors/failures/effects and the root causes. The specified errors/failures/effects and root causes should be supported in the narrative of the summary. The summary should substantiate the findings entered in block 24. For D, E, and F accidents/incidents not involving human error, describe all materiel and environmental contributing factors, fire ignition sources, and combustible materiel cases involving fire. Also, enter PQDR number, category, and status when materiel deficiencies are involved.

Note. Attach a completed DA Form 2397–3 if the board determines that more narrative information is required. See DA Form 2397–3 completion instructions for figure 3–4.

(16) Block 16. This block must be completed if a material factor is indicated in block 14b. Enter the requested data for materiel failure/malfunction resulting from FWT, or for a maintenance or manufacture error and/or design deficiency over when the Army had no control (for maintenance error, over which the Army has control, block 21 must be completed with an accompanying human error, present and contributing finding). A PQDR is required for all materiel accidents in accordance with AR 385–10, chapter 3 and DA Pam 738–751, chapter 3. Component data is required only on those involving the power and drive trains. For example: engine, transmission, gearboxes, combining transmission.

(17) Block 17. Check this block to reflect the environmental conditions present at the time and location of the accident/incident. This block must be completed for all reports. Environmental contributing factors will be checked and substantiated in the summary or findings, depending upon the classification and circumstances.

(18) Block 18. For Class C and above accidents, enter the data for the investigation board president. For Class D and E accidents, and for Class E and F incidents, enter the safety officer/representative submitting the report. Include the e-mail address of the board president/ASO/POC.

Note. For Class D, E, and F reports not involving human error/injury or occupational illness, no further entries are required.

(19) Block 19. Complete this block for night Class C and above accidents or night relevant dawn and dusk accidents involving human error, when NVD or environmental factors are present.

(20) Block 20. Complete this block for all wire strikes.

(21) Block 21. Complete this block for all Class A, B, and C accidents for crew members with access to the controls regardless of the accident cause factor. Also, complete this block for all personnel who had a causative role or was injured as a result of the accident/incident (Class A–F). This block is not required for materiel failure Class D and E accidents, Class E and F incidents, where the only cause of the failure was FWT. If more than three personnel are involved, use additional forms as necessary. Use the instructions for block 21a for completing blocks 21b and 21c.

(a) Block 21a. (1). Enter the individual’s last name, first name, and middle initial.
(b) Block 21a. (1). Enter the individual’s social security number.
(c) Block 21a. (2). Enter the individual’s pay grade. For example, O4, W3, GS–09, W–10. See table 3–8.
(d) Block 21a. (3). Enter the individual’s gender.
(e) Block 21a. (4). Enter the duty position code as shown on DA Form 2408–12 for the flight, or from the list at table 3–5.
(f) Block 21a. (5). Enter the personnel service code of the individual from the list at table 3–9.
(g) Block 21a. (6). Enter the UIC of the unit to which the individual is assigned at the time of the accident.
(h) Block 21a. (7). Check “D,” “S,” “N,” or “U” to indicate the individual’s casual role in the accident.
(i) Block 21a. (8). Check the box to indicate if the individual was on the flight controls at the time of the accident or if his previous control input had any influence on the accident.
(j) Block 21a. (9)(a). Check if blood and urine samples were taken (required for Class C and above accidents).
(k) Block 21a. (9)(b). If the results are positive, attach the AFMES results and address in findings at block 24 (authorized medication excluded).
(l) Block 21a. (10)(a). Enter the total number of hours this individual slept during the 24-hour period preceding the accident.
(m) Block 21a. (10)(b). Enter the total number of hours this individual worked in the 24 hours preceding the accident.
(o) Block 21a. (11)(a)(b). If the individual is a rated aviator, check the appropriate box to indicate his/her RL and FAC level.
(p) Block 21a. (11)(c). Enter the date the individual redeployed from a combat zone.
(q) Block 21a. (12). Check the appropriate box to indicate if the individual was injured. If “Yes” is checked, a DA Form 2397–9 is required to be submitted for each individual injured as a result of the accident. Accidents involving injury/occupational illness require a physician or flight surgeon (if a flight surgeon is not available, an Army medical
officer may be appointed) to be a member/advisor of the board. Instructions for completing the DA Form 2397–9 are contained in this pamphlet.

(r) Block 21a. (13). Enter the total number of flight hours this individual has accrued in the accident aircraft mission, type, design, and series.

(s) Block 21a. (14). Enter the total number of flight hours in all aircraft.

(22) Block 22. Pertains to Class C and above accidents only.

(a) Block 22a. Any deformation of occupiable space constitutes a compromise for the purpose of this report. If “Yes” is checked, a DA Form 2397–6 is required to be submitted with the DA Form 2397–AB. Instructions for completing the DA Form 2397–6 are contained in this pamphlet. Pertains to Class C and above accidents only.

(b) Block 22b. Check the appropriate box to indicate if post-crash escape/rescue/survival difficulties were a factor for this individual. If “Yes,” submit a DA Form 2397–10 for the individual(s). Instructions for completing the DA Form 2397–10 are contained in this pamphlet.

(c) Block 22c. Check the appropriate box to indicate if protective/restraint equipment functioned as designed. If “No”, submit a DA Form 2397–10 for the individual(s). Additionally, check “No” and submit DA Form 2397–10 on the individuals if protective/restraint equipment was needed but not available, or was a contributing factor in the accident. Instructions for completing the DA Form 2397–10 are contained in this pamphlet.

(23) Block 23. Check the block(s) that best describe the cause(s) of the accident and substantiate each box checked in the findings.

(24) Block 24. Instructions for writing findings and recommendations are contained in paragraph 3–23, block 1, of this pamphlet. Completion instructions for DA Form 2397–2 are contained in this pamphlet.

(25) Block 25. Enter the substantiating data submitted with the DA Form 2397–AB.

(26) Block 26. For Class C and above accidents only. Class C and above accidents will be forwarded through the reviewing chain of command for signature and comment in accordance with higher headquarters directions. Block 26a will be signed by the unit commander. Block 26b may be signed by any higher level chain of command. Block 26c approving authority is either the ACOM, ASCC or DRU commander or that commander’s designated representative.

Note. Supplemental DA Form 2397–AB. Follow-up data, (for example, CCAD, Deficiency Report (DR), PQDR) teardown results are to be submitted as required. Complete only block 1 (case number) and those blocks for which the supplemental data applies.