

**DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY ALASKA
Fort Richardson, Alaska 99505-5000**

United States Army Alaska Regulation 95-4

31 May 1996

Aviation

Aviation Accident Prevention and Aviation Safety Awards Programs

Summary. This regulation on Aviation Accident Prevention and Aviation Safety Awards Programs has been revised. This regulation set the policies and procedures for the United States Army Alaska (USARAK) Aviation Accident Prevention and Aviation Awards Programs. The changes to this publications include: 1) the Command Safety Council chairperson; 2) high altitude rescue training (HART) required in the standing operating procedure; 3) the aviation safety officer is no longer required to monitor communication equipment, navigational aids, and other electronic aids; 4) a 250-hour Alaska hourly award was added for aviators, crew chiefs, and flight engineers; 5) the 150-hour Alaska hourly award was removed for non-crew members and 125-hour and 250-hour awards added; and 6) skill qualification test scores are no longer required in nomination packet.

Applicability. This regulation applies to all USARAK units and activities engaged in the use, operation, and maintenance of Army aircraft.

Impact on New Manning System. This regulation does not contain information that effects the New Manning System.

Supplementation. Supplementation of this regulation is prohibited without prior approval from the Directorate of Plans, Training, Security, and Mobilization, USARAK Aviation, APVR-WPTM-AV.

Interim changes. Interim changes to this regulation are not official unless they are authenticated by the director of information management. Users will destroy interim changes on their expiration dates unless sooner superseded or rescinded.

Suggested improvements. The proponent agency of this regulation is the Directorate of Plans, Training, Security, and Mobilization, USARAK Aviation. Users are invited to send comments and suggested improvements on Department of the Army (DA) Form 2028 (Recommended Changes to Publications and Blank Forms) directly to APVR-WPTM-AV.

Chapter 1
Introduction

1-1. Purpose and scope

This regulation establishes policies and procedures for implementing the USARAK Aviation Accident Prevention Program. It also establishes the Aviation Accident Awards Program and prescribes policy and precedent for qualification and nomination for individual awards as specified.

2. References

a. Required publication. Army Regulation (AR) 385-95 (Army Aviation Accident Prevention) is a required publication. It is cited in paragraphs 2-1b and 2-2c.

b. Referenced form. DA Form 2028 (Recommended Changes to Publications and Blank Forms) is a referenced form. It is cited in the suggested improvements statement.

3. Explanation of abbreviations

- a. AR..... Army Regulation
- b. DA..... Department of the Army
- c. HART high altitude rescue training
- d. NOE nap of the earth
- e. USARAK United States Army Alaska

Chapter 2 Aviation Accident Prevention Program

2-1. General

a. Accident prevention is a command responsibility and will be integrated into all functional areas involving aircraft use, operation, and maintenance. Aviation accident prevention directives provide adequate instructions and safeguards for personnel and equipment protection. The commander must depend upon the safety officer for identifying potential hazards and administering the Accident Prevention Program. The commander can never delegate command responsibility for accident prevention. The commander's philosophy is the most important factor in accident prevention. Commanders will take positive action to support the safety effort.

b. Army aviation safety councils will be appointed at unit level as one method of implementing an effective program. Council members will be as prescribed in AR 385-95, paragraph 2-7. Aviation safety councils will meet quarterly.

(1) All brigade level units with aviation assets will establish aviation safety councils. The councils will be chaired by the brigade commander and will be comprised of members from subordinate unit councils.

(2) The USARAK Command Aviation Safety Council will meet quarterly. The council will be chaired by the commander, arctic support brigade. All unresolved matters at lower level councils will be brought up at the USARAK Command Aviation Safety Council meeting. Serious hazards that should not wait until the next meeting will be brought to the USARAK safety officer's attention immediately.

c. Class A and selected class B mishaps will be investigated by the United States Army Safety Center. Class B mishaps not investigated by United States Army Safety Center and class C mishaps will be investigated by investigation boards appointed by the USARAK aviation officer. The investigating officer must be senior to the individual involved in the mishap. Orders for investigation boards are published by the USARAK aviation officer.

d. Aircraft accident prevention surveys, such as the Safety Center Guide, are the most effective means of monitoring an aviation unit's accident prevention program.

(1) Aviation mishap prevention assistance personnel visits to all aviation units, Bryant Army Heliport, Wainwright Army Airfield, and Allen Army Airfield will be conducted by the USARAK aviation officer.

(2) Units will conduct surveys semiannually. Semiannual survey results will remain on file for 2 years.

e. Helipads will be safety inspected annually. Potential hazards to aviation operations will be posted on appropriate hazards maps located in flight planning areas. Potential hazards will also be forwarded to respective airfield operations officers for posting. Air mission commanders or pilots in command are responsible for conducting tactical landing zone reconnaissance to ensure no hazards to flight exist before landing.

2-2. Responsibilities

a. Commanders will ensure that—

(1) A positive aviation accident prevention effort is documented, published, and incorporated into all operations.

(2) A standing operating procedure, that includes the following, is prepared for all aviation operations conducted by the unit.

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- (a) Nap-of-the-earth (NOE) flight.
 - (b) Low-level operations.
 - (c) Passenger/troop carrying operations.
 - (d) Training and orientation flights.
 - (e) High altitude rescue training (HART).
 - (f) Gunnery operations, if applicable.
 - (g) Night operations (including night hawk/night vision goggles).
 - (h) Airfield operations.
 - (i) Aviators' responsibilities when involved in a mishap.
 - (j) Parachute operations.
 - (k) Repelling operations.
 - (l) Snow/glacier operations.
 - (m) Single and multi-ship instrument meteorological condition procedures.
 - (n) Sling operations.
- (3) Sound flight principles and safe practices are followed in all flight operations regardless of mission urgency.
- (4) A positive plan is developed to ensure that mission and aircraft assignments are within air crews' current capabilities.
- (5) Crew rest policies established by the commander, USARAK, are enforced at all times except in emergencies, to prevent loss of life.
- b. The aviation safety officer will—
- (1) Assist, advise, and represent the commander in all matters pertaining to aviation safety.
 - (2) Maintain close liaison with the commander, aviation officer, and command safety director on all matters pertaining to aircraft accident prevention.
 - (3) Observe flight and ground operations to detect and correct unsafe practices.
 - (4) Advise and assist aircraft investigation boards.
 - (5) Review aircraft accident reports and recommend corrective action.
 - (6) Conduct monthly hazard inspections of their unit's area of control.
 - (7) Maintain ready-reference files of aviation safety literature.
 - (8) Maintain organizational aircraft accident and incident records and statistics.

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(9) Review aviator flight records and unit training programs to ensure that training is directed toward known deficiencies.

(10) Fly with crews to determine standardization and operational readiness.

(11) Advise standardization instructors about the safety aspects and impact of following standard procedures and techniques.

(12) Monitor techniques and proficiency of air crews in handling weapons; ammunition; and petroleum, oils, and lubricants.

c. Aviation maintenance officers will ensure that an effective preventive maintenance program is developed and implemented as prescribed by AR 385-95 and other pertinent directives.

d. Airfield operation officers will—

(1) Establish, maintain, and rehearse pre-accident plans for their airfields. Practice crash drills will be conducted monthly, at a minimum. A crash drills response times and problems areas record, if any, will be maintained.

(2) Inspect the physical condition of their airfields and post all known hazards in the flight planning area.

(3) Maintain a landing zone and pickup zone hazard board in the flight planning area.

e. Tactical unit commanders will ensure that all passengers are manifested and briefed before loading an aircraft. One copy of the aircraft manifest will remain with the ground party. Troops will receive a passenger briefing per the appropriate operator's manual or Dash 10 checklist and will include the information on the checklist.

Chapter 3
Aviation Safety Awards

3-1. Policy

The awards program serves to recognize aviators, crew chiefs, flight engineers, non-crew members, and mechanics who contribute to the accident prevention effort.

3-2. Awards program

a. Flying awards for aviators, crew chiefs, and flight engineers.

(1) End-of-tour awards. Personnel are eligible for the USARAK Form 873 (United States Army Alaska Certificate of Achievement) for a completed accident- and violation-free flying tour in Alaska, providing no other hourly award was received.

(2) Alaska hourly awards. Aviators, crew chiefs, or flight engineers become eligible for the following awards upon achieving the prescribed number of military accident- and violation-free flight hours in Alaska. Hours may be accumulated over more than one tour. Accidents attributed solely to material failure do not prevent an aviator, crew chief, or flight engineer from receiving an award.

(a) For 250 hours, the awardee receives USARAK Form 873 and an appropriately inscribed small gold pan.

(b) For 500 hours, the awardee receives the USARAK Form 873 and an appropriately inscribed desk set.

(c) For 1000 hours, the awardee receives the USARAK Form 873 and an appropriately inscribed gold pan .

(d) For 1500 hours, the awardee receives the USARAK Form 873 and an appropriately inscribed ulu.

(e) For 2000 hours, the awardee receive the USARAK Form 873 and an appropriately inscribed award as determined by the USARAK aviation safety officer, provided such awards are available.

b. Safety awards for non-crew members.

(1) End-of-tour awards. Personnel not eligible for an hourly award receive a USARAK Form 873 for their accident- and incident-free tour in Alaska.

(2) Alaska hourly awards. Non-crew members become eligible for the following awards upon achieving the prescribed number of military accident and violation free flight hours in Alaska. Hours may be accumulated over more than one tour. Accidents attributed solely to material failure do not prevent the non-crew members from receiving an award.

(a) For 125 hours, the awardee receives the USARAK Form 873 and an appropriately inscribed small gold pan.

(b) For 250 hours, the awardee receives the USARAK Form 873 and an appropriately inscribed desk set.

(c) For 500 hours, the awardee receives the USARAK Form 873 and an appropriately inscribed gold pan.

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(d) For 750 hours, the awardee receives the USARAK Certificate of Achievement and an appropriately inscribed ulu.

Note: This award will be given on a one per tour basis and only at the end of the individual's tour.

c. Impact awards. Personnel who identify an extremely hazardous situation or make a significant contribution to the USARAK Aviation Safety Program that directly prevents a serious mishap are eligible for an impact award as follows:

(1) At a minimum, USARAK Form 873.

(2) An appropriately inscribed award as determined by the USARAK aviation safety officer, provided such awards are available.

d. Aviation Mechanic and Crew Chief of the Year Awards.

(1) The Aviation Mechanic of the Year Award is presented to an outstanding aviation mechanic who has made the greatest contribution to aviation safety during the year. Recommendations are based on knowledge, efficiency, and conscientious effort demonstrated throughout the year. All enlisted aviation maintenance personnel except crew chiefs and flight engineers are eligible for the award.

(2) The Crew Chief of the Year Award is presented to the outstanding crew chief who made the greatest contribution to aviation safety during the past year. Recommendations are based on knowledge, efficiency, and conscientious effort demonstrated throughout the year.

(3) The selected aviation mechanic and crew chief of the year are awarded a USARAK Form 873 and an appropriately inscribed desk set or plaque.

(4) Submit nominations from each company/detachment to: Commander, USARAK, Attention: APVR-WPTM-AV, by 15 January of each year.

(5) Nomination packets should contain and address—

(a) A full length photograph.

(b) Physical training score.

(c) What the nominee did.

(d) How it was done.

(e) What makes the nominee worthy.

(f) The nominee's abilities.

(g) Awards and certificates.

(h) How the nominee trains and leads.

(i) Self-improvement.

(j) Contributions to safety.

(6) A selection committee reviews all nominations and selects a recipient to receive the award.

(7) Awards will be presented during February each year.

FOR THE COMMANDER:

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