DEPARTMENT OF THE NAVY
Office of the Chief of Naval Operations
2000 Navy Pentagon
Washington, DC 20350-2000

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OPNAV INSTRUCTION 3750.6R CHANGE TRANSMITTAL 3

From: Chief of Naval Operations

Subj: NAVAL AVIATION SAFETY PROGRAM

Encl: (1) Revised Chapter 4

1. Purpose. To update information in Chapter Four.

2. Action. Remove Chapter Four and replace it with enclosure (1) of this change transmittal.

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Special Assistant for Safety Matters

Distribution:
(same as basic)

CHAPTER FOUR

HAZARD REPORTS

Paragraph Page

Appendixes

This chapter defines hazards and describes hazard detection and reporting. This chapter does not include instructions for reporting a naval aviation mishap. See Chapter 3 for the definition of a naval aviation mishap.

401. GENERAL

A hazard is a potential cause of damage or injury that is under human control. The goal of the Naval Aviation Safety Program is to identify and eliminate hazards before they result in mishaps. The following subparagraphs explain how to detect and report hazards before a mishap occurs.

a. Hazard Detection Before A Mishap. Analyzing and observing near-mishaps and incidents, conducting safety surveys, and reviewing command plans, policies, procedures and instructions will aid in detecting hazards before a mishap occurs. Risk management, applied in the planning stages of an operation, will identify hazards at the earliest possible opportunity. Individuals or commands with direct, first-hand

knowledge of the circumstances surrounding a hazard are the most effective at detecting and reporting hazards. An essential element of an effective Command Safety Program, risk management includes a review of operating procedures, analysis of equipment failures, etc., for hazard detection and assessment. Two vital parts of hazard assessment are: classifying the hazard according to the severity of the expected damage, and determining the probability, or likelihood, that the identified hazard will occur. Hazard Report deadlines and message precedence varies, depending on the risk assessment of the reported hazard.

b. Hazard Reporting. Everyone associated with naval aviation has an obligation to report hazards. It is essential that commanding officers encourage and command safety programs foster hazard reporting. Once identified, the attendant risk should be assessed both for mishap probability and severity. Hazards that threaten people or organizations outside the command must be reported to higher authority. Local hazard reporting programs are not a substitute for reports outlined in this instruction. Reports may include descriptions of corrective action (risk control options) undertaken by the command, which would benefit other commands facing similar problems.

When hazards occur but do not cause an aviation mishap, submit a Hazard Report via the Web-Enabled Safety System (WESS). WESS is the primary means for Hazard Report submission. Where bandwidth limitations make WESS submissions impossible, create the report in the prescribed WESS or message traffic format and forward the hazard report to the parent command or wing for WESS entry. Use message traffic when no other means of submission is possible.

The following hazards require a report and may require details in a special data section: Human Factors (HUMFAC), Near-Midair Collision (NMAC), unintentional Out of Control Flight (OOCF), Embarked Landing (EMBLAND), Air Traffic Control (ATC), Physiological Episode (PHYSEP), Bird-Aircraft Strike Hazard (BASH), Electromagnetic Interference (EMI) and Friendly Fire (FF) hazards. If an event meets the criteria for NMAC, OOCF, EMBLAND, ATC, PHYSEP, BASH, EMI or FF and has human factors as causal factors (a likely occurrence) report as the appropriate NMAC, OOCF, EMBLAND, ATC, PHYSEP, BASH, EMI or FF hazard. Use HUMFAC for events that fall outside these categories and contain human factors as causal factors.

The quality of Hazard Reports depends directly on the quality of the investigation into its attendant circumstances. Using an Aviation Mishap Board to investigate and report hazards keeps the board's skills honed and produces excellent results. Risk management techniques simplify the assessment of risks and help determine the best risk control options. Discussing which risk management procedures proved helpful during a hazard investigation is appropriate in the Remarks section of the Hazard Report. Investigations into physiological episodes should include the services of a flight surgeon or a physiologist.

Success of the Naval Aviation Safety Program depends on the complete, open and forthright exchange of information and opinions about safety matters. Any effort on the part of seniors in the chain of command to edit, change or censor, in any way, the content of reports is contrary to the spirit of the program. A senior's endorsement is the only acceptable method of expressing disagreement with the basic report.

c. Anonymous Hazard Reports. Activities or individuals reluctant to identify themselves or their command may post, email or send Hazard Report messages with COMNAVSAFECEN as the sole addressee. These methods are pertinent when unique situations or embarrassing circumstances exist. COMNAVSAFECEN protects the confidentiality of these anonymous reports, sanitizes them and then redistributes the information as necessary.

402. PURPOSE OF HAZARD REPORTS

The four purposes of Hazard Reports are:

a. To report a hazard and the remedial action taken, so others may take similar action.

b. To report a hazard and recommend corrective action to others.

c. To report a hazard so another organization may determine and take appropriate corrective action.

d. To document a continuing hazard in order to establish risk severity and exposure.

403. REMEDIAL ACTION TO CORRECT HAZARDS. Hazard Reports and Safety Investigation Reports (SIRs) are the media for

recommending corrective action to eliminate hazards. Both require endorsements when they address a severe hazard or recommend corrective action by another command. Regardless of whether the hazard is identified and reported before or after a mishap, corrective action is essentially the same.

404. SUBMISSION CRITERIA

a. General Submission Criteria. A hazard is a potential cause of damage or injury under human control. Submit Hazard Reports whenever less than mishap reportable damage or injury occurred, a hazard is detected or observed or whenever an event occurs that should have been a mishap but was averted due to luck or quick reaction. Reportable injuries for hazard reports are injuries that involve medical treatment beyond first aid but less than 5 lost work days. Over 5 lost work days is a mishap and an SIR shall be submitted. Keep in mind that the reports submitted under this instruction are the only consistent source of data for the Naval Aviation Safety Program. Unreported hazards do not get into the safety database. The same thing is true of reports submitted under other directives, such as the Naval Aviation Maintenance Program, COMNAVAIRFORINST 4790.2. Sending a Hazardous Material Report (HMR) instead of an aviation Hazard Report deprives the safety community of long-term trend information, data, and documentation useful in mishap prevention. HMRs are maintenance reports, and as such, do not require chain of command endorsement and lack the visibility of Hazard Reports. It is often appropriate to issue both a Hazard Report and an HMR concerning the same event, especially when safety of flight is an issue.

b. Specific Submission Criteria. Submit a Hazard Report for specific occurrences of Human Factors, Electromagnetic Interference, unintentional Out of Control Flight, a Bird-Aircraft Strike, a Near-Midair Collision, a Physiological Episode, an Embarked Landing hazard, Air Traffic Control hazards, Friendly Fire and other circumstances as outlined in the following paragraphs.

c. Human Factors (HUMFAC) Reports

(1) Personnel in Naval Aviation do a commendable job of detecting, analyzing, understanding, and correcting mechanical defects and faulty design features in aircraft. However, we have been considerably less successful at understanding and combating those failings of a human kind that continue to constitute upwards of 80 percent of the causal factors in Naval

Aviation mishaps. Human factors such as personal and professional stress, physiological impairment, lapses of attention, confusion, and willful violations of flying regulations, to name but a few, stand as a great barrier between today's commendable mishap rates and a genuine breakthrough in Naval Aviation Safety. Our ability to accomplish the mission of Naval Aviation in the future will depend in large measure on how well we understand and control these aspects of human behavior in our aircrews and our maintenance personnel today.

(2) No one needs to be embarrassed by reports containing Human Factors. Where the anonymity of an individual or organization is a concern, send the Hazard Report from a senior command, or use the provisions available in the paragraph covering Anonymous Hazard Reports. But, above all, never fail to report.

(3) Analyze and report human factors in the WHO/WHAT/WHY format in Hazard Reports. No special data is required.

d. Near-Midair Collision (NMAC) Reports

(1) Near-Midair Collision Defined. A NMAC occurs when aircraft pass close-by one another in the air and, as a result, the pilot-in-command feels the safety of the aircraft or UAV was in jeopardy. Use these criteria to determine when to report:

(a) A collision was avoided by chance rather than by a conscious act on the part of the pilot.

(b) A collision would have occurred had no action been taken.

(c) Two aircraft inadvertently passed within 500 feet of each other.

(2) Pilot Actions. Pilots involved in a near-midair collision must:

(a) Report the incident by radio to an FAA air traffic facility or flight service station. Inform them you will file a written NMAC hazard report; or,

(b) At the next point of landing, contact the nearest FAA air traffic facility or flight service station and report the incident. Inform them you will file a written NMAC report; and,

(c) Under this instruction, file a written, formal NMAC Hazard report. No special data is required.

e. Unintentional Out-Of-Control Flight (OOCF) Reports

(1) Unintentional OOCF Defined. Unintentional OOCF includes mishaps and near-mishaps encountered during air combat maneuvering (ACM), guns defense, air intercept control (AIC) or other flight regimes. These mandatory reports highlight the risks associated with high angle of attack (AOA), low airspeed flight. Unplanned departures from controlled flight or unintentional out-of-control flight are hazards to naval aircraft and their crews. Any un-briefed or unexpected departure from controlled flight, deliberately or unintentionally entered into is an out-of-control flight incident. Pre-briefed departure recognition training or high AOA and low airspeed flight excursions deliberately conducted for training need not be reported.

(2) The reporting custodian shall submit a general use naval aviation Hazard Report whenever an unintentional OOCF incident occurs.

f. Embarked Landing (EMBLAND) Reports

(1) Embarked Landing Hazard Defined. An EMBLAND hazard is a potential cause of damage or injury directly associated with an embarked landing. Events which require an investigation and an Embarked Landing Hazard Report include, but are not limited to:

(a) Ramp strikes (a part of an aircraft hit on or below the round down).

(b) Part of the aircraft other than the landing gear or tailhook strikes the landing area.

(c) An aircraft collides with other aircraft, personnel or equipment on the flight deck.

(d) Low visibility approaches for helicopters and emergency low visibility approaches (ELVAs).

NOTE: Forward PLAT tapes of embarked landing hazards to the U.S. Navy LSO School, NAS Oceana, Virginia Beach, VA 23460-5129, with each Embarked Landing Hazard Report.

g. Air Traffic Control (ATC) Reports

(1) Air Traffic Control Hazard Defined. An ATC hazard is an occurrence attributed to an element of the air traffic control system that:

(a) Results in less than the applicable separation minima between two or more aircraft, or between an aircraft and terrain or obstacles, as required by FAA Order 7110.65 and supplemental instructions. Obstacles include vehicles/equipment/personnel on runways; or

(b) Places aircraft that are in a tower pattern in close proximity to other aircraft, terrain, or obstacles whereby collision would have occurred had no action been taken by the pilot; or an

(c) Aircraft lands or departs on a runway closed to aircraft operations after receiving air traffic control authorization.

(2) Also considered a reportable hazard is a controlled occurrence where applicable minimal separation, as referred to in paragraph 404g(1)(a) above, was maintained, but:

(a) Less than the applicable separation minima existed between an aircraft and protected airspace without prior approval.

(b) An aircraft penetrated airspace that was delegated to another position of operation or another facility without prior coordination and approval.

(c) An aircraft penetrated airspace that was delegated to another position of operation or another facility at an altitude or route contrary to the altitude or route requested and approved in direct coordination or as specified in a letter of agreement, pre-coordination or internal procedures.

(d) An aircraft, vehicle, equipment or personnel encroached upon a landing area that was delegated to another position of operation without prior coordination and approval.

(3) Report ATC hazards as follows:

(a) A Severe ATC Hazard Report shall be submitted if an event found in paragraph 404g(1)(a),(b) or (c) occurs.

(b) A Routine ATC Hazard Report shall be submitted if the events in paragraph 404g(2)(a), (b), (c) or (d) occur.

(c) Runway incursions that result in a wave off, aborted takeoff or ATC cancelled takeoff clearance meet the criteria of paragraph 404g(1) and a Severe ATC Hazard Report shall be submitted. Other runway incursions require a Routine Hazard Report.

(d) Severe ATC Hazard Reports shall be submitted within 3 working days and Routine ATC Hazard Reports shall be reported within 30 days.

(e) Include the appropriate NAVREP as an info addressee when an ATC Hazard Report involves civilian aircraft (see appendix 4).

(f) The chain of command, including the Air Traffic Control Officer on the Type Commander’s staff shall endorse all Severe ATC Hazard Reports.

h. Physiological Episode (PHYSEP) Reports

(1) Physiological Episode Defined. A PHYSEP occurs whenever any of the following conditions exist outside of a naval aviation mishap:

(a) Hypoxia, proven or suspected.

(b) Carbon monoxide poisoning or other toxic exposure.

(c) Decompression sickness because of evolved gas (bends, chokes, neurocirculatory collapse) or severe reaction to trapped gas resulting in incapacitation.

(d) Hyperventilation.

(e) Spatial disorientation or distraction resulting in unusual attitude.

(f) Loss of consciousness for any cause.

(g) An unintentional rapid decompression exposing personnel to cabin altitudes above FL 250, regardless of whether dysbarism or hypoxia occurs.

(h) Other psychological, pathological or physical problems that manifest during or after actual flight or simulated flight in any aviation physiological or water-survival training device. Reporting trapped gas expansion, hyperventilation, and hypoxia episodes in the hypobaric chamber or GLOC episodes in the centrifuge are not required unless the event occurred outside the training protocol. Recompression therapy for simulator-training related incidences will be reported under this instruction.

(i) Training devices or simulators that cause personnel injury or fail to function as designed. For example: if a student experiences hypoxia because of faulty equipment, a PHYSEP hazard report would be required.

i. Bird-Aircraft Strike (BASH) Reports

(1) Bird-Aircraft Strike Defined. The scope of the bird-aircraft strike reporting system includes collisions with birds and other animals. The term "bird-aircraft strike" is the correct terminology for referring to incidents involving collision between any of nature’s creatures and a naval aircraft, even though "bird strike" is the category into which most of these reports will fall. A bird-aircraft strike occurs anytime a naval aircraft collides with a wild or domesticated beast and the resultant damage is below the threshold of a naval aviation mishap. Submit a BASH Report, preferably via WESS, for all instances of bird-aircraft strikes where the damage or injuries is below the mishap threshold. If damage or injuries exceed Class C severity, do not submit a BASH Report; submit a Mishap Data Report and the appropriate Safety Investigation Report.

j. Electromagnetic Interference (EMI) Reports

(1) Electromagnetic Interference Defined. Electromagnetic interference has the potential to cause damage or injury and is associated with an in-flight or on-the-ground interruption or loss of aircraft or UAV instruments, flight controls, radio communication, navigation, electrical equipment, etc., in which electrical interference is experienced or suspected. EMI types include:

- Radio frequency interference
- Electrical storm interference
- Electrical noise
- Precipitation static

(2) EMI exists when undesirable voltages or currents adversely influence the performance of an electronic device. The extent to which it degrades performance depends on the level of interference encountered. These levels are:

(a) Mild. Detectable, but does not hamper the detection and interpretation of a desired signal.

(b) Medium. Interferes with the detection and interpretation of a desired signal. This level causes partial breakup or masking of the desired signal with some loss of signal content.

(c) Severe. Causes a complete loss of a desired signal.

(3) There are two types of interference classification:

(a) Intra-system Interference: The source of the interference is on the same aircraft as the affected victim system.

(b) Intersystem Interference: The source of the interference is external to the aircraft. Atmospheric interference including lightning, precipitation static, and St. Elmo’s fire are in this classification.

k. Friendly Fire (FF) Reports

(1) Friendly Fire Defined. Joint Publication 1-02 defines Friendly Fire as: “In casualty reporting, a casualty circumstance applicable to persons killed in action or wounded in action mistakenly or accidentally by friendly forces actively engaged with the enemy, who are directing fire at a hostile force or what is thought to be a hostile force.” OPNAVINST 3750.6 includes Unintentional Damage to Friendly Forces as follows: Friendly Fire, blue on blue, harm to friendly forces are terms used to describe a circumstance in which members of a U.S. or friendly military force are mistakenly killed, or wounded, or equipment damaged by U.S. or allied forces actively engaged with an enemy, or a presumed enemy.

(2) Report all combat zone Friendly Fire events involving active engagement with the enemy, that do not meet the Class C or higher mishap thresholds, as a Friendly Fire hazard report. When Class C or higher mishap thresholds are met, convene an AMB and report via a Safety Investigation Report.

(3) When aviation training events involving simulated or actual ordnance delivery are conducted inside or outside of a combat zone and the following occurs, report the event as a Friendly Fire hazard report.

(a) Hazards are discovered that could have resulted in damage to friendly forces or damage to friendly forces did occur but did not meet Class C or higher mishap threshold; and,

(b) The event involves problems with, or violations of, Joint or Service specific training, Standard Operating Procedures (SOPs) or Joint or Service Tactics, Techniques and Procedures (TTPs).

(4) If conducting a Friendly Fire mishap investigation and a severe hazard is discovered that requires immediate attention, send a Friendly Fire hazard report with recommendations to the appropriate Combatant Commander, Component Commander, Joint Forces Command and action agency. Comply with paragraph m. Submission by an AMB Investigating a Mishap.

l. Related Aviation Reports

(1) Incidents which meet the criteria in COMNAVAIRFORINST 4790.2 for submission of Hazardous Material Reports, aviation-related Explosive Mishap Reports, Technical Publication Deficiency Reports, and Quality Deficiency Reports may also require OPNAVINST 3750.6 reporting if there is a safety of flight or other significant safety issue. The Hazardous Material Reporting system does not reach the same audience as the safety reporting system. The safety reporting system requires endorsements by action agencies and tracking of corrective action.

(2) Submit deficiencies in other publications that have established procedures for changes (NATOPS, Naval Warfare Publications, etc.) as recommended changes to those publications.

m. Submission by an AMB Investigating a Mishap

(1) Occasionally, an AMB will discover, among their causal factors, severe hazards that require immediate attention. In such cases, review the restrictions concerning privileged information described in paragraph 410, then promptly submit a Hazard Report. Do not include information such as names, bureau numbers, dates, locations or any other details - that could be traced to a specific mishap. Take care not to divulge any privileged information from the ongoing SIR process, when describing the hazard. Be sure the analysis, conclusions, and recommendations contained in the Hazard Report clearly define the hazard and possible corrective actions. Hazard Reports submitted under these circumstances do not relieve the AMB of the responsibility for submission of a complete SIR.

(2) During an investigation, the AMB may detect hazards that are not themselves causal factors (present but not causal) in the mishap under investigation. Report such findings under this chapter, as a separate Hazard Report. Do not use the Paragraphs 12A and 12B of the SIR as a vehicle to address unrelated hazards (however severe), which are not causal factors in the mishap under investigation.

405. ORIGINATOR

Anyone can initiate a Hazard Report, but investigating hazards and preparing the Hazard Report should be left to members of the AMB. While the reporting custodian involved usually submits hazard reports, any naval activity may do so.

406. RISK ASSESSMENT

Originators of Hazard Reports shall assign a Risk Assessment Code (RAC) which best describes the risk associated with the report hazard, e.g., RAC 1, RAC 3, etc. Refer to appendix B of this instruction for information concerning RACs.

407. DEADLINES

a. With the exception of ATC Hazard Reports, there are no time limits for submitting Hazard Reports. However, try to forward reports of hazards with a severe RAC within 24 hours of detecting the hazard. All other Hazard Reports should be submitted within 30 days following hazard detection.

b. Severe ATC Hazard Reports shall be submitted within three working days and Routine ATC Hazard Reports shall be reported within 30 days.

c. Complete reports that require information from tape recordings of air traffic control (ATC) communications or radar video in a timely manner. ATC records over these tapes after 15 days unless investigators request a copy.

408. METHOD OF SUBMISSION

On-line reporting via the Web Enabled Safety System (WESS) is the method for submitting Hazard Reports. Where bandwidth limitations make WESS submissions impossible, the preferred method is to forward the hazard report to the parent command or wing for WESS entry. If this is not possible forward Hazard Reports via military electronic communications facilities.

409. DISTRIBUTION

When reporting via WESS select appropriate Community of Interest(s)(COI) for distribution. When reporting Hazard Reports via military electronic communications facilities address Hazard Reports in accordance with appendixes 4A and 4B. Any naval command may readdress or redistribute Hazard Reports.

410. NONPRIVILEGED STATUS

Hazard Reports are not privileged. Do not give promises of confidentiality. Although the Navy and Marine Corps may only use Hazard Reports for safety purposes, the contents may be divulged to outside agencies in response to Freedom of Information Act (FOIA) requests. Avoid the identification of specific individuals.

411. FOR OFFICIAL USE ONLY (FOUO)

Hazard Reports are FOUO. See SECNAV M-5510.36, DEPARTMENT OF THE NAVY INFORMATION SECURITY PROGRAM, for instructions on their handling.

412. SECURITY CLASSIFICATION

Normally, Hazard Reports are unclassified. Omit any portion of the report that warrants classification and substitute the word "classified" in its place. In the unlikely event that a meaningful report cannot be produced in this fashion, submit a

classified report via naval message on SIPR. Do not enter classified information into WESS.

413. MESSAGE PRECEDENCE

Units unable to submit HAZREPs via WESS may send Severe Hazard Reports via priority message and Routine Hazard Reports via routine message precedence.

414. MINIMIZE

Hazard Reports are exempt from minimize. See: NWP 4, NTP 21, and NTP 21 SUPP 1.

415. HAZARD REPORT SERIALIZATION

The originator serializes Hazard Reports in order of event occurrence by fiscal year. For example, VFA-99 discovers a hazard in September 2007 (FY-07) but reports it in October 2007 (FY-08). That hazard, assuming it was their third FY-07 hazard, would be serialized: "VFA-99, 03-07." The total number of Hazard Reports for a given year is equal to only the number of HAZREPS submitted under this instruction (i.e., do not include HMR, FOD Incident Reports and other COMNAVAIRFOR 4790.2 required reports in determining the total number of Hazard Reports for a given year).

416. HAZARD REPORT FORMAT

Submit hazard reports in WESS using the on-line formats and help screens for guidance. Submit all message traffic Hazard Reports as outlined below. This message traffic format will also serve as a WESS worksheet. Report special data for Near-Midair Collision, unintentional Out of Control Flight, Embarked Landing, Air Traffic Control, Physiological Episode, Bird-Aircraft Strike, Electromagnetic Interference or Friendly Fire hazards in paragraph 17 of the Hazard Report.

a. Addressees. See appendixes 4A and 4B at the end of this chapter.

b. Text. Use this format for the text.

(1) Repeat all double-underlined material in the format below verbatim in the text of the report.

(2) When information required by the format of the report is not applicable enter "NA" in the space for that information. Subparagraphs under those marked "NA" may be omitted.

(3) Use as much space as necessary to explain the hazard, support a conclusion or recommend a corrective action. Reports on complex hazards often run to several pages. Simple, well-defined hazards might require a page or two.

(4) Refer to NTP 3 or NTP 21 for guidance about message formats. Follow all U.S. Message Text Format (USMTF) rules.

UNCLAS FOUO//N03750//

MSGID/GENADMIN/originator/message serial number (not report serial number)/month//

SUBJ/(command submitting the hazard report) NAVAL AVIATION (select one: GENERAL USE, HUMAN FACTORS, NEAR-MIDAIR COLLISION, OUT OF CONTROL FLIGHT, EMBARKED LANDING, AIR TRAFFIC CONTROL, PHYSIOLOGICAL EPISODE, BIRD-AIRCRAFT STRIKE, ELECTROMAGNETIC INTERFERENCE, FRIENDLY FIRE) (UAV for hazards involving UAVs only) HAZARD REPORT,(report serial number, date of occurrence, type/model/series aircraft or UAV type, BUNO, as applicable) REPORT SYMBOL OPNAV 3750-19//

REF/A/DESC:DOC/CNO/-//

AMPN/REF A IS OPNAVINST 3750.6R, THE NAVAL AVIATION SAFETY PROGRAM. (Use AMPN if only one reference is used. Otherwise list The Naval Aviation Safety Program and other references in a NARR line.)

REF/B/(other references as appropriate)//

NARR/REF A IS OPNAVINST 3750.6R, THE NAVAL AVIATION SAFETY PROGRAM. REF B IS . (List other references.)//

POC/(name of the point of contact who can answer questions about the report)/(rank)/UNIT:(code)/NAME:(location)/TEL:(phone number or "DEPLOYED")EMAIL:(E-Mail address)//

GENTEXT/REMARKS/1. THIS REPORT CONCERNS A (ROUTINE or SEVERE)(select one: GENUSE, HUMFACT, NMAC, OOCF, EMBLAND, ATC, PHYSEP, BASH, EMI, FF)(UAV if appropriate) HAZARD TO NAVAL AVIATION RAC (1, 2, etc.). INTENT FOR FLIGHT DID EXIST. or

INTENT FOR FLIGHT DID NOT EXIST. Select one. Paragraph 306 defines the choices. When more than one aircraft is involved, intent for flight exists for all if intent for flight existed for one.

2. (insert next endorser) ENDORSEMENT REQUESTED IAW REF A. If the criteria in paragraphs 105g(2) and 804 require endorsement of the report. Otherwise state: FURTHER ENDORSEMENT NOT REQUIRED.

3. DESCRIPTION: Briefly summarize the hazard in 70 characters or less. Who, What, Why or Component, Mode, Agent as appropriate. (e.g. ACFT IN MOA HAD NMAC WITH TRANSITING CESSNA RESULTING FROM AIRCREW POOR LOOKOUT DOCTRINE.)

A. OPERATION NAME: (e.g., Iraqi Freedom)

B. MATERIAL DAMAGE COST: (If any in U.S. dollars. $0.0 - $19,999.00)

C. REPORTING ACTIVITY:

(1) NAME: Short title

(2) UIC: Unit Identification Code (UIC) of the reporting activity. Use squadron or DET short title and UIC, do not use ship short title or UIC.

(3) DETACHMENT: (YES or NO) If yes, include PARENT UIC:

D. EVENT INFORMATION:

(1) ILLUM: (DAY, NIGHT, DUSK or DAWN)

(2) DATE: (MMDDYYYY)

(3) LOCAL TIME: (HH:MM, time zone)

(4) HAZARD NO: The originator serializes Hazard Reports in order of event occurrence by fiscal year.

(5) ABNORMAL EGRESS: (YES or NO)

(6) INJURIES FROM EVENT: (YES or NO)

4. NARRATIVE: Include a chronological summary of the facts, events, and circumstances surrounding the hazard here. Discuss

what led to, what happened during, and what happened afterward. Your analysis and conclusions are included later.

5. EGRESS NARRATIVE: (if applicable)

6. DAMAGE NARRATIVE: (if applicable)

7. INJURY NARRATIVE: (if applicable)

8. LOCATION DATA:

A. TYPE OF AIRSPACE: (e.g., CLASS D, AR, VR, MOA, WARNING AREA, etc.)

B. IN CONUS: (YES or NO)

C. GENERAL LOCATION: (SHORE, OVER WATER, SHIP PIER SIDE or SHIP AT SEA)

D. COUNTRY:

(1) STATE/PROVINCE LOCATION: (include for U.S. and Canada)

E. NUMBERED FLEET: (2ND, 3RD, 5TH, 6TH, 7TH, N/A)

F. BODY OF WATER: (e.g. ATLANTIC, PERSIAN GULF, N/A)

G. COORDINATES:

(1) LATITUDE: Latitude in six-digit format, DDMMSS, followed by a space and "N" or "S." Fill left-most "DD" digits with zeros when appropriate. If precise location data is not available, fill right spaces with Xs to indicate that the position is an estimate.

(2) LONGITUDE: Longitude in seven-digit format, degrees, minutes, seconds (DDDMMSS), followed by a space and "E" (east) or "W" (west). Fill left-most "DD" digits with zeros when appropriate. If precise location data is not available, fill right spaces with Xs to indicate that the position is an estimate, e.g., 08530XX W.

H. NAVAID ID: Identifier of nearest named airfield, air navigation facility (NAVAID) or ship. Use ICAO identifier where applicable.

(1) BEARING FROM: (001 to 360) DEGREES

(2) DISTANCE: (XXX.X) NAUTICAL MILES

I. SHORE LOCATION: (if applicable - e.g., NAS WHIDBEY ISLAND)

J. LOCATION COMMENTS:

9. SHIP INVOLVED: (YES or NO) (If no, state N/A and skip 9. A. – I.)

A. SHIP THE EVENT LOCATION: (YES or NO)

B. AIRCRAFT UNDER POSITIVE CONTROL OF SHIP: (YES or NO)

C. SHIP DAMAGED: (YES or NO)

D. PERSON ABOARD SHIP RECEIVED INJURIES: (YES or NO)

E. VESSEL TYPE: (e.g. AIRCRAFT CARRIER)

F. CLASS: (e.g. NIMITZ)

G. HULL NUMBER: (e.g. CVN-71)

H. NAME: (e.g. USS THEODORE ROOSEVELT)

I. FOREIGN OR COMMERCIAL VESSEL NAME: (if applicable)

10. PERTINENT METEOROLOGICAL INFORMATION: (YES or NO)

11. TAKEOFF, DEPARTURE OR OTHER OPERATION SURFACE/RUNWAY/FLIGHT DECK INFORMATION IS RELEVANT: (YES or NO)

12. EMBARKED LANDING ENVIRONMENT PERTINENT: (YES or NO)

13. ENVIRONMENT/METRO DATA: (if 10. – 12. are all NO state N/A and skip 13. A – T)

A. AIR TEMP: (-150 to 180) (FAHRENHEIT or CELSIUS)

B. DEWPOINT TEMP: (whole numbers) (FAHRENHEIT or CELSIUS)

C. WATER TEMP: (whole numbers) (FAHRENHEIT or CELSIUS)

D. PERCENT RELATIVE HUMIDITY: (0 to 100)

E. WIND DIRECTION: (001 to 360) DEGREES

F. WIND VELOCITY: (whole numbers) KNOTS

G. VELOCITY OF GUSTS: (whole numbers) KNOTS

H. ALTIMETER SETTING: (inches HG., e.g. 29.98)

I. VISIBILITY STATUTE MILES: (enter 99 if CAVU)

J. WEATHER BRIEFED BY: (BRIEFER, FORECASTER, PILOT, OTHER, N/A or UNK)

K. UTILIZATION OF BRIEFING: (USED, NOT USED, N/A, NOT AVAILABLE, or UNKNOWN)

L. FORECAST ACCURACY: (N/A, SUBSTANTIALLY CORRECT, UNKNOWN, WEATHER CONSIDERABLY BETTER THAN FORECAST or WEATHER CONSIDERABLY WORSE THAN FORECAST)

M. CEILING: (100'S FT, e.g. 15 = 1500 FT) (state NONE if no ceiling) AGL

N. SKY CONDITION REMARKS: (e.g. 10SCT 15BKN 350VC)

O. HORIZON: (VISIBLE, PARTIALLY OBSCURED, OBSCURED or UNKNOWN)

P. ICING PRESENT: (YES or NO)

(1) ICING COMMENTS:

Q. ENVIRONMENT/WEATHER REMARKS:

R. OBSTRUCTION TO VISION: (NO OBSTRUCTIONS, ICE FOG, GROUND FOG, HAZE, PRECIPITATION, BLOWING DUST, BLOWING SAND, BLOWING SNOW, BLOWING SPRAY, CLOUDS, DUST, FOG, UNKNOWN or OTHER (specify)) You may select more than one obstruction.

S. TYPE OF PRECIPITATION: (NO PRECIPITATION, FREEZING RAIN, FREEZING DRIZZLE, LIGHT RAIN, HEAVY RAIN, HAIL, SLEET, LIGHT SNOW, HEAVY SNOW, DRIZZLE, UNKNOWN, OTHER (specify)) You may select more than one precipitation type.

T. EXTREME WEATHER: (NONE, HAIL, WIND SHEAR, GUSTY WINDS, LIGHTNING, THUNDERSTORM, SEVERE THUNDERSTORM, MICROBURST,

EARTHQUAKE, FLOOD, MUDSLIDE, HURRICANE/TYPHOON, TORNADO/WATERSPOUT, TURBULENCE (CAT), TURBULENCE (IMC), UNKNOWN, OTHER (specify)) You may select more than one.

14. INVOLVED TAKE OFF/LANDING SURFACE: (Not required if 11 is NO)

A. AIRFIELD: (If applicable)

(1) DEPARTURE/LANDING SURFACE ID: (e.g. KNTU)

(2) RUNWAY: (01 - 36) (RIGHT, LEFT, CENTER, SINGLE)

(3) HELO PAD: (5 character limit)

B. AFLOAT: (If applicable)

(1) HELO/VSTOL SPOT:

(2) SHIP BASE RECOVERY COURSE:

C. OTHER: (LZ, HELIPORT, etc.)

D. SURFACE ENVIRONMENT:

(1) RELATIVE WIND DIRECTION: (0 - 180 LEFT or RIGHT) If wind is light and variable state N/A and state LIGHT & VARIABLE in VELOCITY.

(2) VELOCITY: (whole numbers) KNOTS or LIGHT & VARIABLE)

(3) SURFACE CONDITIONS: (DRY, WET, SLUSH, LOOSE SNOW, PACKED SNOW, ICE, SANDED, OIL SLICKED, UNPREPARED, UNKNOWN or OTHER (explain))

(4) BRAKING ACTION: (GOOD, FAIR, POOR, NIL, UNKNOWN, N/A)

15. INVOLVED AIRCRAFT or UAV: If one aircraft is involved use "A. DATA:" for the subparagraph. Follow with "B. DATA:", "C. DATA:", etc. for second aircraft, third aircraft, etc. Do not list multiple aircraft in the same subparagraphs. For each aircraft identified, list details under the respective subparagraphs by the following scheme:

A. DATA:

(1) BRANCH OF SERVICE: (e.g. USN, USMC, USAF, USA, USCG)

(2) CONTROLLING CUSTODIAN: (e.g. CNAL, CNAP, CMFP, 4th MAW, Other, etc)

(A) OTHER US GOVERNMENT: (Specify)

(B) OTHER: (Specify)

(3) INTENT FOR FLIGHT: Yes or NO

(4) AIRCRAFT UIC:

(5) TMS: Model and series (e.g. SH-60F)

(6) BUNO: Bureau number

(7) TAIL CODE AND SIDE NUMBER: Tail Code is the alphabetic prefix "YT" side # is numerical ID "YT-16"

(8) ACTIVITY STATUS: EMBARKED or ASHORE

(9) TYPE OF OPERATIONS: EXTENDED DEPLOYMENT, SHORT TERM OPS/DETACHMENT, HOME BASED/LOCAL OPS, X-COUNTRY/RON, NOT YET REPORTED, UNK or N/A

(10) PRE-DEPLOYMENT WORK-UPS: YES or NO

(11) READINESS CYCLE (IDRC) PHASE:

(12) AIRWAY/OPERATING AREA: (For this specific Aircraft - may be different from event location)

(13) EMERGENCY LANDING: (PRECAUTIONARY, IMMEDIATE FORCED, SIMULATED FORCED or N/A)

(14) FLIGHT DEMO: (AIR DEMO PRACTICE, SIMULATED EMERGENCY, TYCOM DEMO, CNO/CMC APPROVED DEMO, N/A)

(15) FCF: Functional check flight (YES or NO)

(16) TFOA: Thing fell off aircraft (YES or NO)

(17) DESTINATION: (e.g., NAS OCEANA, USS NIMITZ, etc.)

(18) FLIGHT DURATION: (HH:MM)

(19) TFOA: What fell off, if applicable. Otherwise state N/A.

(20) ENGINE INVOLVED: (YES, NO or UNK)

(21) FOD TO ENGINE: (INTERNAL SOURCE, EXTERNAL SOURCE or N/A)

(22) FOD NOT TO ENGINE: (i.e. some other aircraft component damaged by FOD) (YES or NO)

(23) NVD USED: (YES or NO)

(24) LANDING LIGHTS: (ON, OFF, UNKNOWN or N/A)

(25) EXTERNAL LIGHTS: (ON, OFF, UNKNOWN or N/A)

(26) SAFETY LOCKING DEVICES: (e.g. EJECTION SEAT PINS, LANDING GEAR PINS WERE MISUSED, USED CORRECTLY or N/A)

(27) ENGINE POWER LOSS: This is required if engine involved equals "YES". Use all that apply: COMPLETE LOSS (not pilot induced, not result of precautionary securing) COMPLETE LOSS (pilot induced, result of precautionary securing) FUEL EXHAUSTION OR STARVATION, OIL STARVATION, PARTIAL LOSS, UNKNOWN or N/A.

(28) HAZARDOUS FOREIGN OBJECT: Required if FOD equals anything other than NO or N/A. Provide details of the FOD.

(29) LANDING QUALS: (FCLP, CQ, DLQ or N/A)

(30) AIRCRAFT FIRE: (FIRE IN FLIGHT, FIRE ON DECK, NO FIRE or UNKNOWN)

(31) SHIPBOARD LANDING: (YES or NO)

(32) AIRCRAFT DIVERTED: (SHIP TO SHORE, SHORE TO SHIP, SHIP TO SHIP, SHORE TO SHORE or N/A)

(33) ATC AGENCY:

(34) HEADING: (degrees magnetic)

(35) AIRSPEED: (KIAS)

(36) ALTITUDE: (MSL OR AGL)

(37) ALTIMETER SETTING AND SOURCE: (e.g., TOWER, APPROACH, BY RULE)

(38) TYPE OF FLIGHT PLAN: (e.g. IFR, VFR, COMBO, etc.)

(39) FPR/TMR CODE: (e.g. 1A1, 2L6, ETC)

(40) ACTUAL METEOROLOGICAL CONDITIONS: (IMC or VMC)

(A) ESTIMATED CONTINUOUS IMC TIME: As it relates to the event, if applicable.

(41) AIRCRAFT MISSION REMARKS:

(42) TAPE LOAD (if applicable)

(A) TAPE LOAD (OFP):

(B) TAPE LOAD (FCS):

(43) TAKE-OFF LOCATION: (SHORE, SHIP AT SEA, SHIP PIERSIDE)

(A) CONUS: (YES or NO)

(B) COUNTRY: If take off location equals SHORE or SHIP PIERSIDE.

(C) STATE OR PROVINCE: If country equals US or CANADA.

(D) SHIP IS: Select one if take off location equals ship at sea. (ANCHORED, UNDERWAY, PIERSIDE, UNDERWAY or NOT YET REPORTED)

(E) BODY OF WATER:

(F) COORDINATES:

LATITUDE: Latitude in six-digit format, DDMMSS, followed by a space and "N" or "S." Fill left-most "DD" digits with zeros when appropriate. If precise location data is not available, fill right spaces with Xs to indicate that the position is an estimate.

LONGITUDE: Longitude in seven-digit format, degrees, minutes, seconds (DDDMMSS), followed by a space and "E"

(east) or "W" (west). Fill left-most "DD" digits with zeros when appropriate. If precise location data is not available, fill right spaces with Xs to indicate that the position is an estimate, e.g., 08530XX W.

16. INVOLVED PERSONNEL: If one person is involved use "A. DATA:" for the subparagraph. Follow with "B. DATA:", "C. DATA:", etc. for second person, third person, etc. Do not list multiple people in the same subparagraphs. If person was not injured, do not use actual name (e.g. use PILOT 1 or ACMN 2) and do not use SSN. If person was injured, you are required by Federal Law to enter actual name and SSN. This will never show up on the pdf. It will only be maintained in the database. For each person identified, list details under the respective subparagraphs by the following scheme:

A. DATA:

(1) LAST NAME: (See paragraph 16)

(2) FIRST NAME: (See paragraph 16)

(3) MI: (See paragraph 16)

(4) SSN: (###-##-#### only if injured)

(5) GENDER: (MALE or FEMALE)

(6) DOB: (DD:MM:YY)

(7) PERSON'S POSITION: (AIRCREW (AIRCRAFT or UAV), GROUND PERSONNEL, PASSENGER (aircraft), AIR TRAFFIC CONTROLLER, BYSTANDER, OTHER (If other, specify position.)

(8) PERSON OCCUPANT OF INVOLVED AIRCRAFT: (YES or NO)

(9) SERVICE/AGENCY AFFILIATION: (MILITARY (ACTIVE or RESERVE), DOD CIVILIAN, DOD CIVILIAN TAD, FOREIGN NATIONAL or NONE)

(10) DUTY STATUS: (ON DUTY, OFF DUTY or NA)

(11) MARITAL STATUS: (SINGLE, MARRIED, SEPARATED, DIVORCED, NOT REPORTED, or UNKNOWN)

(12) INJURY SUSTAINED: (MINOR (Equal to or greater than 1 lost work day but less than 5 lost work days), FIRST AID

(Minimal or no treatment, no lost workdays) or NONE. If other than NONE is selected provide data in (26).)

(13) PERSON PERMANENTLY ASSIGNED TO NAVY OR MARINE CORPS UNIT: (YES or NO)

(14) AIRCREW STATUS: (PILOT, STUDENT PILOT, NFO, STUDENT NFO, AIRCREWMAN, STUDENT AIRCREWMAN, NOT AIRCREW)

(15) ANTHROPOMETRIC CODE: Required only for aircrew. Obtain from flight surgeon.

(16) ON FLIGHT STATUS: (YES or NO)

(17) PERSON LOST CONSCIOUSNESS: (YES, NO or UNKNOWN)

(A) LENGTH OF TIME: (In HH:MM:SS) if 17 is YES)

(18) BRANCH OF SERVICE: (CIVILIAN NON-GOVERNMENT, DEFENSE LOGISTICS AGENCY, DEFENSE MAPPING AGENCY, FEDERAL GOVERNMENT AGENCY, OTHER, USAF, USA, USCG, USMC, USN)

(19) SERVICE STATUS: (ACTIVE, FEDERAL APPROPRIATED, CIVILIAN, FEDERAL NON-APPROPRIATED CIVILIAN, FOREIGN CIVILIAN ATTACHED TO US MILITARY, FOREIGN MILITARY ATTACHED TO US MILITARY, MILITARY DEPENDENT, NAVY COUNTED AS MARINE, RESERVE-ACTIVE, RESERVE-READY)

(20) THE PERSON IS: (ENLISTED, AN OFFICER or NA) Use the appropriate paragraph (A) from below to provide additional officer or enlisted details. Add information in paragraph (B) if the person is in a special category.

(A) OFFICER:
UIC:
PAY GRADE:
DESIGNATOR:

For enlisted personnel use this paragraph (A):

(A) ENLISTED:
UIC:
PRIMARY NEC:
PAY GRADE:
RATING:

(B) SPECIAL CATEGORY: (If applicable: (AVOC, MIDN, NAVCAD, NAVOC, NROTC, OCS, OTHER, RECRUIT, STUDENT, UNK)

(21) AIRCRAFT THIS PERSON WAS INVOLVED WITH: (BUNO)

(22) PERSON ATTEMPTED OR MADE EMERGENCY EGRESS: (YES, NO or UNKNOWN)

(23) PERSON WENT OVERBOARD: (YES or NO)

(A) HOW DID PERSON GO OVERBOARD: (JET/PROP BLAST, MULTIPLE CAUSES, THROWN OR KNOCKED OVER BY AIRCRAFT OR AIRCRAFT PART, UNKNOWN, OTHER (If other, specify))

(24) CREWMEMBER'S IN-FLIGHT DUTY: (List all that apply: PILOT, COPILOT, AIRCRAFT COMMANDER, HELICOPTER AIRCRAFT COMMANDER, PILOT AT CONTROLS, PILOT NOT AT CONTROLS, FORMATION LEADER, MISSION COMMANDER, INSTRUCTOR, STUDENT/UNDER INSTRUCTION, UNK, NOT REPORTED or OTHER (If other, specify.))

(25) CREWMEMBER'S QUALIFICATIONS: (List all that apply: PILOT PLANE COMMANDER, PILOT PLANE 2ND PILOT, PILOT PLANE 3RD PILOT, HELICOPTER AIRCRAFT COMMANDER, HELICOPTER 2ND PILOT, PILOT QUALIFIED IN MODEL, MISSION COMMANDER, SECTION LEADER, DIVISION LEADER, STRIKE LEADER, TILT ROTOR AIRCRAFT COMMANDER, TILT ROTOR SECOND PILOT or OTHER (If other, specify.)

(26) MEDICAL INFORMATION: (Only include if 16.A.(12) is other than NONE)

(A) SMOKER: (YES or NO)

(B) EST DAYS GROUNDED:

(C) TOTAL DAYS LOST:

(D) PREEXISTING CONDITIONS: (YES OR NO) (If no, skip to (E))

INJURY ICD DIAGNOSIS CODE:

DESCRIBE: (e.g. history of sinusitis)

METHOD OF DISCOVERY: (ANNUAL PHYSICAL, UNKNOWN, SICK CALL, AUTOPSY, POST INCIDENT EXAM, or OTHER (if other, explain)

WAIVER STATUS: (NOT REQUIRED, PENDING, GRANTED BY BUPERS, GRANTED BY CMC, DENIED)

WAIVER DATE:

(E) HOW LONG SINCE LAST MEAL: (HH:MM)

(F) HOW MANY HOURS SLEPT IN LAST 24 HOURS: (HH)

(G) TYPE AND LEVEL OF EXERCISE IN LAST 24 HOURS: (e.g. aerobic/run - 5.5 miles/vigorous)

(H) ALCOHOL CONSUMED WITHIN LAST 24 HOURS: (YES or NO. If yes, number of drinks)

(I) TIME SINCE LAST ALCOHOLIC DRINK: (HH:MM)

(J) ACTIVITY AT TIME OF INJURY: (e.g. in flight, maintenance, taxiing)

(K) SEVERITY OF INJURY: (DAY LOSS INJURY, GREATER THAN FIRST AID BUT NO LOST WORK DAYS, FIRST AID, MINIMAL TREATMENT, NO TREATMENT or UNKNOWN/NOT DETERMINED)

(L) AREA OF BODY INJURY: (ANTERIOR, BILATERAL, MEDIAL, POSTERIOR, RIGHT, TOTAL BODY, TOTAL PART, MULTIPLE BODY PARTS, or UNKNOWN)

(M) INJURY TYPE: (e.g. amputation, dislocation, burn, effect of air pressure)

(N) INJURED BODY PART: (If back injury, specify which region and vertebrae of the back where injured.)

(O) INJURY CAUSE: (e.g. G forces, jewelry, heat, fire, fall, electrical shock)

17. SPECIAL DATA (select one: OOCF, EMBLAND, ATC, PHYSEP, BASH, EMI, FF or NA: so the paragraph header reads (for example) SPECIAL DATA EMI:) If the HAZREP involves EMI, OOCF, BASH, PHYSEP, EMBLAND, ATC include one of the following paragraphs as appropriate. Otherwise state NA:

OOCF. Provide the following OOCF details:

A. MANEUVER: Maneuver at moment of departure, or maneuver that caused the departure.

B. CONFIG: Describe the aircraft's external configuration.

C. GW: Approximate gross weight

D. THROTTLE: Throttle setting

E. AOA: Angle of attack

F. G LOADING: G loading

G. ATTITUDE: Describe the aircraft's attitude in terms of:

(1) ROLL: In degrees right/left wing down

(2) PITCH: In degrees nose up/down

(3) YAW: In degrees left/right

H. ENGINE STALL: Describe any engine stall before or after departure.

I. MANEUVERING DEVICE: Describe automatic maneuvering devices used.

J. TYPE: Describe type and direction of departure entered.

K. EXPERIENCE: State aircrew flight time for last 7/30/60/90 days for each crewmember. (List below e.g. (1) AIRCRAFT COMMANDER, (2) COPILOT, etc.)

L. TRAINING: Describe what formal OOCF training the crew had undergone prior to this incident. (List below e.g. (1) AIRCRAFT COMMANDER, (2) COPILOT, etc.)

EMBLAND: Provide the following data specific to an Embarked Landing Hazard:

A. INVOLVED EQUIPMENT

(1) VLA TYPE: Select the most appropriate from: IFLOLS; FLOLS; MOVLAS; UNKNOWN; N/A; OTHER (Specify).

(2) VLA ACFT SETTING: State the basic aircraft model setting in effect for the visual landing system used by the involved aircraft.

(3) VLA GLIDESLOPE: State the glide slope approach angle setting for the visual landing aid used by the involved aircraft to the tenth of a degree.

(4) VLA HOOK TO RAMP CLEARANCE: State in feet the hook to ramp clearance provided by the visual landing aid settings in effect for the landing aircraft.

(5) VLA ROLL: State the tilt/roll setting of the lens box in degrees.

(6) VLA CALIBRATION MODE: Select from the following the calibration mode used to calculate the compensation factor applied to correct for ship motion during the recovery: INERTIAL; LINE; UNKNOWN; N/A; OTHER (specify).

(7) VLA CALIBRATION SETTING: State the visual landing aid calibration setting in minutes, indicating if negative.

(8) CCA RADAR: Indicate CCA radar in use (SPN-41/42/43/46, etc.).

(9) CA GLIDE SLOPE: State the CCA glide slope used for the involved aircraft to the tenth of a degree.

(10) CCA MODE: State if COUPLED, COUPLED TO 100 FEET, ILS, GCA, NONPRECISION, UNKNOWN, NOTAPP or OTHER: (Specify).

(11) ARRESTING GEAR SETTING: State the basic aircraft model setting in effect for the arresting gear.

(12) ARRESTING GEAR TARGET WIRE: State number of the targeted/intended cross deck pendant.

(13) ARRESTING GEAR REMARKS: State which wires were and were not rigged any provide any additional remarks as required. e.g.: “1,3,4 RIGGED; 2 STRIPPED”.

(14) CONSOLE: List equipment not in proper working order on LSO Console.

(15) COMMS: Communications. List EMCON, ZIP-LIP, or other communications/radio problems.

(16) LIGHTING: Indicate type of lighting in use (landing area, strobes, drop light conditions, etc.).

B. PERSONNEL:

(1) LSO: List the controlling LSO’s/LSE’s Qualifications and unit attached.

(2) ASST LSO: List the assistant LSO's qualifications and unit attached.

C. RECOVERY:

(1) CASE: State case recovery.

(2) DECK MOTION: For CV/CVN state the vertical amplitude of the motion of the ship’s landing area in feet. For other air capable ships state the pitch and roll in degrees.

(3) SHIP’S TRIM: State the ship’s trim angle in degrees.

ATC. Provide the following data specific to an Air Traffic Control Hazard:

A. AIRCRAFT UNDER RADAR CONTROL: (YES or NO) If yes. indicate type of radar in use (e.g. AN/GPN-27 (PRIMARY ONLY, SECONDARY ONLY, BOTH PRIMARY AND SECONDARY), etc.)

B. RADAR STATUS OF AIRCRAFT. Whether or not under radar surveillance or within an area of radar coverage.

C. SECTOR/FACILITY STAFFING Including combined operating positions.

D. CONTROLLER EXPERIENCE LEVEL:

(1) POSITION TITLE:

(2) GRADE:

(3) YEARS AND MONTHS AS A CONTROLLER:

(4) NUMBER OF YEARS AND MONTHS QUALIFIED.

E. TRAINEE EXPERIENCE LEVEL: If applicable, otherwise state NA.

(1) GRADE:

(2) MONTHS IN TRAINING:

F. VOLUME OF TRAFFIC Discuss number of aircraft being controlled, and specifics of service being provided. (e.g. three instrument departures, two on vectors to satellite airports, two in handoff status to ARTCC, etc.)

G. EQUIPMENT STATUS

PHYSEP: Provide the following data specific to a Physiological Episode:

A. TYPE: As defined in paragraph 404h(1).

B. CABIN ALT: Cabin altitude in feet MSL.

C. CABIN TIME: Time at cabin altitude in hours and tenths.

D. PERSONNEL: Indicate personnel information below.

(1) CREW DUTY: Indicate the crew position assigned: HAC, COPILOT, FLIGHT ENGINEER, etc. for the "crew duty" heading for the first member of the crew and indicate whether at the controls at the time of the hazard, if applicable. Examples: "(1) HAC, PILOT AT CONTROLS:", "(2) COPILOT NOT AT CONTROLS:", "(3) SENSO:". Followed by:

(A) DIAGNOSIS: In plain language.

(B) GENDER: State as male or female.

(C) MENSTRUAL: For females state days since beginning of last menstrual cycle. Otherwise NA.

(D) AGE: In years and months

(E) WT: Weight in pounds

(F) HT: Height in inches

(G) FAT: Percent body fat

(H) PRECOND: Prior injury or concern

(I) HYDRATION: For loss of consciousness events state whether the involved person's hydration level was significant to the event. State either significant or insignificant. If significant, provide:

TIME ELAPSED: State the time elapsed in hours and minutes between the time of the event and the test specimen being provided.

SPECGRAV: Specific gravity from the lab report.

TEST RESULTS: Describe any additional specific findings from the lab test.

(J) SLEEP: Amount of sleep 24 hours prior to episode.

(K) EXERCISE: Type and level of exercise 24 hours prior to episode.

(L) NUTRITION: Time elapsed in hours and tenths since the involved person's last meal.

(M) POST-EXERCISE: Type and level of exercise 12 hours post-episode, if delayed reaction; otherwise, NA.

(N) DIVING: Time diving within 24 hours prior to episode in hours and tenths.

(O) ALCOHOL: In plain language describe alcohol intake 24 hours prior to episode.

(P) MEDICATION: In plain language describe medication or drugs taken 24 hours prior to episode.

(Q) HYPOXIC/HYPOBARIC INFO: (altitude chamber)

HIALT TIME: Time above 18,000 feet MSL in minutes.

OFF OXY: Time off oxygen in minutes (during hypoxia demonstration or, as applicable).

PREOX TIME: Pre-oxygenation time in minutes.

PRIOR EPISODE: Describe any prior episodes of decompression sickness or hypoxia. For decompression sickness, describe when, type, and whether aviation or diving; describe treatment received--observation, surface oxygen, recompression (if not recompression, provide short summary). Otherwise, "NA."

RECOMPRESSION: Recompression started (month/day/hour/min/depth).

FIRST RELIEF: First relief (month/day/hour/min/depth).

MAX DEPTH: Reached maximum treatment depth (month/day/hour/min/depth).

COMPLETE RELIEF: Time of complete relief (month/day/hour/min/depth).

TABLE: Treatment table used (include any extensional).

COMPLETION: Completion of treatment (month/day/hour/min).

RECURRENCE: Recurrence number (0 would indicate no recurrence).

OUTCOME: Treatment outcome. Select from: complete relief, substantial relief, minimal relief, no relief, unknown, not applicable.)

(R) WORK LOST: Number of days away from work expected.

(S) FLIGHT LOST: Number of days restricted from flying expected.

(T) REMARKS: Any additional important information concerning treatment or disposition.

BASH: Provide the following for BASH occurrences.

A. TYPE OF WILDLIFE: Categorize the wildlife as bird, mammal, reptile, other or unknown.

B. GROUP: Identify the group of bird or other animal such as raptor, waterfowl, bat or alligator that hit the aircraft or the aircraft hit.

C. SPECIES: Identify the species of bird or other animal that hit the aircraft.

D. NUMBER HIT: Indicate the number of birds or animals that hit the aircraft such as single, four, multiple, unknown.

E. NUMBER OBSERVED: Indicate the number of birds or animals that were observed.

F. REMAINS: Indicate the following.

(1) WHERE FOUND: Indicate where the remains were found such as aircraft, runway, N/A.

(2) COLLECTED: Indicate yes, no, NA.

(3) TURNED IN FOR ANALYSIS: Indicate yes, no, NA.

(4) PHOTOS TAKEN: Indicate yes, no, NA.

G. IMPACT POINT: List the point(s) of impact where the bird or animal hit the aircraft.

H. WILDLIFE ADVISORY: Indicate whether a wildlife advisory was issued prior to this incident.

I. RADAR: Indicate whether aircraft radar was on, off or unknown.

J. FIRE: Indicate whether a fire occurred as a result of the strike.

K. CLOUD CONDITIONS: Identify the cloud conditions in relation to the aircraft (choose from above clouds, below clouds, in clouds, between cloud layers, clear of clouds, CAVU or unknown)

EMI. Provide the following EMI details:

A. TYPE: As defined in paragraph 404j(1).

B. LEVEL: As defined in paragraph, 404j(2).

C. CLASSIFICATION: As defined in paragraph 404j(3).

Friendly Fire. Provide the following FF details:

A. DELIVERY UNIT LOC KNOWN: (YES or NO) Did the unit delivering ordnance have a good navigational fix on their own position.

B. ENEMY LOC KNOWN: (YES or NO) Did the unit delivering ordnance have a good navigational fix on the enemy (actual or simulated) position.

C. FRIENDLY LOC KNOWN: (YES or NO) Did the unit delivering ordnance have a good navigational fix on friendly (actual or simulated) unit position.

D. TARGET ID CONFIDENCE: (HIGH, MEDIUM or LOW) What was the confidence level of the unit delivering ordnance that the enemy (actual or simulated) was properly identified.

E. ALL TTP'S OR SOP'S FOLLOWED: (YES or NO) Did the unit delivering ordnance and friendly units comply with Tactics, Techniques and Procedures, and Standard Operating Procedures applicable to this mission. Either a yes or a no answer may require details in the narrative paragraph to explain a problem with TTPs or SOPs or to explain non-compliance.

18. EVIDENCE AND ANALYSIS: Provide evidence and analysis of the information in the narrative and data paragraphs (the facts, events, and circumstances) here. Offer additional evidence (in a paragraph discussion format) of the facts, circumstances or background if not already included in the narrative. Evidence does not need to be in the lines of evidence format used in SIRs. Then offer your analysis of the hazard/causal factor(s) to fully explain the "WHY". Although hazard reports do not require the depth of analysis expected of a SIR, using that same process of deductive reasoning will lead to a fuller understanding of how and why the hazard occurred and help to prevent a recurrence. (See paragraph 607). If it helps clarify your analysis, report those casual factors that you considered and rejected during your investigation. In a hazard report, at the end of the analysis paragraph, state your hazard/causal factor(s), using the who/what/why or component/mode/agent format. Then, code the information in the hazard factor (list the component/mode/agent or use Appendix L in OPNAVINST 3750.6R. It is available at:

http://www.safetycenter.navy.mil/instructions/aviation/opnav3750/appendixL/appendixL.pdf

A. INVOLVED HUMAN FACTORS: Complete this section for each Human Factor. Repeat (2), (3) etc. as necessary.

(1) HUMAN FACTOR: (Select from AIRCREW, SUPERVISORY PERSONNEL, FACILITIES SUPERVISORY, FACILITIES NON-SUPERVISORY, MAINTENANCE SUPERVISORY or MAINTENANCE NON-SUPERVISORY.)

(A) FACTOR STATEMENT:

(B) FACTOR ANALYSIS AND AMPLIFYING REMARKS:

(C) RISK ASSESSMENT CODE: (Use the below analysis table)

	Probability			
Severity	A	B	C	D
I	1	1	2	3
II	1	2	3	4
III	2	3	4	5
IV	3	4	5	5

Probability:
A - Likely to occur immediately or within a short period of time
B - Probably will occur in time
C - May occur in time
D - Unlikely to occur
Severity:
I - May cause death or loss of facility/asset
II - May cause severe injury, illness, property damage
III - May cause minor injury, illness, property damage
IV - Minimal threat)

(D) DETAILED FACTORS WHO:

WHO: (General. Select from AIRCREW, PAX, SUPERVISORY, FACILITIES PERSONNEL, OR MAINTENANCE)

WHO: (Specific. e.g. PILOT AT CONTROLS)

WHO: (Fine. e.g. AIRCRAFT COMMANDER)

(E) DETAILED FACTORS WHAT:

WHAT: (General. Select from AIRCREW, PAX, SUPERVISORY, FACILITIES PERSONNEL, OR MAINTENANCE)

WHAT: (Specific. e.g. INADEQUATE FLIGHT PREPARATION/AIRCRAFT PREFLIGHT)

WHAT: (Fine. e.g. POOR NAVIGATION PLANNING)

(F) DETAILED FACTORS WHY: For this section multiple "WHY" items may be listed. In each case repeat General, Specific and Fine as necessary.

WHY: (General. Select from COMMUNICATION/COORDINATION, PSYCHOSOCIAL, ENVIRONMENT, PERFORMANCE, HUMAN ENGINEERING, MEDICAL PHYSIOLOGICAL, or UNDETERMINED)

WHY: (Specific. e.g. MESSAGE/INFORMATION)

WHY: (Fine. e.g. NOT SENT)

B. INVOLVED MATERIAL FACTORS: Complete this section for each Material Factor. Repeat (2), (3) etc. as necessary.

(1) MATERIAL FACTOR: Select from AIRCRAFT SYSTEMS, AIRCREW EQUIPMENT, SUPPORT EQUIPMENT or FACILITY EQUIPMENT.)

(A) FACTOR STATEMENT:

(B) FACTOR ANALYSIS AND AMPLIFYING REMARKS:

(C) RISK ASSESSMENT CODE:

(D) COMPONENT INVOLVED IS: (ENGINE, PROP OR OTHER)

(E) NOMENCLATURE

(F) MAKE/MANUFACTURER

(G) MODEL:

(H) SERIAL NUMBER:

(I) MANUFACTURER PART NUMBER:

(K) TYPE EQUIPMENT CODE:

(J) NAVAL AMMUNITION LOGISTICS CODE (NALC):

(L) FAILURE OR MALFUNCTION MODE:

(M) FAILURE OR MALFUNCTION AGENT(S):

C. RECOMMENDATIONS: Complete this section for each Recommendation by action agency. Repeat (2), (3) etc. as necessary. List individual commands (action agencies) then community(s) of interest (COI).

(1) ACTION AGENCY: (Action agency by name and UIC (if known).

(A) RECOMMENDATION STATEMENT:

(B) REMARKS:

(C) RECOMMENDATION STATUS: (OPEN or COMPLETED)

(D) RECOMMENDATION ASSOCIATED TO: (Associate recommendation to each involved (cause) factor. (e.g. A.(1), A.(2), B(1))

19. CO'S (OIC'S) COMMENTS: There is no separate message for the CO's endorsement to a Hazard Report. The CO's comments are to be included here and are required if further endorsement is requested. Severe hazards require further endorsement, (see paragraph 105g(2) and paragraph 804) The CO's comments may close out the Hazard Report, including severe hazards, if no action is required outside the command. If the hazard is released by a detachment Officer in charge (OIC), do not request endorsement by the unit CO. The detachment OIC comments are written on behalf of, and in coordination with, the unit CO.

APPENDIX 4A

ADDRESSEES FOR HAZARD REPORTS WHEN CAD ASSIGNED

ACTION ADDRESSEES	**WHEN**
CNO WASHINGTON DC//N88//	Always
CMC WASHINGTON DC//SD//	Always
COMNAVSAFECEN NORFOLK VA//00/10/11//	Always
Collective Address Designator (CAD)*	Always (see Note 1 pg 5A-2)
Other Commands in Endorsing Chain (if not contained in CAD)	
Commanding Officer of Naval or Marine Corps Airfield, Ship or Facility	Personnel, equipment or facilities of that command are involved
Other Activities/Next Endorser	Corrective action recommended to be taken by that activity

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INFORMATION ADDRESSEES (or action addressees if action is recommended to be taken by the addressee)

CDR USJFCOM NORFOLK VA//J85//	Friendly Fire hazard reports
LSO SCHOOL NAS OCEANA VA	Embarked landing hazard reports
HELSEACOMBATRON THREE HELSEACOMBATRON TWO EIGHT (LSE Schools)	Helicopter shipboard mishap involving LSE
ALL AEROMEDICAL ACTIVITIES NAVAIRWARCENWPNDIV CHINA LAKE CA COMNAVSAFECEN NORFOLK VA//14//	Aeromedical matters, Physiological Hazard Reports or aviation life support systems involved.
HQ AFSC KIRTLAND AFB NM//SEF// CDRUSASC FT RUCKER AL//CSSC-Z// COMDT COGARD WASHINGTON DC//CG-1131//	Common aircraft/engine (see Appendix H) or aircraft, personnel (as appropriate) or facilities of that Service if involved
NAVAIRWARCENACDIV PATUXENT RIVER MD	All EMI Hazard Reports

* When no aircraft CAD is assigned, use appendix 5B.

ADDRESSEES FOR HAZARD REPORTS WHEN CAD ASSIGNED (CONT'D)

INFORMATION ADDRESSEES	WHEN
COMNAVMETOCCOM STENNIS SPACE CENTER MS	Unusual weather is involved
NAVAIRWARCENTRASYSDIV ORLANDO FL	When simulator sickness is involved
FAA NATIONAL HQ WASHINGTON DC//AJR-03//	NMAC occurred in U.S.
Appropriate FAA NAVREP (select one) NAVREPEANE FAA BURLINGTON MA //ANE-930// NAVREPSO ATLANTA GA//ASO-930// NAVREPSW FORT WORTH TX//ASW-930// NAVREPWP RENTON WA//ANM-903//	NMAC occurred in FAA region
HQ AFSC KIRTLAND AFB NM//SEFW//	All special (message) Bird-Aircraft Strike Hazard Reports
COMNAVSUPSYSCOM MECHANICSBURG PA	Hazardous or improperly prepared or improperly shipped cargo
NAVSURFWARCENDIV INDIAN HEAD MD//5320//	Cartridge Activated and AEPS devices of aircrew escape systems are involved
NAVICP PHILADELPHIA PA//072/03324//	Aviation life support equipment involved
Other Information or Action Addressees	Directed by controlling custodian or considered appropriate by the originator

Note 1. NMAC and BASH Reports shall be sent action only to: CNO WASHINGTON DC, CMC WASHINGTON DC, COMNAVSAFECEN NORFOLK VA, and appropriate info addressees shown in Appendix 5A. Other addressees may be directed at the option of aircraft controlling custodians.

APPENDIX 4B

ADDRESSEES FOR HAZARD REPORTS WHEN CAD NOT ASSIGNED

ACTION ADDRESSEES	**WHEN**
CNO WASHINGTON DC//N88//	Always (see Note 1 pg 5A-2)
CMC WASHINGTON DC//SD//	Always
COMNAVSAFECEN NORFOLK VA//00/10/11//	Always
Endorsing Chain Chain of Command to First Flag Level	
Reporting Custodian	Reporting custodian is not the report originator
Parent Command	A detachment is reporting custodian
Commanding Officer of Naval or Marine Corps Airfield, Ship, or Facility	Personnel, equipment or facilities of that command are involved
Other Activities/Next Endorser	Corrective action recommended to be taken by that activity

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INFORMATION ADDRESSEES (or action addressees if action is recommended to be taken by the addressee)

COMNAVAIRSYSCOM PATUXENT RIVER MD COMNAVSEASYSCOM WNY COMNVAIRLANT NORFOLK VA COMNAVAIRFOR SAN DIEGO CA//N45// COMMARFORCOM//DSS// COMMARFORPAC//SAFETY// CG FOURTH MAW COMNAVRESFOR NEW ORLEANS LA CNATRA CORPUS CHRISTI TX BUMED WASHINGTON DC//02/23/23B/231/233// NAVOPMEDINST PENSACOLA FL NAVAVSCOLCOM PENSACOLA FL//N3E2// NAVSTKAIRWARCEN FALLON NV NAVAIRWARCENACDIV PATUXENT RIVER MD	Always
Command of Aircrew Involved	If that command is not the reporting custodian of the aircraft involved
CDR USJFCOM NORFOLK VA//J85//	Friendly Fire hazard reports
LSO SCHOOL NAS OCEANA VA	Carrier landing mishap involved

ADDRESSEES FOR HAZARD REPORTS WHEN CAD NOT ASSIGNED (CONT'D)

ACTION ADDRESSEES	WHEN
HELSEACOMBATRON THREE HELSEACOMBATRON TWO EIGHT (LSE schools)	Helicopter shipboard mishap involving LSE
Cognizant Field Activity (CFA) (see Appendixes E, F, and G)	Cognizant aircraft, engines or aviation life support systems are involved
HQ AFSC KIRTLAND AFB NM//SEF// CDRUSASC FT RUCKER AL//CSSC-Z// COMDT COGARD WASHINGTON DC//CG-1131//	Common aircraft/engine (see Appendix H) or any aircraft, personnel or facilities (as appropriate) of that service is involved
ALL AEROMEDICAL ACTIVITIES NAVAIRWARCENWPNDIV CHINA LAKE CA COMNAVSAFECEN NORFOLK VA//14//	Aeromedical matters, Physiological Hazard Reports or aviation life support systems included.
COMNAVMETOCCOM STENNIS SPACE CENTER MS	Unusual weather is involved
NAVAIRWARCENTRASYSDIV ORLANDO FL	When simulator sickness is involved
FAA NATIONAL HQ WASHINGTON DC//AAT-6//	NMAC occurred in U.S.

ADDRESSEES FOR HAZARD REPORTS WHEN CAD NOT ASSIGNED (CONT'D)

ACTION ADDRESSEES	WHEN
APPROPRIATE FAA NAVREP (SELECT ONE) NAVREPEANE FAA BURLINGTON MA //ANE-930// NAVREPSO HQ ATLANTA GA//ASO-930// NAVREPSW FORT WORTH TX//ASW-930// NAVREPWP RENTON WA//ANM-930//	NMAC occurred in FAA region
COMNAVSUPSYSCOM MECHANICSBURG PA	Hazardous or improperly prepared or improperly shipped cargo
NAVSURFWARCENDIV INDIAN HEAD MD//5320//	Cartridge Activated Devices and AEPS devices of aircrew escape systems are involved
NAVICP PHILADELPHIA PA//072/03324//	Aviation life support equipment involved
Other Information or Action Addressees	Directed by controlling custodian or considered appropriate by the originator

NOTE 1: ATC Hazard Reports shall be sent only to CNO Washington DC, CMC Washington DC, COMNAVSAFECEN Norfolk VA, the respective Type Commander, local squadrons (as determined by the Commanding Officer) and appropriate Info Addressees shown in appendix 5A. Other addressees may also be included at the discretion of the Commanding Officer. Include the appropriate NAVREP when an air traffic control hazard report involves a civilian aircraft.