Army Regulation 750–6

Maintenance of Supplies and Equipment

Army Equipment Safety and Maintenance Notification System

Rapid Action Revision (RAR) Issue Date: 21 December 2010

Headquarters
Department of the Army
Washington, DC
3 February 2009

UNCLASSIFIED

SUMMARY of CHANGE

AR 750–6
Army Equipment Safety and Maintenance Notification System

This rapid action revision, dated 21 December 2010--

- Directs the Deputy Chief of Staff, G-3/5/7, to determine operational impacts for affected systems and equipment and, in conjunction with the Deputy Chief of Staff, G-4, develops plans to mitigate operational risks (para 1-9*a*).

- Changes the Deputy Chief of Staff, G-4 responsibilities (para 1-10).

- Updates message action addresses and message information addresses (table 2-1 and table 2-2).

- Updates the current command activity names of Army service component commands and direct reporting units (throughout).

- Makes additional rapid action revision changes (throughout).

Headquarters
Department of the Army
Washington, DC
3 February 2009

*Army Regulation 750–6

Effective 18 February 2009

Maintenance of Supplies and Equipment

Army Equipment Safety and Maintenance Notification System

By Order of the Secretary of the Army:

GEORGE W. CASEY, JR.
General, United States Army
Chief of Staff

Official:

JOYCE E. MORROW
Administrative Assistant to the Secretary of the Army

History. This publication is a rapid action revision (RAR). This RAR is effective 21 December 2010. The portions affected by this RAR are listed in the summary of change.

Summary. This regulation covers Department of the Army policy for identification and processing of safety and maintenance technical messages for the Army Equipment Safety Notification System including aviation (manned and unmanned aircraft) and ground combat systems and equipment. It provides guidance on the dissemination instructions for safety of flight, safety of use, aviation safety action, ground precautionary action, maintenance action, and maintenance information messages.

Applicability. This regulation applies to the active Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve, unless otherwise stated. It also applies to all aviation and nonaviation materiel systems and facilities during all phases of the life cycle of systems and facilities. This publication is applicable during full mobilization.

Proponent and exception authority. The proponent of this regulation is the Deputy Chief of Staff, G–4. The proponent has the authority to approve exceptions or waivers to this regulation that are consistent with controlling law and regulations. The proponent may delegate this approval authority, in writing, to a division chief within the proponent agency or its direct reporting unit or field operating agency, in the grade of colonel or the civilian equivalent. Activities may request a waiver to this regulation by providing justification that includes a full analysis of the expected benefits and must include formal review by the activity's senior legal officer. All waiver requests will be endorsed by the commander or senior leader of the requesting activity and forwarded through their higher headquarters to the policy proponent. Refer to AR 25-30 for specific guidance.

Army management control process. This regulation contains management control provisions in accordance with AR 11–2 and identifies key management controls that must be evaluated (see appendix B).

Supplementation. Supplementation of this regulation and establishment of command or local forms are prohibited without prior approval from the Deputy Chief of Staff, G–4, (DALO–ORR), 500 Army Pentagon, Washington, DC 20310–0500.

Suggested improvements. Users are invited to send comments and suggested improvements to this regulation. Internet users can submit their comments and suggested improvement through the electronic DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to the Office of the Deputy Chief of Staff, G–4, (DALO–ORR), 500 Army Pentagon, Washington, DC 20310–0500.

Distribution. This publication is available in electronic media only and is intended for command levels A, B, C, D, and E for the active Army, the Army National Guard/Army Guard of the United States, and the U.S. Army Reserve.

Contents (Listed by paragraph and page number)

*This regulation supersedes AR 750–6, dated 13 October 2006. This edition publishes a rapid action revision.

Contents—Continued

Contents—Continued

Appendixes

Table List

Figure List

Glossary

Chapter 1
Introduction

Section I
Introduction

1–1. Purpose
This regulation—

a. Sets the policy and procedures for preparing, issuing, disseminating, tracking, managing, and responding to safety of flight (SOF), safety of use (SOU), aviation safety action (ASA), ground precautionary action (GPA), maintenance action (MA), and maintenance information (MI) messages in accordance with AR 750–1.

b. Implements the provisions of AR 385–10 and DA Pam 385–16 that outline policy and procedures for notifying field commands of equipment safety issues, including recalls, to ensure corrective measures maximize Army readiness, safety, and training.

c. Establishes guidance and authorities for grounding aircraft or deadlining (nonmission capable (NMC)) equipment with subsequent release from a grounding/deadline (NMC) status.

d. Prescribes the Defense Message System (DMS) for all messages and replies using digital signature validation.

e. Establishes the maintenance message process and purpose as a separate parallel notification process.

1–2. References
Required and related publications and prescribed and referenced forms are listed in appendix A.

1–3. Explanation of abbreviations and terms
Abbreviations and special terms used in this regulation are explained in the glossary.

1–4. Responsibilities
Responsibilities are listed in chapter 1, section II.

1–5. Exceptions
A request for exception to any provision of this regulation will be submitted through command channels to Deputy Chief of Staff, G–4 (DALO–ORR), 500 Army Pentagon, Washington, DC 20310–0500, unless otherwise specified in this regulation. Requests for exception to policy specific to the Army National Guard (ARNG) will be submitted to the State Adjutant General, then through the Chief, National Guard Bureau to DCS, G–4 (DALO–ORR). All requests for exception to this regulation will, at a minimum, recommend alternative course of action.

1–6. Exclusions
The following areas are not covered by this regulation:

a. Medical supplies, equipment, drugs, and biological concerns covered by AR 40–61.

b. Ammunition and explosive malfunctions covered by established surveillance procedures contained in AR 75–1. Malfunctions involving ammunition and explosives are excluded from these procedures and the safety message processes outlined in this regulation, except where an issue with ammunitions and explosives is directly linked to equipment. In this case, the appropriate U.S. Army Materiel Command (AMC) major subordinate command (MSC) will determine applicability for these extenuating circumstances and petition HQ, AMC for approval.

Section II
Responsibilities

1–7. The Chief of Staff, Army and Vice Chief of Staff of the Army
The CSA or the VCSA is the high-risk acceptance authority for all fielded systems within the Army and can "accept the risk" associated with a materiel defect, or procedure that causes the Armywide grounding or deadlining (NMC) for an entire mission design series (MDS) equipment fleet or a portion of a fleet when the actions specified in a safety message will not reduce the risk below a high level. This also applies to a portion of a fleet that if grounded or deadlined (NMC) will have negative impacts on mission requirements as determined, prior to message release, by the Deputy Chief of Staff, G–3/5/7 (DCS, G–3/5/7) or a designated representative. As such, only the CSA or VCSA may approve the return to operation for an entire MDS equipment fleet or a portion of a fleet when the actions specified in a safety message will not reduce the risk level below a high level.

1–8. Assistant Secretary of the Army (Acquisition, Logistics, and Technology)
The ASA (ALT) will ensure materiel developers (MATDEVs) implement procedures to—

a. Evaluate all equipment items that could have the same potential hazard or actual condition and provide risk assessment to the appropriate MSC commander in accordance with AR 385–10.

b. Assist the MATDEV with developing and disseminating safety and maintenance messages in accordance with this policy through the appropriate life-cycle support structure.

1–9. Deputy Chief of Staff, G–3/5/7

The DCS, G–3/5/7 will—

a. Determine operational impacts for affected systems and equipment and, in conjunction with the DCS, G–4, develop plans to mitigate all operational risk above normal as determined by the acquisition decision milestone process across a worldwide spectrum.

b. Determine maintenance, logistical, and supply priority for repair and/or replacement.

c. Brief the CSA and/or VCSA on any operational impacts as a result of a recommendation from an MSC and/or Army safety action team (ASAT) to implement grounding or deadlining (NMC) actions.

d. Ensure the status of all safety and maintenance messages that affect Status of Resources and Training System (SORTS) systems are provided to Army leadership during all materiel readiness reviews.

e. Ensure the overall status of safety and maintenance messages are provided to Army leadership during the materiel readiness reviews biannually.

1–10. Deputy Chief of Staff, G–4

The DCS, G–4 will—

a. Charter the ASAT, serve as the chairperson of the ASAT, and maintain and distribute a list, by name, of principal ASAT members and action officers.

b. Provide oversight for the ASAT per AR 385–10 to address significant Armywide material safety and maintenance issues.

c. Coordinate all ASAT sessions and inform all HQDA agencies of schedule time lines and locations.

d. Develop policies and identify responsibilities for the Army Equipment Safety and Maintenance Notification System (AESMNS).

e. Serve as the Army staff proponent for the AESMNS.

f. Establish responsibility for developing an effective tracking and reporting system or a method for appropriate feedback of safety and maintenance issues on fielded systems from the user to the combat developer and MATDEV and the U.S. Army Combat Readiness Center (USACRC)

g. Coordinate all Army AESMNS messages, as applicable, with appropriate HQDA staff elements.

h. Provide senior leadership information on impacts to fleet readiness percentages by Army command (ACOM), Army service component command (ASCC), and direct reporting unit (DRU) (data obtained from the Logistics Support Activity), or weapon system program manager (PM).

i. Establish responsibility for an internal tracking system for all safety and maintenance messages that record ACOM, ARNG, U.S. Army Reserve (USAR), ASCC, and DRU compliance.

j. Arbitrate conflicts during message generation through message release and provide clear guidance.

k. Establish and maintain with future enterprise-based logistics information and execution systems the ability to trace, view, and manage major end items (to include supporting secondary items, components of major items, components of end items) at the unique item identifier level of detail. The capability will allow the Army to—

(1) Maintain visibility of the end item (as produced and operated bill of materials) to know the configuration and source or manufacture or supply for equipment in storage and units.

(2) Target safety and maintenance messages to those units and locations specifically affected by materiel conditions and potential safety hazards to avoid having to stand-down the entire fleet.

1–11. Chief Information Officer/G–6

The CIO/G–6 will develop and coordinate plans, procedures, and resources to support the transmission of AESMNS messages on the Army's information network.

1–12. Deputy Chief of Staff, G–8

The DCS, G–8 will identify funding sources to affect repair of equipment, systems, and material affected by a safety or maintenance message in conjunction with Army Budget Office representatives.

1–13. Director, U.S. Army Combat Readiness Center

The Director, USACRC will—

a. Evaluate compliance with Army Safety Program requirements.

b. Coordinate with the appropriate MSC safety offices on all safety messages.

1–14. Commanding General, U.S. Army Materiel Command

The CG, AMC will—

a. Release through MSCs all high-risk safety messages that will not be mitigated when released (requires CSA or VCSA approval typically an emergency SOF/SOU messages) after coordination has been made with the CSA or VCSA.

b. Approve and release all high-risk (where residual risk can be mitigated through message actions), medium-risk, and low-risk safety messages. The approval and release authorities may be delegated down to a MSC commander but not lower than the grade of brigadier general or civilian equivalent.

c. Coordinate with affected integrated materiel management center to determine obligation authority requirement and unit cost per end item to correct the materiel defect.

d. Maintain reporting status and accounting records for all equipment, components, and repair parts identified in the safety or maintenance message.

e. Require MSCs to research prior security assistance transfers and identify those foreign customers in receipt of suspect materiel. A security assistance management directorate (SAMD) will conduct the research.

f. Upon identification of recipient by foreign customers, the director of the appropriate SAMD will be required to submit a notification message to security assistance offices outside the continental United States that manage security assistance program for respective foreign customers. Information copies of the messages will be addressed to Commander, USACRC (AMSAC–OL) and Commander, USACRC (AMSAC–MP).

g. Notify ACOM, ARNG, USAR, ASCC, DRU, or other activities of reporting deficiencies.

h. Reflect all safety messages on the Army electronic product support or U.S. Army Aviation and Missile Command (AMCOM) Web sites, including messages that have been completed. The completed messages will be segregated once all ACOM, ARNG, USAR, ASCC, and DRU report compliance and required updates and changes to technical manuals have been verified as being posted.

i. Provide the status of all safety and maintenance messages that affect the SORTS during the Army leadership materiel readiness reviews.

j. Provide the overall status of safety and maintenance messages to Army leadership during the materiel readiness reviews biannually.

k. Provide an annual report to the DCS, G–4, Readiness Directorate, verifying that all ACOM, ARNG, USAR, ASCC, and DRU activities have received, disseminated, and complied with all active safety and maintenance messages. Report will be submitted not later than 60 days after the end of the fiscal year.

1–15. Commanders of U.S. Army Materiel Command major subordinate commands

Commanders of MSCs will—

a. Approve and release all MA and MI messages relating to systems and equipment where the MSC commander is the life-cycle manager for the item.

b. Release all safety and maintenance messages, after proper coordination has been accomplished.

c. Determine the appropriate safety or maintenance message type using procedures outlined in AR 385–10 and DA Pam 385–16.

d. Ensure all safety and maintenance messages are released to the appropriate Army security assistance agencies within the AMC, civilian contractors, and other Federal agencies for further transmission. The appropriate AMC security assistance agencies are the SAMD located at AMCOM, U.S. Army Communications–Electronics Command (CECOM), and U.S. Army Tank–Automotive and Armament Command (TACOM).

e. Track receipt and compliance acknowledgments from the ACOM, ARNG, USAR, ASCC, and DRU for each transmitted message.

f. Prepare publication changes in accordance with AR 25–30, AR 750–10, and DA Pam 25–40.

g. Release all follow-up messages to ACOM, ARNG, USAR, ASCC, and DRU activities and foreign governments.

h. Conduct an annual review of all safety and maintenance messages, verifying that subordinate units have complied with messages, and provide a summary to HQ, AMC for consolidation.

i. Establish a standard operating procedure (SOP).

1–16. Materiel developer

The MATDEV will—

a. Approve and release all MA and MI messages relating to a system or equipment item for which they are the MATDEV.

b. Evaluate all items of equipment that could have the same potential or actual condition and provide an assessment to the appropriate MSC commander.

c. Provide the initial risk determination with a proposed safety message during the coordination process.

d. Develop and ensure dissemination of all safety and maintenance messages through the supporting MSC (see para 2–12).

e. Develop an effective tracking reporting system or method for managing appropriate feedback of safety and maintenance issues on fielded systems from the user to the combat developer, MATDEV, and USACRC.

f. Develop metrics and procedures for determining message compliance, and safety and maintenance issue closure.

g. Review all released safety and maintenance messages monthly to determine if the message remains open and/or active.

h. Include the status of all safety and maintenance messages that affect the SORTS during the monthly Army leadership readiness reviews.

i. Review AESMNS messages semiannually to determine open and/or active actions and develop a plan to resolve. Total safety and maintenance message status will be aligned and briefed biannually to Army leadership during the readiness updates.

j. Develop local guidance and management controls to ensure proper notification using the AESMNS.

1–17. Commanding General, U.S. Army Training and Doctrine Command

The CG, TRADOC will ensure that a TRADOC system manager (TSM) will perform the operational and human interface and related safety reviews in coordination with the PM for all systems and equipment, to include any risk determination.

1–18. Army commands, Army National Guard, U.S. Army Reserve, Army service component commands, and direct reporting units

Commanders of ACOMs, ARNG, USAR, ASCCs, and DRUs will—

a. Establish an SOP to track, disseminate, consolidate, and report receipt and actions taken for compliance by subordinate units and activities.

b. Designate a responsible organization to track, consolidate, and report receipt and actions taken for compliance to the issuing MSC for all safety and maintenance messages.

c. Authorize temporary exemptions from safety and maintenance message requirements and grant extensions to compliance dates for safety and maintenance messages according to the provisions of chapter 2 of this regulation.

d. Report safety and maintenance issues on fielded systems to the combat developers, MATDEVs, and USACRC.

e. Establish an SOP to track, disseminate, consolidate, and report receipt and actions taken for compliance by subordinate units and/or activities.

f. Evaluate the need to submit a product quality deficiency report in the event a condition is identified which may result in a SOF or SOU message (providing the message does not direct otherwise).

1–19. Director U.S. Army Installation Management Command

The Director, IMCOM will—

a. Retransmit safety messages to IMCOM regional and installation commands.

b. Provide installation maintenance capabilities to expedite and affect repairs for aircraft, combat systems, and equipment identified in AESMNS messages.

c. Establish an SOP to track, disseminate, consolidate, and report receipt and actions taken for compliance by subordinate units and activities.

1–20. Program manager, Defense Message System

The PM, DMS will—

a. Develop capabilities that support the timely dissemination and notification of safety and maintenance messages to Army units and the subsequent notification back to the MATDEV/AMC of actions taken to comply with the message.

b. Develop and maintain a current DMS address list for safety and maintenance messages for use by MSCs and MATDEVs.

Chapter 2
Messages

Section I
General

2–1. Purpose

This chapter prescribes approval and release authorities, types and definition, procedures, required coordination, issuance, and compliance for SOF, SOU, ASA, GPA, MA, and MI safety and maintenance messages. It also provides

guidance for grounding, deadlining (NMC), and release from grounding and deadlining (NMC) of Army systems and equipment.

2–2. Approval and release authorities

This paragraph outlines authorities for all safety and maintenance messages.

a. The CSA or the VCSA has the authority to accept a known high-risk materiel defect for all fielded systems in the Army. This authority extends to all safety messages (SOF and SOU) that address—

(1) An Armywide aircraft grounding or deadlining (NMC) for an entire MDS equipment fleet or a portion of a fleet as determined by the DCS, G–3/5/7 where message implementation does not reduce the high risk.

(2) The subsequent return to operation of an entire MDS equipment fleet or a portion of a fleet as determined by the DCS, G–3/5/7 where message implementation does not reduce the high risk.

(3) A portion of a fleet that if grounded or deadlined will have negative impacts on mission requirements as determined prior to message release by the DCS, G–3/5/7.

(4) Any other high-risk material defect where equipment will be operated in a high-risk condition after message implementation.

b. The Commander, AMC has the authority (except as outlined in paragraph 2–2*a*) to approve and release all safety messages that address high-risk (where initial risk determination can be mitigated through message actions), medium-risk, and low-risk materiel defects for all fielded systems and accept any residual risk associated with the hazard.

(1) The Commander, AMC may delegate these authorities (approval and release) down to a MSC commander.

(2) This delegation will not be lower than a brigadier general or civilian equivalent.

c. The responsible MSC commander is the authority to approve and release maintenance (MA/MI) messages.

d. The responsible MSC commander will release all safety (SOF/SOU/ASA/GPA) and maintenance (MA/MI) messages regardless of the source of the approval and release authorities.

2–3. Types of safety messages

a. The SOF messages are high-priority notifications pertaining to any defect or hazardous condition or combination of actions, actual or potential, that can cause personal injury, death, or damage to aircraft, air vehicles, related systems, components, or repair parts where an initial medium- to high-risk determination (safety condition) has been made per AR 385–10 or an Army-approved risk matrix. These high-priority messages require an immediate action prior to the next operation. An initial medium- to high-risk determination may be mitigated to a lower priority safety message. However, if the initial risk mitigation strategy requires action from the user before the next operation, other than an entry of an inspection into a logbook, normally it will be released as a SOF message unless a lower priority message is better suited for the particular situation as determined by the safety and maintenance message office (SMMO).

b. The SOU messages are high-priority notifications pertaining to any defect or hazardous condition or combination of actions, actual or potential, that can cause personal injury, death, or damage to equipment, related system, components, or repair parts where a medium- to high-initial risk determination (safety condition) has been made per AR 385–10 or an Army-approved risk matrix. These high priority messages require an immediate action prior to the next operation. A medium- to high-risk determination may be mitigated to a lower priority safety message. However, if the initial risk mitigation strategy requires action from the user before the next operation, other than logging a required inspection, normally it will be released as a SOU message unless a lower priority message is better suited for the particular situation, as determined by the SMMO.

c. The ASA messages are those that convey aviation maintenance, technical, or general aviation interest information where a low- to medium-risk safety condition has been determined per AR 385–10 or an Army-approved risk matrix. The ASA messages are of a lower priority than SOF messages. These messages will not require immediate action and provide, to the fullest extent possible, mitigation of any operational impacts. The ASA messages will not ground (aviation) equipment.

d. The GPA messages are those that convey equipment maintenance, technical, or general interest information where a low- to medium-risk safety condition has been determined per AR 385–10 or an Army-approved risk matrix. The GPA messages are of a lower priority than SOU messages. These messages will not require immediate action and provide, to the fullest extent possible, mitigation of any operational impacts. The GPA messages will not deadline (NMC) equipment.

2–4. Types of maintenance messages

a. The MA messages convey maintenance, sustainment, logistics supply, technical, operational or general maintenance, or sustainment interest information that is not related to safety concerns, issues or risks, hazards, or risk mitigation. The MA message will not be used to mitigate risk. The MA messages will be used to convey maintenance, technical, operational, or general interest information where the recipient is required to return notification of receipt to the sender. The purpose is to mitigate negative maintenance, logistics, sustainment, or maintenance operational impacts.

b. The MI messages convey maintenance, sustainment, logistics supply, technical, operational or general maintenance, or sustainment interest information that is not related to safety concerns, issues or risks, hazards, or risk

mitigation. The MI messages will not be used to mitigate risk. The MI messages will be used to convey maintenance, technical, operational, or general interest information where the recipient is not required to return receipt to sender. The MI messages are permissive in nature and all content and direction are optional for the recipient.

2–5. Message distribution

a. All SOF/SOU/ASA/GPA/MA/MI messages will be transmitted using the appropriate precedence per AR 25–1.

b. Table 2–1 lists required action addressees for all safety (SOF/SOU/ASA/GPA) and maintenance (MA/MI) messages.

c. The DMS addresses listed in the table must be looked up in the DMS Directory Information Tree to send messages via DMS.

d. The certificates associated with the addressees can be stored in the user's personal address book and will not have to be pulled down each time a message is sent.

e. Exceptions to the use of this list must be coordinated with the DCS, G–4, Readiness Directorate.

Table 2–1
Message action addresses

Command activity	Address	Phone	E-mail/DMS address
Chief, National Guard Bureau	Washington, DC	703–607–7228 Defense Switched Network (DSN) 327–7228	lccngbarng@ngb.army.mil
Commander, Forces Command	Fort McPherson, GA	(404) 464–5222 DSN 367–5222	forscomg3focwatchteam@conus.army.mil
Commander, TRADOC	Fort Monroe, VA	(757) 788–2256 DSN 680–2256	tradoc.eocwatch@conus.army.mil
Commander, AMC	Fort Belvoir, VA	(703) 806-9201 DSN 656-9201	amcoc@hqamc.army.mil
Commander, U.S. Army Europe	Heidelberg, GE	(011-49)6221-57-7561/7099 DSN 314 370-7561/7099	G4mrdsoum@eur.army.mil
Commander, U.S. Army North	Fort Sam Houston, TX	(210) 221–0037 DSN 471–0037	5aeoc@arnorth.army.mil
Commander, Central Command	Atlanta, GA	(404) 464-4949 DSN: 367-4745	watchoff@arcent.army.mil
Commander, U.S. Army South	Fort Sam Houston, TX	(210) 295–6900 DSN 421–6900	arsouth.eoc@conus.army.mil
Commander, U.S. Army Pacific	Fort Shafter, HI	(808) 438–1393 DSN 315 438–1393	cgadmin1@shafter.army.mil
Commander, U.S. Army Special Operations Command	Fort Bragg, NC	(910) 432–7001 DSN 239–7001	commandcenter@soc.mil
Commander, Surface Deployment and Distribution Command	Scott AFB, IL	(618) 220-5035 DSN:770-5035	sddc.safety@us.army.mil
Commander, U.S. Army Space and Missile Defense Command	Arlington, VA	(800) 693-2777 DSN: 692-8750	smdcoc@cmdc-cs.army.mil
Commander, Eighth U.S. Army	Seoul, Korea	DSN 315 723–3029	ccseouleoc@korea.army.mil
Commander, Network Enterprise Technology Command	Fort Huachuca, AZ	(520) 538–6438 DSN 879–6438	netc-pes@netcom.army.mil
Commander, U.S. Army Medical Command	Fort Sam Houston, TX	(210) 221–6838 DSN 471–6838	medcom.safety@amedd.army.mil
Commander, Intelligence and Security Command	Fort Belvoir, VA	(703) 706–2000 DSN 235–2000	icc@mi.army.mil
Commander, U.S. Army Criminal Investigation Command	Washington, DC	(703) 806–0322 DSN 656–0322	cidc-safety@belvoir.army.mil cid001hqbelvoiruc@kshchl02.belvoir.army.mil
Commander, U.S. Army Corps of Engineers	Washington, DC	(202) 761-1620/4604 DSN 763-7561/7099	dll-hq-ce-aesmns@usace.army.mil

Table 2–1
Message action addresses—Continued

Commander, Military District of Washington	Washington, DC	(202) 685–2867 DSN 325–2867	joc.cmdwatch.omb@jshqncr.northcom.mil
Commander, Army Test and Evaluation Command	Alexandria, VA	(703) 681–4646	atechquc@kshchl02.belvoir.army.mil
Commander, United States Military Academy	West Point, NY	(845) 938-6909/7121	eoc-wp@usma.edu
Commander, U.S. Army Reserve Command	Fort McPherson, GA	(404) 464-8364/8372 DSN: 367-8364/8372	usarcaroc@usar.army.mil
Director, Acquisition Support Center	Fort Belvoir, VA	(703) 805–5495 DSN 655–5495	usaascfrontoffice@conus.army.mil
Director, IMCOM	Arlington, VA	703 602–1751 DSN 332–1751	hqimasgs@hqda.army.mil

Notes:
[1] The listing indicates the minimum requirement. Other addresses may be added.

2–6. Information addresses

Table 2–2 indicates required information addressees for all safety (SOF/SOU/ASA/GPA) and maintenance (MA/MI) messages.

Table 2–2
Message information addresses

Command staff activity	Address	Phone	E-mail/DMS address
HQDA, Army Operations Center	Washington, DC	(703) 693–4826 DSN 223–4826	aoccatall@conus.army.pentagon.mil
Commander, U.S. Army Aviation Center of Excellence (USAACE)	ATZQ–S Fort Rucker, AL	(334) 255–3000 DSN 558–3000	atzqs@rucker.army.mil
Commander, U.S. Army Ordnance Center and Schools	Fort Lee, VA	(804) 765-7380/7436 DSN: 539-7380/7436	leeeodseocwatch@conus.army.mil
Commander, USACRC	CSSC–SR Fort Rucker, AL 36362–5000	(334) 255–3410 DSN 558–3410	ops@crc.army.mil

Notes:
[1] The listing indicates the minimum requirement. Other addresses may be added.

2–7. Issuance of safety and maintenance messages

a. Prior to initial operating capability (IOC), equipment safety (including aircraft flight safety) will be the responsibility of the PM and MATDEV.

b. For aviation, this will be assured through the safety certification acquisition processes and airworthiness releases for aircraft issued per AR 70–62.

c. Effective upon date of IOC for the system, the applicable MSC will release all safety and maintenance messages unless otherwise determined.

d. All safety and maintenance messages will be transmitted as immediate to action addresses and priority to informational addresses per AR 25–1.

e. The MSC commanders will—

(1) Release all safety and maintenance messages and follow-up message rescissions to affected foreign governments (through Army security assistance channels), civilian contractors, Federal agencies with Army aircraft/equipment on loan and lease, Navy, and Air Force.

(2) Establish automatic digital network procedures for transmission of safety and maintenance messages.

(3) Maintain reporting status and accounting records for all equipment, vehicles, watercraft, aircraft, components, and repair parts identified by the safety or maintenance message.

(4) Maintain a record of foreign governments that have obtained equipment, vehicles, watercraft, aircraft, components, and repair parts identified by the safety or maintenance message through security assistance programs.

(5) Use the same priority and category for follow-on messages. Message rescissions will always be the same message type and category unless the SMMO determines that a different message priority is better suited.

(6) Notify ACOM, ARNG, USAR, ASCC, and DRUs of reporting deficiencies.

f. Safety and maintenance messages will be released using the HQDA approved format (figure 2–1).

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MSG DTG *(Enter date/time group - will be completed at issue)*

FM CDR *(Enter appropriate commander with appropriate office symbol)*

TO CDR (*Enter appropriate AMC MSC with appropriate office symbol)*

INFO CDR *(Enter standard distribution listing)*

ATTN: *(Enter appropriate type of message SOF/SOU/ASA/GPA/MA)* COMPLIANCE OFFICER

SUBJECT: *(Enter appropriate type of message SOF/SOU/ASA/GPA/MA)* COMPLIANCE REPORT *(Enter affected combat system/equipment)*

1. THIS IS TO CONFIRM RECEIPT AND COMPLIANCE OF REFERENCED MESSAGE. AS OF *(Enter date time group)*, ALL NECESSARY TAMMS/TAMMS-A ENTRIES HAVE BEEN ACCOMPLISHED FOR THE FOLLOWING *(Enter aircraft/equipment serial numbers and model numbers if appropriate)*
64-13819 66-15711 69-15257
68-15731 67-16724 70-15624
69-15054
0-15927

2. POINT OF CONTACT IS *(Enter Name, office symbol, DSN XXX-XXXX or (XXX) XXX-XXXX, Fax number is DSN XXX-XXXX; e-mail is _____@us.army.mil.)*

Figure 2–1. Sample compliance reporting message

2–8. Other notifications

The applicable MSC will coordinate all safety messages grounding or deadlining (NMC) Army equipment, vehicles, watercraft, aircraft, components, and repair parts used by foreign governments through Army security assistance channels.

2–9. Exception to provisions of safety and maintenance messages

a. The ACOM, ARNG, USAR, ASCC, and DRU commanders or directors (not lower than the grade of major general or civilian equivalent) may authorize temporary exception from safety and maintenance message requirements. Exceptions may only occur when combat operations or matters of life or death in civil disasters or other emergencies are so urgent that they override the consequences of continued operation.

b. The ACOM, ARNG, USAR, ASCC, and DRU commanders or directors will notify the commander of the appropriate MSC when they have authorized temporary exceptions to safety messages.

c. The commander of the applicable MSC may approve exceptions to safety and maintenance message provisions when necessary, except those messages that result in fleet wide or a portion of a fleet grounding or deadlining (NMC).

Section II
Safety Messages

2–10. Categories of safety of flight and safety of use messages

The categories of SOF and SOU messages are as follows:

a. Emergency. An emergency message will immediately ground (aviation) or deadline (NMC) (ground equipment) an entire fleet or a designated portion of an MDS fleet. This occurs when a hazardous condition exists that has the potential to cause a catastrophic accident resulting in injury or death of personnel, or damage or destruction of the fielded system. The CSA or VCSA is the high-risk acceptance authority for fielded systems for the Army. The CSA or VCSA authorizes release of an emergency safety message to restrict equipment from operations immediately and to keep them from operating until the responsible organization achieves complete resolution of a problem that risks occurring or recurring with catastrophic consequences for operating that identified equipment. These messages are for grounding (aviation) or deadlining (NMC) equipment purposes only. Emergency messages will always be followed by operational or technical messages.

b. Operational. An operational message restricts specific performance capabilities in the instance of an MDS or mission design series model (MDSM) fleet or fleets fitted with special mission equipment. An operational message may prescribe reduced system operational limits across an MDS fleet. These may include, but are not limited to, flight procedures, operating limitations, or operational policy. Characteristically, the safety message changes the current status symbol of subjected fleet or portion of a fleet equipment to a "dash" status symbol in accordance with DA Pam 738–751 and DA Pam 750–8. The HQ AMC or a designated MSC representative will authorize release of this type of safety message before subject MDSM fleets are permitted to resume operations.

c. Technical. A technical message may be released to implement grounding (aviation) or deadlining (NMC) (ground equipment) because of workmanship or related material defect conditions. This message may be an independent or a follow-up to an emergency safety message. Characteristically, the safety message changes the current status symbol of a subjected fleet or a portion of a fleet equipment to a "dash" status symbol in accordance with DA Pam 738–751 and DA Pam 750–8. Headquarters, AMC or a designated MSC representative will authorize the release of this type of safety message before subject MDSM fleets are permitted to resume operations.

2–11. Categories of aviation safety and ground precautionary messages

The categories of ASA and GPA safety messages are as follows:

a. The ASA messages will be released to provide the following types of information to the field:

(1) *Maintenance mandatory.* A maintenance mandatory ASA message directs MAs and/or updates technical manuals and may also require compliance reporting and task/inspection reporting. It will not ground aircraft but may require accomplishment of a task or tasks and require report of completion or findings.

(2) *Operational.* An operational ASA message pertains to aircraft operation, flight procedures, limitations, or operational policy.

(3) *Informational.* An informational ASA message provides status and information of a maintenance, technical, or general nature.

b. The GPA messages will be released to provide the following types of information to the field:

(1) *Maintenance mandatory.* A maintenance mandatory GPA message directs MAs and/or updates technical manuals and may also require compliance reporting and task/inspection reporting. It does not deadline an MDS or MDSM fleet but may require accomplishment of a task or tasks and require report of completion of findings.

(2) *Operational.* An operational GPA message pertains to equipment operation, procedures, limitations, or operational policy.

(3) *Informational.* An informational GPA message provides status and information of a maintenance, technical, or general nature.

2–12. Corrective measures

Required corrective action must be completed by the appropriate authority within the time frame or frequency established by the initial message or published in subsequent safety messages or publications.

a. Technical messages may include the following actions:

(1) Conducting a database or physical search for serial-numbered components that are suspect once these have been identified by the competent authority.

(2) Implementing an urgent change to correct a maintenance procedure or an emergency procedure in a technical manual.

(3) Prescribing an initial inspection of the critical part or adjusting the frequency or scope of an inspection or scheduled service.

(4) Scheduling a date by which designated components or equipment will be installed or removed from service or by which maintenance procedures will be implemented.

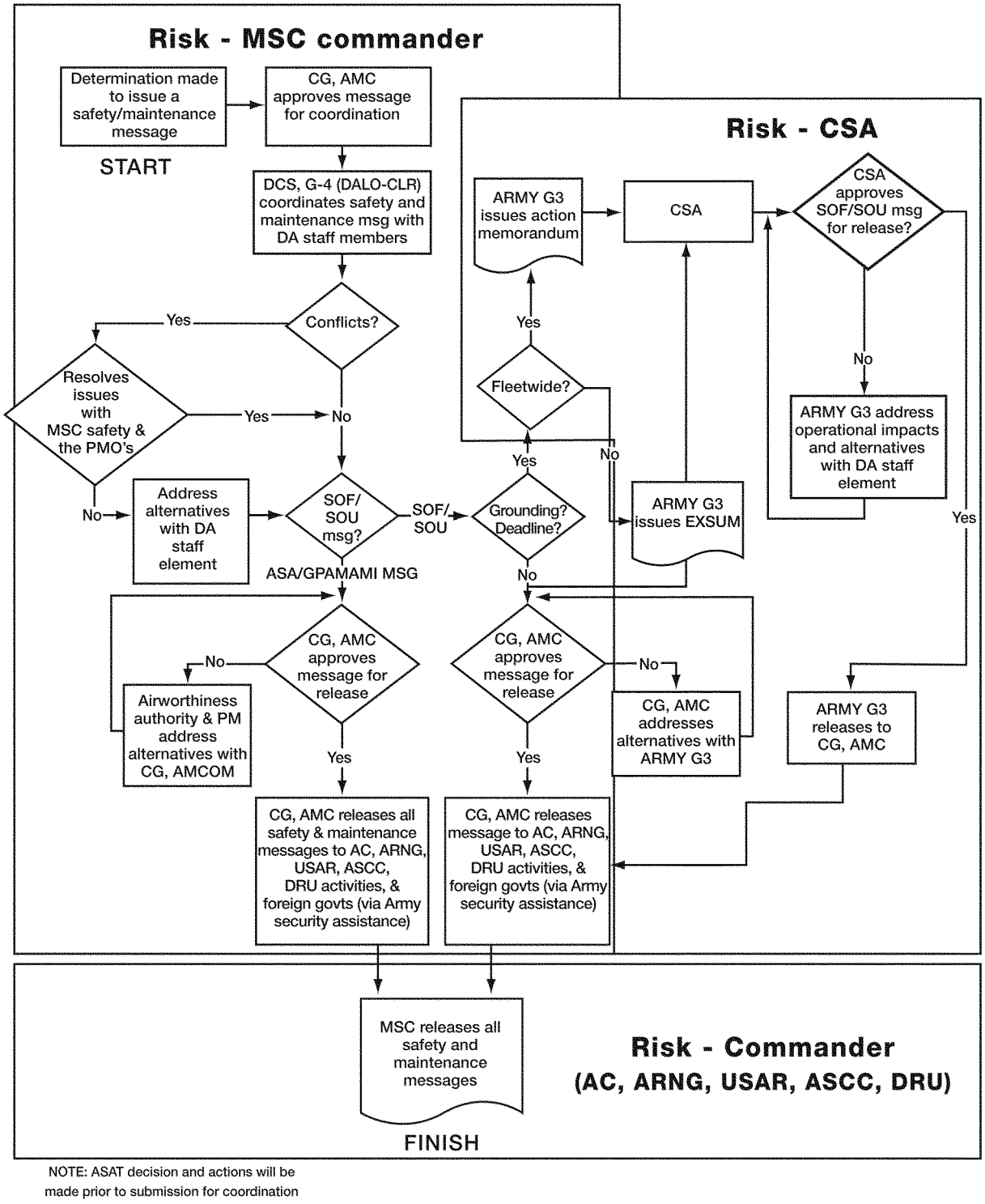
(5) Establishing a specific maintenance policy.

(6) Providing instructions to release aircraft from a grounded status or bringing back into operation a deadlined fleet that was taken out of service by a previous safety message.

b. Once a safety issue/hazard has been addressed and prioritized, all follow-on messages relating to the original issue/hazard, situation, or event (both positive and negative impacts) will be released using the same message type and priority unless the SMMO has determined a different type and priority is better suited to meet the needs of the Army.

2–13. Safety message actions

Figure 2–2 describes the flow of actions taken to identify, transmit, confirm receipt, and resolve safety issues—identified by level of risk above normal as determined by the acquisition decision milestone process.



NOTE: ASAT decision and actions will be made prior to submission for coordination

Figure 2–2. Message decision flow

2–14. Safety message procedures

The following procedures prescribe appropriate actions:

a. Upon discovery of a known or potentially hazardous condition, the ACOM, ARNG, USAR, ASCC and DRU will—

(1) Immediately notify each of the following by telephone when a known or potential emergency safety message condition exists:

(a) The USACRC.

(b) The AMC.

(c) Proponent program executive officer (PEO).

(d) Proponent MSC.

(e) Proponent TSM.

(f) The DCS, G–4.

(2) Ensure immediate action is taken to mitigate the known or potentially hazardous condition until further guidance is published.

b. Upon determination of a high-risk condition, the applicable PEO PM or MSC commander will—

(1) Immediately prepare an initial risk determination, a system safety risk assessment, if available, and an executive summary and forward to the agencies listed in paragraph 2–14*a*(1), with an explanation of the issues, known impacts, and immediate path forward (at a minimum).

(2) Prepare within 24 hours (emergency) or as soon as possible (all others), but not later than 72 hours, an initial safety message in the appropriate format (see fig 2–1) to alert field units of a known or potential hazard. (MSCs will submit proposed message formats through HQ, AMC to DCS, G–4 (DALO–ORR) for approval.) The initial message will identify the minimum information required to notify the field of the known or potential hazard and provide any initial actions that could be taken to mitigate the risk. The message may also authorize the immediate use of technical changes to publications announced in the message pending receipt of the DA-authenticated change.

(3) After coordinating with the USACRC; AMC, PEO; proponent MSC; proponent TSM; and the DCS, G–4—which is normally accomplished within 72 hours after receipt of the draft—promptly dispatch the safety message to ACOM, ARNG, USAR, ASCC, and DRU activities within 24 hours and foreign governments (through Army security assistance channels) when a known or potential hazardous condition exists, and validate message receipt by action addressees.

(4) Receive and validate retransmission of all safety and maintenance messages to ACOM, ARNG, USAR, ASCC, and DRU activity points of contact who failed to verify to originating MSC the receipt and retransmission of safety messages to subordinate commands after 3 working days.

(5) Prepare publication changes in accordance with AR 25–30, AR 750–10, and DA Pam 25–40.

(6) Release all follow-up messages to ACOM, ARNG, USAR, ASCC, and DRU activities and foreign governments.

(7) Provide information as to where required material and repair parts may be obtained, to include peripheral items.

(8) Assemble kits for issue under a single national stock number (NSN), when practical.

(9) Coordinate issue and turn-in of items with appropriate national inventory control points (NICPs) or non-Army agencies.

c. Commanders of ACOM, ARNG, USAR, ASCC, and DRUs will—

(1) Acknowledge receipt of each safety message by return priority message within 24 hours.

(2) Retransmit immediately safety messages to all subordinate units in accordance with AR 25–1.

(3) Confirm retransmissions of messages by—

(a) Preparing reporting instructions to ensure prompt compliance with safety and maintenance message requirements.

(b) Monitoring safety message compliance with message requirements.

(c) Resolving safety message compliance problems.

d. The commanders of AMC depot activities and IMCOM activities participating in the AMC National Maintenance Program will—

(1) Acknowledge receipt of each safety message by return priority message within 24 hours.

(2) Identify those fielded systems by serial numbers that are physically in or awaiting depot maintenance at the depot.

(3) Estimate when safety message requirements will be accomplished for fielded systems, components, and repair parts.

(4) Confirm safety message compliance by serial number and reference the specific safety message (by date, time

group, and subject) per DA Pam 738–751 or DA Pam 750–8 prior to release of Army equipment, vehicles, watercraft, aircraft, components, and repair parts from depots.

e. The ACOM, ARNG, USAR, ASCC, and DRUs with single stock fund, wholesale, retail, theater reserves, war reserve, or Army pre-positioned stocks (APS) spares and repair parts will comply with safety message requirements and provide reports via priority message as requested per the safety message.

f. When an unsafe or hazardous condition or practice has been discovered in an aircraft, weapon system, equipment item, component, repair part, or technical publication, the responsible commander will immediately submit a Product Quality Deficiency Report in accordance with DA Pam 738–751 and DA Pam 750–8 and notify the Commander, USACRC and the appropriate MSC listed in table 2–3.

Table 2–3
Army safety notification points

Organization	Activity address	Phone	E-mail
USACRC	Commander, USACRC ATTN: CSSC–SR Fort Rucker, AL 36362–5000	(334) 255–3410 DSN 558–3410	ops@crc.army.mil
AMCOM	Commander, AMCOM ATTN: AMSAMSR–E Redstone Arsenal, AL 35898	(256) 313–2066 DSN 897–2066	aoc@redstone.army.mil
CECOM	Commander CECOM ATTN: AMSEL–SF BLDG 2539 Fort Monmouth, NJ 07703	(732) 427–7445 DSN 987–7445	amsel-sf-sec@mail1.monmouth.army.mil
TACOM (Warren)	Commander, TACOM ATTN:AMSTA–CS–CZ (MS 485) 6501 East 11 Mile Road Warren, MI 48397–5000	(586) 574–6194 DSN 786–6194	amsta-cs-cz@tacom.army.mil
TACOM (Rock Island)	Commander, TACOM ATTN: AMSTA–CS–CZR Rock Island, IL 61299	(309) 782–6499 DSN 793–6499	amsta-cs-czr@ria.army.mil

Notes:
[1] Confirm notification to the appropriate MSC and USACRC by electronic transmitted message within 24 hours of discovery.

2–15. Release from grounding and deadlining (nonmission capable)

a. When an initial safety message grounds or deadlines (NMC) an MDS fleet or portion of an MDS fleet and contains instructions for automatic release, the commander of the applicable MSC, following coordination with the PEO, Aviation (SFAE–AV), USACRC, AMC, USAACE, and DCS, G–4 (DALO–CRR) will release the equipment, components, or repair parts once all specified actions have been accomplished.

b. To ensure continuity with message priority format, once a safety issue/hazard has been incorporated into the safety message process, all follow-on messages relating to the original issue/hazard, situation, or event (both positive or negative impacts) will also be in the same safety message type and priority unless the SMMO has determined a different format is better suited to meet the needs of the Army

c. When the initial safety message does not contain corrective actions or instructions releasing the aircraft/equipment from a grounding/deadlining condition, the applicable MSC will release appropriate follow-up instructions following coordination with the PEO, Aviation (SFAE–AV), USACRC, AMC, USAACE, and DCS, G–4 (DALO–ORR).

d. In the absence of instructions, the equipment, vehicles, watercraft, aircraft, components, and repair parts grounded or deadlined by a safety message will not be released from grounding or deadline condition except as stated in paragraph 2–14*b* above.

Section III
Maintenance Messages

2–16. Categories

The categories of MA and MI messages are as follows:

a. The MA messages convey equipment maintenance, technical, or general interest information. The MA messages

will be released to provide the following types of information to the field when the releaser requires an action to be performed and/or a return receipt is desired:

(1) *Maintenance mandatory.* A maintenance mandatory MA message directs MAs and/or updates technical manuals and may also require compliance reporting and task/inspection reporting. It will not ground aircraft or deadline equipment but may require accomplishment of a task and require report of completion of findings.

(2) *Operational.* An operational MA message pertains to equipment operation, maintenance procedures, maintenance limitations, or maintenance policy.

(3) *Informational.* An informational MA message provides status and information of a maintenance, technical, or general nature.

b. The MI messages convey general interest information that is permissive in nature. The MI messages will not ground aircraft or deadline equipment. The MI messages do not require the recipient to perform a required action or respond with any return information.

2–17. Procedures

a. Upon the discovery or notification of the requirement to release an MA or MI message, the applicable MSC commander will—

(1) Review the message in accordance with AR 750–1.

(2) Ensure that the SMMO (at the colonel or GS–15 level) reviews and documents the message to ensure that the message is proper for release and that a formal risk assessment is not necessary.

(3) Prepare an MA/MI message within 3 working days in the appropriate format.

(4) After coordination with USACRC; AMC; the PEO;, proponent MSC; proponent TSM; and the DCS, G–4, promptly dispatch an MA/MI message to ACOM, ARNG, USAR, ASCC, and DRU activities and foreign governments (through Army security assistance channels) within 10 working days, if a known or potential condition exists.

(5) Release all coordinated MA/MI messages.

(6) Retransmit after 3 working days, an MA/MI message to ACOM, ARNG, USAR, ASCC, DRU activities and security assistance points of contact who failed to verify to the appropriate MSC the receipt and retransmission of the MA/MI message to subordinate commands.

(7) Prepare publication changes in accordance with AR 25–30, AR 750–10, and DA Pam 25–40.

(8) Release all follow-up MA/MI messages to ACOM, ARNG, USAR, ASCC, and DRU activities and foreign governments.

(9) Provide information about where required material and repair parts can be obtained, to include peripheral items.

(10) Assemble kits for issue under a single NSN when practical.

(11) Coordinate issue and turn-in of items with appropriate NICP or non-Army agencies.

b. Commanders or directors of ACOM, ARNG, USAR, ASCC, and DRUs will—

(1) Acknowledge receipt of each safety and maintenance message by return priority message within 3 working days.

(2) Retransmit MA/MI messages to all subordinate units within 24 hours in accordance with AR 25–1. An information copy or separate message will be transmitted to the appropriate MSC.

(3) Confirm retransmissions of messages by—

(a) Preparing reporting instructions to ensure prompt compliance with MA/MI requirements.

(b) Monitoring MA/MI compliance with MA/MI requirements.

(c) Resolving MA/MI compliance problems.

c. Commanders of AMC depot activities and IMCOM field activities participating in the AMC National Maintenance Program will—

(1) Acknowledge receipt of each MA/MI message by return priority message within 3 working days, identifying those aircraft or equipment by serial number that are physically in or awaiting depot maintenance at the depot.

(2) Estimate when MA/MI message requirements will be accomplished for affected aircraft/equipment, components, and repair parts.

(3) Confirm MA/MI message compliance by aircraft/equipment serial number and reference the specific ASA/aviation MA message by date, time group, and subject per DA Pam 738–751 or DA Pam 750–8 prior to release of aircraft/equipment from the depot.

d. The ACOM, ARNG, USAR, ASCC, and DRUs with single stock fund, wholesale, retail, theater reserves, war reserve, or APS spares and repair parts will comply with MA/MI message requirements and provide reports via priority message as requested per the message.

e. When a safety, maintenance, or operational condition or practice has been discovered in an aircraft, component, repair part, or technical publication, the responsible commander will provide notification according to the applicable regulation using the procedures for deficiency reports.

2–18. Issuance

a. The applicable MSC will release all MA/MI messages effective upon the date of IOC for the system unless otherwise determined.

b. The MA/MI messages will normally be transmitted as priority. Copies of transmitted MA/MI messages obtained by informal means such as electronic mail, facsimile, and so forth, are considered valid.

c. The commander of the applicable MSC will—

(1) Establish automatic digital network procedures for transmission of MA/MI messages.

(2) Release MA/MIs and follow-up messages to affected foreign governments (through Army security assistance channels), civilian contractors, and Federal agencies with Army aircraft on loan and lease, including the Navy and Air Force.

(3) Maintain reporting status and accounting records for all equipment, components, and repair parts identified by the MA/MIs. Notify ARNG, USAR, ASCC, DRU, or other activities of reporting deficiencies.

(4) Maintain a record of foreign governments that have obtained aircraft through security assistance programs.

(5) The MA/MIs will be released using the approved format.

2–19. Exemptions from provisions of maintenance action messages

a. Commanders or directors of ACOM, ARNG, USAR, ASCC, and DRUs may authorize temporary exemption from message requirements. Exemptions may only occur when combat operations or matter of life or death in civil disasters or other emergencies are so urgent that they override the consequences of continued equipment operation.

b. Unit commanders will forward request for permanent exceptions to maintenance messages (excludes MIs) through the requesting unit's ACOM, ARNG, USAR, ASCC, and DRU to the commander of the appropriate MSC. To expedite processing of a waiver request, contact the MATDEV in the message for assistance.

c. The MSC commander is the approving authority for waivers/deviations to MA/MI message provisions on all messages.

Section IV
Compliance Reporting

2–20. Compliance reporting

a. Commanders or directors of ACOM, ARNG, USAR, ASCC, and DRU activities that combine message compliance reporting back to the applicable MSC will—

(1) Report compliance to the applicable MSC as directed by the message but not later than 5 working days from the date of the safety or maintenance message when the message does not stipulate a time line. For Reserve Component units that are manned only during weekend/annual training, the 5 working-day requirement will be extended to 30 calendar days except for SOF/SOU messages. The reporting compliance suspense date requires reporting of Army equipment, vehicles, watercraft, aircraft, components, and repair parts after any logbook or other entries required by the safety or maintenance message have been completed per the applicable regulation. Reporting messages will be transmitted on a priority basis. Use the format shown in figure 2–1 to report compliance.

(2) Report to the applicable MSC any additional data requested in the safety or maintenance message within the suspense date established in the message. The task or inspection suspense date will be required when the applicable MSC needs to address the data accumulated from the initial message task or inspection. Negative reports may be required. Reporting messages will be transmitted on a priority basis.

b. The users of Army equipment, vehicles, watercraft, aircraft, components, and repair parts will report—

(1) Compliance per their ACOM, ARNG, USAR, ASCC, and DRU activity safety or maintenance message operating instructions and directives as stipulated by the message or within 15 working days from the date of the message when the message does not provide a time line. For Reserve Component units that are only manned during weekend/annual training, the 15 working-day requirement will be extended to 30 days except for SOF/SOU messages. The reporting compliance suspense date requires reporting of Army equipment, vehicles, watercraft, aircraft, components, and repair parts after required logbook or other entries required by the safety or maintenance messages have been completed per the applicable regulation. The reporting message will be transmitted on a priority basis.

(2) Per their ACOM, ARNG, USAR, ASCC, or DRU activity safety or maintenance message operating instructions and directives within the suspense date established in the message, any additional data requested in the SAFETY or MAINTENANCE message relative to the task or inspection as initially required. This task/inspection reporting suspense date will be required when the applicable MSC needs to accumulate data from the message task or inspection. Negative reports may be required. Reporting messages will be transmitted on a priority basis.

(3) Deficiencies resulting from compliance with safety or maintenance per the applicable regulation.

c. Outstanding safety or maintenance message requirements will be reported per the reporting section of the safety or maintenance message.

d. Safety or maintenance messages that affect Army equipment, vehicles, watercraft, aircraft, components, and repair

parts not in the operator's possession will be accounted for and administratively closed by message using RCS CSGLD–1860(R1).

2–21. Follow-up actions

The commander of the applicable MSC will—

a. Prepare a strategy to develop an modification work order and fielding plan within 30 days or as specified in the message when a safety message requires a material change.

b. Ensure documentation is entered into the Safety Hazard Tracking System (AR 385–10).

c. Provide a safety and maintenance message receipt acknowledgement and compliance report to DCS, G–4 (DALO–ORR) not later than 5 working days after the compliance suspense date.

Appendix A
References

Section I
Required Publications

AR 25–1
Army Knowledge Management and Information Technology (Cited in paras 2–5*a*, 2–7*d*, 2–14*c*(2), 2–17*b*(2).)

AR 25–30
The Army Publishing Program (Cited in paras 1–15*f*, 2–14*b*(5), 2–17*a*(7), B–4*k*.)

AR 70–62
Airworthiness Qualification of the U.S. Army Aircraft Systems (Cited in para 2–7*b*.)

AR 385–10
The Army Safety Program (Cited in paras 1–1*b*, 1–8*a*, 1–10*b*, 1–15*c*, 2–3, 2–21*b*.)

AR 750–1
Army Materiel Maintenance Policy (Cited in paras 1–1*a*, 2–17*a*(1).)

AR 750–10
Army Modification Program (Cited in paras 1–15*f*, 2–14*b*(5), 2–17*a*(7), B–4*k*.)

DA Pam 25–40
Army Publishing: Action Officers Guide (Cited in paras 1–15*f*, 2–14*b*(5), 2–17*a*(7), B–4*k*.)

DA Pam 385–16
System Safety Management Guide (Cited in paras 1–1*b*, 1–15*c*.)

DA Pam 738–751
Functional Users Manual for the Army Maintenance Management System–Aviation (TAMMS–A) (Cited in paras 2–10*b*, 2–10*c*, 2–14*d*(4), 2–17*c*(3), B–10*f*.)

DA Pam 750–8
The Army Maintenance Management System (TAMMS) Users Manual (Cited in paras 2–10, 2–17*c*(3), B–10*f*.)

Section II
Related Publications
A related publication is a source of additional information. The user does not have to read a related publication to understand this publication.

AR 11–2
Managers' Internal Control Program

AR 40–61
Medical Logistics Policies

AR 75–1
Malfunctions Involving Ammunition and Explosives

AR 95–1
Flight Regulations

AR 95–23
Unmanned Aircraft System Flight Regulations

RCS: CSGLD–1860
Aviation Safety Action Message

Section III
Prescribed Forms
This section contains no entries.

Section IV
Referenced Forms
This section contains no entries.

Appendix B
Management Control Evaluation Checklist

Section I
Army Equipment Safety and Maintenance Notification System process (AMC/MATDEV)

B–1. Function
The function covered by this checklist is the administration of the Army equipment safety notification process.

B–2. Purpose
The purpose of this checklist is to assist AMC, DCS, G–3/5/7; MSC, DCS G–3/5/7s; and MATDEVs in identifying key management controls. It is not intended to cover all controls.

B–3. Instructions
Findings must be based on the actual testing of controls (for example, document analysis, direct observation, sampling, simulation, or other). Findings (which indicate control problems) must be explained (and corrective action indicated) in supporting documentation. These controls must be evaluated according to the schedule in the management control plan.

B–4. Test questions
a. Is AMC/MATDEV immediately notifying the appropriate agencies upon the discovery of a high-risk condition?

b. Is AMC/MATDEV coordinating all AESMNS messages with HQDA prior to issuance?

c. Are AESMNS messages being transmitted to ACOM, ARNG, USAR, ASCC, and DRUs within specified time lines?

d. Are all messages sent and received via the DMS?

e. Is the DMS distribution list current?

f. Are all follow-up messages being retransmitted within the allotted time?

g. Is AMC/MATDEV tracking and managing all hazardous executive summaries and SOF, SOU, ASA, GPA, MA, and MI messages until each case has been resolved or closed?

h. Are all active messages being posted on the Army Electronic Product Support or AMCOM (Aviation) Army Knowledge Online Web sites?

i. Are technical manuals being updated promptly after funding has been received?

j. Are all safety messages distributed and in compliance with Army guidance?

k. Are publication changes being prepared in accordance with AR 25–30, AR 750–10, and DA Pam 25–40?

l. Are all required reports being submitted to the appropriate agencies?

m. Is a standing operating procedure established and used?

B–5. Supersession
This checklist is the initial management control evaluation checklist for Army Equipment Safety and Maintenance Notification System process (AMC/MATDEV).

B–6. Comments
Help make this a better tool for evaluating management controls. Submit comments to the HQDA functional proponent, Deputy Chief of Staff, G–4 (DALO–ORR), 500 Army Pentagon, Washington, DC 20310–0500.

Section II
Army Equipment Safety and Maintenance Notification System compliance (assistant division commander for support/ACOM; ARNG; USAR; ASCC DCS, G–4s; and DRU, S–4s or equivalent)

B–7. Function
The function covered by this checklist is the administration of the Army Equipment Safety and Maintenance Notification System compliance.

B–8. Purpose
The purpose of this checklist is to assist assistant division commanders for support/ACOM; ARNG; USAR; ASCC DCS, G–4s, and DRU, S–4s or equivalent in identifying key management controls. It is not intended to cover all controls.

B–9. Instructions
Findings must be based on the actual testing of controls (for example, document analysis, direct observation, sampling, simulation, or other). Findings (which indicate control problems) must be explained (and corrective action indicated) in supporting documentation. These controls must be evaluated according to the schedule in the management control plan.

B–10. Test questions
a. Are all messages being disseminated down to the user level?
b. Are all messages disseminated within the allotted time?
c. Are all messages received and reported back to the original sender to ensure receipt?
d. Is compliance reporting validated?
e. Are required operator actions and MAs executed?
f. Are all The Army Maintenance Management System (TAMMS)/The Army Maintenance Management System–Aviation (TAMMS–A) entries being completed per DA Pam 738–751 and DA Pam 750–8?

B–11. Supersession
This checklist is the initial management control evaluation checklist for Army Equipment Safety and Maintenance Notification System compliance (assistant division commander for support/ACOM; ARNG; USAR; ASCC DCS, G–4s; and DRU, S–4 or equivalent).

B–12. Comments
Help make this a better tool for evaluating management controls. Submit comments to the HQDA functional proponent, Deputy Chief of Staff, G–4 (DALO–ORR), 500 Army Pentagon, Washington, DC 20310–0500.

Glossary

Section I
Abbreviations

ACOM
Army command

AESMNS
Army Equipment Safety and Maintenance Notification System

AMC
U.S. Army Materiel Command

AMCOM
U.S. Army Aviation and Missile Command

APS
Army pre-positioned stocks

AR
Army regulation

ARNG
Army National Guard

ASA
aviation safety action

ASA (ALT)
Assistant Secretary of the Army (Acquisition, Logistics, and Technology)

ASAT
Army safety action team

ASCC
Army service component command

CECOM
U.S. Army Communications–Electronics Command

CIO/G–6
Chief Information Officer/G–6

CSA
Chief of Staff, Army

DA
Department of the Army

DCS, G–4
Deputy Chief of Staff, G–4

DCS, G–3/5/7
Deputy Chief of Staff, G–3/5/7

DCS, G–8
Deputy Chief of Staff, G–8

DMS
Defense Message System

DRU
direct reporting unit

DSN
Defense Switched Network

GPA
ground precautionary action

GS
general schedule

HQ
headquarters

HQDA
Headquarters, Department of the Army

IMCOM
U.S. Army Installation Management Command

IOC
initial operating capability

MA
maintenance action

MATDEV
materiel developer

MDS
mission design series

MDSM
mission design series model

MI
maintenance information

MSC
major subordinate command

NICP
national inventory control point

NMC
nonmission capable

NSN
national stock number

Pam
pamphlet

PEO
program executive officer

PM
project manager

SAMD
security assistance management directorate

SMMO
safety and maintenance message office

SOF
safety of flight

SOP
standard operating procedure

SOU
safety of use

SORTS
Status of Resources and Training System

TACOM
U.S. Army Tank–Automotive and Armament Command

TAMMS
The Army Maintenance Management System

TAMMS–A
The Army Maintenance Management System–Aviation

TRADOC
U.S. Army Training and Doctrine Command

TSM
U.S. Army Training and Doctrine Command system manager

USAACE
U.S. Army Aviation Center of Excellence

USACRC
U.S. Army Combat Readiness Center

USAR
U.S. Army Reserve

VCSA
Vice Chief of Staff of the Army

Section II
Terms

Aviation safety action
Electronically transmitted message which conveys maintenance, technical, or general interest information where a medium to low risk safety condition has been determined per AR 385–10.

Emergency message
Orders to cease operation/use of a specific model, series, or design of equipment. Failure to adhere to the message will have catastrophic results to the system.

Grounding
Orders to cease operation/use of a specific model, series, or design of aircraft. Failure to adhere to the message will have catastrophic results to the system.

Ground precautionary action
Electrically transmitted message pertaining to any defect or hazardous condition, actual or potential, where a medium- or low-risk safety condition has been determined per AR 385–10 that can cause injury to Army personnel or damage to Army equipment.

Operational message
Guidance that changes operating procedures or imposes limits on the use of equipment.

Maintenance action
Electronically transmitted messages that convey equipment maintenance, technical, or general interest information.

Maintenance information
Electronically transmitted messages that convey general interest information that is permissive in nature.

Program manager/sponsor
Program executive officer, MSC, or other MATDEVs responsible for managing a system.

Safety of flight
Message pertaining to any defect or hazardous condition, actual or potential, that can cause personal injury, death, or damage to aircraft, components, or repair parts where a medium- to high-risk safety condition has been determined per AR 385–10.

Safety of use
Message pertaining to any defect or hazardous condition, actual or potential, that can cause personal injury, death, or damage to equipment, components, or repair parts where a medium- to high-risk safety condition has been determined per AR 385–10.

Technical message
Guidance that requires users to conduct actions or inspections on equipment that, if the hazardous situation is present, will identify a deadlining item or hazardous condition on the equipment.

Section III
Special Abbreviations and Terms
This section contains no entries.