

Coast Guard Aviation Mishap Reporting

Flight Safety Officer Training 101- Module 8



Homeland
Security

Reportable Mishap Events

Injury or Illnesses

- That result in any of the following
 - Death
 - Days away from work
 - Restricted duty
 - Transfer to another job
 - Medical treatment beyond first aid
 - Loss of consciousness



Reportable Mishap Events

Injury or Illnesses

- Applies to
 - CG active duty, on duty
 - CG active duty, off duty if it results in
 - Days away from work
 - More than 30 days restricted duty
 - Transfer to another job
 - CG civilian personnel while doing CG work
 - CG Reserve, in active duty status



Reportable Mishap Events

Injury or Illnesses

- Applies to
 - CG Auxiliary while under orders
 - CG contractor
 - On CG property
 - On CG equipment
 - While conducting CG missions
 - Non-CG personnel & visitors while on CG property
 - CGES personnel while doing CG work



Reportable Mishap Events

Injury or Illnesses

- Applies to
 - CG military or civilian personnel who develop an illness ascribable to acute or chronic exposure to chemical or physical agent in workplace
 - Occupational Illness- OMSEP
 - Hearing Threshold Shift, Benzene Exposure
 - Musculoskeletal Disorder, TB exposure, Bloodborne Pathogens (needlesticks, sharps, SARS)



Reportable Mishap Events

Property Damage

- CG afloat / ashore facilities & aircraft
- Non-CG facilities as result of CG operations (Aux)
- Personal property owned by Aux units or Aux personnel under orders damaged in course of duty

Other (that don't meet higher classification)

- Accidental firearms discharge
- Electrical Shocks
- Fires



Mishap Classification Determination

Mishaps classified according to severity and OPMODE

- Severity = level of damage
- OPMODE = type

Severity

- Class A, B, C and D
- Class A and B usually investigated by COMDT MAB
- M5100.47, Enclosure (13) for cost data

OPMODE

- Flight, Ground, Flight-Related, CG Aux



Mishap Classification- Severity Determination

Class A

- Injury or occupational illness results in fatality or permanent total disability
- Reportable property damage greater than \$1 million
- CG aircraft is missing, abandoned or beyond economical repair
- Midair collision, regardless of injury or damage
- CG personnel MIA



Mishap Classification- Severity Determination

Class B

- Injury or occupational illness results in permanent partial disability
- Reportable property damage between \$200,000 & \$1M
- Three or more personnel inpatient hospitalized



Mishap Classification- Severity Determination

Class C

- Injury or occupational illness results in
 - loss of time beyond day or shift of event
 - Greater than 30 consecutive days limited or restricted duty
 - Transfer of individual to different job
- Reportable property damage between \$20,000 & \$200,000
- Person accidentally falls from structure / equipment associated with CG ops



Mishap Classification- Severity Determination

Class D

- Injury or occupational illness results in
 - More than simple first aid
 - Less than 30 consecutive days limited or restricted duty
- Reportable property damage less than \$20,000
- Person accidentally falls from structure / equipment associated with CG ops



Mishap Classification- Severity Determination

Class D

- Near Miss / High Potential Event (HIPO)
 - Near mishaps, lessons learned events or other with high potential for injury / damage or CG-wide implications
- Aviation-specific Class D events



Aviation Specific Reportable Events

Report as Class D

- Don't meet criteria of reportable event
- Used to identify trends
- Reported to prevent similar events from becoming mishaps



Aviation Specific Class D

Near Midair Collision

- Referenced in three places
 - M5100.47, Chapter 2
 - M3710.1
 - FAR



Aviation Specific Class D Near Midair & Midair Collisions

Specific guidance in M3710.1 (series)

- Based on FAR requirements
- Near = within 500 feet & are Flight-Related Class D
- Serious = within 500 feet &
 - Violent evasive maneuvering
 - Known or suspect injury to occupants
 - Significant press attention
 - Pilot or crew felt possible collision hazard
 - Other organization may take administrative action



Aviation Specific Class D Near Midair & Midair Collisions

Serious near midair

- Phone report CG-711 / Command Center ASA practical
- Flight-Related Class D message within 72 hours

Midair- regardless of injury or damage

- IMMEDIATE phone report CG-711 / Command Center
- Flight Class “x” message within 12 hours
- CG-1131 & CASB determine if COMDT MAB required

Pilot required to make immediate voice report to nearest FAA facility for any near / midair as meets AIM definition



Aviation Specific Class D

Precautionary or Forced Landings (include aborted flights)

Special Operations (TCAS, Gunner's Belts, RWAI)

Human Factors Event (psychological, physiological, pathological- airsick, vertigo, hypoxia, SD, decompression)



Aviation Specific Class D

Other, classified according to damage level

- Power loss (flameout, failure, engine shutdown)
- Prop, Rotor, Engine Wash damage
- Weather related (turbulence, lightning, static discharge)
- Sling load / external stores jettison
- Unplanned equipment drops
- Impact from foreign objects
- HIFR emergency breakaway
- Aborted takeoff (vibrations, warning lights, fumes)



Aviation Specific Class D

Other, classified according to damage level

- Things Falling Off Aircraft (cabin door, cowlings / covers)
- Contractor (aviation damage or lessons learned)
- Other for mishap potential, trends or lessons learned
 - Use of emergency procedures
 - Use of nonstandard procedures
 - CRM / ORM
 - Aviation Life Support Equipment



Aviation Specific Class E

Aviation only

Involve engine damage only- regardless of cost

- If damage extends to airframe, props, rotors, non-airframe, personnel injury) then NOT Class E

Can be any OPMODE

FOD

- If damage confined to engine or internal components (if parts do not exit and cause additional damage) then Class E



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Mishap Classification- Injury Severity Determination

Permanent Total Disability

- Determination made by competent medical authority
- Cannot follow any gainful occupation

Permanent Partial Disability

- Determination made by competent medical authority
- Permanent impairment

Simple First Aid Treatment

- Person who may not be health care professional can provide



Mishap Classification- OPMODE Determination

Differentiated by “Intent for Flight”

- Begin: Engine intentionally started for purpose of flight
- End: Aircraft stopped, engine / prop / rotor stopped and brakes / chocks set

Flight Mishap

- Involve CG aircraft damage / loss
- With or without other property damage, personnel injury / death or occupational illness
- Intent for flight existed at time of mishap



Mishap Classification- OPMODE Determination

Flight-Related Mishap

- NO CG aircraft damage
- Other property damage, personnel injury / death or occupational illness occurs
- Intent for flight existed at time of mishap
- Examples: near midair collision, rotor wash / prop property damage, other reportable events with NO CG aircraft damage



Mishap Classification- OPMODE Determination

Aviation Ground Mishap

- Involve CG aircraft OR aviation equipment damage
- Or other property damage, personnel injury / death or occupational illness occurs
- NO intent for flight existed at time of mishap
- Examples: towing, maintenance, run-ups, servicing, include those aboard ship (traversing)



Mishap Classification- OPMODE Determination

CG Auxiliary Aviation

- Involve CG auxiliary aircraft
- Or personnel injury / death or occupational illness while operating auxiliary aircraft
- While under official orders
- Reported IAW Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series)



Mishap Reporting Requirements

Should be incorporated into Mishap Response Plan

Taken from M5100.47, Chapter 3

Class A and Class B

- Immediate telephone report to HQ Command Center
 - Also for- intense or unusual reaction from public or media
 - When required to notify NTSB
 - Air Aux involved in Class A or B



Mishap Reporting Requirements

Class A and Class B

- Immediate telephone report to HQ Command Center
 - CG aircraft involved in mishap with foreign aircraft or mishap in foreign country
 - Serious Near Midair
 - Deemed appropriate by CO or OPCON
 - Personal casualty



Mishap Reporting Requirements

Class A and Class B

- Preliminary message within 12 hours
 - Delayed to allow for SAR & detailed info collection
 - Enter into e-AVIATRS or E-MISHAP
 - Factual info only, use TBD as appropriate
- Submit Personnel Casualty Report within 4 hours as required
- Progress / Supplemental message within 72 hours
 - Sent by COMDT MAB if convened



Mishap Reporting Requirements

Class A and Class B

- COMDT MAB arrival message, may be included as part of a supplemental message
- COMDT MAB releases message when
 - Critical information is discovered
 - COMDT MAB adjourns
 - COMDT MAB reconvenes



Mishap Reporting Requirements

Class A and Class B

- Final COMDT MAB message when investigation done
 - Released by CG-113, final input shall contain
 - Short factual synopsis of event
 - Date COMDT MAB adjourned
 - Description of damage
 - Disposition of wreckage / status of salvage ops
 - Specific recommendations requiring immediate field knowledge / action
 - No opinions / speculation



Mishap Analysis Report Disposition

COMDT MAB Action

- Within 21 days, President forwards original MAR to CG-113 via endorsing chain
- ONLY COMDT MAB President may keep ONE copy

Endorsement Chain

- Within 15 working days of receipt, ALL endorsers shall review, endorse and forward MAR
- Each shall notify CG-113 when MAR endorsed & to whom forwarded
- NO COPIES SHALL BE MADE BY ENDORSER!



Mishap Analysis Report Disposition

CASB Action

- Within 90 working days, shall submit report to Chief of Staff
- Report shall include, but not limited to
 - Synopsis of mishap
 - Classification and cost
 - Determination of causal factors, additional findings and recommendations
 - Other remarks as appropriate
 - Draft Chief of Staff Final Decision Letter



Mishap Analysis Report Disposition

Chief of Staff Action

- Release Final Decision Letter
- Release Final Action Message



Mishap Reporting- E-MISHAP

ALL aviation related mishaps that involve

- Personnel injuries
- Occupational illness or death
- REGARDLESS of operational mode

MUST BE REPORTED VIA E-MISHAP system





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