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ARMY,NAVY, AND HOMELAND SECURITY

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Safety

PARTICIPATION IN A MILITARY OR CIVIL AIRCRAFT ACCIDENT SAFETY INVESTIGATION

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Title 49, United States Code (U.S.C.), Section 1132, and the Federal Aviation Act of 1958, Section 702 and Department of Defense Instruction 6055.7, *Accident Investigation, Reporting, and Record Keeping*. It was developed by agreement between the Army, Navy, Air Force, and Coast Guard, and coordinated with the National Transportation Safety Board (NTSB) and the Federal Aviation Administration (FAA). It provides for military participation in certain NTSB aircraft mishap investigations, NTSB or FAA participation in certain military aircraft mishap investigations, and the release of certain military aircraft mishap safety investigation information to the NTSB and the FAA. This instruction does not govern other investigations into an aircraft mishap that are conducted by military commands or other authorities independently of the military safety investigation, such as administrative investigations, criminal investigations, and investigations by the Inspector General. The reporting requirements in this directive are exempt from licensing in accordance with AFI 37-124, paragraph 2.11.4, *The Information Collection and Reports Management Program; Controlling Internal, Pubic and Interagency Air Force Information Collection.* Maintain and dispose of all records created by processes prescribed in this publication IAW AFMAN 37-139, *Records Disposition Schedule*, or other service specific requirements. See **Attachment 1** for a Glossary of References and Supporting Information, and Interservice Publication Distribution List.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

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Chapter 1

POLICES, PROCEDURES AND ADMINISTRATION

1.1. Purpose. The purpose of this directive is to implement federal law which assigns NTSB and FAA responsibility or interest in certain mishaps involving military aircraft.

1.1.1. Because various agencies and departments have differing policies and procedures regarding witnesses, analysis and the release of information, a joint military-civil investigation with shared responsibility is not possible.

1.1.2. This directive strives to foster cooperation during the investigations of aircraft mishaps involving both civil and military aircraft, while adhering to the unique requirements of civil and military investigations.

1.1.3. Since the common goal of safety investigations is mishap prevention, cooperation between military and civil agencies is both logical and desirable.

1.2. Responsibility. The Air Force Chief of Safety (HQ USAF/SE) is the executive agent for this interservice publication. Each participant uses component-unique publications to implement this instruction. If a participant alters these policies or procedures because of unique operating procedures, it indicates applicability to that service or agency only.

1.2.1. Changes to this publication should be sent to HQ Air Force Safety Center (AFSC)/Plans and Programs Division (SEP), 9700 G Avenue SE, Kirtland AFB NM 87117-5670.

1.3. Types of Investigations. An aircraft mishap can precipitate multiple investigations for alternate purposes and under separate authorities.

1.3.1. Mishaps are investigated for two primary reasons; 1) to determine the cause (s) of the mishap to prevent the recurrence of like mishaps, and 2) to satisfy legal or administrative concerns.

1.3.1.1. A safety investigation promotes aviation safety by identifying mishap circumstances (i.e., hazards) which, if eliminated or reduced, could prevent the recurrence of the mishap. A safety investigation recommends corrective actions to reduce or eliminate hazards.

1.3.1.2. Other investigations may be conducted by military authorities and others for a variety of purposes, such as providing a basis for administrative or judicial proceeding, claims or entitlements. An administrative investigation may conclude culpability and may recommend punitive action.

1.3.2. Depending on the circumstances of the mishap, jurisdictions of both civil and military authorities may apply simultaneously.

1.3.2.1. The military derives its authority to investigate mishaps from the statutory and inherent authority of the respective service secretary. Procedures for mishap reporting and investigation, and policies on the release of information are contained in respective service implementing directives listed in **Attachment 1**.

1.3.2.2. Title 49, U.S.C. Chapter 11 assigns the NTSB the responsibility to investigate civil aircraft mishaps within the United States, its territories and possessions, including those involving both a civil and military aircraft. The NTSB is a separate federal agency, independent of the

Department of Defense (DOD), Department of Transportation (DOT) and Department of Homeland Security (DHS). A NTSB aircraft investigation has priority over any other investigation by another federal agency or department. Concurrent investigations are not joint with the NTSB and may not interfere with NTSB activities. The NTSB has subpoena power to compel a witness' statement or testimony. NTSB procedures for investigations and reporting are contained in Title 49, Code of Federal Regulations (CFR), Chapter VIII, Parts 800 et seq., Parts 830 (Notification) and 831 (Investigation).

1.3.3. This directive discusses three types of investigations; the NTSB accident investigation, the military mishap safety investigation, and the military mishap administrative investigation.

1.3.3.1. The NTSB accident investigation is conducted in the public interest to promote aviation safety. NTSB proceedings differ from military investigations especially in the areas regarding witnesses and information release. In a NTSB investigation a witness can be subpoenaed to appear before the Board to provide a statement or testimony, but the witness cannot be compelled to incriminate themselves, the witness is entitled to representation or counsel, and the witness' statement or testimony is not privileged and relevant portions become part of the NTSB's public investigation record. The NTSB's report, cause determination and recommended corrective actions are public records, but are not admissible in court as evidence.

1.3.3.2. The military mishap safety investigation is an internal inquiry by the respective service conducted solely for the purpose of mishap prevention. In soliciting information from personnel involved in the mishap, the investigative board may grant a promise of confidentiality to a witness to assure them that the information they provide will only be used to prevent further mishaps and will not be released for any other purpose. Portions of a military safety investigation report contain privileged information and documents, not releasable to the public.

1.3.3.3. The military mishap administrative investigation is conducted apart from a military mishap safety investigation. Such investigations may take a variety of forms, and may involve witness testimony under oath. Witnesses may be represented by counsel and must be informed of their rights against self-incrimination if they are suspected of a criminal offense. Statements may generally be admitted as evidence against the witness or used in any other manner. The military administrative investigation and report satisfy the requirement for legal and administrative documentation of a mishap. The report meets the requirement for legal sufficiency and is releasable to the NTSB, the FAA, and the public.

1.4. Security. Security matters are administered according to military service regulations.

1.4.1. The commander of the unit to which the mishap aircraft was assigned, the commander of the nearest military installation, and the commander conducting the investigation are responsible for the security of any classified material associated with the mishap.

1.4.2. The senior member of the military investigation board (i.e., the board president) is responsible for ensuring all board participants that have access to classified material have the appropriate security clearance.

1.4.3. In a NTSB investigation, the military coordinator provides liaison for security matters between the NTSB Investigator-in-Charge (IIC) and the appropriate military authority.

1.4.4. In a mishap involving classified material, military authorities must identify an appropriate access level so the NTSB and FAA may assign personnel with the appropriate clearances. Not all NTSB and FAA personnel hold security clearances.

1.4.4.1. Official notification from the NTSB and the FAA to military authorities of the clearances agency personnel hold and the presentation of agency credentials will constitute evidence of clearance.

1.4.5. In a NTSB investigation not all participants may have security clearances. If classified material is involved, the military authority and the NTSB will determine if such material is central or incidental to the mishap, and take appropriate actions to limit access to the material to those personnel with the appropriate clearance and need to know.

Chapter 2

NTSB INVESTIGATION WITH MILITARY PARTICIPATION

2.1. General. A mishap involving both civil and military aircraft will precipitate a NTSB investigation. Military investigations for safety or legal purposes may proceed concurrently, but the NTSB may exercise first claim on evidence. To assist these separate investigations, it is important that nonprivileged information concerning the mishap be exchanged promptly and completely.

2.1.1. NTSB proceedings differ from military investigations, however, the NTSB's experience in investigations of general and commercial aviation accidents has established the validity of its method.

2.2. Organization. The NTSB IIC will organize the investigation in a manner considered expedient to develop evidence. Organization is flexible and may be adjusted as lines of inquiry conclude or new topics open.

2.2.1. The IIC will usually form groups, each chaired by a NTSB investigator, to concentrate on specific topics appropriate to the aircraft or mishap. Examples would be groups for operations, airframe, powerplants, weather, or human factors.

2.3. Participation. The NTSB will admit into its investigation individuals or representatives of government agencies, corporations, or associations whose personnel, products or services were involved in the mishap.

2.3.1. By law, the FAA may exercise party status in NTSB aviation investigations, and a military service may also exercise party status in the NTSB investigation of a mishap involving that service's aircraft.

2.3.2. Additional parties may be admitted at the IIC's discretion, as he determines a need for technical expertise or the unique knowledge a party can provide. Claimants' or insurers' representatives are not admitted to the investigation.

2.3.3. Participation in the investigation does not include admission to NTSB analysis to determine cause and formulate corrective action.

2.3.4. A party to an investigation is a company or agency with specific knowledge or skill needed by the NTSB to perform the investigation. Parties furnish a coordinator to work with the IIC, and specialists to one or more specialized investigative groups at an accident scene.

2.3.5. The IIC may relieve a party from participating in the investigation for nonperformance or conduct prejudicial to the investigation.

2.4. Witnesses. The NTSB has subpoena power and can compel a witness to appear before its field investigator, at a public hearing, or formal deposition, to provide a statement or testimony, but it cannot compel the witness to provide incriminating statements or testimony.

2.4.1. A witness providing a statement to a field investigator is not normally sworn, however a witness at a public hearing or formal deposition testifies under oath. In either case the witness is advised of the investigation's purpose.

2.4.2. Any statement or testimony becomes part of the investigation record.

2.4.3. A witness may be accompanied or advised by counsel or a representative of his choice.

2.4.4. Depending on the format used by the IIC or group chairman, parties may be allowed to attend interviews and questioning of witnesses.

2.5. Investigation Sequence. An NTSB investigation usually proceeds as follows.

2.5.1. Field Investigation. The IIC, group chair, and parties gather at a location near the mishap site. A Member of the NTSB proper may also be present if the mishap is of national significance or wide pubic interest.

2.5.1.1. The IIC will hold an organizational meeting, exclude any whom he does not wish to admit as parties to the investigation, summarize available information, appoint groups, and assign tasks.

2.5.1.2. The field investigation encompasses wreckage examination, component disassembly, data or record retrieval, and witness interviews. Such activities may involve travel to other locations as the IIC or group chair considers appropriate.

2.5.1.3. The IIC will hold a daily progress meeting of all parties involved to hear group chair present evidence and to direct further activities.

2.5.1.4. The field investigation will adjourn when the IIC is satisfied of its sufficiency. The chair of each group will assemble a factual report for the IIC's inclusion in the investigation record.

2.5.2. Research and Component Examination. The NTSB's engineering staff and laboratory can perform scientific examination of material exhibits and conduct performance research. Additionally, NTSB technical specialists can decipher and display various recorded data (i.e., radar, voice, and data recorders) for the investigators' use.

2.5.2.1. An engineering or technical project by the NTSB will be documented in a factual report which becomes part of the investigation record.

2.5.3. Public Hearing. As appropriate, a hearing may be convened to conduct part of the inquiry in a public forum. Parties to the investigation are included in the hearing.

2.5.4. Determining Cause. Analysis to determine the cause(s) of the mishap is conducted internally among NTSB personnel only (i.e., IIC, group chair, engineering and technical staffs). This process is closed to parties.

2.5.4.1. Parties may submit written positions drawn from the evidence to propose findings, a probable cause or causes, and recommendations. These submissions become part of the investigation record. The Board considers the body of evidence, its staff's analysis and any submissions, to assign factor and probable cause.

2.6. Recommendations. When it finds an opportunity to promote aviation safety, the Board recommends corrective action(s) to appropriate agencies, corporations or associations.

2.6.1. Parties may make written submissions proposing corrective action(s).

2.7. Board Meeting. For an accident of national significance or wide public interest, a public Board Meeting may be convened after the investigation has been concluded, but before the investigation report is released.

2.7.1. NTSB personnel summarize evidence and may present analysis.

2.7.2. The Board will consider and vote upon findings, recommendations, and the probable cause(s).

2.7.3. Parties, the press and the public may attend.

2.7.4. A videotape of the Board Meeting is placed in the public docket for the investigation, along with the aircraft accident report (AAR).

2.8. Mishap Information.

2.8.1. Press and Public Relations. The NTSB responds to press and public interest in its investigation with prepared releases or through a selected spokesman. Only the IIC, the Member present at the mishap scene, or the NTSB Office of Public Affairs may publicly release information concerning findings or the conduct of the investigation.

2.8.2. Reports. The NTSB staff writes and assembles the AAR which may include factual reports by group chair and NTSB engineers or technicians, photographs, diagrams, witness statements, and copies of documents which illuminate the accident circumstances.

2.8.2.1. The AAR, its determination of cause and its proposals for corrective action are public records, as are any communications to the Board concerning the investigation.

2.8.2.2. Investigators' intermediate work products (e.g., notes, excess photographs and unused documents), and the Board's analysis are not releasable and are destroyed when no longer needed for the investigation.

2.8.2.3. Information which is proprietary, classified, or would unduly violate an individual's privacy is not releasable. The latter is not equivalent to privilege protection.

2.8.2.4. The Board considers its cases to always remain open. It will accept new evidence at any time and will, if appropriate, reconsider its findings and recommendations in light of the new evidence.

2.9. Notification. The military commander having first knowledge of a mishap involving both civil and military aircraft will notify the appropriate service headquarters and safety center by telephone and then by message in accordance with service directives.

2.9.1. The military safety center will relay pertinent mishap information to the NTSB by telephone and by confirming message.

2.9.2. The NTSB or FAA will notify the appropriate service headquarters and military safety center when its personnel report a mishap involving both civil and military aircraft.

2.10. Responsibilities. The military safety center elects whether to participate in a NTSB investigation and informs the NTSB, the involved military commanders and military investigative boards.

2.10.1. If participating, the safety center appoints a military coordinator and personnel to take part in the investigative groups.

2.10.1.1. The military coordinator and personnel appointed to take part in the investigative groups shall not have responsibility for conducting a concurrent investigation into the mishap.

2.10.2. Once the military participants have been identified the safety center notifies the NTSB, involved military commanders and investigative boards, of the appointment of the coordinator and other party members.

2.10.3. Prior to the Board's consideration of probable cause or recommendations, the safety center may submit proposed findings drawn from the evidence, proposed probable cause(s), and proposed safety recommendations.

2.10.4. Military commanders will provide all reasonable assistance to the federal agencies conducting investigations.

2.10.5. The military coordinator serves as the service's principal representative to the NTSB investigation. The coordinator will contact the IIC, attend the field investigation and assist as the IIC directs.

2.10.5.1. The coordinator will be the focal point for passing nonprivileged information between the NTSB and the concurrent military investigation(s).

2.10.5.2. The coordinator will arrange with the appropriate military authority access to personnel, data, records, or facilities as necessary to support the NTSB investigation.

2.10.5.3. The coordinator supervises the military party to the investigation and conducts periodic meetings of assigned personnel to stay abreast of evidence developed or any difficulties encountered among the groups.

Chapter 3

MILITARY INVESTIGATION WITH NTSB OR FAA PARTICIPATION

3.1. General. A military aircraft mishap without civil aircraft involvement will be investigated by personnel from the appropriate military service. These same personnel will determine cause(s) from the evidence gathered, recommend corrective action(s), and create a report of their investigation and analysis.

3.2. Participation. By law, military authorities must provide for participation by the Secretary of Transportation in the military investigation of a mishap in which a duty of the Secretary may be involved.

3.2.1. The NTSB may have an interest when the above duty is an FAA function applicable to civil aviation.

3.2.2. Participation may be extended to the NTSB when military authority deems it could contribute to aviation safety.

3.2.3. The NTSB and FAA may decline to participate.

3.2.4. The concept of party status (i.e., participation) as used in the context of a NTSB investigation is not defined in military services' directives governing military mishap investigations and reporting.

3.2.4.1. Service directives provide for investigative boards' use of scientists, engineers, technical experts or manufactures' representatives.

3.2.4.2. Personnel, unless appointed, should not be in interviews with witnesses providing a statement under a promise of confidentiality, board deliberations on privileged information, or creation of the investigation report.

3.2.4.3. In view of the above, participation in a mishap investigation under military authority is construed to mean attendance and active assistance in any portion of the investigation except those in which the investigative board obtains, analyzes or reports privileged information.

3.2.5. Circumstances which may invoke NTSB or FAA participation in a military investigation are:

3.2.5.1. A mishap involving military aircraft or component equipment with a civilian equivalent.

3.2.5.2. A mishap involving an operation applicable to civil aviation.

3.2.5.3. A mishap involving an FAA function.

3.2.6. Military authorities should consider FAA involvement if any of the following apply to the mishap:

3.2.6.1. Performance of an FAA employee or designee.

3.2.6.2. FAA certification of a civilian crewmember, air agency, or operator.

3.2.6.3. FAA design or airworthiness certification.

3.2.6.4. Navigation or airport facility established, operated or maintained by the FAA; by another agency for the FAA; or by any non-government entity when intended for use by aircraft in the National Airspace System.

3.2.6.5. FAA rule, regulation or order applicable to airspace use.

3.2.6.6. FAA air traffic service (i.e., clearance, instruction, or advisory), air-ground or point-to-point message transmission, weather observations and reports, Notices to Airmen, or airport advisories and flight services.

3.2.6.7. FAA approach control function delegated to a military facility.

3.2.6.8. An operation under an FAA waiver or exemption.

3.2.6.9. FAA regulation and nonmilitary publications.

3.2.6.10. FAA standards for obstruction clearance, flight inspection, lighting or markings at airports and along airways.

3.2.6.11. FAA air carrier or airport security.

3.2.6.12. Medical competency of certificated airmen.

3.3. Notification. The military commander having first knowledge of a military aircraft mishap notifies the appropriate service headquarters and safety center in accordance with service directives.

3.3.1. If FAA involvement is known or considered likely, the commander will remark the same in his initial notification.

3.3.2. The senior member of a military investigation board will notify his appointing commander and the service safety center if during an investigation the board finds FAA involvement or considers it likely.

3.3.3. The service safety center will notify the FAA and the NTSB by telephone and confirming message on obtaining notice of known, or likely, FAA involvement.

3.4. Responsibilities.

3.4.1. Military commanders have notification responsibilities.

3.4.2. The service safety center will determine whether the NTSB may have an interest in the investigation.

3.4.3. The safety center will provide the FAA and the NTSB the opportunity to participate in the investigation according to each agency's respective involvement or interest.

3.4.4. The NTSB and the FAA will acknowledge notification, and indicate their respective intentions to participate.

3.4.4.1. If the NTSB or FAA elect to participate they will identify any personnel assigned to the investigation to the service safety center and appropriate military authority.

3.4.5. The senior member of the investigative board with FAA or NTSB participants will supervise and direct their activities during the course of the investigation.

3.5. Witness Testimony and Privileged Proceedings or Reports. Service personnel conducting a safety investigation may grant a promise of confidentiality when interviewing a witness or soliciting a written statement.

3.5.1. A witness' oral or written statement is not taken under oath, nor does counsel normally represent the witness.

3.5.2. A witness is free to give opinion or speculation.

3.5.3. NTSB and FAA participants are not normally privy to confidential witness interviews, unless the senior member of the military board deems their expertise essential to the interview, and the service safety center approves.

3.5.4. NTSB and FAA participants may not attend safety board deliberations, but may submit recommended findings for the safety board's consideration.

3.5.5. Privileged documents (i.e., witness statements, records of board analysis, conclusions or recommendations) may not be provided to NTSB or FAA participants.

3.6. Press and Public Relations. Only personnel acting under their respective service directives may release information on the progress or outcome of the military investigation.

3.7. NTSB and FAA Participation. NTSB and FAA representatives may be expected to provide broad knowledge of their agencies and to support the investigative board with access to agency personnel for interviews, topical information, and records.

3.7.1. NTSB and FAA representatives may be expected to pass information to their agencies which applies to civil aviation.

3.7.2. FAA participants in a military safety investigation may not take part in another associated investigation or enforcement action.

3.7.2.1. This does not prevent the FAA from taking action on violations of Federal Aviation Regulations. Other FAA personnel would be appointed to gather evidence and prepare an action.

3.7.3. Copies of nonprivileged documents used in the military investigation may be provided to the NTSB and FAA participants as the senior member sees fit.

3.8. Reports. A mishap safety investigation report may be released only as prescribed by the department secretary having custody of the report.

3.8.1. If during the investigation, the board identifies a hazard which requires immediate action on the part of civil aviation, the senior member will expeditiously report the hazard apart from its mishap context to the service safety center for passage to the appropriate action agency.

3.8.2. An investigative board's conclusion attributing cause to another agency or recommendation of corrective action by another agency may be released only by the military service headquarters.

Chapter 4

EXCHANGE OF INFORMATION

4.1. General. If an accident involves only military aircraft and a duty of the Secretary (DOT) is or may be involved, the military authorities shall provide for the participation of the Secretary. In any other accidents involving only military aircraft, the military authorities shall give the Board (NTSB) or Secretary (DOT) information the military authorities decide would contribute to the promotion of air safety.

4.1.1. Service directives restrict the release of findings or recommendations. An investigative board's conclusion attributing cause to another agency or recommendation of corrective action by another agency may be released only by the service headquarters.

4.1.2. A military mishap safety investigation report may not be disseminated. Nonprivileged portions may be extracted and released according to respective service policy.

4.1.3. Other investigations may be releasable to other agencies and the public when so authorized by the military service.

4.1.4. A service safety center will transmit to the FAA, the NTSB or others as necessary, a report of a hazard requiring immediate action by a component of civil aviation.

4.1.5. Information of interest to the NTSB and FAA. Each military safety center evaluates information gathered from various reports it receives and provides the NTSB and the FAA that information it considers useful in promoting aviation safety. Information such as:

4.1.5.1. Data derived on the basis of comparable models, components or systems in civil aviation, or experience in similar operations.

4.1.5.2. Information may be drawn from one occurrence or generalized from multiple events.

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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

DODI 6055.7, *Aircraft Investigation, Reporting, and Record Keeping*

AFI 51-503, *Aircraft, Missile, Nuclear, and Space Accident Investigations*

AFI 91-204, *Safety Investigations and Reports*

AFMAN 91-223, *Aviation Safety Investigations and Reports*

JAGINST 5800.7C, *Manual of the Judge Advocate General*

OPNAVINST 3750.6R, *Naval Aviation Safety Program*

AR 15-6, *Procedure for Investigating Officers and Board of Officers*

AR 385-40, *Accident Reporting and Records*

DA PAM 385-40, *Army Accident Investigation and Reporting*

Title 49 United States Code Chapter 11

Title 49 Code of Federal Regulations Chapter VIII

COMDTINST M5100.47, *Safety and Environmental Health Manual*

COMDTINST M5830.1, *Administrative Investigation Manual*

COMDTINST M5890.9, *Claims and Litigation Manual*

COMDTIINST M5728.2, *Public Affairs Manual*

COMDTINST M3710.1, *Air Operations Manual*

Abbreviations and Acronyms

AAR—Aircraft Accident Report

DODI—Department of Defense Instruction

DOT—Department of Transportation

FAA—Federal Aviation Administration

HQ AFSC—Headquarters, Air Force Safety Center

IIC—Investigator in Charge

NSC—Naval Safety Center

NOTAM—Notice to Airmen

NTSB—National Transportation Safety Board

USASC—United States Army Safety Center

U.S.C. —United States Code

Terms

Administrator—The senior official of the FAA.

Aircraft Accident (civil definition)—An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with intention of flight and until such time as all such persons have disembarked, and in which person suffers death or serious injury, or in which the aircraft receives at least substantial damage. NTSB regulations further define damage and injury categories.

Aircraft Accident (military definition)—See DODI 6055.7.

The Board—Five Presidential appointees, called Members, who constitute the NTSB proper. The Board is supported by a staff of investigators and technical specialists. In this directive, Board refers to the Members, whereas NTSB refers to the agency as a whole.

Chair—Senior Board Member of the NTSB.

Coordinator—Senior delegate of a party to a NTSB investigation, works with and assists the NTSB's IIC through an investigation's completion.

Investigator in Charge—A NTSB official, designated by the Chairman to organize, conduct and report on an investigation. Controls evidence, supervises and coordinates resources and all personnel involved in the investigation.

Mishap—An unplanned event resulting in injury or damage. Synonymous with an accident.

Mishap Administrative Investigation—An inquiry and report as prescribed by a military component's judge advocate general, legal counsel or other authority to obtain and preserve evidence as a basis for litigation, claims, disciplinary action or administrative action.

Mishap Safety Investigation—A military service's internal inquiry and report directed solely to mishap prevention. The report is close-hold, with access limited to those specified in service directives.

Party (Participant)—A person, government agency, corporation, or association designated by the NTSB to assist in an investigation by virtue of technical expertise or unique knowledge of equipment, personnel or circumstances involved in a mishap.

Privilege —Privileged safety information includes statements, reports or testimony given to a safety investigator or board pursuant to a promise of confidentiality, and any direct references to any such statements or testimony elsewhere in a report. The findings, evaluations, analyses, opinions, conclusions, recommendations and other indicia of the deliberative processes of a safety investigator, safety investigation boards, endorsers and reviewers are also privileged safety information. (DODI 6055.7)

DISTRIBUTION

NTSB: AS

FAA: Office of Accident Investigation

Army: Distribution of this publication is made in accordance with the requirements of IDN 095204, intended for command levels C, D, and E for Active Army, Army National Guard (ARNG), and US Army Reserve (USAR).

Navy: Distribution:

SNDL	A1	(Secretary of the Navy (Immediate Office of))
	A2A	(Department of the Navy Staff Offices)
	A5	(Chief of Naval Personnel)
	A6	(Commandant of the Marine Corps)
	21A	(Fleet Commanders)
	22A	(Fleet Commanders)
	24A	(Air Force Commanders)
	26F	(Operational Test and Evaluation Force)
	28A	(Carrier Group)
	28B	(Cruiser-Destroyer Group)
	29B	(Aircraft Carrier (CV, CVN))
	31H	(Amphibious Assault Ship (LHA only))
	31N	(Multi-Purpose Amphibious Assault Ship (LHD))
	42	(Naval Aviation)
45A		(Fleet Marine Force Atlantic, Pacific, and South, and Marine Exped Force)
	45V	(Expeditionary Units)
	46	(Fleet Marine Force-Aviation)
	C25A	(Support Activity Detachments, CNO)(Ft Detrick, only)
	C31A	(Auxiliary Landing Field, PAC)
	FA6	(Air Station LANT)
	FA7	(Station, LANT)
	FA30	(Weapons Training Facility, LANT)
	FB6	(Air Facility, PAC)
	FB7	(Air Station, PAC)
	FB44	(Missile Range Facility)
	FC4	(Air Facilities, EUR)
	FC14	(Air Station, EUR)
	FF1	(District Naval Washington)
	FF5	(Safety Center)
	FF18	(Tactical Support Activity)
	FF42	(Postgraduate School)

FH1	(Medical and Surgery)
FH18	(Operational Medical Institute)
FKA1A	(Air Systems Command)
FKA1G	(Sea Systems Command)
FKP1J	(Ordnance Station (Indian Head MD only))
FKP4E	(Surface Warfare Center)(Indian Head MD only)
FKR1A	(Air Stations AIRSYSCOM)
FKR1B	(Naval Aviation Depot)
FKR1C	(Marine Aviation Detachments AIRSYSCOM)
FO1	(Legal Service Command)
FO4	(Justice School)
FR3	(Air Station, RESFOR)
FR4	(Air Facility Reserve)
FR5	(Air Reserve)
FT1	(Naval Education and Training Command)
FT2	(Air Training)
FT10	(Aviation Schools Command)
FT79	(Flight Demonstration Squadron)
FT90	(Training Air Wing)
FT91	(Training Squadron)
V3	(Air Bases, Marine Corps)
V4	(Air Facility, Marine Corps)
V5	(Air Station, Marine Corps)
V11	(Institute, Marine Corps)

Copy to:

CNO (N78, N09FB)

Armed Forces Institute of Pathology, ATTN: CPL-A, Washington, DC 20305

Commander, Naval Oceanography Command (N-1), Bay St. Louis (NSTL), MS 39522

Deputy Assistant Secretary (EO&S), Office of ASD, Washington, DC 20301

Headquarters, National Aeronautics and Space Administration, Washington, DC 20546

National Transportation Safety Board (Office of Aviation Safety), 490 L'Enfant Plaza, SW, Washington, DC 20594-2000

NASA-Ames Research Center (NASA-MS239), P.O. Box 189, Moffett Field, CA 94035

Naval Facilities Engineering Command, Northern Division (1143), 1322 Patterson Ave, SE, Suite 1000, Washington Navy Yard, DC 20374-5065

LSO School, Naval Air Station Oceana, Virginia Beach, VA 23460

U.S. Coast Guard Safety Center, 2100 Second Street, SW, Washington, DC 20593

HQ DLA (DLA-QF), 8725 John J Klingman Rd, Ft Belvoir, VA 22060-6221

Commanding Officer, Aviation Ground Support Element, MWSG 37, MCAGCC, 29 Palms, CA 92278-8285

Defense Logistics Agency, Defense Contract Management Command, Defense Contract Management District South, 805 Walker Street, Marietta, GA 30060-2789

Stocked:

Navy Directives and Records Management, 720 Kennon Street, SE, Bldg 36, Room 203 WNY, Washington, DC 20374-5074

Coast Guard: Distribution

SDL No. 141

A: None

B: a(10)

bc(3)

d (3)

k(3)

l(5)

C: ab(3)

h(3)

D: o(1)

E/F/G: None

Attachment 2

SAMPLE MESSAGE NOTIFICATION OF MILITARY PARTICIPATION IN A NTSB INVESTIGATION

FROM: (Applicable military safety center)

TO: NTSB WASHINGTON DC//AS//

INFO: FAA WASHINGTON DC

(military investigation board)

SUBJECT: Aircraft Mishap (aircraft type/model/serial number) Occurring at (location) on (date and time (Z))

1. Reference (mishap notification message/telephone call).

2. The (military service) (will) (will not) participate in the subject aircraft mishap investigation.

3. The (military service) coordinator will be: (give full name, position, rank/title, security clearance, and duty location).

4. Personnel designated as parties to the investigation are: (provide same information as in part 3 for each individual).

5. Personnel arriving by (car, air, etc) at (time and place).

6. (Requests or requirements)

Attachment 3

SAMPLE MESSAGE NOTIFICATION OF NTSB OR FAA PATICIPATION IN A MILITARY INVESTIGATION

FROM: (NTSB or FAA as applicable)

TO: (applicable military safety center)

INFO: (applicable military service headquarters)

(military investigation board if address is known)

SUBJECT: Aircraft Mishap (aircraft type, model, serial number) Occurring at (location) on (date and time (Z))

1. Reference (mishap notification message/telephone call).

2. The (NTSB or FAA) (will) (will not) participate in the subject aircraft mishap investigation.

3. The (NTSB or FAA) accident coordinator will be: (give full name, position held in NTSB/FAA, security clearance, and duty location).

4. Other personnel assisting the accident coordinator are: (give same information as in part 3 for each individual).

5. Personnel arriving by (car, air, etc) at (time and place).

6. (Requests or requirements)

Attachment 4

SAMPLE MESSAGE NOTIFICATION OF POSSIBLE NTSB OR FAA INVOLVEMENT IN A MILITARY AIRCRAFT MISHAP

FROM: (Applicable military safety center)

TO: NTSB WASHIINGTON DC//AS//

FAA WASHINGTON DC

INFO: (as appropriate)

SUBJECT: Military Aircraft Mishap Involving an FAA Function

1. (Date and time (Z) of the mishap).

2. (Location of accident scene using NM distance and direction from nearest military base or prominent location or lat/long coordinates).

3. (Aircraft type, model, and serial number).

4. (Unit to which aircraft was assigned at time of mishap).

5. (Last departure base of aircraft).

6. (Specify type of air traffic control clearance).

7. (Aircraft destination).

8. (Last known aircraft position in flight and last known radio contact).

9. (Security classification of mishap).

10. (State if any hazardous materials were onboard the aircraft or none).

11. (Description of mishap).

12. (Identify FAA functions possibly involved).

13. (NTSB or FAA) participation in the mishap investigation (is) (is not) requested.

14. (State if other military investigations are or will be conducted).

15. (Provide POC to be contacted for further information).

Attachment 5

AGENCY INFORMATION

Military Safety Centers

Mail Address	Message Address
US Army Safety Center...	CDRUSASC FT RUCKER AL//CSSC-Z//
Attn: CSSC-O	
Bldg. 4905, 5th Avenue	
Fort Rucker AL 36362-5363...	
DSN 558-2029	
Comm (334) 255-9360	
Naval Safety Center...	COMNAVSAFECEN NORFOLK VA//
375 A Street...	00/10/13//
Norfolk VA 23511-4399	
DSN 564-3520 or 564-2929 (24 hrs)	
Comm (804) 444-3520	
HQ Air Force Safety Center...	HQ AFSC KIRTLAND AFB NM//
9700 G Avenue...	CC/CD/SEF//
Kirtland AFB NM 87117-5670	
DSN 246-2372/0550 (duty hours) or 246-6432 (after duty hours)	
Comm (505) 846-2372	
US Coast Guard Headquarters...	COMDT COGARD WASH DC//
Commandant (G-WKS-1)...	G-WKS//
Chief, Office of Safety and Environmental Health	
2100 Second Street SW	
Washington DC 20593	
Comm (202) 267-1883 or (800) 267-2100 (after duty hours)	

National Transportation Safety Board

National Transportation Safety Board...NTSB
WASHINGTON DC//AS//
490 L'Enfant Plaza East, SW
Washington DC 20591
Comm (202) 314-6290

Federal Aviation Administration
FAA Office of Accident Investigation
800 Independence Avenue, SW
Washington DC 20591
Comm (202) 267-3333

FAA WASHINGTON DC//AAI//