



REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
HEADQUARTERS, FORT HOOD  
1001 761ST TANK BATTALION AVENUE  
FORT HOOD, TEXAS 76544-5000

## COMMAND POLICY

### G1-SAFE-01

21 SEP 2004

AFZF-GA-SAFE

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Fort Hood Command Risk Management and Accident Prevention Program

1. APPLICABILITY. This policy applies to all Fort Hood units and personnel.
2. POLICY.
  - a. General.

(1) Successful Risk Management and Accident Prevention Programs require strong leadership. It is our responsibility as leaders, down to and most importantly our first line leaders, to safeguard the personnel and equipment entrusted to our stewardship. We cannot be risk adverse or view preventable accidents as the cost of doing business. Recent statistics reflect that the Army's accident rates have increased sharply over the last three years. Analysis at Department of the Army level of these accidents shows that disturbing trends are emerging indicating certain critical standards are not understood or are not being enforced. To combat this adverse trend, leaders at every level must institutionalize and ensure that Risk Management principles become an integral part of all operations and training. Applied leadership, along with enforced discipline and standards will ensure the preservation of our valuable resources while at the same time instilling accountability. This is vital if we are to successfully support joint operations worldwide in the Global War On Terrorism and beyond.

(2) To foster a robust command involvement in our ground and aviation accident prevention efforts, we will re-energize quarterly safety councils starting with the 1st Quarter Fiscal Year 2005. The Commanding General chairs the safety council. Attendees will be the Chief of Staff, Command Sergeant Major, Fort Hood MSC commanders/CSMs, Garrison commander/CSM, and battalion commanders/CSMs having aviation assets. Other attendees are the Corps Rear G3 and G4, the DPTS, and Provost Marshal. The G1 will have the lead.

b. Concept/Programs. Commanders at all levels will establish in writing their own clearly defined Command Risk Management And Accident Prevention Programs that outline comprehensive ground and aviation accident prevention initiatives designed to

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reduce accidents, enhance readiness and improve the well-being of our Soldiers and civilians. Supporting plans will focus efforts on reducing accidents in the three key areas that comprised 97% of all Army accidents and fatalities: (1) Vehicular (tactical, combat, and privately owned); (2) Personal injuries; and (3) Aviation. Aviation accident prevention guidance is addressed in the enclosure. Effective programs are those that attack the leading factors and indicators that contribute to accidents and fatalities. Objectives must be to establish specific and measurable objectives within new and existing programs, implement timelines for completion, and increase accountability. These programs must be consistent with the "Be Safe! Army Safety Campaign Plan" that can be found at <http://safety.army.mil/home.html>. Commanders and leaders must make their Soldiers aware of the existence of the Army's Plan and convey to all Soldiers the Plan's main tenets which are: Leaders to take aggressive actions, to target specific areas of risk, to hold leaders and Soldiers accountable, and to establish a clear and consistent message. Caring leaders can make this happen. First line leaders especially must be held accountable for ensuring that a safe environment for their Soldiers exists by continuously evaluating whether standards and expectations are known, understood and enforced. Address your Risk Management and Accident Prevention Policy in the quarterly/semiannual training briefs and include safety goals in the commander's quarterly training guidance.

c. Bridging The Experience Gap. First line leaders work closely on a daily basis with an at-risk population group of Soldiers that consistently make up the largest percentage of all accidental fatalities within the Army. Junior leaders have the unique opportunity to positively affect Soldiers' behavior because of the daily contact that leaders have with their Soldiers. However, our first line leaders are also the least experienced and trained leaders. This is due to their relatively short time on task as leaders and corresponding lower experience level. For that reason, commanders and senior leaders owe it to their first line leaders to provide them the right tools to effectively bridge the experience gap. Some tools available are found at the Army Safety Center web site at <http://safety.army.mil/home.html>. There, leaders can research web-based databases for accident lessons learned from on- and off-duty ground accidents and aviation mishaps. Additionally, the Army Safety web site contains a myriad of other risk management and accident prevention resources such as the Privately Owned Vehicle (POV) Tool Box, the Commander's Safety Course (CSC), safety briefings, shared best practices, and links to audiovisual items. Periodicals such as the Army's Countermeasure and Flightfax also provide accident lessons learned and countermeasures for your leaders.

d. Risk Management/Acceptance. Major Commanders will issue written guidance on the levels of risk that subordinates are authorized to accept: low, moderate, high, or extremely high (AR 385-10). Extremely High-Risk mission acceptance levels will not be

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delegated below the first General Officer in the chain of command. All leaders must be proficient with the Army's doctrinal five-step Safety Risk Management process outlined in FM 100-14, Risk Management, and ensure that Risk Management and Accident Prevention Programs are keyed to effectively support the Army's new Safety Campaign Plan that can be found at <http://safety.army.mil/home.html>. Conduct risk assessments routinely for all air and ground training events, operations, long weekends and holidays, and even for social events such as unit organization days. Prior to Soldiers going on leave, pass, TDY, or PCS, leaders must ensure that Soldiers complete the automated risk assessment found at the Army Safety Center's web site under "Tools" which links you to the ASMIS1 POV Risk Assessment Tool.

e. Training.

(1) Train personnel to standard and take immediate, decisive action when standards are violated. High OPTEMPO and PERSTEMPO are challenges we face and must not be excuses for shortcuts that sidestep standards or valuable risk controls.

(2) As directed by the Chief of Staff of the Army, prior to assuming command, brigade, battalion, and company commanders must complete the Army's CSC. Brigade commanders will certify that their officers have successfully completed the CSC prior to assignment as company commanders. Additionally, the Army Safety Campaign Plan directs that additional-duty safety officers/NCOs must complete the course within 30 days of receipt of their additional-duty assignment orders. Brigade and battalion level designees will automatically be enrolled in the course through ATRRS. Company commanders and additional-duty safety officers/NCOs can register for the CSC at [https://www.aimsrdl.atssc.army.mil/secured/accp\\_top.htm](https://www.aimsrdl.atssc.army.mil/secured/accp_top.htm).

f. Continuous Assessment. In order to operate in a safe environment, leaders must perform continual assessments in relation to current and future operations and validate/adjust supporting plans as necessary. They must also effectively coach the principles of risk management and ensure that standards are known and enforced in order for their Soldiers to be able to also conduct continuous assessments. Raising a Soldier's awareness of personal risk and encouraging aggressive action to identify and eliminate unsafe conditions are imperative and positively enhance safety. Encourage Soldiers to take responsibility for their actions to care for their own and other's well being. This will enhance a Soldier's self worth. A successful Risk Management and Accident Prevention program must embrace these principles throughout the chain of command and particularly at the first line leader level.

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g. Privately Owned Vehicle Accident Prevention. The cornerstones of POV accident prevention are the Army's Six-Point POV Safety Program, and the Army Safety Center's POV Toolbox (<http://safety.army.mil/home.html>).

h. Accident Reporting. Accurate accident investigations and timely reports allow us to better focus on problems and the right solutions. To fully engage the leadership, the chain of command will brief the first general officer in the chain on facts and lessons learned from on- and off-duty fatality accidents. Further, deaths due to non-natural causes may selectively be briefed (AAR) to the Fort Hood Commander. The Fort Hood Safety Office will publish lessons learned from on- and off-duty accidents in Red and Yellow Hash safety alert memos. Commanders will ensure that the Red and Yellow Hash memos are briefed to the entire command and placed on unit bulletin boards.

i. Awards. Augment the Army Safety Awards Program (AR 672-74, Army Accident Prevention Awards Program) with recognition at all levels for individuals and units for outstanding accident prevention efforts and acts.

3. Risk management and safety are force multipliers and apply to all areas of our business. Successful risk management and accident prevention programs demand vigilant leadership and discipline. Preventing the loss of a single Fort Hood team member is our number one priority. Mission success is measured with zero accidental fatalities.

4. EXPIRATION. This Fort Hood Command Policy Memorandum will remain in effect until superseded or rescinded.

Encl



JAMES E. SIMMONS  
Major General, USA  
Commanding

DISTRIBUTION:  
IAW FH Form 1853: A

## Fort Hood Commander's Aviation Accident Prevention Program

1. This enclosure applies to aviation units and Partners in Excellence organizations assigned or attached to Fort Hood. This enclosure also applies to transient aircrews conducting operations within Fort Hood.
2. The safety and security of our aviation assets are among our top priorities. It requires leadership involvement at all levels to ensure that these provisions are met. Leaders at every level must continually review training standards, flight rules, and crew coordination efforts.
3. Our aviation missions involve operations that are challenging, and at times hazardous; therefore, leaders must be continuously vigilant in their efforts to abate potential hazards. Aviation accident prevention requires detailed planning, effective and realistic training, command supervision, and personal pride.
4. To foster a robust command involvement, aviation issues will be discussed during the Quarterly Fort Hood Safety Council, hosted by the G1/Safety Office. Attendees will include all major subordinate commanders who have aircraft in their commands; their Command Sergeants Major, and selected staff involved in aviation safety, operations, and standardization. Major subordinate commanders will also bring their subordinate aviation commanders to the councils. Non-Fort Hood aviation commanders who periodically conduct aircraft training on Fort Hood are also invited.
5. Positive command emphasis on accident prevention must be unrelenting. Commanders, not lower than company, troop, or detachment levels, will approve all aviation ground and air operations and/or any subsequent changes, including all aircraft main engine starts. The unit commander's verbal approval or written approval of a daily or weekly flight schedule meets this requirement. The unit commander must approve any changes or additions by telephonic or other means.
6. Commanders will ensure an aggressive Risk Management Program is in place and a thorough hazard analysis is accomplished for every aviation operation. Each identified risk will be reviewed and managed at the appropriate level.
7. Mission briefings must be accomplished for all aviation flight operations. Mission briefings may be accomplished by various means (i.e., in person, telephonic, etc.) provided all key elements are understood and recorded IAW AR 95-1. A Risk Assessment Worksheet will be completed/maintained with the mission briefing form.
8. The Army Aviation community is a leader in the development and maintenance of standards and training. Commanders at all levels will ensure that training and maintenance are accomplished to standard.