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There seems to be a typographical error in the text provided. It appears to be a string of characters that do not form a coherent sentence in any language.
Καλημέρα
Operational Hazard. Definition. An operational hazard is any condition, action, or set of circumstances that compromises the safety of Army aircraft, associated personnel, airfields, or equipment.
Correcting operational hazard
Operational hazards should be corrected at the lowest level possible. On the spot corrections vs. OHR (lowest level).
Operational Hazards may involve: Air Traffic Control (ATC), Airways and NAVAIDs, Controller procedures and techniques, Near mid air collisions, Aircraft operations.
Aircraft maintenance or inspections
Weather services
Airfield/Heliport facilities and services
Flight or maintenance training and education
DOD, FAA, and ICAO regulations, directives, and publications
What is an OHR?
Identifies and documents an aviation hazard before it leads to an accident. DA Form 2696-R complies with provisions of AR 385-10.
What is an OHR? DA Form 2696-R fulfills the NATO STANAG 3750FS "Airmiss Reporting and Investigation". DA Form 2696-R compliments the FAA's Aviation Safety Reporting System (ASRS).
Restrictions on OHRs: OHRs will be used within DA for accident prevention purposes only.
will not be used: To report flight violations for punitive actions To determine misconduct for line of duty investigations By evaluation boards (FEB, etc.) to determine pecuniary liability As evidence for disciplinary action
Using of OHR to track repeat offenders
Risk Management process and OHRs
Hazard Identification - originator and ASO
Hazard Assessment - ASO
Risk Decisions and Control Options - ASOs recommendation to commander, block 11
Implementation - commanders corrective actions in block 12
Supervision - is the originator satisfied?
Anyone may submit an OHR, military or civilian. Anonymity of originator is acceptable but precludes a response.
OHR is not required when an accident or deficiency report is completed. When airborne report to ATC and follow up with a written report. Non-aviation hazard reporting, DA Form 4755 (para 2-3b)
Administering the OHR program
Preparing an OHR (App B)
Filled out in triplicate
Original to USASC (if appropriate)
First copy to originator
Second copy to unit files
Typed or legibly written in ink
Routing of an OHR

When forwarding correspondence, request the results of the investigation, including corrective actions taken, be returned to the sender. Correspondence will state that OHR information will be used for accident prevention and safety purposes only.
Routing of an OHR will be submitted to the appropriate ASO or Army flight operations. Flight operations will forward the OHR to the ASO. Forward OHRs pertaining to other units to the ASO of that unit.
Forward OHRs to USASC (Attn: CSSC-SA) for: DA Staff, Major Army Commands (MACOMs), or units not in the chain of command. Other Department of Defense (DOD) services or a host nation. Federal Aviation Administration (FAA), or the National Transportation Safety Board (NTSB). OHRs considered relevant by unit ASO or commander.
Routing of an OHR. Provide OHRs submitted on civil aviation operations to FAA Flight Standards District Office (FSDO) (see fig 2-1) Aviation hazards noted at Air Force or Navy installations should be reported to the base operations office.
Routing of an OHROHRs on Army Air Traffic Control (ATC) forwarded through the MACOM to the Director, US Army ATC Activity. Near collisions, air or ground, will be reported to the FAA Office of Aviation Safety.
Responsibilities: Originator Complete blocks 1-10 of DA Form 2696-R Provide name and address if a response is desired.
Responsibilities: ASO. Complete blocks 11 and 13 of DA Form 2696-R Commander. Complete and sign block 12 of DA Form 2696-R.
Managing the OHR program

Commanders will:

Report and investigate hazards promptly
Correct hazards promptly
Managing the OHR program

Commanders will:

- Emphasize the importance of the OHR as a safety tool
- Emphasize that OHR and the flight violation reports are two separate systems that may be used simultaneously to enhance safety.
Sign and return the OHR to the ASO within 10 working days from the date the ASO received the OHR.

Forward an OHR to the higher headquarters when applicable.
ASOs will:
- Manage the unit OHR program
- Promptly investigate
- Seek to identify system defects
- Recommend appropriate countermeasures
will: Forward the OHR to the commander with appropriate recommendations. Ensure the report is received back from the commander within 10 working days of original receipt. Return the report to the originator within 20 working days of original receipt.
If unable to return the report within 20 working days a written status report will be provided every 10 working days until completion. File OHRs IAW AR 25-400-2 (MARKS). File number 385-10b. Maintain the OHR for two years.
What helps make the OHR program effective

- Make OHR forms (DA Form 2696-R) readily available
- Educate unit personnel on the OHR program at safety meetings
- Emphasize that the OHR and a flight violation report are two separate systems that may be used simultaneously
- Discuss OHRs at safety meetings
Take OHRs seriously
Get command involvement
Give prompt replies to originators
Take timely action to correct the problem
Publicize through posters
Target corrections on systems defects rather than simply fixing operating errors (picking leaves)
Common problems of an OHR program
Used, or perceived to be used, for disciplinary actions
Lip service to complaints
OHR war
Lack of emphasis during safety meetings
The Aviation Safety Reporting System was established in 1975 under a Memorandum of Agreement between the FAA and the National Aeronautics and Space Administration (NASA). FAA provides most of the program funding; NASA administers the program and sets its policies in consultation with the FAA and the aviation community.
Purpose. The ASRS collects, analyzes, and responds to voluntary submitted aviation safety incident reports in order to lessen the likelihood of aviation accidents.
ASRS data are used to: Identify deficiencies and discrepancies in the National Aviation System (NAS) so that these can be remedied by appropriate authorities. Support policy formulation and planning for, and improvements to, the NAS. Strengthen the foundation of aviation human factors safety research.
All submissions are voluntary. Reports sent to the ASRS are held in strict confidence. More than 250,000 reports have been submitted (Sep 93) and no reporters identity has ever been breached by the ASRS. ASRS de-identifies reports before entering them into the database.
The FAA does not use ASRS information against reporters in enforcement actions. The FAA waives fines and penalties for unintentional violations. This exception does not extend to reports of accidents or criminal activities.
Uses of ASRS information: Alerting messages. The FAA issues an alerting message for circumstances which might compromise safe flight. A monthly safety bulletin which contains: Excerpts information from ASRS incident reports and provides supporting commentary. Summaries of ASRS research studies and related aviation safety information.
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Excerpts information from ASRS incident reports and provides supporting commentary
Summaries of ASRS research studies and related aviation safety information
ASRS Directline. Periodical publication for operators of complex aircraft. Database Search Requests. Information is the ASRS database is available to interested parties.
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