RA 1440 – Air Safety Training

Rationale

Air Safety Training is a critical component in the mitigation of Risk to Life. It increases safety awareness and supports the establishment and Maintenance of an engaged Air Safety culture. Human Factors (HF) and our interaction with aviation systems remain the principal causal factors in aviation incidents and accidents. Therefore it is essential that all those involved in Defence Aviation are trained to the highest possible standard.

Contents

1440(1): Air Safety Training
1440(2): Withdrawn - incorporated into RA 1440(1)

Regulation 1440(1)

Air Safety Training

1440(1) Aviation Duty Holders (ADH), Accountable Managers (AM), Heads of Establishment (HoE), and Commanders (Cdrs) within ADH-Facing Organizations shall ensure that all personnel in the Defence Air Environment (DAE) are appropriately competent, qualified and current regarding Air Safety training.

Acceptable Means of Compliance 1440(1)

1. ADHs, AMs, HoEs, and Cdrs within ADH-Facing Organizations should ensure that:
   a. The Air Safety and HF training competencies, qualifications, experience and currencies are defined in orders, for all posts, appointments and roles, within their Area of Responsibility.
   b. Their personnel successfully complete the Air Safety training courses (which are mandated for certain posts, appointments and roles within the MRP) as detailed in Annex A.
   c. Accurate and detailed records of Air Safety and HF training are maintained.

Human Factors

2. All relevant DAE personnel should receive Foundation level HF and Error Management (EM) training, and 2 yearly continuation training, delivered by a qualified and current HF Facilitator (HFF), HF Supervisor (HFS) or Civilian Qualified HF Instructor (CQHFI):
   a. For military personnel, during basic training and/or single/joint Service phased training.
   b. For civilian personnel, during induction training in preparation for working in the DAE.

3. HFFs and HFSs should complete the Human Factors Facilitators’ Course (HFFC) and the Human Factors Supervisors’ Course (HFSC) at the Defence Aviation HF Training School, RAFC Cranwell.

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1 Those Accountable Managers within: ADH-Facing Organizations, Contractor Flying Approved Organizations, Maintenance Approved Organizations, Air Traffic Management Equipment Approved Organizations, and Design Approved Organizations.
2 Refer to MAA02: MAA Master Glossary.
3 A number of MAA courses are also open to Defence Contractor Flying Organizations and foreign military through International Defence Training.
4 As determined by ADHs, AM(MF)s, HoEs, and Cdrs within ADH-Facing Organizations.
5 This refers to Phase 1 or 2 training.
Acceptable Means of Compliance 1440(1)

4. CQHFIs should complete either the HFFC/HFSC or a Civilian HF instructors’ course which is accredited by a European Aviation Safety Agency, Civil Aviation Authority or Federal Aviation Authority recognised training provider.

5. All DAE HF training should be delivered in accordance with the HF Competency Framework that can be found in the MAA HF and EM Training Requirement document⁶.

Guidance Material 1440(1)

Air Safety Training

6. While courses are directed primarily towards aircrew, engineers and controllers, they also embrace those support personnel whose work does not necessarily bring them into direct and regular contact with Air Systems, but who underpin and enable aviation operations.

7. ADHs, AMs, HoEs, and Cdrs within ADH-Facing Organizations, who specify in their orders a requirement to attend MAA Air Safety training courses, must staff their requirement through the MAA Air Safety and Airworthiness Customer Executive Board (CEB) or through International Defence Training.

8. Embarked Operations. Due to the unique nature of embarked maritime operations, ADHs and AMs must consider the specific additional Air Safety requirements detailed in Book of Reference digital (BRd) 766⁷ and BRd 767⁸.


Human Factors

10. MAA HF and EM Training Requirement. The MAA HF and EM Training Requirement document provides:

   a. The HF Competence Framework detailing the competence levels required for both military and civilian personnel working in the DAE.

   b. Further guidance on HF and EM Foundation and continuation training.

   c. HFF and HFS qualification and currency.

11. CQHFIs Validity and Currency. All CQHFIs must meet the HFF or HFS validity and currency requirements detailed in the MAA HF and EM Training Requirement document.

12. All DAE HF continuation training must be tailored and relevant to the unit/organization, addressing its current HF issues, and be limited to no more than 15 people and last approximately 3 hours.

Regulation 1440(2)

Human Factors Training

1440(2) Withdrawn incorporated into RA 1440(1)

Acceptable Means of Compliance 1440(2)

Human Factors Training

13. Withdrawn incorporated into RA 1440(1)

Guidance Material 1440(2)

Human Factors Training

14. Withdrawn incorporated into RA 1440(1)

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⁷ Refer to BRd 766 – Embarked Aviation Orders.

⁸ Refer to BRd 767 – Naval Aviation Orders.
## Annex A

### Air Safety Training Courses

<table>
<thead>
<tr>
<th>Course</th>
<th>Assignment/Post/Role</th>
<th>Validity</th>
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</thead>
<tbody>
<tr>
<td>Contractor Flying Air Safety Course (CFASC)</td>
<td>Accountable Managers for Military Flying, Flight Operations Post Holder (PH), Crew Training PH, Ground Operations PH, Continuing Airworthiness PH</td>
<td>5 Years</td>
</tr>
<tr>
<td>Aircraft Post Crash Management Incident Officers Course (APCMIOC)</td>
<td>Nominated Aircraft Post Crash Management Incident Officers</td>
<td>5 Years</td>
</tr>
<tr>
<td>Airworthiness of Military Aircraft Course - Practitioner (AMAC-P)</td>
<td>Type Airworthiness Authorities, Letter of Airworthiness Authority (LoAA) Holders, Chief Air Engineers, Continuing Airworthiness Managers (CAM)</td>
<td>5 Years</td>
</tr>
<tr>
<td>Airworthiness of Military Aircraft Course - Fundamentals (AMAC-F)</td>
<td>LoAA Holders authorised to approve amendments or changes to the Air System Document Set (ADS), CAM Organization Quality Managers</td>
<td>5 Years</td>
</tr>
<tr>
<td>Duty Holder Air Safety Course (DHASC)</td>
<td>ADHs, Senior Operators, Chief Air Engineers, Aerodrome Operators, Mil CAMs, SATCO</td>
<td>5 Years</td>
</tr>
<tr>
<td>Station Error Management System Coordinator (SEMSCo)</td>
<td>Individuals fulfilling SEMSCo roles or other posts with similar responsibilities</td>
<td>5 Years</td>
</tr>
<tr>
<td>Local Error Management System Coordinator (LEMSCO)</td>
<td>Individuals fulfilling LEMSCO roles or other posts with similar responsibilities</td>
<td>5 Years</td>
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<tr>
<td>Flying Authorizers Course (FLAC)</td>
<td>Authorizing Officers, personnel authorizing flying activity</td>
<td>5 Years</td>
</tr>
<tr>
<td>Flight Safety Officers Course (FSOC)</td>
<td>Defence Aviation personnel in Flight Safety Officer roles or holding Flight Safety Officer duties</td>
<td>5 Years</td>
</tr>
<tr>
<td>Flying Supervisors Course (FSC)</td>
<td>Flying Unit Executives, Flight Commanders, Flight Operations Post Holders</td>
<td>5 Years</td>
</tr>
<tr>
<td>Occurrence Investigator (OI)</td>
<td>Those nominated to be Occurrence Safety Investigators</td>
<td>5 Years</td>
</tr>
<tr>
<td>Occurrence Review Group (ORG)</td>
<td>Those chairsing or nominated as regular Occurrence Review Group members</td>
<td>5 Years</td>
</tr>
<tr>
<td>Flying Display Directors (FDD)</td>
<td>Flying Display Directors</td>
<td>3 Years</td>
</tr>
<tr>
<td>Human Factors Facilitator's Course (HFFC)</td>
<td>Those personnel fulfilling the role of unit/station Human Factors Facilitator (ie HFFs, CQHFIs)</td>
<td>5 Years</td>
</tr>
<tr>
<td>Human Factors Supervisor's Course (HFSC)</td>
<td>Those qualified personnel fulfilling the role of unit/station Human Factors Supervisor (ie HFSs)</td>
<td>5 Years</td>
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9 Course aims, content, dates and application procedures can be found via the MAA websites: https://www.gov.uk/government/collections/military-aviation-authority-training-courses and https://modcov.uk.sharepoint.com/sites/defnet/dsa/Pages/MAA-training-courses.aspx.

10 Prior to attending Air Safety courses, personnel must satisfy the course pre-requisites.

11 This is the mandated requirement, ie the courses are not exclusive to these assignments, posts and roles.

12 Refer to RA 1024 – Accountable Manager (Military Flying).

13 To be completed within one year of being endorsed as an AM(MF).

14 Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility.

15 Refer to RA 1023 – Chief Air Engineers - Air Safety Responsibilities.

16 This includes, but is not limited to Military CAMs (Mil CAM) and Deputy CAMs.

17 The DHASC is available only to MOD Crown Servants.

18 This course is not mandated for Contractor Flying Approved Organizations, Maintenance Approved Organizations, Air Traffic Management Equipment Approved Organizations, and Design Approved Organizations; however, Error Managers within these organizations must be competent and appropriately trained to manage their respective organization’s error management system(s).

19 Although this course is discontinued, it will remain until the replacement course commences.

20 FLAC, FSOC and FSC count as 2 yearly HF continuation training.

21 Completion of FSC counts as both FSC and FLAC currency (provided that the FLAC has been previously completed).

22 Primarily aimed at OF4s and OF3s who have executive roles within a Regiment, Wing or Squadron.
<table>
<thead>
<tr>
<th>Course</th>
<th>Assignment/Post/Role</th>
<th>Validity</th>
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<tbody>
<tr>
<td>Aircraft Structural Integrity Course (ASIC)</td>
<td>Officers, NCOs and Civil Servants serving as Aircraft Structural Engineers or responsible for Aircraft Structural Integrity Management</td>
<td>5 Years</td>
</tr>
<tr>
<td>Propulsion Integrity Course (PIC)</td>
<td>Officers, NCOs and Civil Servants serving as Aircraft Propulsion Engineers or responsible for Aircraft Propulsion Integrity Management</td>
<td>5 Years</td>
</tr>
<tr>
<td>Continuing Airworthiness Management Organization Functional Training (CAMO(FT))</td>
<td>CAMO personnel identified in the platform CAME</td>
<td>5 Years</td>
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## Annex B

### Further Air Safety Training Courses

<table>
<thead>
<tr>
<th>Course</th>
<th>Assignment/Post/Role</th>
<th>Validity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Safety Data Analysis (ASDA)</td>
<td>Air Safety data trend analysis personnel</td>
<td>Duration of Tour</td>
</tr>
<tr>
<td>Air Safety Management System Overview (ASMSO)</td>
<td>Air Safety Management Systems development personnel</td>
<td>Duration of Tour</td>
</tr>
<tr>
<td>Continuing Airworthiness Management Organization Regulatory Training (CAMO(RT))</td>
<td>CAMO personnel identified in the platform CAME (pre-requisite to CAMO(FT) course), Delivery Team personnel</td>
<td>Duration of Tour</td>
</tr>
<tr>
<td>MAA Air Safety Risk Assessment &amp; Management Practitioners (MASRAMP)</td>
<td>Risk Management requirements personnel</td>
<td>5 Years</td>
</tr>
<tr>
<td>Military Aerospace and Airworthiness Suite (MAAS)</td>
<td>The MAA sponsors 18 accredited MSc courses, which are aimed at those who require a Masters’ level of understanding of military Air Systems (It is expected that course applicants are employed as Letter of Airworthiness Authority holders in Chartered Engineer (CEng) designated posts or working towards this level of competence)</td>
<td>Once Only</td>
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