

PART 1.5 - RECOMMENDATIONS

1. **Priority Recommendations.** The Panel made the following priority recommendations requiring attention immediately:

a. **LCR / LCR Front Seat Crewing.**

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| (1) Enhance supervision of LCR / LCR front seat crews (or platform equivalent). | Action Comd JHC
(Para 41-45, 55, 70, 80) |
| (2) Implement a more robust and graduated system of authorisation permissions whereby the level of risk posed by the sortie (crew/content) is reflected in the seniority (by appointment) and experience of the Authorising Officer. | Action Comd JHC (41-45, 55, 70, 80) |
| (3) Restrict LCR / LCR front seat crew (or platform equivalent) to flight profiles appropriate to experience and a specific training requirement; with ab-initio LCR / ab-initio LCR further restricted to flight profiles with which they are fully familiar, practiced and competent. Profiles that are prohibited should include, but not be limited to, those taught in bespoke training packages such as Environmental Qualification and Mountain Flying techniques. | Action Comd JHC
(Para 18, 32, 45, 49, 70, 80) |

b. **P2 Logging.**

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| (1) Review the value of logging P2 hours and their contribution to both currency and competency. | Action Comd JHC
(Para 19a, 79) |
| (2) Should logging of P2 hours continue, remove the capacity for P2 hours to mislead the supervisory chain as to a pilot's currency and competency. | Action Comd JHC
(Para 19a, 79) |

c. **Dilution of Flying Rate.**

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| (1) Review, justify and fully define the minimum safe flying currency and competency requirements to provide realistic and achievable minimums for all flying activities including training, contingency operations and UK routine flying across all JHC platforms; based on force attribution tables and the enhanced risk of returning to low level, multi-environment flying. | Action Comd JHC
(Para 19, 22, 23, 56, 74-78) |
| (2) Ensure robust procedures are implemented to mitigate the increased risk if minimum competency requirements cannot be met. | Action Comd JHC
(Para 56, 67, 69, 76, 78, 84b) |
| (3) Ensure that pan-platform ab-initio pilots achieve a flying rate of at least the JHC mandated minimum competency hours requirement every month until they are considered experienced by the DDH. | Action Comd JHC
(Para 22, 23, 77) |

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| d. JHC FOB. Update the JHC FOB to incorporate definitions of all required flying practices: instrument flying, reversionary night flying, NVD | Action Comd JHC |
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flying and general handling.

(Para 74)

e. **JHC Service Inquiry Recommendations.** Ensure that a robust and fully documented procedure is implemented to resolve all outstanding JHC service inquiry recommendations to include: assessing the safety risk associated with the actions across all JHC platforms, setting appropriate timelines and priority for completion of actions commensurate with the risk, a formal and robust recording medium of all action progress, timely review of progress by all stakeholders inc Comd JHC and formally delegate authority to close actions.

Action Comd JHC
(Para 82)

2. **Recommendations.** The Panel made the following recommendations requiring completion as quickly as practical:

a. **Flight Commander Training.** Mandate attendance by all new Flight Commanders on MAA Supervisors Course, and review content to include: risk management principles within the MAA MRP revision of authorisation principles, HF “risky shift”, the increased risk of authorising ab-initio crews, and how to safely manage the increased risk due to the paucity of flying hours available in units, particularly those not on operational tours.

Action Operations Director MAA
(Para 12b, 50, 71)

b. **Flight Commander Training.** Review the level of command training mandated for new Flight Commanders in line with Army / RN Squadron Commanders’, course in order to ensure an appropriate knowledge of, and exposure to, the complexity and responsibilities of command before arriving in post.

Action Comd JHC
(Para 50)

c. **STARS.** Fully investigate the utility of STARS in the management of the following currency and competency areas:

(1) **IF logging.** Review software utilised in the use of White/Green ratings in calculations in order to prevent inaccurate attribution of IF hours for White rated aircrew.

Action Comd JHC
(Para 89)

(2) **P2 logging.** Review software instruction utilised in the management of currency to ensure that the inclusion of P2 hours in any currency or competency calculation follows JHC FOB direction, and is in accordance with 1b above.

Action Comd JHC
(Para 89)

(3) **Night logging.** Review software instructions utilised in the logging of night (reversionary and NVD aided) hours and reversionary approaches, to ensure logging of both at the same time is impossible.

Action Comd JHC
(Para 89)

d. **HF Briefing – Risky Shift.** In addition to the recommendation at para 2a, ensure the concept of “risky shift” is given appropriate coverage on Air Safety, HF and pre-command position training packages and briefings.

Action Operations Director MAA/ Comd JHC
(Para 12b)

e. **Unit Acceptance and Induction Programme.**

¹ See Pt 1.4 Para 12b for full explanation of risky shift. In essence a flat cockpit gradient allows a situation where the aircrew will accept more risk than they would in a positive gradient cockpit or in solo flight as they pass some of the responsibility to make a decision to the other crew member.

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| <p>(1) Mandate a minimum syllabus for progressive flying induction of aircrew to all JHC units post OCF, to include a minimum defined number and type of QHI (and/or TC) mandated sorties.</p> | <p>Action Comd JHC
(Para 21)</p> |
| <p>(2) Reword JHC and Station FOBs to stipulate that all unit acceptance checks are carried out on live aircraft, not a simulator, and when. (JHC FOB Ref 2101.101.2)</p> | <p>Action Comd JHC
(Para 21)</p> |
| <p>f. Flying Logs. Ensure the log-book in use on each JHC platform enables all flying specific skills related to mandated currency values to be properly recorded, and coordinated, in one accountable paper document.</p> | <p>Action Comd JHC
(Para 19, 89)</p> |
| <p>g. DDH Risk Registers. Expand all JHC DDH level risk registers to include lower level risks, and ensure circulation is wide and frequent amongst aircrew.</p> | <p>Action Comd JHC
(Para 84a)</p> |
| <p>h. HLS Management. Clearly articulate exactly what a MAOT is responsible for, and who, if not the MAOT, is responsible for the initial selection, background research and clearance of HLSs for use by aircrew in all exercise and operational areas.</p> | <p>Action Comd JHC
(Para 34 – 40)</p> |
| <p>i. Chinook SOP 21 – Dust landing Procedure.</p> | |
| <p>(1) Revise Chinook SOP 21 (Annex A) to include a more realistic expected ROD.</p> | <p>Action CO Odiham
(Para 85-88)</p> |
| <p>(2) Revise Chinook SOP 21 (Annex A) to emphasise the importance of setting the aircraft up in a stable decelerative attitude at the initial gate.</p> | <p>Action CO Odiham
(Para 85-88)</p> |
| <p>(3) Review Chinook SOP 20 (Zero Speed Landings) with a view to revision as above for SOP 21 (Annex A).</p> | <p>Action CO Odiham
(Para 85-88)</p> |
| <p>(4) Consider removing Chinook SOP 21 (Annex A) from the SOP, and rewrite as a TTP, including more accurate detail on expected flare angles, timings, ROD etcetera.</p> | <p>Action CO Odiham
(Para 85-88)</p> |
| <p>j. Chinook DAPU Clock. Introduce a monthly maintenance activity to reset the Chinook DAPU internal clock.</p> | <p>Action Comd JHC
(Para 6)</p> |