

RA 1440 – Air Safety Training

Rationale

► *The Defence Air Environment (DAE) is an operational area with inherent Risks. These Risks can lead to Accidents, Incidents, and a potential for Risks to Life (RtL). A lack of individuals with appropriate Air Safety awareness poses a significant Hazard, which can manifest through various factors, such as: individual errors, team errors, and insufficient operational capability. To counter these Hazards, a multi-layered defence strategy is appropriate. Essential defence measures include robust Air Safety training for all involved, improving individual and team performance, reducing errors, enhancing operational capability, increasing Safety awareness, and fostering an engaged Air Safety culture.* ◀

Contents

1440(1): Air Safety Training

Regulation 1440(1)

Air Safety Training

1440(1) Aviation Duty Holders (ADH), Accountable Managers (Military Flying) (AM(MF)), Accountable Managers (AM)¹, Heads of Establishment (HoE)², Heads of ADH-Facing Organizations³ and Heads of AM(MF)-Facing Organizations (AA-Facing Organizations)⁴ **shall** ensure that all personnel involved in ►◀ the DAE are appropriately Competent, qualified and current regarding Air Safety⁵ training.

Acceptable Means of Compliance 1440(1)

Air Safety Training

1. ADHs, AM(MF)s, AMs, HoEs, and AA-Facing Organizations ►◀ **should** ensure that:
 - a. The Air Safety ► **training requirements (Competencies, qualifications, experience, and currencies)** ◀ are defined in orders, for all posts, appointments, and roles, within their Area of Responsibility (AoR).
 - b. Their personnel successfully complete the Air Safety training courses⁶ (which are mandated for certain posts, appointments, and roles within the MAA Regulatory Publications (MRP)) as detailed in Annex A.
 - c. Accurate and detailed records of Air Safety ► **training** ◀ are maintained.
2. ADHs, AM(MF)s, AMs, HoEs, and AA-Facing Organizations **should** assess the individuals within their AoR to ensure a satisfactory level of Competence⁷, once the individuals have successfully completed the applicable Air Safety training courses detailed in Annex A.
3. ADHs, AM(MF)s, AMs, HoEs, and AA-Facing Organizations who specify in their orders a requirement to attend the Air Safety training courses detailed in Annex A, **should** staff their requirement through the MAA Air Safety and Airworthiness ► **Training** ◀ Customer Executive Board (CEB) or through International Defence Training.

¹ Those AMs within: AA-Facing Organizations; Continuing Airworthiness Management Organizations (CAMO); Maintenance Approved Organizations; Air Traffic Management (ATM) Equipment Approved Organizations; or Design Approved Organizations.

² This RA applies to HoEs with aviation responsibilities, as per RA 1010 – Head of Establishment Aviation Responsibilities and Aviation Duty Holder / Accountable Manager (Military Flying) Establishment Responsibilities.

³ 'Heads of ► **ADH** ◀ -Facing Organizations' includes but is not limited to: Aviation Delivery Team (DT) Leaders, Commodity Chief Engineers (CE), Military Continuing Airworthiness Managers (Mil CAMs), etc.

⁴ Refer to RA 1032 – Aviation Duty Holder-Facing ► **Organizations** ◀ and Accountable Manager (Military Flying)-Facing Organizations – Roles and Responsibilities.

⁵ Refer to MAA02: Military Aviation Authority Master Glossary.

⁶ A number of MAA courses are also open to Defence Contractor Flying Organizations (DCFO) and foreign military through International Defence Training.

⁷ Successfully completing Air Safety training courses (as detailed in Annex A) does not automatically signify that an individual is Competent.

Acceptable Means of Compliance 1440(1)

► **Training non-compliances**

4. ADHs⁸, AM(MF)s, AMs, HoEs, and Heads of AA-Facing Organizations **should** personally:
- a. Authorize any Annex A Air Safety training requirement non-compliances, for initial training, on a case-by-case basis and:
 - (1) For Crown Servant posts, inform the MAA⁹.
 - (2) For industry posts, send an Alternative Acceptable Means of Compliance, Waiver, or Exemption (AWE) application (in accordance with (iaw) MAA03¹⁰ Annex B) to the MAA for MAA endorsement as part of the relevant organizational Approval process.
 - b. Grant extensions to any Annex A Air Safety training requirements, and Human Factor (HF) 2 yearly continuation training (see paragraph 7), of individuals who exceed validity for continuation training, subject to an assessment that the Risk associated with their activity remains As Low As Reasonably Practicable (ALARP) and Tolerable. The MAA only need to be informed⁹ of the granted extensions for both Crown Servants and industry posts. A total maximum of 6 months' extension is permitted.

Notes:

When considering whether to approve extensions to an individual's training currency, consideration of the level of Competence at organizational, team, and individual level is required. Extension requests need to be supported by evidence of continuation training being booked.

5. ADHs, AM(MF)s, AMs, HoEs, and Heads of AA-Facing Organizations **should** maintain a record of all Air Safety training requirement non-compliances for Audit by the MAA. The training non-compliance record details **should** be passed to the ODH / AM(MF)¹¹ for inclusion in the Air System Safety Case. ◀

Human Factors

6. All ► ◀ personnel as determined in orders¹² by ADHs, AM(MF)s, AMs, and AA-Facing Organizations involved in the DAE **should** receive Foundation level Human Factor (HF) and Error Management (EM) training ► or UK CAA Part 66 Module 9A training¹³, ◀ 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 training¹⁴.
 - b. For civilian personnel, during induction training in preparation for working within the DAE.
7. ► All personnel as determined in orders¹² by ADHs, AM(MF)s, AMs, and AA-Facing Organizations involved in the DAE **should** receive 2 yearly continuation training, delivered by a qualified and current HFF, HFS, or CQHFI. ◀
8. HFFs **should** complete the HF Facilitators Course (HFFC) and HFSs **should** complete the HFFC and the HF Supervisors Course (HFSC). ► ◀

⁸ ► Senior Duty Holders (SDH) can authorize SDH and Operating Duty Holder (ODH) level non-compliances. ODHs can authorize Delivery Duty Holder (DDH) level non-compliances. DDHs can authorize non-compliances for the personnel in their AoR.

⁹ DSA-MAA-OA-ACC@mod.gov.uk

¹⁰ Refer to MAA03: MAA Regulatory Processes.

¹¹ HoEs only need pass their training non-compliance record details to the ODHs / AM(MF)s that operate their Air Systems out of the HoE's Safe Operating Environment. ◀

¹² Which include, but is not limited to, Aircrew, engineers within the Type Airworthiness and Continuing Airworthiness environment and ATM.

¹³ ► The UK CAA Part 66 Module 9A training focuses on individual human performance and limitations. Organizational HF requirements that are not covered by the UK CAA Part 66 Module 9A training are identified in the MAA HFEM Training Requirements document at paragraph 12 and need to be separately provided in accordance with this RA. ◀

¹⁴ This refers to Phase 1, Phase 2, or Phase 3 training.

**Acceptable
Means of
Compliance
1440(1)**

9. HFF, HFS and CQHFI qualified personnel **should** receive continuation training in order to maintain their personal 2 yearly Competence. This **should** be recorded in an appropriate system (eg JPA). This **should** be achieved as follows:
- HFF personnel. Participate in a HF and EM (HFEM) continuation training session.
 - HFS personnel. Participate in a HFEM continuation training session or as a participant in a HFEM continuation training session at the time of completing HFS assessment duties.
 - CQHFI personnel. As above according to their qualification as either a facilitator or supervisor.
10. CQHFI **should** complete either the HFFC / HFSC or a Civilian HF instructors' course which is deemed suitable by the applicable ADH, AM(MF), AM, HoEs, and AA-Facing Organizations. As a minimum, the course **should** meet the requirements laid down in the MAA HFEM Training Requirements document¹⁵. The applicable ADH, AM(MF), AM, HoEs, or AA-Facing Organizations **should** determine which appropriate civilian HF instructors' course to send their CQHFI on.
11. All ►◄ DAE HF training **should** be delivered iaw the HF Competency Framework that can be found in the MAA HFEM Training Requirements¹⁵ document.
12. ADHs, AM(MF)s, AMs, HoEs, and AA-Facing Organizations **should** include HF delivery in their Assurance programs for compliance with the MAA HFEM Training Requirements document which is made relevant to their organization.
13. **HFF Currency and Validity.** To maintain currency, HFFs **should** deliver a minimum of one facilitated or instructional session every 6 months. HFF currency **should** be regained through an assessment by a current HFS. The HFS assessment sheet and any other supporting documentation **should** be maintained as evidence. If a HFF's session is judged to be ineffective or below standard during a HFS assessment, the Competency **should** be removed and the ADH, AM(MF), AM, HoEs, and AA-Facing Organization informed. The ADH, AM(MF), AM, HoEs, and AA-Facing Organization **should** agree any requirements for further training and / or assessment by an HFS before the HFF's qualification is restored. Once 5 years has elapsed since initial qualification, HFFs **should** successfully complete HFF refresher training conducted by the Defence Aviation HF Training School.
14. **HFS Currency and Validity.** To maintain currency, HFSs **should** deliver a minimum of one facilitated or instructional session and conduct at least one HFF assessment every 6 months. HFS currency **should** be regained through an assessment by a current HFS. The HFS assessment sheet and any other supporting documentation **should** be maintained as evidence. If ►HFS sessions are◄ judged to be ineffective or below standard during ►◄ HFS assessment, the Competency **should** be removed and the ADH, AM(MF), AM, HoEs, and AA-Facing Organization informed. The ADH, AM(MF), AM, HoEs, and AA-Facing Organization **should** agree any requirements for further training and / or assessment before the HFS's qualification is restored. Once 5 years has elapsed since initial qualification, all HFSs **should** successfully complete an HFSC course again, irrespective of currency.
15. **CQHFI Currency and Validity.** All CQHFI **should** meet the HFF or HFS currency and validity requirements detailed in paragraphs ►13-14.◄ Once 5 years has elapsed since initial qualification, CQHFI may opt to apply for the HFFRC or conduct further Civilian HF instructor training deemed suitable as per paragraph ►10.◄

MAA Endorsed Alternative MAA Centre of Air Safety Training (CoAST) Air Safety Training Courses

16. If an organization wishes to utilize a course in lieu of an MAA CoAST course listed in Annex A, they **should** submit a request to the MAA¹⁶ for assessment. If the MAA endorses the course, as a suitable alternative (to the Annex A MAA CoAST course), it will then require "Air Safety and Airworthiness Training Customer Executive Board" (ASAT CEB) endorsement. If the ASAT CEB endorses the course, as a

¹⁵ ►Found◄ via: <https://www.gov.uk/government/publications/defence-human-factors-training-courses>.

¹⁶ These are the Flying Authorizers Course, the Flying Supervisors Course, and the Air Safety Officers Course.

Acceptable Means of Compliance 1440(1)

suitable alternative (to the Annex A MAA CoAST course), it will then be added to the Annex C list and the Regulated Community can start utilizing the alternative course.

17. To enable assessment of the proposed alternative MAA CoAST course, as a minimum the following **should** be provided:
- a. Joining Instruction paperwork,
 - b. Instructor Terms of Reference,
 - c. Statement of Training Requirements,
 - d. Confirmation that all instructors, delivering the course, attend the Annex A course,
 - e. Confirmation that all instructors, delivering the course, continue to be assessed as suitably Competent and experienced and maintain a 5-year currency,
 - f. Confirmation that the course content is aligned with, and equivalent to, the Annex A course.

18. MAA endorsement of the Annex C training courses remains valid for 5 years. If the course provider (as detailed in Annex C) wishes to continue utilizing the Annex C endorsed training course beyond the validity date, the course provider **should** make all evidence requested available to the MAA CoAST team for re-assessment. Personnel who are awarded a qualification, by an Annex C endorsed training provider, remain current for the full period of that qualification, even if the provider's endorsement expires, and is not renewed, during that period.

Guidance Material 1440(1)

Air Safety Training

19. 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.

20. **Embarked Operations.** Due to the unique nature of embarked maritime operations, ADHs, AM(MF)s and AMs must consider the specific additional Air Safety requirements detailed in Book of Reference digital (BRd) 766¹⁷, BRd 767¹⁸, RA 1029¹⁹ and RA 1395²⁰.

21. ▶◀

Human Factors

22. HF training will be delivered face to face. However, when exceptionally required, it may be delivered virtually when authorized by the applicable ADHs, AM(MF)s, AMs, HoEs, or AA-Facing Organizations.

23. All DAE HF continuation training will be ▶◀ relevant to the Unit / organization, ▶tailored to address◀ current HF issues ▶and challenges,◀ and be limited to no more than 15 people ▶lasting◀ approximately 3 hours.

¹⁷ Refer to BRd 766 – Embarked Aviation Orders.

¹⁸ Refer to BRd 767 – Naval Aviation Orders.

¹⁹ Refer to RA 1029 – Ship-Air Release - Roles and Responsibilities.

²⁰ Refer to RA 1395 – Authorization to Permit Embarked Aviation in His Majesty's / MOD Ships.

Annex A²¹Air Safety training courses^{22, 23}

Course	Assignment / Post / Role ²⁴	► Pre-requisite training courses ◀	Validity
► Aerodrome Operators Study Period (AOSP)	Existing and prospective Aerodrome Operators, HoEs		Enduring
Air Safety Data Analysis (ASDA)	Air Safety data trend analysis personnel	HFEM foundation level training	Duration of Tour
Air Safety Management System Overview (ASMSO)	Air Safety Management Systems development personnel	HFEM foundation level training	Duration of Tour
Air Safety Officers Course (ASOC) ²⁵	Personnel in Air Safety Officer roles or holding Air Safety Officer duties		5 Years ◀
Aircraft Post Crash and Incident Management (APCIM) Officers Course (APCIMOC) ^{26, 27}	Nominated APCIM Officers	► Fundamentals of APCIM Brief (recommendation) ◀	5 Years
Aircraft Structural Integrity Course (ASIC)	Officers, Non-Commissioned Officers (NCO), and Civil Servants serving as Aircraft Structural Engineers or responsible for Aircraft Structural Integrity Management		5 Years
Airworthiness of Military Aircraft Course – Fundamentals (AMAC-F) ²⁸	Letter of Airworthiness Authority (LoAA) holders ²⁹ authorized to amend the Air System Document Set (ADS) below OF3 level (or equivalent), Letter of ► Air Safety ◀ Notification (LoAN) holding Commodity CEs, CAMO Quality Managers		5 Years
Airworthiness of Military Aircraft Course – Practitioner (AMAC-P) ²⁸	LoAA holders authorized to amend the ADS at OF3 level (or equivalent) and above, ► ◀ Type Airworthiness Managers (TAM), LoAN holding Commodity CEs, Chief Air Engineers (CAE) ³⁰ , Mil CAMs ³¹		5 Years
► Applying BowTie	Safety Managers, Risk Register / BowTie Owners, Safety Management personnel, Data Analysts, Auditors, Investigators interested in improving their familiarity with industry Safety and Risk Management tools		Duration of Tour

²¹ The courses detailed in Annex A are those that have been endorsed by the MAA, some of which are provided by the MAA.

²² Course aims, content, dates, ► pre-requisites, ◀ and application procedures can be found via the MAA ► Training ◀ website: <https://www.gov.uk/government/collections/military-aviation-authority-training-courses>.

²³ Prior to attending Air Safety courses, personnel need to satisfy the course pre-requisites.

²⁴ This is the mandated requirement, ie the courses are not exclusive to these assignments, posts, and roles.

²⁵ FLAC, ASOC, and FSC count as 2 yearly HF continuation training.

²⁶ Attendance on the “Fundamentals of APCIM Brief” is a recommended pre-requisite.

²⁷ APCIM Officers are required to complete Module 4 of Defence Learning Environment Heat Illness Prevention Training, including Wet Bulb Globe Temperature QT34.

²⁸ All personnel attending this course when mandated by the MRP **should** complete the course in full, this includes successful completion of the post course assessment.

²⁹ Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility.

³⁰ Refer to RA 1023 – Chief Air Engineers - Air Safety Responsibilities.

³¹ This includes, but is not limited to, Mil CAMs and Deputy CAMs.

Course	Assignment / Post / Role ²⁴	► Pre-requisite training courses ◀	Validity
Introduction to BowTie	Flight Safety Officers, Risk Managers, Personnel who are responsible for Maintenance of specific BowTies or interfaces directly through manipulation software		Duration of Tour
CAA Oversight of Military Registered Aircraft (COMRA)	For those operating under Leaflet B40 – Mil CAMs, CAMO Technical Specialists, Assurance Staff, Airworthiness Review Staff		Enduring ◀
CAMO Functional Training (CAMO(FT)) ³²	CAMO personnel identified by the Mil CAM (including Contracted and Subcontracted personnel where appropriate)	► CAMO Regulatory Training (CAMO(RT)) ◀	5 Years
► CAMO(RT) ³²	CAMO personnel identified by the Mil CAM (including Contracted and Subcontracted personnel where appropriate), DT personnel with delegated CAMO responsibilities		5 Years
CAMO Modules	CAMO personnel identified by the Mil CAM (including Contracted and Subcontracted personnel where appropriate), DT personnel with delegated CAMO responsibilities		Enduring ◀
Contractor Flying Air Safety Course (CFASC) ^{33, 34, ►35 ◀}	AM(MF)s, TAMs ³⁶ , Flight Operations PHs, Crew Training PHs, Ground Operations PHs, Mil CAMs ³⁷		5 Years
Duty Holder Air Safety Course (DHASC) ^{38, 39, ►35 ◀}	ADHs, Senior Responsible Owners (SRO) ⁴⁰ , ► Programme Directors (that support SROs) ⁴⁰ , ◀ CAEs, ► Senior Operators, ◀ Mil CAMs ³⁷ , HoEs ⁴¹ , Defence Equipment & Support (DE&S) Operating Centre Directors, DE&S 1* LoAA holders, TAAs ⁴² , LoAN holding Commodity CEs		5 Years
Effective EM (EEM) ^{43, 44}	Individuals performing roles involving the management of errors including SEMSCs or other posts with similar responsibilities	► HFEM foundation level training ◀	5 Years
►◀	►◀		►◀

³² For personnel with limited prior CAMO experience, the CAMO(RT) course may be completed as a pre-requisite to CAMO(FT), as determined by the Mil CAM.

³³ CFASC currency will remain valid for AM(MF)s and their Post Holders (PH) on the provision that they have held their appointment continuously since completing the CFASC and have attended at least one Contractor Flying Advisory Group in the last two years.

³⁴ To be completed within 6 months of taking up post.

³⁵ ► This course is not applicable to personnel related to Open Category and Specific S1 sub-category UAS. ◀

³⁶ Where possible, TAMs **should** attend the same CFASC as their relevant AM(MF).

³⁷ Mil CAMs supporting ADHs need only attend the DHASC. Mil CAMs supporting AM(MF)s need only attend the CFASC if they ► have not ◀ attended the DHASC. Mil CAMs supporting ADHs and DCFOs need only ► ◀ attend the DHASC.

³⁸ The DHASC is available only to MOD Crown Servants.

³⁹ Completion of DHASC counts as both DHASC and FSC currency for nominated Duty Holders.

⁴⁰ Only applicable to SROs ► and Programme Directors (that support SROs) ◀ involved in aviation-related programmes.

⁴¹ Refer to RA 1010(2): Head of Establishment – Aviation Responsibilities for all Tiers.

⁴² Where possible, TAAs **should** attend the same DHASC as their relevant DDH(s).

⁴³ This course is not mandated for ► DCFOs ◀, Maintenance Approved Organizations, ATM Equipment Approved Organizations, and Design Approved Organizations; however, Error Managers within these organizations have to be Competent and appropriately trained to manage their respective organization's EM system(s).

⁴⁴ Those whose primary role is EM (eg Senior EM System Coordinators (SEMSCs)), or other posts with similar responsibilities, on behalf of the EM System owner.

Course	Assignment / Post / Role ²⁴	► Pre-requisite training courses ◀	Validity
Flying Authorizers Course (FLAC) ^{25, 45}	Authorizing Officers, Personnel authorizing flying activity		5 Years
Flying Display Directors (FDD) ²⁸	Flying Display Directors		3 Years
Flying Supervisors Course (FSC) ^{25, 45}	► Supervising Officers, Personnel supervising flying activity	FLAC ◀	5 Years
Fundamentals of APCIM Brief	Individuals performing roles in an Aircraft Incident Response Activity, Other posts with similar Responsibility		► Enduring ◀
HF Facilitators Course (HFFC)	► HFFs, CQHFI ◀		5 Years
HF Facilitators Revalidation Course (HFFRC)	► HFFs and CQHFI who have reached or are approaching the end of their 5-year HFFC Competency ◀		5 Years
HF Supervisors Course (HFSC)	► HFSs ◀		5 Years
► MAA Air Safety Risk Assessment & Management Practitioners (MASRAMP)	Risk Management requirements personnel	HFEM foundation level training	5 Years
Military Aerospace and Airworthiness Education Programme	Individuals seeking development for future engineering roles. The MAA sponsors 19 accredited MSC courses, which are aimed at those who require a Masters' level of understanding of military Air Systems		Enduring ◀
Occurrence Investigator (OI)	► Personnel undertaking the OI role for OSIs	HFEM foundation level training ◀	3 Years ⁴⁶
Occurrence Investigator Refresher (OI Ref) ⁴⁷	OIs requiring Continuing Professional Development (CPD) or currency extension	► HFEM foundation level training ◀	3 Years
Occurrence Review Group (ORG)	Those chairing or nominated as ORG members	► HFEM foundation level training ◀	5 Years
Occurrence Review Group Refresher (ORG Ref) ⁴⁸	ORG members requiring CPD or currency extension	► HFEM foundation level training ◀	3 Years
Overseas / Deployed APCIM Officer Brief (OSB)	Nominated APCIM Officers		1 Year
► Practical Skills for Auditors Course (PSAC)	Individuals with less than 2-year experience in the following roles: Quality Assurance personnel, Quality Control personnel, Compliance Monitoring Managers, Quality Managers		Enduring ◀

⁴⁵ Completion of FSC counts as both FSC and FLAC currency (provided that the FLAC has been previously completed).

⁴⁶ Unit Air Safety Teams are permitted to extend OI currency, up to 48 months beyond the RA 1440 Annex A validity requirements, when Competent use of OI skills has been demonstrated. ADHs, AM(MF)s, AMs, HoEs, ► and ◀ Heads of ► AA ◀-Facing Organizations ► ◀ should provide guidance to the Unit Air Safety Teams on how competency can be demonstrated.

⁴⁷ OI Ref **should not** be used to extend an individual's currency on 2 consecutive occasions.

⁴⁸ ORG Ref **should not** be used to extend an individual's currency on 2 consecutive occasions.

Course	Assignment / Post / Role ²⁴	► Pre-requisite training courses ◀	Validity
Propulsion Integrity Course (PIC)	Officers, NCOs, and Civil Servants serving as Aircraft Propulsion Engineers or responsible for Aircraft Propulsion Integrity Management		5 Years
► Root Cause Analysis (RCA)	Personnel with the Responsibility for owning and closing non-compliances, Individuals working within a Quality Assurance function		Enduring
Uncrewed Air System (UAS) Responsible Officer (RO) brief	The following assignments / posts / roles responsible for UAS operating in the Open A2, Open A3, and Specific S1 sub-categories ⁴⁹ : - UAS ROs - UAS OF3s delegated to supervise day-to-day operations - UAS Senior Operators		Duration of Tour
UAS Accountable Manager (AM) brief	The following assignments / posts / roles responsible for UAS operating in the Open A2, Open A3, and Specific S1 sub-categories ⁴⁹ : - UAS AMs - UAS Flight Operations PHs		Duration of Tour ◀

⁴⁹ Where directed by the MAA; the requirement will be reviewed by the MAA during the ►UAS◀ categorization process and articulated in the Letter of Endorsed Categorization.

Annex B ▶◀

▶ The content of Annex B has been subsumed into Annex A. ◀

Annex C

MAA Endorsed ► Alternatives to ◀ MAA CoAST Air Safety training courses

Course	Assignment / Post / Role	Provider	Alternative to	Validity	Date Endorsed
Gliding Authorizers Course (GLAC) ^{50, 51}	2 Flying Training School (FTS) Volunteer Gliding Squadrons: Authorizing Officers, personnel authorizing flying activity	Central Gliding School	FLAC	5 Years	October 2021
Royal Navy Flight Safety Course (AIR 302)	Royal Navy: Flight Safety Officers, Authorizing Officers, personnel authorizing flying activity (or those from other Services employed in posts that support maritime aviation operations)	Royal Navy Flight Safety Centre	ASOC	5 Years	March ► 2025 ◀
Volunteer Gliding Squadron Flying Supervisors Course (VGS FSC) ^{50, 51}	2 FTS Volunteer Gliding Squadrons: Flying Unit Executives, A2 Category Qualified Gilding Instructors	Central Gliding School	FSC	5 Years	October 2021

⁵⁰ The GLAC and VGS FSC count as 2 yearly HF continuation training.

⁵¹ Completion of VGS FSC counts as both VGS FSC and GLAC currency (provided that the GLAC has been previously completed).