

CO-PILOT INTENTIONALLY CRASHES AIRCRAFT – SHOULD THE MILITARY BE CONCERNED?

Sqn Ldr (Ben) Campion

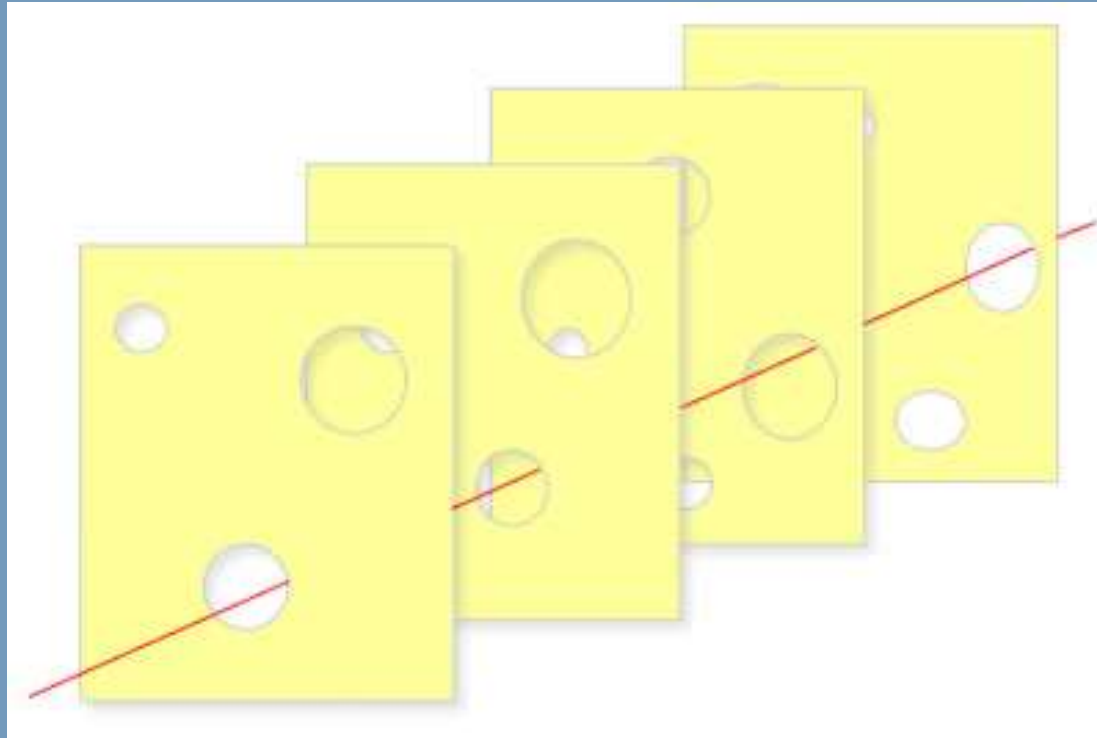
Defence Specialist Advisor (Mental Health)

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Introduction



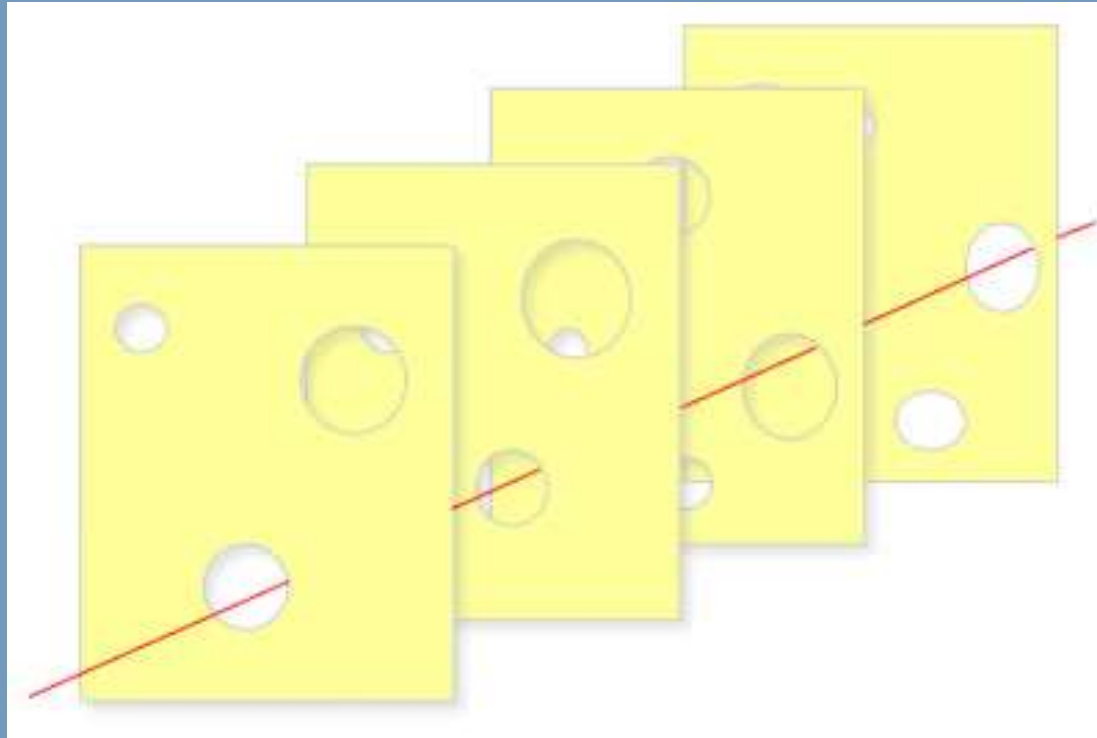
How Could This Happen?



Policy | Selection | Training | Executive | Medical | CRM

System Failed at Many Stages...

Background - POLICY



1. International Policy
2. Military Policy

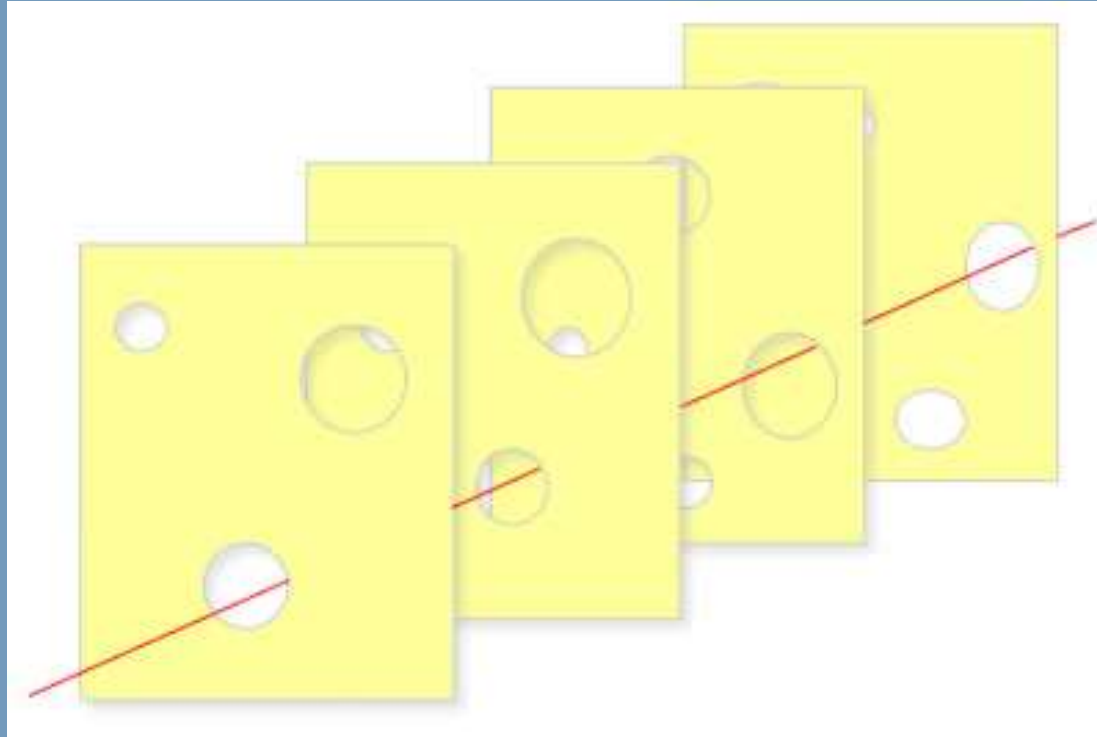
International Policy

- Already had 'rule of 2' requirement:
 - USA FAA
 - CAA China
 - Several European airlines
- Implemented new regulations in response:
 - Aviation authorities in Australia, Canada, Germany, New Zealand and Philippines
 - European Aviation Safety Agency Bulletin 2015-04

Military Policy

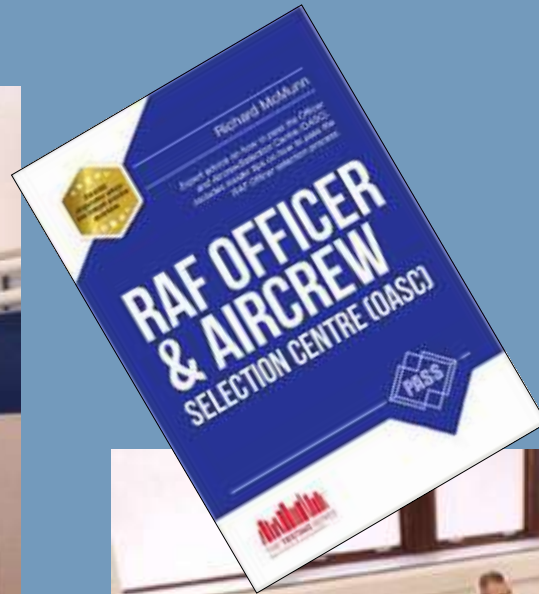
- **2Gp Air Safety Orders – 2345 Fatigue Management**
- **Air Tanker**
 - Introduced ‘rule of 2’
- **Hercules C130J SOP, Para 32, Page 12:**
 - *Whenever the PNF visits the cargo compartment, the ALM should be present on the flight deck and on intercom. The selection of a PFD will help the ALM monitor the PF.*
- **Atlas A400 OM, Section 1.3, Page 11:**
 - *Whenever the PM visits the cargo compartment, the LM should be present on the flight deck & on intercom. Displaying a PFD on the 3rd CM DU will help the LM monitor the PF.*

Stage 1 - SELECTION



1. Officer 1st, Pilot 2nd
2. Psychological Testing

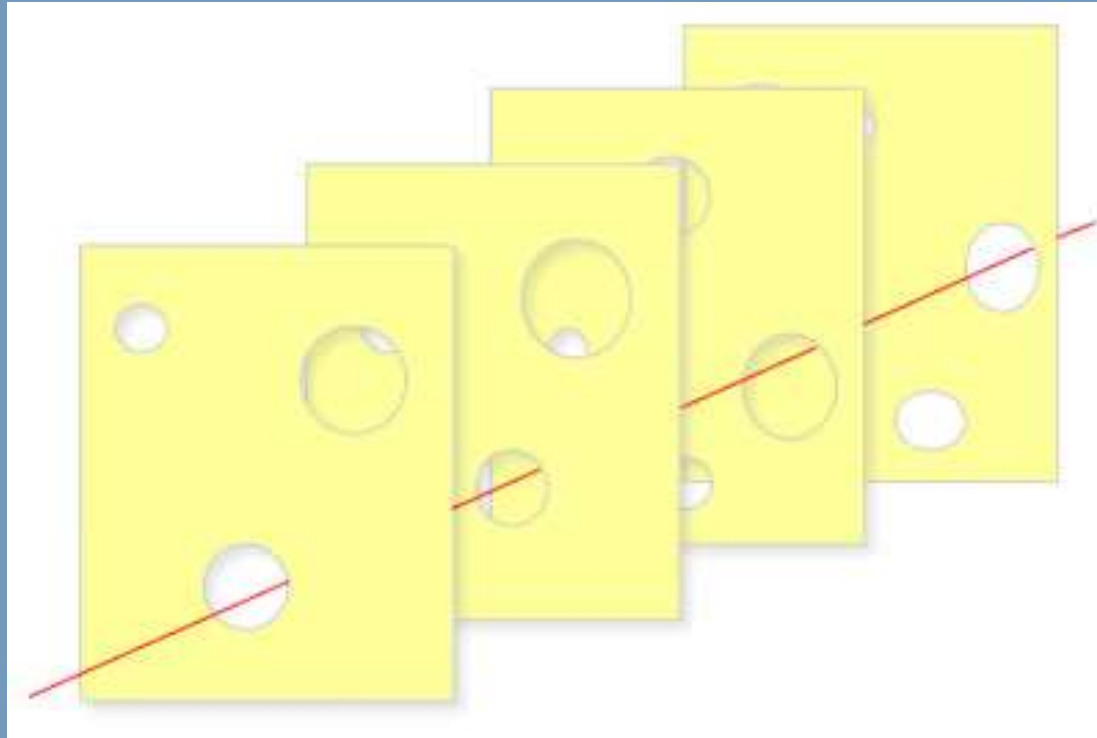
Aircrew Selection



Psychological Testing – Officer Train



Stage 2 - TRAINING



1. Officer Training
2. Through Life Stress Management Training

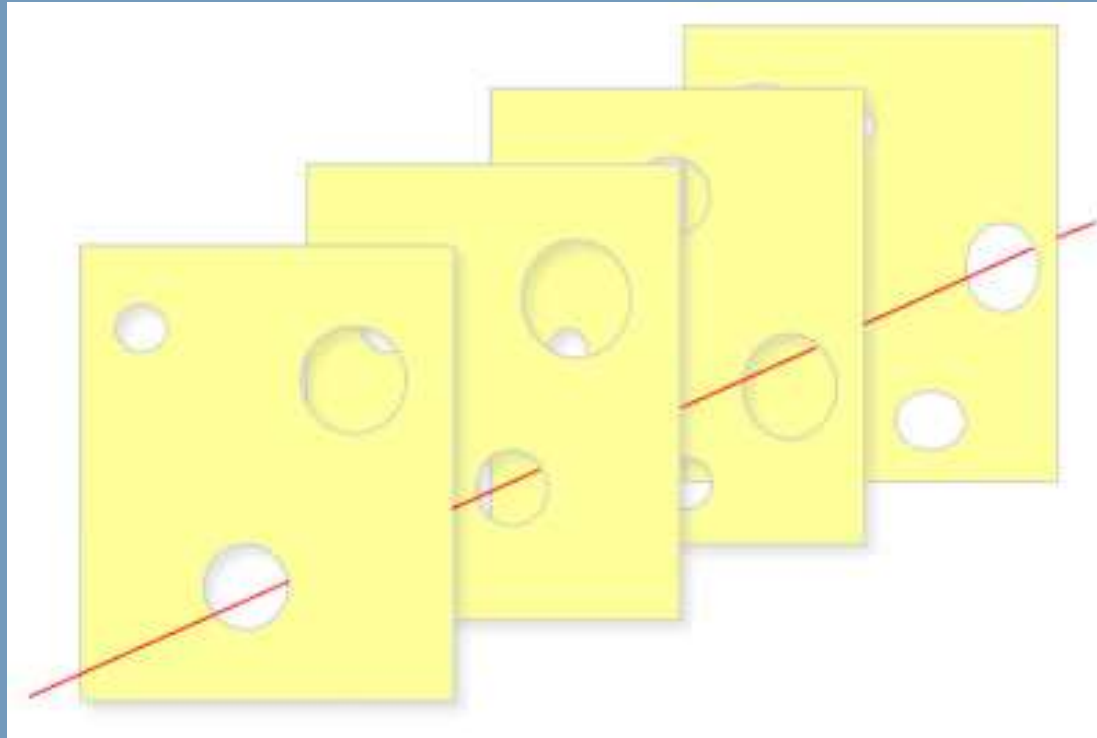
Training



JSP375 - Through Life Stress Management Policy

- Stress Management Training is provided:
 - During Initial Training
 - During Promotion Courses
 - Before, During & After Deployment (Decompression...)
 - On Retirement
- Trauma Risk Management (Slide later...)
- Embedded Pastoral & Welfare Services
- 3rd Sector (Charitable) Support

Stage 3 – EXECUTIVE OVERSIGHT



1. Duty Holder
2. Trauma Risk Management (TRiM)

Duty Holder.

WHO IS
RESPONSIBLE



The DUTY HOLDER is
responsible for EQUIPMENT

MILITARY AVIATION
AUTHORITY

The DUTY HOLDER FACING
is responsible for all SUPPORT

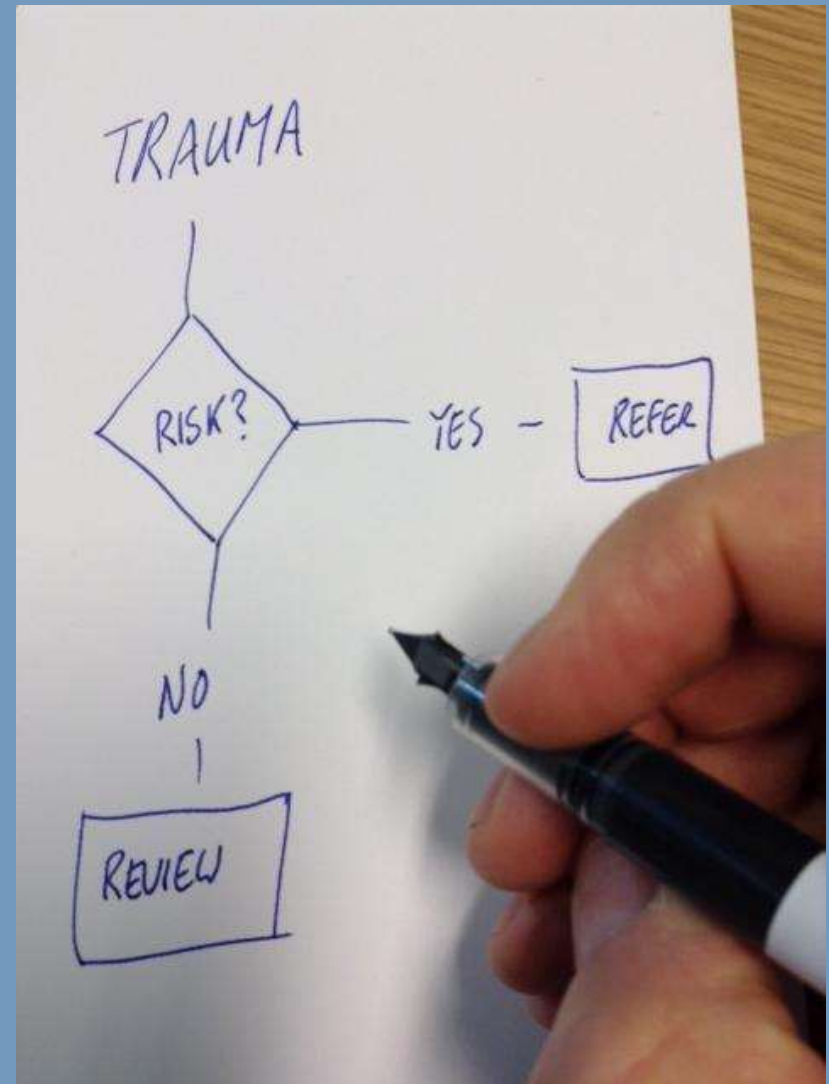
DUTY HOLDER



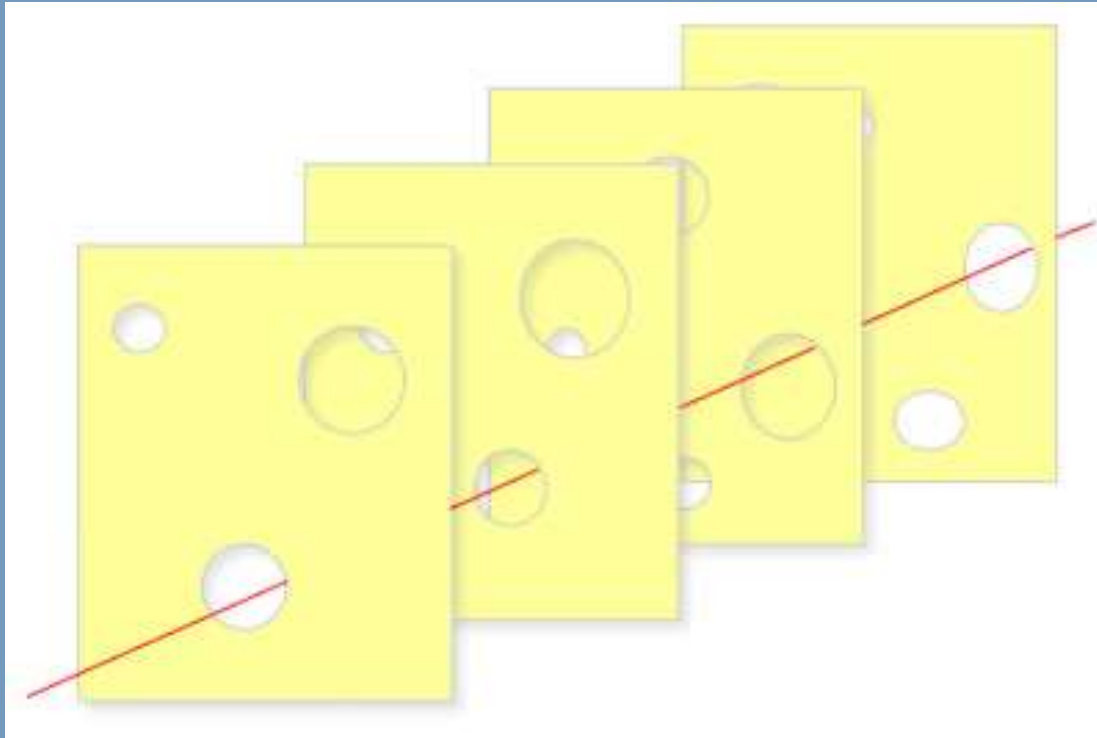
DUTY HOLDER FACING

Trauma Risk Management (TRiM)

- Peer Support Model
- Risk Assessment
- Raises Psychological Awareness



Stage 4 – MEDICAL OVERSIGHT



1. Military Aviation Medical Examiner (MAME)
2. Mental Health Awareness Training.

Medical Oversight

All Healthcare Professionals are considered 'Duty Holder Facing' and can recommend 'unfit to fly'

Only Military Aviation Medical Examiner (MAME) qualified Doctor can reinstate flying status



A screenshot of the RAF Centre of Aviation Medicine website. The top banner is blue with the text 'Centre Of Aviation Medicine' in white. Below the banner is a row of small images showing various aviation-related activities. The main content area features a 'Mission Statement' section with a background image of a jet aircraft. The mission statement reads: "To deliver expertise and high quality training in aviation, occupational, environmental medicine and related sciences to support current and future Air Operations". To the right of the mission statement is a contact information box with the following details: RAF Centre of Aviation Medicine, RAF Henlow, Bedfordshire, SG16 6DN, PSTN: 01462 851515 x8072, and Mil: 95381 8072.

Medical Recording

- Joint Medical Employment Standard (MES)
- Annual Periodic Medical Examination (APME)
- Flying Logbook - Medical Certificate



Aircrew must hold an A1-A3 Medical Category where A of ALME means Air.

To indicate the duties on which an individual may be employed both in the air and on the ground, and the Fitness for duty in the air, Individuals are awarded a Physical 'P' Grade and an Air 'A' Grade.

GRADE | DESCRIPTION

P2 A1	Fit for full flying duties of their branch/trade, or restricted employability only because of anthropometric limitations.
P2 A2	Fit for full flying duties of their branch/trade but awarded to aircrew who would be A1 but for: a refractive error; a hearing standard reduced to H2.
P3 A3	Fit for limited flying duties (limitations to be stated).
P3 A4	Fit to fly as a passenger in a normal passenger carrying aircraft or as a patient on an aeromedical evacuation flight.
P3 A5	Unfit to be taken in to the air.
P8 A5	Unfit for service.

Access to Mental Health Services

Please click on any of the UK locations to see details

RAF Benson
RAF Boulmer
RAF Brampton
RAF Wyton
RAF Brize Norton
RAF Coningsby
JSU Cosham
DCAE Cosford
RAF Cranwell
RAF Halton
RAF Herlow
RAF High Wycombe
RAF Honington
RAF Leeming
RAF Leuchars
RAF Linton On Ouse
RAF Lossiemouth
RAF Marham
RAF Northolt
JSU Northwood
RAF Odiham
Oxford
RAF Scampton
RAF Shawbury
RAF St Athan
RAF St Mawgan
RAF Valley
RAF Waddington
RAF Wittering



Mental Health Awareness Training

Available on <https://i-site.mod.uk>.

Defence Medical Services Certificate of Achievement

Mental Health Aviation Awareness

This certificate has been awarded to Ben Champion for completing Health Aviation Awareness with a pass mark above 60%

Date Issued: 10-Jun-15

Military Staff: This certificate should be presented to your JPA Clerk to the following JPA competency:

LJoint|Medical|Mental Health Aviation Awareness

Civilian Staff: This certificate should be uploaded to HRMS and retain evidence of successful completion of this training package.

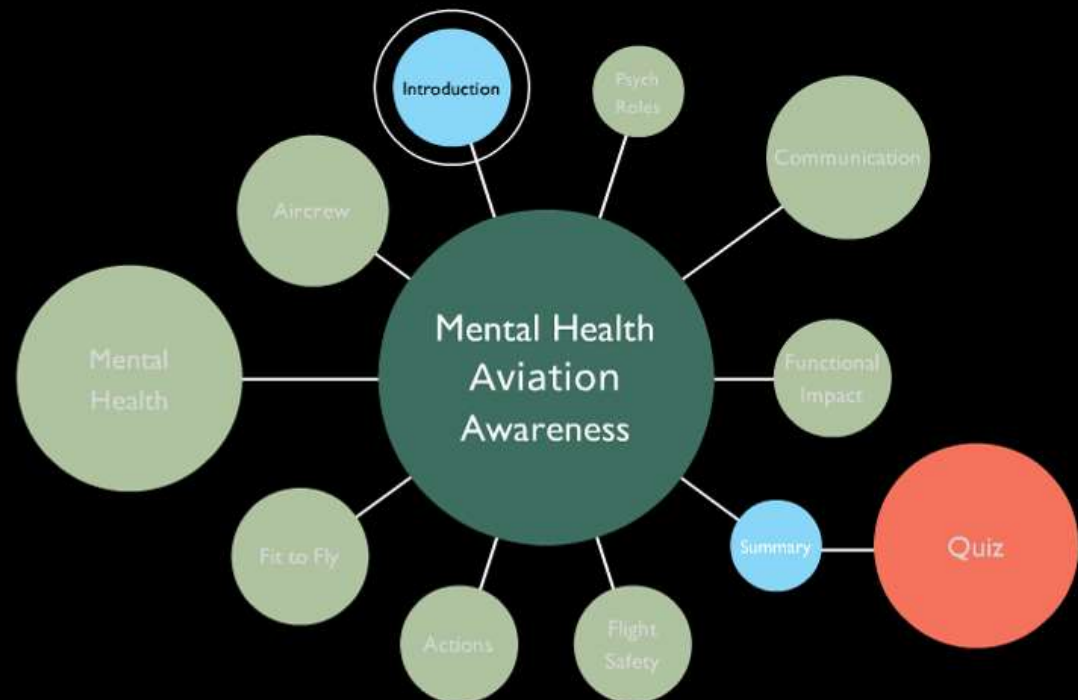
This training is valid for FIVE years.

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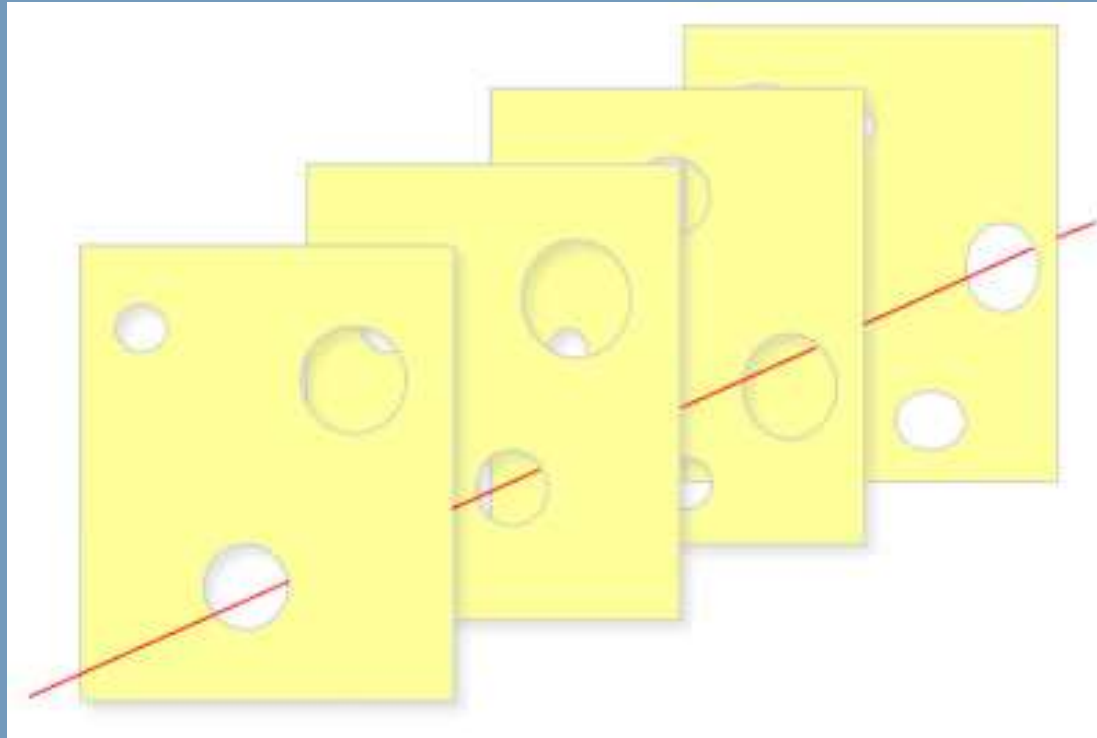


Mental Health Aviation Awareness v1.3

Resources Menu



Stage 5 – CRM



1. Squadron Ethos.
2. Open Cockpit

Squadron Ethos



Open Cockpit



Conclusion

- These factors build redundancy against single points of failure
- Symbiotic PHC, MH and OM are airminded and embedded.
 - Open communication reduces 'risk' for the Military
- The MOD has done much to mitigate the risks, but will always strive to do more
- Stigma towards mental health remains our key issue.
 - Fear of grounding remains a risk to flight safety.

Questions?

