



Contemporary Skills-Based NTS for Military Transport Crews



Wing Commander Ben Cook
Deputy Director Human & Systems Performance

Scope

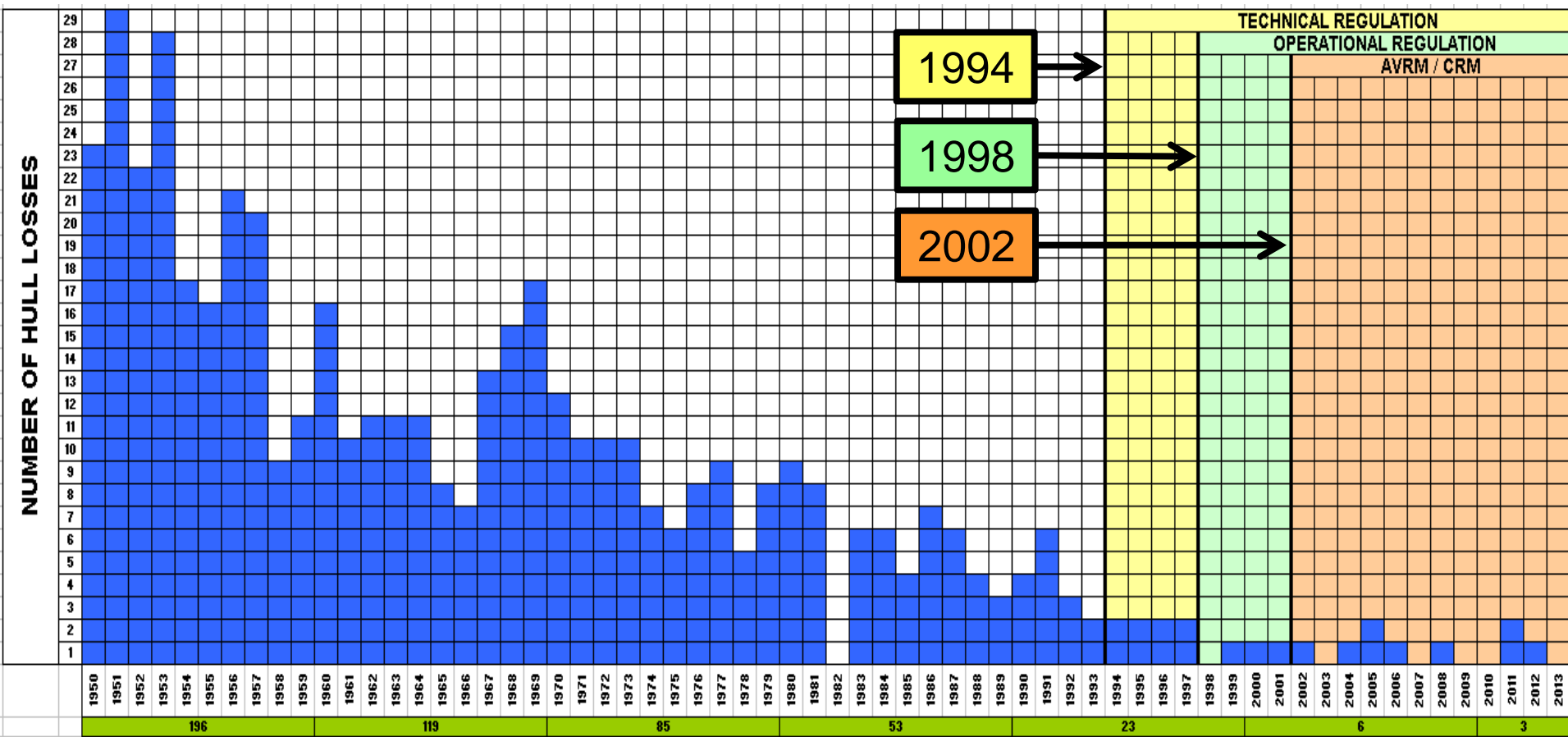
- **We've found Colin!!!**
- **Professional Standards**
- **Bright Spots (x 3)**
- **Integrated Skills-Based Human Factors Training considerate of trainee learning needs**



We've found Colin!



NUMBER OF HULL LOSSES (1950-2013)



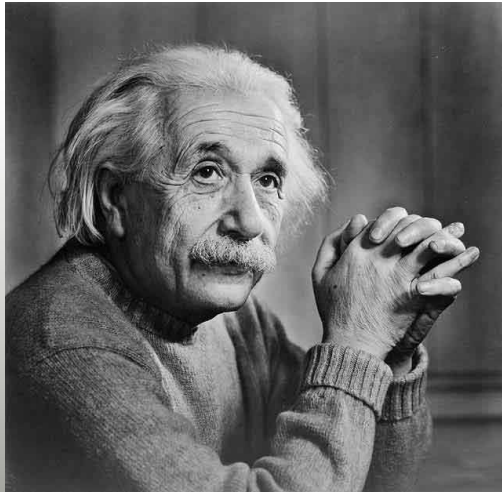
Colin & The Next Generation

www.funnyplace.org

[Video link](#)



***Insanity: doing the same thing
over and over again and
expecting different results.***



Albert Einstein





Striving for Safety Perfection

- Need to change safety performance targets from failures to achievements
- People are more able to focus if moving toward something rather than away from them
- Human performance versus human limitations.




Look for Bright Spots...





The Role of the Fighter Combat Instructor (FCI)

- Training
- Standards
- Weapons SMEs
- Systems SMEs
- Tactical ops
- Maintain war fighting readiness



**So what's a
typical day for an
FCI student...**

ML BRIEF - FAJ 9

TIME HACK - G- PHONES
ROLLCALL - KPC

PACKAGE:

MONGOOSE 4xFA-18 4/0/2+ 2xCS12

JEDI 4xFA-18 4/0/2+ 2xCS12
1xUGR

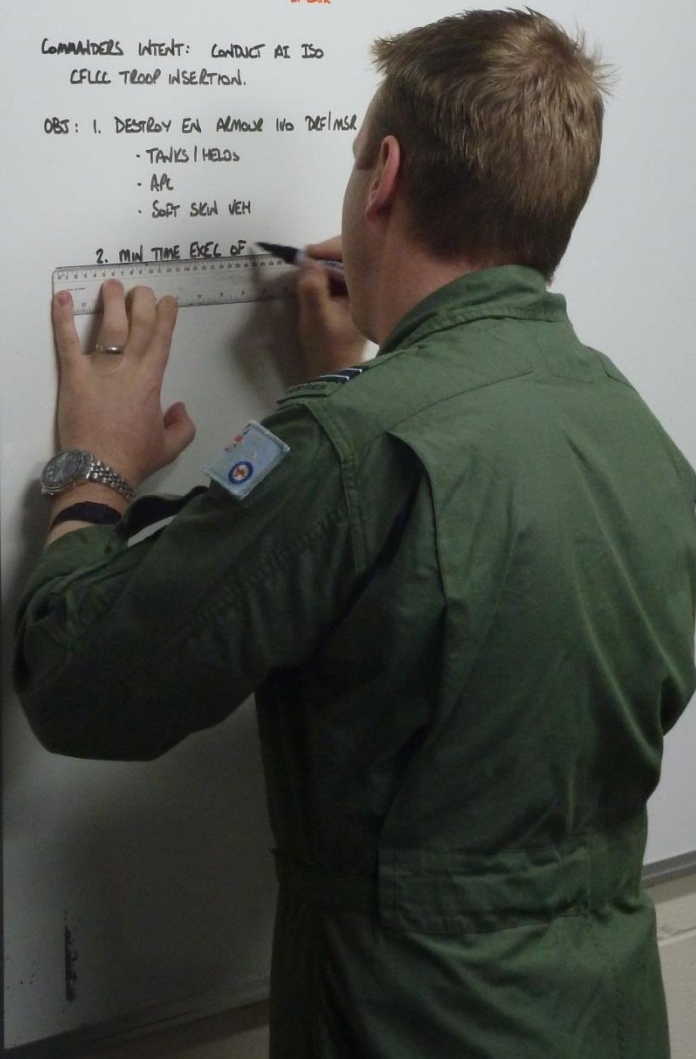
VAMPIRE 4xFA-18 2/0/2+ 2xCS12
2xUGR

COMMANDERS INTENT: CONDUCT AIR ISO
CELL TROOP INSERTION.

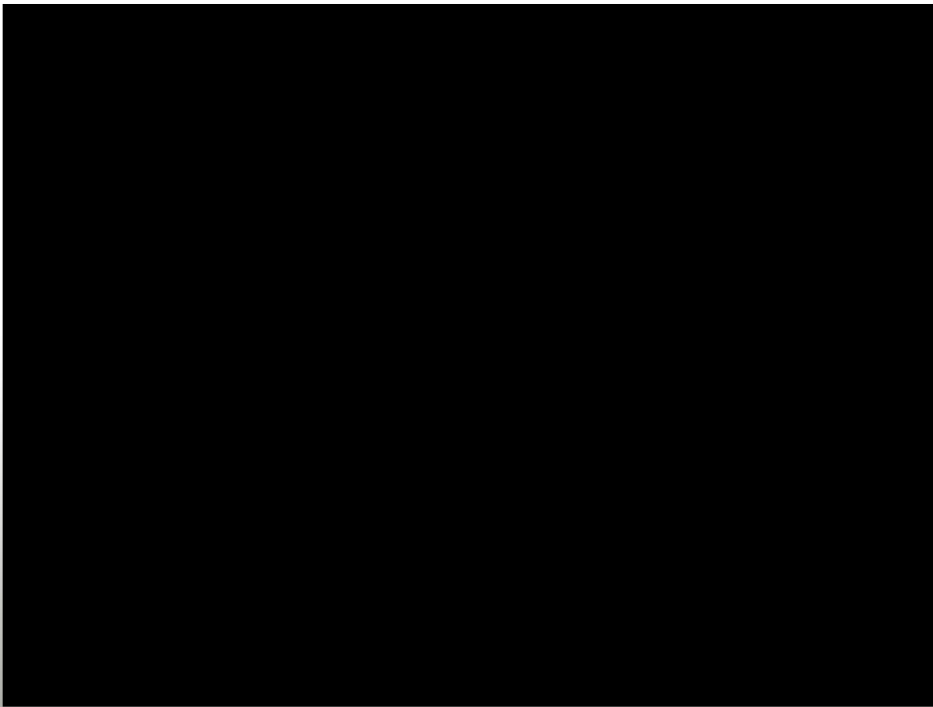
OBS: 1. DESTROY EN ALMOUL W/O DEF/MSR

- TANKS / HELOS
- APC
- SOFT SKIN VEH

2. MIN TIME EXEC OF











130 140 150

5

16840

5

24.4

4.4

51

00-1

23:32

5





57 20.5

45

W

30

86 4.3

51

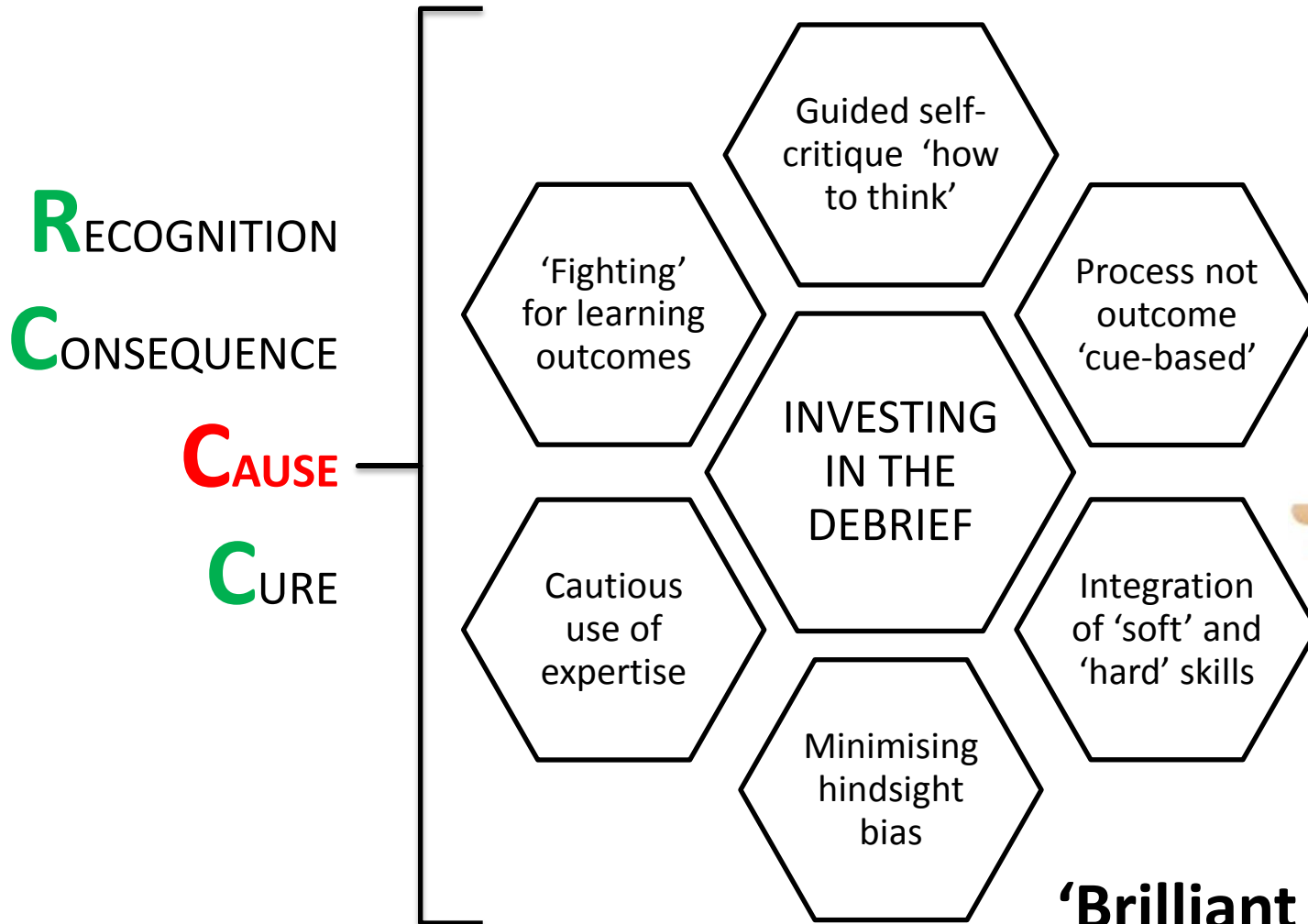
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NWS
26.1 W 2



FAULT ANALYSIS AND CORRECTION

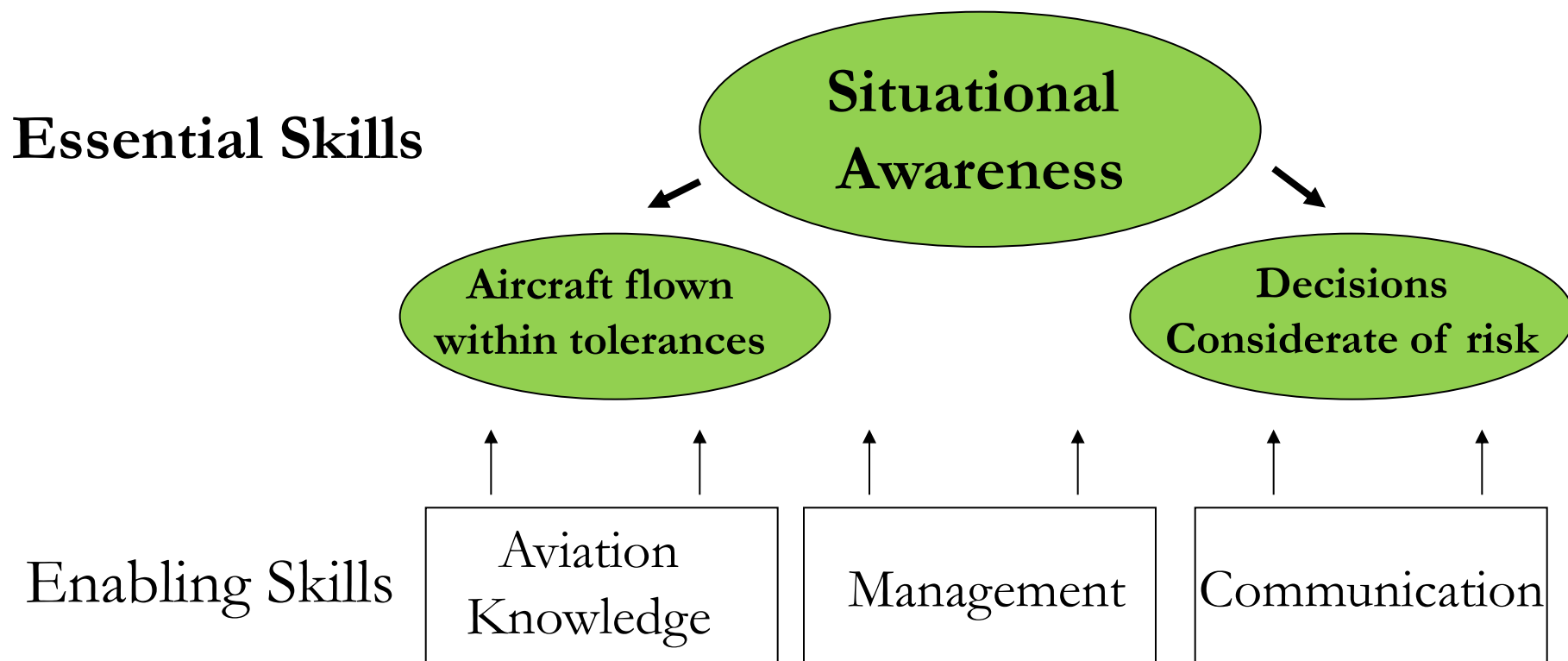
'Prescription BEFORE Diagnosis is Malpractice'



'Brilliant at the basics'

Fighter Combat Instructor Course:
Debrief observations

Model for Assessing Personnel Performance (MAPP)



Look for Bright Spots...





ASTRA

AIR STANDARDS, TRAINING, READINESS & AUTOMATION

HOME

OVERVIEW

AUTOMATION AIRMANSHIP

PLANS & PROGRESS

FEEDBACK

AUTOMATION AIRMANSHIP

OPTIMIZING AIRCREW PERFORMANCE IN A MODERN AIR FORCE

BY LIEUTENANT-COLONEL COLIN KEIVER, CD



<http://www.astraproject.ca/>

July 12, 2006, Tusker 914





On the night of July 12, 2006, the crew of Tusker 914, in a CH149 Cormorant search and rescue helicopter, departed 14 Wing Greenwood to conduct practice night boat hoists with the Canadian Coast Guard.



Tragically, while approaching the hover the aircraft impacted the water and three crewmembers lost their lives.

The causes of this accident, were directly related to the pilots' use of the aircraft automation and a loss in situational awareness.

Automation Related Reports

- [2005 FSF](#)
- [2010 FSF](#)



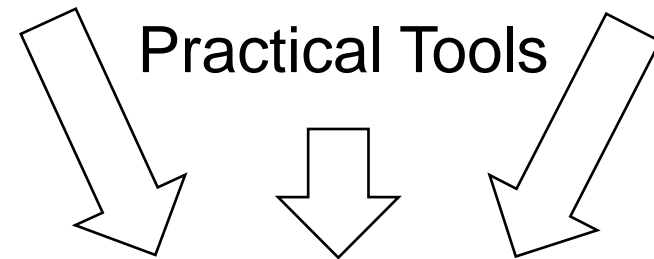
Challenges Moving Forward

- The transition from Guilds to Regulators
 - ✦ The rise of the regulator began the slow fall of professionalism as industries began to focus on minimum regulatory standards rather than mastery of their trade
- In today's fast paced world, routine non compliance is often ignored by task saturated supervisory personnel and the system at large
- In modern organisations supremely talented people are measured against ridiculously low standards relative to their potential



Dr Tony Kern, Going Pro: The Deliberate Practice of Professionalism, 2011

Human Factors: Enhanced Performance of Individuals, Teams & Organisations





Safety Promotion DVD

→ **Bright Spots**

→ **Feb 2013**

✈ **DVD: Stress,
Fatigue,
Distractions**



Key points to take away?



More Information...



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