



## AIR OFFICER COMMANDING NO 22 (TRAINING) GROUP



### DIRECTIVE 17/06 TOTAL SAFETY

#### Context

1. **Background.** Safety is about protecting precious assets from unwarranted physical, social, spiritual, financial, political, emotional, occupational or psychological impacts by preventing or minimising the effects of accidents, incidents or disturbances. It requires knowledge to determine threats, analysis to understand risks, experience to find alternative approaches and resilience to strengthen the system if the effects transpire. Some aspects of safety stem from primary legislation, others from Defence policy statements, the regulatory framework and doctrine. Indirectly expressed in the principles of war (security, economy of effort, flexibility and sustainability *et al*), safety is a vital element of the conceptual component of fighting power, an integral part of the military covenant and a primary combat enabler.

2. **Structure.** The XV230 accident in 2006 and the subsequent Haddon-Cave Nimrod Review profoundly changed the MOD's approach to aviation risk, accountability and the mitigation of effects. As our understanding of the latter has grown, elements of the approach have been read across to other areas of safety known more widely as Functional (Fn) Safety, including sport as a core activity delivered in safety terms within 22 Gp. From a 22 Gp perspective, 'Total Safety' thus comprises Aviation Safety (AS), Fn Safety (FnS), Sport Safety and Head of Establishment (HoE) HS&EP responsibilities. Better comprehension of safety across all boundaries is an opportunity that 22 Gp will harness so that we can place our people in more challenging situations with far greater confidence to enhance their preparation for the rigours of the front line. Safety management is, therefore, a fundamental enabler for all that 22 Gp does.

3. **Scope.** This Directive is my organisation and arrangement (O&A) statement and sets out how 22 Gp will manage Total Safety. It applies to all permanent staff, cadets, recruits, students and trainees, civilian employees working for me and contractors delivering services under my control. Safety management plans provide organisation and management amplification.

#### Higher Direction

4. **Legislation.** Key legislation on which this Directive draws includes the: Health and Safety at Work etc Act 1974; Environmental Protection Act 1990; Children Act 2004; Safeguarding Vulnerable Groups Act (SVGA) 2006; Education Act 1996; Chronically Sick and Disabled Person Act 1970; National Health Service and Community Care Act 1990; Equality Act 2010; Regulatory Reform (Fire Safety) Order; Fire (Scotland) Act; the Fire and Rescue Services (Northern Ireland) Order; Corporate Manslaughter and Corporate Homicide Act 2007 and the Animal Welfare Act 2006.

5. **Regulation.** The Defence Board's direction to move towards 'Total Safety' represents an opportunity to migrate new air safety practices across all aspects of Service life, especially for activities where there is a risk to life (RtL). Total Safety policy is emerging, but the following are especially important to understand and implement at all levels: the MAA Regulatory Publications (MRP); JSP 309 Fuels and Gases Environment and Safety Management; JSP 375 Management of Health and Safety in Defence; JSP 392 Management of Radiation Protection in Defence; JSP 418 Management of Environmental Protection in Defence; JSP 426 Fire Safety Manual; JSP 454 Land Systems Safety and Environmental Protection; JSP 482 MOD Explosives Regulations; JSP 515 Hazardous Stores Information; JSP 535 Cadet Training Safety Precautions; JSP 660 Sport in the Armed Forces; JSP 800 Defence Movements and Transportation Safety; DSA01.1 Defence Policy for Health, Safety and Environmental Protection, Safety and Environmental Protection; JSP

820 Disability and Additional Needs Policy; JSP 822 Governance and Management of Individual Training and Education; and JSP 930 Generic Maintenance Inspection Certification and testing (MICaT). Whilst JSP 834 Safeguarding Children and Young People is technically not part, it is a core element of 22 Gp Total Safety.

6. **Hierarchy.** SoS's Policy Statement and JSP 815 appoint the Service Chiefs as Senior Duty Holders (SDHs) for Total Safety, CAS has appointed DCom Ops as the Total Safety champion and me as the 22 Gp Operating Duty Holder (ODH). Delivery Duty Holders (DDH) should be close to the AS and FnS day-to-day activities so as to understand the activities (importance, demand and impact of not doing something) and their risks (of failure). Sport safety has been defined along the lines of aviation, but draws on the term 'Responsible Person' (RP) as the accountable manager at the delivery level. Air Command's Total Safety policy is set out in AP8000, also referred to as the 'RAF Safety and Environmental Management System'. This Directive draws on AP8000 and provides a framework for managing safety across all of our activity and establishments.

## **AOC 22 Gp's Intent**

7. **Aim.** My aim for Total Safety management within 22 Gp is to:

***...harness sophisticated safety management to challenge our people more profoundly in order to safely and consciously enable rigorous training to prepare our people for the, exceptional challenges, complexity and ambiguity of the front line, developing their resilience and warrior spirit.***

8. **Objectives.** The RAF Total Safety Objectives are derived from the Defence Plan Health, Safety and Environmental Protection Targets and can be found at JSP 815 Leaflet 8 and AP8000 Leaflet 8006. Within this context, my safety objectives in order are to:

- a. Protect our people, the public, our equipment and reputation.
- b. Comply with all safety legislation, policy and regulation.
- c. Enhance output.
- d. Develop a just, reporting, learning, flexible and questioning safety culture.
- e. Challenge our people in all aspects of Service life.

9. **Intent.** All 22 Gp activity carries risk and this must be understood, calibrated and, where appropriate, mitigated before we expose ourselves to unwarranted dangers. Therefore, safety is everyone's responsibility and its management is a core command and leadership task at all levels. Above all I will protect our people, the public, our equipment and reputation from unnecessary risks or exposure to danger. I will hold cmdrs to account for all activity within their remit; that it is necessary, sensible and risks have been mitigated to levels that are As Low As Reasonably Practicable (ALARP). HoE and Sport Association Chairmen will assure themselves that activity within their sphere of responsibility meets all applicable legislative, regulatory, National Governing Body (NGB), Defence and Service standards. I will deliver Safety through Aviation and Sport Safety Management Systems and the cmd chain for Fn Safety. As far as is practical, where there is a risk to life or harm I will use the same analysis tools, reporting metrics and battle rhythm for all areas of safety. Through exceptional rigour and risk management at all levels, we will secure our reputation for excellence and we will grow a positive engaged safety culture across the Group that is just, flexible, reporting, questioning and learning. Robust safety management also presents an opportunity, particularly to increase the challenges, complexity and dynamism of training and development; therefore, we will exploit advantages and enhance output wherever possible. I will assure ground training through CTS, sport compliance through DRS, my own command circulation, staff visits and 3rd party assurance opportunities. Safety management is a dynamic activity, central to all that 22 Gp does and is the fundamental element that enables us to challenge

our people to generate warrior spirit.

10. **Priorities.** My safety priorities in order are to:

- a. Continue rigorous assurance of air safety – plans, activities and analysis.
- b. Develop a plan for routine ground training assurance.
- c. Engender a positive Engaged Safety Culture across the Gp.

11. **Main Effort.** My Main Effort is the protection of our people and the public.

#### **Direction**

12. **General.** The following general direction applies to all aspects of safety:

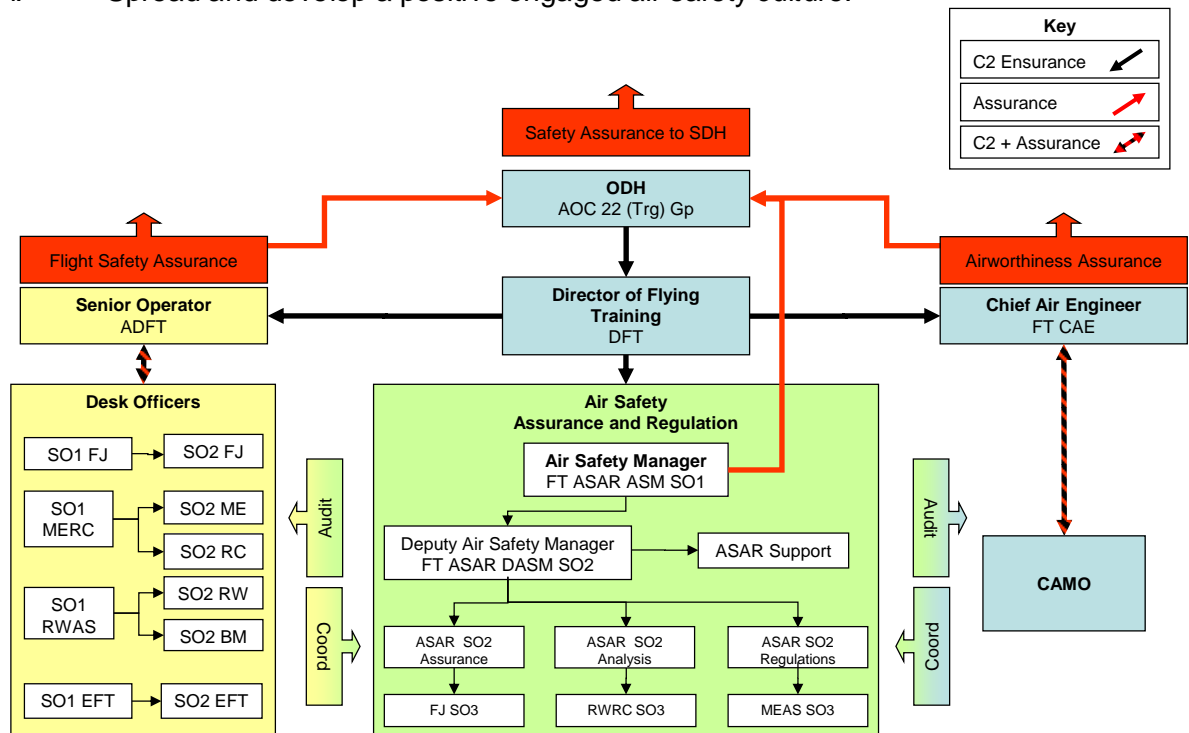
- a. All personnel are responsible under Common Law (legislation at para 4 above) and Service regulation (para 5 above) for the maintenance of safety.
- b. All personnel are to ensure the background, principles, practices and procedures of Total Safety are understood and adhered to.
- c. HoE are responsible for safety at all facilities within their cmd. HoE of airfields from which aviation activity is conducted are to meet the requirements of MAA RA1026 by nominating an Aerodrome Operator to be responsible for actively managing an aerodrome environment that accommodates the safe operation of aircraft.
- d. Cmdrs are responsible for the Safety of all activity within their cmd, regardless of that activity's location.
- e. Cmdrs are to support Delivery Duty Holders (DDHs) with resource, counsel and/or cmd direction.
- f. HoE and cmdrs are to liaise, agree and record safety responsibilities, boundaries and review criteria.

13. **Structure.** Detailed aviation operational and technical support to me is provided by the Senior Operator (SO), Chief Air Engineer (CAE) and Continuing Airworthiness Management Organisation (CAMO). The aviation structure is set out at Figure 1 below. 22 Gp is responsible for RAF Sport – unit level under the auspices of stn activity plans and representative level under the sport associations. Sport Safety will be managed in accordance with NGB safety standards or more stringent where service orders so dictate. Sport Safety is not in itself overseen by a single external auditor, but 'Sport England' acts as the natural barometer for the standards, practices and principles of conduct. RAF Sport governance is set out at Figure 2 below.

14. **Aviation DDHs.** Appointed personally by letter, ADDH are to ensure the safety of all air systems under their command. Specifically, they are to:

- a. Comply with the 22 Gp ASMP.
- b. Develop their own ASMP and Air Safety Management Team.
- c. Apply the Bowtie risk analysis tool to understand all facets of air safety RtL.
- d. Ensure all air systems and airfields are operated with Tolerable and ALARP RtL.
- e. Report shortfalls, deficiencies and risks up the command chain.

- f. Notify me if they intend to cease operations.
- g. Nominate a Senior Operator (SO) and Chief Air Engineer (CAE).
- h. Attend ASSWG, ASSGs and Annual Aviation Safety Conference when called.
- i. Liaise to uplift better practices from within and outside the Gp.
- j. Provide subject matter advice.
- k. Ensure personnel in key roles are SQEP.
- l. Spread and develop a positive engaged air safety culture.



**Figure 1. 22 Gp Air Safety Structure**

15. **Fn Safety DDH.** Appointed personally by letter, Fn Safety DDHs are to:

- a. Control activities and manage related safety hazards and risks.
- b. Respond to, investigate and learn from accidents and incidents.
- c. Maintain a robust safety management system in order to provide assurance, demonstrate compliance and exploit safety information.
- d. Report shortfalls, deficiencies and risks (by exception) on SAPPHIRE iaw JSP892.
- e. Apply the principles and procedures below where there is a risk to life or harm.
- f. Promote a positive Engaged Safety Culture.
- g. Ensure personnel in key roles are SQEP.
- h. Liaise to uplift better practices from within and outside the Gp and make recommendations for enhancement of Fn safety or the regulatory framework.



- a. Comdt RAFC is appointed Fn Safety DDH for all activity under cmd less RAF Halton and RAF Syerston.
- b. COS RAFAC is appointed Fn Safety DDH for all activity under cmd.
- c. Regional Comdt Central and East Region is appointed Fn Safety DDH for all activity under cmd.
- d. Regional Comdt London and South East Region is appointed Fn Safety DDH for all activity under cmd.
- e. Regional Comdt North Region is appointed Fn Safety DDH for all activity under cmd.
- f. Regional Comdt Scotland and Northern Ireland Region is appointed Fn Safety DDH for all activity under cmd.
- g. Regional Comdt South West Region is appointed Fn Safety DDH for all activity under cmd.
- h. Regional Comdt Wales and West Region is appointed Fn Safety DDH for all activity under cmd.
- i. Comdt CFS is appointed the ADDH for RAFAT..
- j. Comdt DHFS is appointed the ADDH for all activity under cmd.
- k. Comdt DSAE & Stn Cdr Cosford is appointed the Fn Safety DDH for all activity under cmd.
- l. Comdt DSCIS & CO Blandford Garrison is appointed the Fn Safety DDH for all activity under cmd.
- m. Comdt DSEME & CO MOD Lyneham is appointed Fn Safety DDH for all activity under cmd.
- n. Comdt DSMarE & CO HMS SULTAN is appointed the Fn Safety DDH for all activity under cmd.
- o. Stn Cdr RAF Halton is appointed the Fn Safety DDH for all activity under cmd.
- p. Stn Cdr RAF Linton-on-Ouse is appointed the Total Safety DDH for all activity under cmd.
- q. Stn Cdr RAF Shawbury is appointed the Fn Safety DDH for all activity under cmd.
- r. Stn Cdr MOD St Athan is appointed the Fn Safety DDH for all activity under cmd.
- s. Stn Cdr RAF St Mawgan is appointed the Fn Safety DDH for all activity under cmd.
- t. Stn Cdr RAF Valley is appointed the Total Safety DDH for all activity under cmd.
- u. Comdt 2 FTS is appointed the Total Safety DDH for all activity under cmd.
- v. Comdt 3 FTS is appointed the ADDH for all avn activity under cmd.
- w. Comdt 6 FTS is appointed the ADDH for all avn activity under cmd.

x. Comdt Robson Academy of Resilience is appointed the Fn Safety DDH for all activity under cmd and DAC for Parachuting, Paragliding and JSAT Gliding.

18. **Co-ordinating Direction:**

a. SASO is to:

- (1) Ensure the 22 Gp Directives comply with higher direction.
- (2) Co-ordinate Fn Safety SG (FnSSG) meetings.
- (3) Liaise with the other Gps to remain abreast of initiatives and better practices and make recommendations for enhancement.
- (4) Co-ordinate the battle rhythm of activity (reporting, meeting and reactions).
- (5) Investigate how best to draw together elements of Total Safety.
- (6) Deliver an annual 22 Gp Safety Conference.

b. DFT is to:

- (1) Ensure all flying related activity is compliant with and adheres to the appropriate standards and practices set out in the MRP.
- (2) Maintain an air safety cell within DFT to provide insight, oversight and foresight of air safety issues across 22 Gp (including 2 and 6 FTS, JSAT and sport avn).
- (3) Co-ordinate Air Safety Steering Gp (ASSG) and Air System Safety Working Group (ASSWG) meetings.
- (4) Ensure the safety culture and practices continuously improve.
- (5) Support DDH under cmd with resource, counsel and/or cmd direction.
- (6) Liaise to uplift better practices from within and outside the Gp and make recommendations for enhancement of air safety or the regulatory framework.

c. DRS is to:

- (1) Ensure the RP comply with this and higher direction.
- (2) Co-ordinate Sport Safety assurance and Sport Safety meetings.

**Risk Management**

19. **Principles.** Safety is everyone's business. Therefore, given the complexity and hazardous nature of the Gp's activities and the essential requirement to protect our people, the public and our reputation, we will need to promote vigorously an inclusive atmosphere that embraces safety in order to allow the Gp to deliver its mission and provide the best possible people to the front line on time. To enable this, my approach to all aspects of safety is based on the following principles:

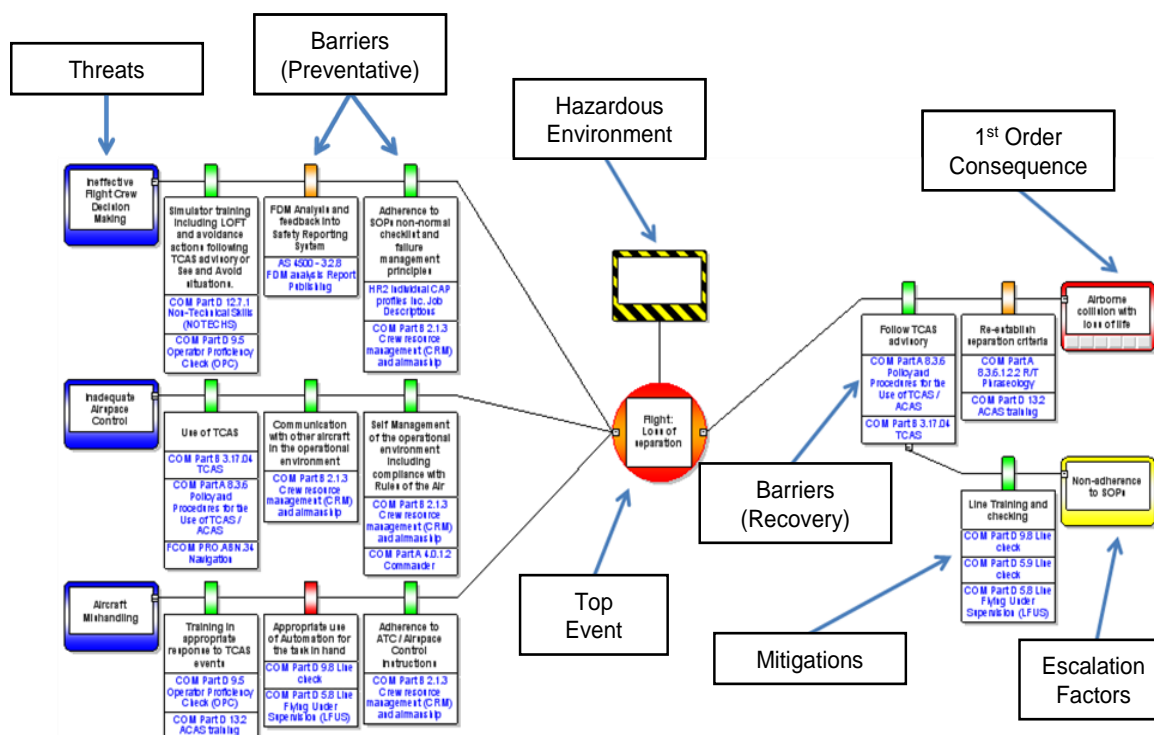
- Safety is a key command and individual responsibility;
- Safety is an opportunity – it enables calibrated risk-taking to build warrior spirit;
- An engaged safety culture is just, flexible, questioning and learning;
- Alignment of authority, accountability and responsibility;

- Risks are managed at the level where resources for activity and mitigation are held; &
- Common methods, systems and processes are used across safety management.

20. **Procedures.** Cmdrs, DDHs and RPs are to use the working practices below for safety risk management. This includes: hazard identification and analysis; risk assessment, codification and presentation; risk reduction and mitigation; and monitoring and review procedures. Where Fn Safety DDHs and RPs do not have access to software, they are to make best effort to understand and apply the practices below. Sport Safety will in principle use the Sport England 'Higher and Lower Risk' codification set out at Annex B.

a. **Hazard Identification & Analysis.** Hazards may be identified by a variety of different means: previous occurrences; checklists; hazard and operability studies; zonal hazard (safety) analyses; error trend monitoring; etc. Whichever techniques are used, sound hazard identification and analysis depends on the engagement of individuals recognized as SQEP for the activity. The principal 22 Gp analysis tool is Bowtie. This technique captures Top Events, Threats, Barriers, Escalation Factors and Consequences and results in a diagram such as that shown in Figure 3. Having identified Threats, Risk Panels should identify and evaluate control mitigations of whatever sort (equipment based or regulatory). This will be an iterative process, with the risk being reassessed to ascertain the effectiveness of 2 types of barrier:

- (1) **Preventative.** On the left hand side of the Bowtie, a Preventative Barrier acts to control the Threat leading to the Top Event.
- (2) **Recovery.** On the right hand side, a Recovery Barrier acts after the Top Event has occurred in order to control the severity of the consequence.



**Figure 3. Hazard Identification & Analysis – An Example Bowtie.**

b. **ALARP.** A decision on whether a risk can be declared ALARP is based on one or more of the following: good practice (recognised standards), qualitative assessment (by SQEP) and quantitative assessment (practicable methods of risk reduction and control normally based on cost benefit analysis and a gross disproportionality test). Whilst an ALARP statement can be constructed in a number of ways it is difficult to quantitatively assess risks where human factors are a contributory element. Therefore the majority of ALARP statements are likely to be founded upon qualitative SQEP assessments.



c. **Tolerability.** Whether a risk is Tolerable will depend on the imperative of an activity, the environment within which it will be undertaken and by whom. A more risk adverse approach may be appropriate where personnel are inexperienced or where the imperative to undertake the activity is low. This may be a particular consideration in the training/UAS/Cadet environment. Conversely, a higher risk threshold may be deemed appropriate where there is a clear imperative for task completion, such as pre-deployment work up training. This forms the basis of the Duty Holders risk tolerability assessment.

d. **Risk Reduction.** In managing risks, I place greater emphasis on understanding and mitigation of a risk rather than accurately placing it on the HRM table. I also judge addressing the severity of an impact as more important than reducing its likelihood.

e. **Total Safety Risk Matrix.** The Total Safety Risk Matrix at Fig 4 is the agreed format for the assessment of all risks. It fully reflects RA1210 4 by 4 risk matrix, therefore requires no additional work to risks already categorised. All Air Risks should be categorised within the 4x4 grid shown within the strong black outline. The 5x5 grid ensures that all Functional Risks are captured as required by JSP 892.

Total Safety Risk Matrix			Severity				
			Negligible	Minor	Major	Critical	Catastrophic
Reputation	Reputation (adapted from AP8000 Leaflet 8105 Annex F)	No adverse publicity or damage to reputation	No adverse external publicity.	Adverse external publicity with external criticism directed at 5th Executive. (Local publicity)	Damaging external publicity and serious external criticism with possibility of prosecution. (National publicity)	Major adverse publicity with long-standing implications, including prosecution. (National/international publicity)	
Equipment	Aircraft/Equipment Availability/Capability (taken from AP8000 Leaflet 8105 Annex F)	Negligible reduction to safety margin. No damage to aircraft/equipment. No impact to aircraft/equipment availability, capability or serviceability.	Slight reduction in safety margin. Slight damage to aircraft/equipment requiring immediate/deferred repair or repair.	Significant reduction in safety margin. Significant damage to aircraft/equipment requiring immediate/deferred repair or repair. Short to medium term impact on availability, capability and/or serviceability.	Large reduction in safety margin. Major damage to aircraft/equipment requiring immediate/deferred repair or repair. Long term impact on availability, capability and/or serviceability.	Aircraft crash. Destruction of aircraft/equipment. Loss of capability.	
Environment	Environmental (taken from JSP 418 Management of Environmental Protection in Defence Part 2 Leaflet 01 - Environmental Management Systems)	No noticeable environmental impact, contained within immediate area. No nuisance to local inhabitants. (Negligible/local)	Minor impact on the environment. Minor nuisance to local inhabitants. (Minor/slight)	Noticeable impact on the environment. Creates public nuisance. (Serious)	Major impact on the environment. Media coverage, adverse public opinion. (Major)	N/A	
Air and Functional Safety Risk to Life	Air & Functional Safety Risk to Life (MAA RA1210 Annex D) and H&SAW (JSP 815)	N/A	1 x reportable injury to any person or multiple non-reportable injuries. Minor illness/disease to any person.	1 x RIDDOR specified (non-life changing) injury to any person. Multiple reportable injuries. One case of a major non-contagious illness/disease or multiple cases of contagious minor illness.	1-2 fatalities of MOD employees. 1 life-threatening injury or Multiple RIDDOR specified injuries including 1 life-changing injury to any person. Multiple cases of a major illness/disease or one case of a long-term major illness/disease.	3+ fatalities of MOD employees or 1 fatality of a member of the public. Multiple life-changing injuries. Multiple cases of long-term major illness/disease.	
Likelihood	Frequent	Likely to occur 3 or more times per year	Low	Medium	High	Very High	Very High
	Occasional	Likely to occur 1-2 times a year	Low	Low	Medium	High	Very High
	Remote	Likely to occur 1 or more times in 10 years	Low	Low	Low	Medium	High
	Improbable	Likely to occur less than once every 10 years	Low	Low	Low	Low	Medium
	Incredible	Likely to occur less than once every 25 years	Low	Low	Low	Low	Medium

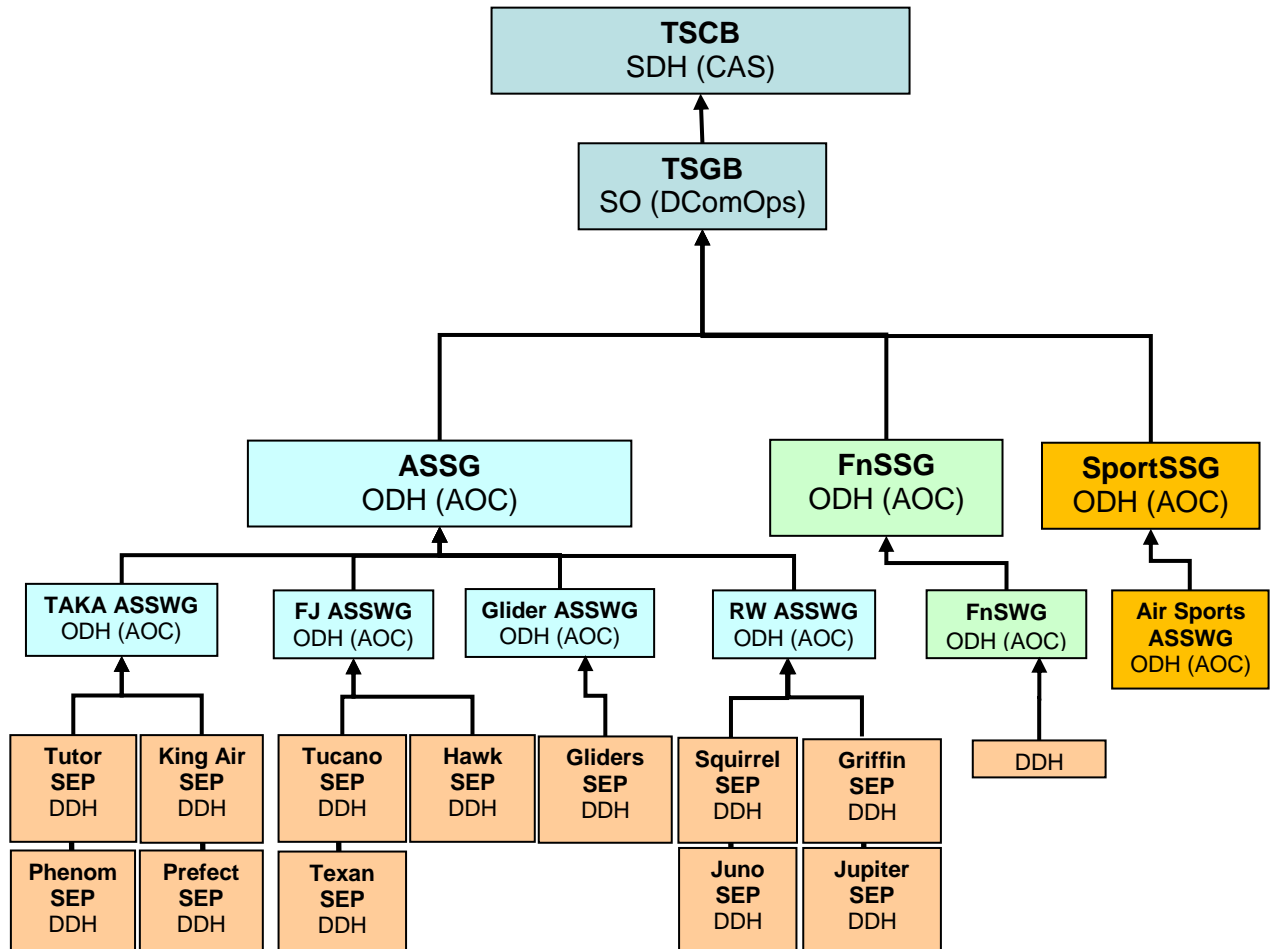
Figure 4. Total Safety Risk Matrix AP8000.

f. **Monitoring and Review.** DDHs and RPs are to routinely monitor identified risks. Mitigation activity may take time to implement, therefore DHs and RPs must review the timescales and effectiveness of plans to ensure that each risk is Tolerable and ALARP.

21. **Ownership.** Risks should be owned at the lowest level related to the conduct of an activity. This will help the alignment of authority, accountability and responsibility and it should provide a more agile approach to mitigating risks and applying cmd direction. DDH and RPs will hold risks categorised as Low (see Figure 4), I will own any resultant safety risk that is 'Medium or High' and I will elevate to the relevant SDH any 'Very High' residual risks. Continuity of data, clear understanding of the value and benefit of an activity and regular cmd insight and oversight will ensure a metered approach to balancing the risk and reward of an activity.

22. **Practices.** The 22 Gp Total Safety battle-rhythm will be dictated by the higher formation's need for reporting and data. However:

a. **Boards and Groups.** DFT will manage Boards and Groups (Figure 5 below) for Air Safety, COS Ops for Fn Safety and DRS for Sport Safety. 22 Gp ASM, COS Ops and DRS will ensure that the 22 Gp ASSG, FnSSG and SportSSG, respectively, precede the Air TSCB and the DCOM Ops Total Safety Governance (TSGB) by at least one month. The annual platform-specific ASSWGs will occur 4-6 months from the ASSG.



**Figure 5. 22 Gp Aviation Safety Management Structure.**

b. **Risk Capture.** DDH/RPs are to ensure safety risks are analysed and the details recorded and reported iaw the respective SMP.

c. **Audits.** Cmdrs and Sport RPs are responsible for their own internal 1<sup>st</sup> Party audits, inspections and assurance. 2<sup>nd</sup> Party audits will be conducted by DFT Formal Staff Visits and Air Safety Assurance Visit, the RAF Safety Centre (RAFSC) and MAA for Air Safety. Fn Safety 2<sup>nd</sup> Party audit including Unit sport will be conducted by CTS, the RAFSC CESO Branch and occasionally by the Defence safety domain regulators. Ground training unit cmdrs may also develop shadow OFSTED boards for 2<sup>nd</sup> Party assurance. Approximately every 2 years 3<sup>rd</sup> Party audit of ground training schools will be conducted by OFSTED; cmdrs are to make facilities available when this occurs. 2<sup>nd</sup> party sports association assurance will be conducted by DRS calling upon the expertise within the FD AT Wg, ADFT and the HQ Assurance Team where appropriate. 2<sup>nd</sup> party sport assurance will be delivered through a risk-based approach where 'higher risk' sports will be audited every 18 months and others every 36 months; I will also conduct Command Circulation

every 5 years. 3<sup>rd</sup> party sports assurance will be conducted by the RAFSC and, where appropriate, the NGB.

d. **Reporting.** SAPPHIRE will be updated quarterly or by exception if there is a significant change. Finally, post initial notification via the CDOC, incident and accident management should be reported using ASIMS, AIRS and through the cmd chain as soon as is reasonably practicable after the event and to the level where delegation sits; judgement here is vital.

### **Co-ordinating Instructions**

23. **Validity.** This Directive replaces No 22 Gp Directive 16/01 dated 4 Jan 16 and is complemented by the 22 Gp Aviation and Sport SMPs.

24. **Consistency.** Cmdrs are to recast their own orders within the context of this Directive.

25. **Revision.** I will re-issue this Directive as necessary to capture changes to the operating context and any new or substantive changes to Defence or RAF policy.

W A W James  
AVM  
AOC 22 Gp

15 Jun 17

Annexes:

- A. 22 Gp Air DDH Relationship Grid.
- B. RAF Sport Associations.

22 Gp AIR DDH RELATION GRID

ADDH	Location	HoE	Unit	Aircraft
<b>Comdt CFS</b>	RAF Scampton	Stn Cdr RAF Scampton	RAFAT	Hawk T1
<b>Comdt DHFS</b>	RAF Shawbury	Stn Cdr RAF Shawbury	705 NAS, 660 Sqn & CFS(H)	Squirrel
			60 (R) Sqn	Griffin
			Cobham Flt Trg	A109
	RAF Valley	Stn Cdr RAF Valley	202 (R) Sqn	Griffin
	RAF Little Rissington	Comdt 2 FTS	Cobham Flt Trg	AB139
	Oxford Kidlington	Oxford Kidlington	Ascent Flt Trg	Juno, Jupiter
<b>Comdt 1 FTS</b>	RAF Linton-on-Ouse	Stn Cdr RAF Linton-on-Ouse	72 (R) Sqn	Tucano
<b>Comdt 2 FTS</b>	RAF Kenley	Comdt 2 FTS	615 VGS	Viking
	RAF Kirknewton	Comdt 2 FTS	661 VGS	Viking
	RAF Little Rissington	Comdt 2 FTS	637 VGS	Viking
	Predannack Airfield	OC RNAS Culdrose	626 VGS	Viking
	RAF Syerston	Comdt 2 FTS	Central Gliding School, 644 VGS	Viking, Vigilant, Robin DR 400
	RAF Tern Hill	Stn Cdr RAF Shawbury	632 VGS	Viking
	RAF Topcliffe	OC Alanbrooke Bks	645 VGS	Vigilant
	Upavon Airfield	OC Upavon Trenchard Lines	622 VGS	Viking
	MDP Wethersfield	OC MDP Weathersfield	614 VGS	Viking
	RAF Woodvale	Comdt RAFC	631 VGS	Vigilant
<b>Comdt 3 FTS</b>	RAF Cranwell	Comdt RAFC	703 NAS, 674 AAC Sqn	Tutor
	RAF Cranwell	Comdt RAFC	45 (R) Sqn	King Air
	RAF Cranwell	Comdt RAFC	57 (R) Sqn	Tutor
	Middle Wallop	Comdt AAC Ctr	Army Flying Grading	Tutor
	RAF Wittering	Stn Cdr RAF Wittering	16 (R) Sqn, 115 (R) Sqn	Tutor
<b>Comdt 4 FTS</b>	RAF Valley	Stn Cdr RAF Valley	IV (R) Sqn	Hawk T2
<b>Comdt 6 FTS</b>	JHC Fg Stn Aldergrove	CO JHC Fg Stn Aldergrove	NIUAS, 13 AEF	Tutor
	RAF Benson	Stn Cdr RAF Benson	OUAS, 6 AEF	Tutor
	MOD Boscombe Down	AWC Chief Test Pilot	SUAS, 2 AEF	Tutor
	Colerne, Azmighur Bks	OC Azmighur Bks	BUAS, 3 AEF	Tutor
	RAF Cosford	Stn Cdr RAF Cosford	UBAS, 8 AEF	Tutor
	RAFC Cranwell	Comdt RAFC	EMUAS, 7 AEF	Tutor

<b>ADDH</b>	<b>Location</b>	<b>HoE</b>	<b>Unit</b>	<b>Aircraft</b>
	Glasgow Airport	LHR Airports Ltd	UGSAS, 4 AEF	Tutor
	RAF Leeming	Stn Cdr RAF Leeming	NUAS, 11 AEF	Tutor
	RAF Leuchars	CO Army Bks Leuchars	ESUAS, 12 AEF	Tutor
	RAF Linton-on-Ouse	Stn Cdr RAF Linton-on-Ouse	YUAS, 9 AEF	Tutor
	MOD St Athan	Stn Cdr MOD St Athan	UWAS, 1 AEF	Tutor
	RAF Wittering	Stn Cdr RAF Wittering	CUAS, ULAS, 5 AEF	Tutor
	RAF Woodvale	Comdt RAFC	LUAS, MASUAS, 10 AEF	Tutor
<b>Comdt Robson Academy</b>	RAF Halton	Stn Cdr RAF Halton	JSAT Gliding	Various gliders and tugs <sup>1</sup>
	RAF Weston-on-the Grn	Comdt Robson Academy	JSAT Parachuting	Various
	RAF Akrotiri	Stn Cdr RAF Akrotiri	JSAT Parachuting	Various
	JSAT Crickhowell	Comdt Robson Academy	JSAT Paragliding	Various

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<sup>1</sup> JSAT Glider aircraft currently include Ask 21, Astir (R9), Discus SO6, Discus 2CT (R6); Duo Discus Xt (26), Ka13 (R41), Ka18 (R48), Ventus 2CT (R11), Chipmunk, Grob 109B, Piper Pawnee.

## RAF SPORTS ASSOCIATIONS

### 1. Higher Risk Sports.

Biathlon and Nordic Skiing Assn  
Bobsleigh, Luge, Skeleton (inc Natural Luge) Assn  
Boxing Assn  
Canoeing Assn  
Competitive (Game, Sea and Course) Angling Assn  
Cresta Assn  
Cycling Assn  
Equitation Assn  
Fencing Assn  
Flying Club Assn  
Gliding and Soaring Assn  
Hang Gliding and Paragliding Assn  
Judo Assn  
Martial Arts Assn  
Microlight Assn  
Model Aircraft Assn  
Motor Sports Assn  
Mountaineering Assn  
Per Ardua Archery Assn  
Polo Assn  
Power Kiting Assn  
Rowing Club  
Sailing Assn  
Small Arms Assn  
Sports Parachute Assn  
Swimming Assn  
Triathlon Assn  
Waterskiing and Wake Boarding Assn  
Waveriders Assn  
Winter Sports Alpine (Champs, Ski Team, Telemark, Snowboarding) Assn

### 2. Lower Risk Sports.

Athletics Assn  
Badminton Assn  
Basketball Assn  
Cricket Assn  
Football Assn  
Golf Assn  
Hockey Assn  
Ice Hockey Assn  
Lacrosse Assn  
Lawn Tennis Assn  
Netball Assn  
Orienteering Assn  
Powerlifting Assn  
Rugby League Assn  
Rugby Union Assn  
Squash Racquets Assn  
Table Tennis Assn  
Tenpin Bowling Assn  
Volleyball Assn