



## **Safety Center RPA Branch**

### **Who we are & how we help you!**

#### **Human Factors**

The Air Force Safety Center Remotely Piloted Aircraft Branch at Kirtland Air Force Base, N.M., places a strong focus on human factors and has a dedicated expert in this field. The primary responsibility for this subject matter expert is supporting all RPA Class A and B Safety Investigation Boards as their safety center HF telephonic representative. As such, the HF SME primarily works with flight surgeon members on the SIBs. Duties within this role include: quality control checking Air Force Safety Automated System messages; providing support in determining and coding the human factors elements of the mishap; reviewing the Tab T, Tab Y and Department of Defense Human Factors Analysis and Classification System codes in AFSAS; ensuring the final message adequately discusses the human factors pertinent in the mishap; participating in the Memorandum Of Final Evaluation review of the report for accurate findings, recommendations and HFACS codes; supporting the recommendation closure process and attending AFSEC SIB weekly meetings. Further, as a member of AFSEC's Aviation Flight Division, the HF SME collaborates with the Human Factors Division to facilitate cross-talk on

current and future safety issues. The HF SME is also tasked to work with AFSEC's Proactive Safety group, Training Division, updating major safety publications, and attending RPA System Safety Group meetings and other conferences in order to mitigate RPA safety hazards.

There have been numerous successes in the HF field. In 2014, one of the major areas improved was the DoD HFACS, which is a mishap investigation and data analysis tool used to assess a variety of human factors for relevancy during a mishap investigation. In an effort to more accurately identify and categorize potential HFs associated with mishaps, the previous 147 subcategory codes, or nanocodes, were reduced to 109 by combining similar codes and eliminating others that were very rarely or never used. The more accurate nanocode set resulted in a reduction in ambiguity and has been formally adopted and operationally fielded in AFI91-204, Safety Investigations and Reports, dated 12 Feb 2014.

A more recent success was improving Tab Y in a safety investigation report. Over the years, this tab which primarily deals with medical information has been partitioned, reorganized and re-separated. Tabs Y1 and Y2 were revised into one medically protected Tab Y. The HF SME was a key player in removing the redundant HF code listing in Tab Y as well as the requirement to scan in non-pertinent medical records. These improvements returned valuable time to the flight surgeon members to more thoroughly investigate the mishap's human factors elements versus standing at a scanner and checking the multiple areas where HFACS codes were required to match. These Tab Y changes were published in the Interim Change to AFMAN91-223 dated 8 June 2016.

If you have any questions regarding RPA human factors, the HF SME is available for assistance getting through the process and producing a valuable report in an effort to reduce future RPA mishaps. The HF SME can discuss the mishap, the possible causes and the most

accurate HFACS codes. Overall, the HF SME can serve as a fresh set of eyes for your report and an available ear to just talk it through. Contact the HF SME at [HQAFSC.SEFQ@us.af.mil](mailto:HQAFSC.SEFQ@us.af.mil) or call (505)846-3234 (DSN: 246-3234).