

Requirements for accreditation as Aviation Psychologist (AAP)

according to Reg. (EU) No. 1178/2011 respectively Reg. (EU) 2015/340 and
Reg. (EU) No. 965/2012

Accredited Aviation Psychologist (AAP)		
Specialisation/ Qualification	Clinical Aviation Psychology (CAP) <u>Career qualification</u> (prerequisite for conducting clinical psychological assessments of aviation personnel)	Occupational Aviation Psychology (OAP) <u>Quality feature</u> (should be demanded by operators to guarantee equal quality standards for working with aviation personnel)
Validity	3 years, reaccreditation (formal application required)	
Cost	Initial accreditation and revalidation according to ACGV	
Main tasks and responsibilities	<p>Psychological tasks associated with aeromedical fitness assessments, especially:</p> <ul style="list-style-type: none"> • Clinical-psychological assessment of Aircrew / ATCOs and other aviation personnel regarding mental health and psychological disorders • Implementation of Performance- and Personality Tests/ Assessments • Clinical-psychological diagnostics • Clinical-psychological evaluation/ reports • Application of clinical-psychological treatments/ therapy • Crisis Intervention • Counselling related to mental health issues • Participation in Peer-Support-groups (e.g. as mental health professional) • Focal point for AMEs regarding clinical-psychological issues 	<p>Psychological tasks associated with personnel working in Aviation, especially:</p> <ul style="list-style-type: none"> • (Non-clinical) psychological assessment of aircrew/ ATCOs and other aviation personnel (e.g. aptitude/ attitude/ personality testing, workload assessment) • Performance of risk assessments associated with the operational Aviation environment • Recruitment, selection and development of aircrew / ATCOs and other aviation personnel • Development and implementation of Human Factors Programs and Training (e.g. CRM/ CISM/ FRMS) • Development and implementation of peer support programmes • Accident and incident investigation and prevention • Task/ job analysis and design • Supervision of organisational change processes • Safety/ just culture/ work satisfaction surveys etc.
Training*		
Academic requirements	<ul style="list-style-type: none"> • Degree in psychology (Master Level) • Postgraduate training in clinical psychology <i>(pursuant to Psychologengesetz 2013, BGBl. I Nr. 182/2013, idgF)</i> 	<ul style="list-style-type: none"> • Degree in psychology (Master Level) • Accreditation as Work-/ Organisational Psychologist <i>(e.g. refer to professional psychology associations GKPP, BÖP or EUROPsy)</i>
Theoretical knowledge	<ul style="list-style-type: none"> • EAAP accreditation as „Aviation Psychologist“ 	<ul style="list-style-type: none"> • EAAP accreditation as „Aviation Psychologist“

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	<u>Career qualification</u> (prerequisite for conducting clinical psychological assessments of aviation personnel)	<u>Quality feature</u> (should be demanded by operators to guarantee equal quality standards for working with aviation personnel)
	<p style="text-align: center;"><i>or</i></p> <ul style="list-style-type: none"> • Academic degree in Aviation psychology / completion of an aviation-related specialization <p style="text-align: center;"><i>or</i></p> <ul style="list-style-type: none"> • Training in Aviation Psychology to the extent of 40h, minimum of 8h thereof related to one of three topics: <ol style="list-style-type: none"> 1. <u>Selection of aircrew / ATCOs and other aviation personnel</u> (knowledge, skills, abilities, job requirements) 2. <u>Safety Risk Management in Aviation</u> (working conditions, accident/ incident investigation, hazard identification and risk assessment, social and organisational factors) 3. <u>Clinical psychology and diagnostics for aviation personnel</u> (Clinical skills for working with aircrew/ ATCOs, aircrew mental health and support / peer support programs/ case studies etc.) 	<p style="text-align: center;"><i>or</i></p> <ul style="list-style-type: none"> • Academic degree in Aviation psychology / completion of an aviation-related specialization <p style="text-align: center;"><i>or</i></p> <ul style="list-style-type: none"> • Training in Aviation Psychology to the extent of 40h, minimum of 8h thereof related to one of three topics: <ol style="list-style-type: none"> 1. <u>Selection of aircrew / ATCOs and other aviation personnel</u> (knowledge, skills, abilities, job requirements) 2. <u>Safety Risk Management in Aviation</u> (working conditions, accident/ incident investigation, hazard identification and risk assessment, social and organisational factors) 3. <u>Human Factors Programs and Training</u> (Crew/ team resource management/ critical incident stress management/ fatigue risk management, non-technical skills assessment etc.)
Professional experience	<ul style="list-style-type: none"> • 5 psychological evaluations supervised by an accredited CAP (the first two evaluations should be performed together) • 40h practical working experience with different operational crews (e.g. aircrew / ATCOs and other aviation personnel) supervised by an accredited AAP 	<ul style="list-style-type: none"> • 400h practical working experience with different operational crews (e.g. aircrew / ATCOs and other aviation personnel) supervised by an accredited AAP • License holders (e.g. PPL/ CPL, ATCO etc.) may get 40h accredited
Specific ACG training	<ul style="list-style-type: none"> • Administration / Organisation (ACG processes/ quality assurance, Documentation, Code of Conduct, report writing etc.) • Aviation Law (regulatory aspects in particular PART-MED – Mental Health, Part OPS, ATCO licensing etc.) 	

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	<ul style="list-style-type: none"> Working environment, workplace conditions in civil and military Aviation organisations (e.g. guided tours in operational rooms/ airports/ maintenance hangars, visits to aeromedical centers, flight simulators, participation in selection activities, risk assessments, workshops etc.) 	
Revalidation/ Reaccreditation requirements	<ul style="list-style-type: none"> Continuous aviation related training to the extent of 30h (10h per annum) <p style="text-align: center;"><i>and</i></p> <ul style="list-style-type: none"> 6 psychological evaluations* <p><u>*If number of evaluations is not achieved:</u> at least 2 evaluations under supervision of an accredited AAP with CAP specialisation</p>	<ul style="list-style-type: none"> Continuous aviation related training to the extent of 30h (10h per annum) <p style="text-align: center;"><i>and</i></p> <ul style="list-style-type: none"> 120h practical activity* (40h per annum) <p><u>*If number of hours is not achieved:</u> 40h practical training (internship) in a civil or military aviation company supervised by an accredited AAP with OAP specialisation</p>
Disqualification	<ul style="list-style-type: none"> Non-Conformance with the Code of Conduct Failure to fulfil requirements for re-validation Failure to comply with CAA's administrative guidelines and procedures 	

June 2019
Austro Control GmbH, LSA/AMS

List of acronyms

AAP	Accredited Aviation Psychologist
Aircrew	Flight deck and cabin crew
AeMC	AeroMedical Center
ATCO	Air Traffic Controller
AME	Aeromedical Examiner
CAA	Civil Aviation Authority

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CAP	Clinical Aviation Psychology
CISM	Critical Incident Stress Management
CRM	Crew Resource Management
EAAP	European Association for Aviation Psychology
FRMS	Fatigue Risk Management System
HF	Human Factors
OAP	Occupational Aviation Psychology
Part-OPS	Operational part according Reg. (EU) No.965/2012 and the associated Acceptable Means of Compliance and Guidance Material
Part-MED	medical part of Regulation (EU) No. 1178/2011 and Regulation (EU) 2015/340 and the associated Acceptable Means of Compliance and Guidance Material
Reg. (EU)	EU Regulation
TRM	Team Resource Management

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Glossary of terms

Crew Ressource Management	Crew Resource Management (CRM) training encompasses a wide range of knowledge, skills and attitudes including automation management, monitoring and intervention, resilience development, surprise and startle effect management, safety culture and cultural differences; together with all the human dimensions which each of these areas entails. CRM can be defined as a management system, which makes optimum use of all available resources (equipment, procedures and people) to promote safety and enhance the efficiency of flight operations.
Critical Incident Stress Management	critical incident stress' means the manifestation of unusual and/or extreme emotional, physical and/or behavioural reactions of an individual following an event or incident. Critical Incident Stress Management
Fatigue	means a physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness, circadian phase or workload (mental or physical activity, or both) that can impair an individual's alertness and ability to safely perform his/her tasks
Just Culture	„Just Culture“: a culture in which operational staff or other persons are not punished for their actions, omissions or decisions that reflect their experience and training, but gross negligence, willful offenses and destructive behavior are not tolerated.
Occupational psychology	Occupational psychology is concerned with the performance of people at work and in training, and with developing an understanding of how organisations function and how individuals and groups behave at work. Occupational psychology is often also called industrial psychology and/ or work- and/ or organisational psychology.
Other Aviation personnel	Air traffic safety electronics personnel (ATSEPs), aircraft maintenance engineers, ramp crews, meteorological staff, aviation safety & security personnel etc.
Peer Group	Community in which most or all members have roughly the same characteristics such as age, class, education, merit, rank, standing and or status.
Peer Support Programs	Peer support programs typically cover three issues: <ul style="list-style-type: none"> • issues of substance abuse and addiction; • problems of coping with daily life stressors;(domestic problems, socio-economic pressures, emotional/mental stressors, training issues, etc); and • possible trauma after critical incidents.
Risk assessment	Process of hazard identification and determination of the overall probability or frequency of occurrence of a harmful effect induced by a hazard and the severity of that effect as well as derivation of strategies to reduce risk to as low as reasonable practicable.
Team Ressource Management	Team Resource Management (TRM) is defined as: Strategies for the best use of all available resources - information, equipment and people - to optimise the safety and efficiency of Air Traffic Services.