



DEFENCE AVIATION SAFETY AUTHORITY

## NOTICE OF PROPOSED AMENDMENT FOR DASR CHANGE PROPOSAL 002/2023 Revision 1

### DASR NTS

### NON-TECHNICAL SKILLS (NTS)

#### References:

- A. DFSB ASIR: *F/A-18F Runway Excursion on Take-off Resulting in Ejection*, 8 Dec 20 ([BP27938778](#))
- B. DFSB ASIR: *C-130J Loadmaster Entanglement During Dispatch of Air Sea Rescue Kit*, 15 Jun 20 ([BP27938779](#))
- C. DFSB ASIR: *B300 King Air Inadvertent Pitch Nose Down*, 9 Dec 18 ([BP27944085](#))
- D. DASA Newsbreak: [Deliberate Review of Aviation Operations-Related Implementing Regulations – Aug 21](#), Update of 20 Aug 21
- E. Brief for DG DASA: Proposed DASR Major Change: DASR AIRCREW.55 'Non-Technical Skills (NTS) of 27 Jun 23 ([BP29315306](#))

#### INTRODUCTION

##### Applicability

1. This proposal is applicable to Military Air Operators (MAOs), Sponsors of Non-Defence Registered Aircraft, persons authorising and operators of a UAS and Air Navigation Service Providers (ANSP).

##### Purpose

2. The purpose of this NPA is to enable community input into the development of DASR NTS, ahead of its formal release in Feb 2024, to address the:

- a. relevant recommendations and findings from Refs A-C
- b. principles of Ref D.

##### Background

3. This NPA addressed Refs A-C, with a view to improving aviation safety. This NPA forms part of the stakeholder consultation process.

4. Following events detailed in Refs A-C, DASA conducted a review of Defence regulation related to NTS. The review included benchmarking against Civil Aviation Authority (CAA) and Military Aviation Authority (MAA) NTS regulations. The review concluded that Defence had insufficient regulation for the effective management of NTS-related aviation safety hazards. At Ref E, DG DASA endorsed the removal of DASR AIRCREW.55 and the creation of a new DASR NTS Part.



### **Scope of proposed changes**

5. This NPA proposes the addition of NTS regulation—consistent with best practice as applied by DASA-recognised CAAs and MAAs. The proposal incorporates DASR hazard controls by defining:
  - a. MAO and Sponsor NTS training programme accountabilities
  - b. NTS hazard controls.
6. The proposal incorporates the principles of Ref D by:
  - a. defining terms specific to the regulation
  - b. providing a standard structure and content to the Part, Acceptable Means of Compliance (AMC) and Guidance Material (GM).

### **Benefits of proposed changes**

7. The benefits of this proposal include:
  - a. improved aviation safety controls to the hazards arising from ineffective NTS
  - b. alignment to DASA-recognised CAA and MAA NTS regulation benchmarks
  - c. mitigation to the hazards associated with streamlined training and the post DSR (challenging) environment for Crew and Aircraft Controllers.

### **Effects of proposed changes**

8. The proposed regulation increases regulated community compliance obligations via the implementation of NTS-specific Part controls as follows:
  - a. skills-based NTS training requirements
  - b. UAS and Aircraft Controller NTS training requirements
  - c. NTS training program management controls, including:
    - (i) NTS Trainer Competency, Qualification, Currency & Recency including prerequisite experience
    - (ii) Flying Management System integration requirements
    - (iii) Safety Management System integration requirements.

### **Proposed regulation**

9. The proposed regulation is in Enclosure 1.

### **Implementation strategy**

10. DASA will release the proposed regulation in Feb 24. DASA proposes a transition<sup>1</sup> timeframe of twelve months from DASR release.

## **HOW TO SUBMIT COMMENTS ON THIS NPA**

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<sup>1</sup> During transition DASA will not enforce compliance with the new regulation—allowing organisations time to implement new requirements.



## Format

11. Record responses to this NPA on the NPA Response Sheet included in Enclosure 2 and submit responses by email to [DASA](#). Hardcopies are not required.

## Timing

12. Please forward comments on NPA 2023/002 to DASA by close of business 8 Sep 23.

## Additional information

13. Additional information on this NPA is available from WGCdr Malcolm Walker, DD-FLTOPS (DAVNOPS-DASA), at [malcolm.walker@defence.gov.au](mailto:malcolm.walker@defence.gov.au) or (02) 5130 7959.

## DISPOSITION OF RESPONSES RECEIVED

14. A Comment Response Document will be prepared and published on the [DASA Website](#). DASA will not individually acknowledge or respond to comments or submissions.

## C Pouncey

GPCAPT  
DAVNOPS  
Defence Aviation Safety Authority  
Tel: (03) 5169 8204

Aug 23

## Annex:

- A. NPA 2023/002 Revision 2 – Proposed DASR NTS.
- B. NPA 2023/002 Revision 0 – DASR NTS Response Sheet.



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# NPA 2023/002 REVISION 1

## PROPOSED CHANGES TO DASR NTS

### NON-TECHNICAL SKILLS (NTS)

#### Contents

- [Section 1:](#) Amendments to GR.20 *Operations personnel*
- [Section 2:](#) New DASR NTS DASR Part only
- [Section 3:](#) New DASR NTS DASR Part, Acceptable Means of Compliance (AMC) and Guidance Material (GM)



## SECTION 1: AMENDMENT TO GR.20

The following is an editorial amendment to GR.20 *Operations personnel*:

### **Current GR.20** *Operations personnel*

- (a) Personnel and organisations involved in Defence aviation operations must comply with:
  - (i) [DASR OP.Gen](#) *Operations Personnel – General*
  - (ii) [DASR Aircrew](#)
  - (iii) [DASR MED](#) *Medical*
  - (iv) [DASR AVFM](#) *Aviation Fatigue Management.*

### **Amended GR.20** *Operations personnel*

- (b) Personnel and organisations involved in Defence aviation operations must comply with:
  - (i) [DASR OP.Gen](#) *Operations Personnel – General*
  - (ii) [DASR Aircrew](#)
  - (iii) [DASR MED](#) *Medical*
  - (iv) [DASR AVFM](#) *Aviation Fatigue Management.*
  - (v) [DASR NTS](#) *Non-Technical Skills*



## SECTION 2: NEW AND REVISED DASR NTS PART ONLY

The following replaces the extant DASR AIRCREW.55 DASR Part in toto, as a new DASR within OPS PERS.

### DASR NTS – Non-Technical Skills (NTS)

#### NTS.10 – Defence NTS construct (AUS)

▶ GM

- (a) The MAO, Sponsor, persons authorising and operators of a UAS or ANSP must utilise defined management controls to eliminate NTS safety risks SFARP and, if it is not reasonably practicable to do so, to minimise those risks SFARP. ▶ GM
- (b) The AM's management of NTS safety risks must:
  - 1. apply to:
    - (i) Aircrew
    - (ii) Crew who operate UAS IAW [DASR UAS 20\(a\)](#) Certified Category UAS or [DASR UAS.30\(a\)1](#) Specific Type A Category UAS where the Authority has identified through the OPSPEC or UASOP, a need to comply with [DASR NTS](#)
    - (iii) Aircraft Controllers.
  - 2. include the elements at [DASR NTS.20](#)
  - 3. be defined using benchmark information acceptable to the Authority ▶ GM
  - 4. be integrated into the organisation's:
    - (i) Flying Management System (FMS) ▶ GM
    - (ii) Safety Management System (SMS) ▶ GM
    - (iii) Quality Management System (QMS).

#### NTS.20 – NTS training (AUS)

- (a) The AM must establish an NTS training program that includes:
  - 1. knowledge-based training conducted prior to either: ▶ GM ▶ AMC
    - (i) conducting Flight operations
    - (ii) controlling Defence aviation operations under an ANSP
    - (iii) managing Defence aviation operations under an ABMO.



2. by exception from [DASR NTS.20\(a\)1](#), and risk managed IAW [DASR SMS](#), the AM may exempt personnel from the requirement to complete knowledge-based NTS training prior to conducting flight operations, or controlling or managing Defence aviation operations  
▶ GM
  3. knowledge-based training conducted during: ▶ GM ▶ AMC
    - (i) Aircrew or Crew conversion training
    - (ii) Aircraft Controller endorsement training, or equivalent.
  4. continuation knowledge-based training conducted every two years ▶ GM ▶ AMC
  5. by exception from [DASR NTS.20\(a\)4](#), and risk managed IAW [DASR SMS](#), the AM may grant a maximum Currency extension of up to one year ▶ GM
  6. skills-based training and assessment integrated into the organisation's FMS ▶ GM ▶ AMC
  7. periodic awareness training. ▶ GM
- (b) The AM must:
1. utilise defined: ▶ GM ▶ AMC
    - (i) selection criteria for NTS Facilitators (NTSF) and NTS Trainers (NTST)
    - (ii) LMP to train NTSF and NTST
    - (iii) Qualification processes for NTSF and NTST.
  2. record NTS training in a format determined to be enduring.



## SECTION 3: NEW DASR NTS PART, AMC and GM

The following replaces the extant DASR AIRCREW.55 DASR Part in toto, as a new DASR within OPS PERS. AMC in purple text. GM in brown text.

### DASR NTS – Non-Technical Skills (NTS)

#### NTS.10 – Defence NTS construct (AUS)

##### ▼ GM

**Purpose. (Context)** The safe and effective delivery of Defence aviation capabilities is enhanced by human performance skills that promote reliable and effective task performance in teams and in complex work systems (ie NTS). **(Hazard)** Suitability For Flight can be compromised by the inability to recognise and manage human performance limitations, make sound decisions, communicate effectively, lead and work as a team and maintain situation awareness. **(Defence)** This regulation requires the AM to utilise aviation NTS risk management controls to ensure Suitability For Flight.

- (a) The MAO, Sponsor, persons authorising and operators of a UAS or ANSP must utilise defined management controls to eliminate NTS safety risks SFARP and, if it is not reasonably practicable to do so, to minimise those risks SFARP. ▼ GM

##### GM NTS.10(a) – Defence NTS construct (AUS)

- a. The terms NTS and Human Factors (HF) are often utilised interchangeably, which can cause some confusion. HF refers to the broader field of study that draws together knowledge from psychology, ergonomics, medical and engineering disciplines to minimise human error and its consequences by optimising the relationships within systems between people, activities and equipment. NTS is a branch of HF that focuses on the mental, social, and personal-management abilities that complement the technical skills of workers and contribute to safe and effective performance in complex work systems.
- b. NTS training is one example of applied HF training. NTS training provides personnel with the awareness, knowledge and skills required to manage all available resources (including themselves) more safely and effectively.
- (b) The AM's management of NTS safety risks must:
- apply to:
    - Aircrew
    - Crew who operate UAS IAW [DASR UAS 20\(a\)](#) Certified Category UAS or [DASR UAS.30\(a\)1](#) Specific Type A Category UAS where the Authority has identified through the OPSPEC or UASOP, a need to comply with [DASR NTS](#)
    - Aircraft Controllers.
  - include the elements at [DASR NTS.20](#)
  - be defined using benchmark information acceptable to the Authority ▼ GM





### GM NTS.10(b)3 – Benchmarking (AUS)

AMs should benchmark aviation NTS risk management against exemplar operators with comparable CRE. DASA developed the *Aviation Non-Technical Skills: Fundamentals for Aviation Professionals* and *Aviation Non-Technical Skills: Essentials for Trainers* guidebooks to assist ADF aviation Commanders and managers in developing aviation NTS risk management. These guidebooks align with ICAO's Standards and Recommended Practices (SARPS) and reflect Defence's unique NTS context.

4. be integrated into the organisation's:
  - (i) Flying Management System (FMS) ▼ GM

### GM NTS.10(b)4(i) – FMS Integration (AUS)

Integration of NTS into the FMS improves the transfer of knowledge and skills to operational performance, and ensures the training is contextualised based on task, applicable processes and aviation system in use.

- (ii) Safety Management System (SMS) ▼ GM

### GM NTS.10(b)4(ii) – SMS Integration (AUS)

- a. The AM should consider the following when integrating NTS into the SMS:
  - i. ensuring hazard identification identifies potential NTS safety issues for assessment and mitigation
  - ii. ensuring NTS lessons learned from investigations, both internally and from other organisations, are disseminated widely (eg through safety notices, briefings or training).
- (iii) Quality Management System (QMS).

## NTS.20 – NTS training (AUS)

### ▼ GM

- a. **Purpose. (Context)** The safe delivery of aircraft capabilities is supported by NTS knowledge, skills, and behaviours benchmarked against contemporary training and learning standards. **(Hazard)** Undesired NTS knowledge, skills and behaviours can affect safe delivery of that capability. **(Defence)** This regulation requires the AM to establish an NTS training program that provides personnel with the awareness, knowledge and skills to ensure Suitability For Flight.
- b. NTS training content should assess an individual's performance against established standards of validity, authenticity, sufficiency and currency, as well as address NTS skill gaps within the organisation. An assessment against 'all dimensions of competency' means that the assessment is not narrowly based on a task, but embraces all aspects of performance and represents an integrated and holistic approach to the assessment. NTS training should include an assessment process that takes into account: task skills, management and contingency skills, role skills and transfer skills. The DFSB *Aviation Non-Technical Skills: Essentials for Trainers* guidebook is structured to assist AMs to develop NTS training programs.
  - (a) The AM must establish an NTS training program that includes:
    1. knowledge-based training conducted prior to either: ▼ GM ▼ AMC



**AMC NTS.20(a)1 – Initial knowledge-based NTS training (AUS)**

- a. The AM may meet initial knowledge-based NTS training requirements by ensuring that personnel complete the Aviation NTS Foundation Course conducted by either:
  - i. DFSB
  - ii. an NTS Trainer (NTST)
  - iii. an NTS Facilitator (NTSF) who holds a Defence instructor qualification.

**GM NTS.20(a)1 – Initial knowledge-based NTS training (AUS)**

- a. The DFSB *Aviation NTS Foundation Course* provides Defence Aviation personnel with the theoretical background of aviation NTS and supports the development of practical knowledge relevant to skilled performance. The course provides personnel with a common frame of reference and language, and is designed to be incorporated into the curriculums of initial aviation operations employment training and other aviation-related supplemental training courses. *Aviation NTS Foundation Course* covers the following topics:
  - i. history and development of NTS training
  - ii. Human Performance and its limitations
  - iii. error and violation
  - iv. culture
  - v. decision-making
  - vi. situation awareness
  - vii. communication
  - viii. managing stress
  - ix. managing fatigue
  - x. leading and working in teams
  - xi. threat and error management
  - xii. automation.
    - (i) conducting Flight operations
    - (ii) controlling Defence aviation operations under an ANSP
    - (iii) managing Defence aviation operations under an ABMO.
2. by exception from [DASR NTS.20\(a\)1](#), and risk managed IAW [DASR.SMS](#), the AM may exempt personnel from the requirement to complete knowledge-based NTS training prior to conducting flight operations, or controlling or managing Defence aviation operations  
▼ GM



### **GM NTS.20(a)2 – Initial knowledge-based NTS training exemption (AUS)**

- a. The training exception allowed for in [DASR NTS.20\(a\)2](#) should only be applied in extenuating circumstances (ie after the decision maker has conducted risk management IAW [DASR SMS](#), and the operational need to apply an exception is warranted when weighed against the residual risk). Extenuating circumstances:
  - i. could include personnel who are graduates of an exemplar CAA or MAA equivalent NTS or HF training course
  - ii. exclude the routine or casual application of exceptions.
3. knowledge-based training conducted during: ▼ GM ▼ AMC

### **AMC NTS.20(a)3 – Knowledge-based conversion or endorsement NTS training (AUS)**

- a. Knowledge-based conversion or endorsement NTS training should:
  - i. be defined in OIP
  - ii. reference the applicable Learning Management Plan (LMP)
  - iii. be developed with reference to the DFSB *Aviation Non-Technical Skills: Essentials for Trainers* guidebook. The Guidebook is structured to assist Commanders and managers to develop compliant solutions for this regulation
  - iv. be delivered as part of conversion or endorsement training by an NTS Trainer (NTST)
  - v. be reviewed periodically and informed by the SMS.

### **GM NTS.20(a)3 – Knowledge-based conversion or endorsement NTS training (AUS)**

The AM of organisations providing conversion or endorsement training should include training that contextualises NTS for the types of operations undertaken by that platform. Such training should incorporate case studies and examples from the associated organisation to contextualise the theory taught in NTS initial training and support the transition of knowledge to skill-based performance.

- (i) [Aircrew or Crew conversion training](#)
- (ii) [Aircraft Controller endorsement training, or equivalent.](#)
4. continuation knowledge-based training conducted every two years ▼ GM ▼ AMC

### **AMC NTS.20(a)4 – Knowledge-based continuation NTS training (AUS)**

- a. The AM may meet knowledge-based NTS continuation training requirements by ensuring that personnel complete the Aviation NTS Continuation Course conducted by either:
  - i. DFSB
  - ii. an NTST
  - iii. an NTSF.



#### **GM NTS.20(a)4 – Knowledge-based continuation NTS training (AUS)**

- a. **Continuation NTS training.** A single exposure to an NTS training course will not have a lasting effect and does not exploit the additional experience personnel have gained since. It is widely acknowledged that without continuation training and reinforcement, knowledge decays.
- b. Knowledge-based continuation NTS training should be conducted within facilitated group sessions in the non-operational environment away from the pressures of the usual working environment, so that the opportunity is provided for personnel to interact and communicate in an environment conducive to learning. Knowledge-based continuation NTS training should incorporate tools such as group discussions, team task analysis, team task simulation and feedback.
- c. Continuation NTS training should refresh and advance knowledge on topics including as a minimum:
  - i. decision-making
  - ii. situation awareness
  - iii. communication
  - iv. managing stress
  - v. managing fatigue
  - vi. leading and working in teams
  - vii. threat and error management
  - viii. automation.
- d. **NTS Currency.** A two year NTS Currency period allows the AM to set appropriate compliance periods and aligns with international practice. The AM may impose more stringent Currency requirements. An operator's Currency requirements may differ across different positions, and the AM should consider the function and roles of each position when determining an appropriate Currency interval.
5. by exception from [DASR NTS.20\(a\)4](#), and risk managed IAW [DASR.SMS](#), the AM may grant a maximum Currency extension of up to one year ▼ GM

#### **GM NTS.20(a)5 – Knowledge-based continuation training extension (AUS)**

The Currency extension allowed for in [DASR NTS.20\(a\)5](#) should only be applied in extenuating circumstances (ie after the decision maker has conducted risk management IAW DASR SMS, and the operational need to apply an exception is warranted when weighed against the residual risk). Extenuating circumstances exclude the routine or casual application of Currency extensions.

6. skills-based training and assessment integrated into the organisation's FMS ▼ GM ▼ AMC

#### **AMC NTS.20(a)6 – Skills-based NTS training (AUS)**

- a. The AM may meet skills-based training requirements by ensuring that personnel demonstrate the application of NTS knowledge during:



- i. all FMS training and assessment events
- ii. specific NTS training events that include both normal and non-normal situations, and that target relevant and emerging NTS performance issues that are identified through:
  - (a) Aviation Safety Events
  - (b) accident and incident reports from other global operators of the Aircraft
  - (c) contemporary literature.
- b. The skills-based training should:
  - i. be defined in OIP
  - ii. reference the applicable LMP
  - iii. use industry standards, operational knowledge and experience to contextualise the training for the aviation system and the organisation's roles and tasks
  - iv. be developed with reference to the DFSB *Aviation Non-Technical Skills: Essentials for Trainers* guidebook. The Guidebook is structured to assist Commanders and managers to develop compliant solutions for this regulation
  - v. be delivered by an NTST
  - vi. be evaluated and updated IAW DASR [SMS.A.25\(b\)3.2](#).

#### **GM NTS.20(a)6 – Skills-based NTS training (AUS)**

- a. NTS skills-based performance focuses on competencies such as maintaining situational awareness, decision-making, communication and the management of available resources and involves active practice, assessment and feedback on NTS performance. The DFSB produced *Aviation Non-Technical Skills: Essentials for Trainers* guidebook provides guidance material to support the development of skills-based training.
- b. NTS effects on aviation safety are contextual, based on task, people, applicable processes and aviation system in use. NTS training may be inadequate if unique workplace context factors are not addressed. For example, one Aircraft Type could be operated by multiple MAOs, but still necessitate differing NTS management solutions due to different CRE. Therefore, common NTS management solutions are unlikely to minimise all risks SFARP.

#### **7. periodic awareness training. ▼ GM**

#### **GM NTS.20(a)7 – NTS awareness training (AUS)**

- a. SMS processes can be used to identify and address topical and emerging HF and NTS related issues specific to the organisation that may be targeted through awareness training.
- b. Periodic awareness training activities are conducted informally by NTS Facilitators (NTSF). Awareness training may be integrated into other training programs, such as NTS continuation training, Aviation safety days or those outlined within the operator's SMS. NTSF should use a risk-based approach and Aviation Safety Events to tailor the training and to encourage the exchange of ideas and concepts regarding topical and emerging NTS issues.



(b) The AM must:

1. utilise defined: ▼ GM ▼ AMC

**AMC NTS.20(b)1 – NTS Trainers (AUS)**

- a. The AM may meet NTST training requirements by ensuring that personnel complete one of the following courses:
  - i. the Aviation NTS Trainer Course conducted by DFSB
  - ii. a Defence Instructor Course that delivers equivalent learning outcomes to the DFSB NTS Trainer Course
  - iii. a course of training that delivers equivalent learning outcomes to the DFSB NTS Trainer Course.

**GM NTS.20(b)1 – NTS Facilitators and Trainers (AUS)**

- a. Effective NTS training relies on the quality and integrity of NTSF and NTST to create and implement strategies to support learning. By ensuring the competency of NTSF and NTST, Defence can reduce variance in performance, including the application of NTS, between individuals.
- b. DFSB supports tri-Service standardisation of NTST training programs and delivery techniques. The DFSB Aviation NTS Trainer Course provides applicable personnel with the knowledge and skills to support the integration of NTS into the FMS. The course also supports those individuals who facilitate awareness and knowledge-based training to ensure they have sufficient depth of knowledge in HF and NTS to respond with authority to related questions that may arise during training.
- c. DFSB does not assess suitability of candidates or the ongoing standardisation of NTSF or NTST. This is the responsibility of the AM.
- d. **Facilitators.** NTSF enable learning by guiding participants to new insights through discussions, interactions, structured exercises and experiences. NTSF are not required to hold instructional qualifications or undergo specialised HF and NTS training. NTSF may be any member of the organisation. However, they should have the right attitude, behaviours, knowledge and skill including:
  - i. an interest in HF and NTS
  - ii. possessing suitable communication and presentation skills
  - iii. having sufficient operational experience to facilitate conversations around operational issues (ie Proficient Aircrew or equivalent)
  - iv. being someone respected by the cohort being trained.
- e. Additionally, NTSF who deliver initial knowledge-based NTS training should hold a Defence instructor qualification. This qualification does not need to be related to aviation. For example, personnel who have completed ADF Instructors Course or a specialist instructor course (ie Driver or Shooter Instructor) may meet this requirement.
- f. **Trainers.** NTST should have the same attitude, behaviours, knowledge and skill as required of an NTSF. Additionally, NTST should:
  - i. hold one of the following aviation qualifications:



- (a) Aircrew Instructors (ie QFI, OFI, FCI, OI, MI, LI, CI, AWI, RPI)
  - (b) Check or Training Aircrew
  - (c) Simulator Instructors
  - (d) Flying Supervisors
  - (e) ATC Instructors
  - (f) Airborne Instructional Technique (AIT) training
- ii. undergo specialised HF and NTS training as part of NTST training, that ensures they have sufficient depth of knowledge in HF and NTS to:
- (a) impart new NTS knowledge
  - (b) respond with authority to related questions that may arise during HF and NTS training
  - (c) deliver all NTS training and evaluate NTS performance
  - (d) develop and integrate NTS training programs into the organisations FMS.
- g. It is not the intention of this regulation that AMs deliver a specific NTS Trainer Course where such specialised HF and NTS training has already been achieved through extant aviation instructor and flying supervisor courses.
- h. **Third-party Facilitators and Trainers.** The AM may use a third-party provider to deliver knowledge-based NTS training and skills-based NTS training. In this case, the AM should ensure that the third-party provider's:
- i. initial knowledge-based NTS training content covers the topics detailed in [GM NTS.20\(a\)1](#)
  - ii. knowledge-based continuation NTS training content covers the topics detailed in [GM NTS.20\(a\)4](#)
  - iii. NTSF and NTST understand the operational context; and meet the training requirements of [AMC NTS.20\(b\)1](#).
- (i) [selection criteria for NTS Facilitators \(NTSF\) and NTS Trainers \(NTST\)](#)
  - (ii) [LMP to train NTSF and NTST](#)
  - (iii) [Qualification processes for NTSF and NTST.](#)
2. [record NTS training in a format determined to be enduring.](#)



## NPA FOR DCP 2023/002 Revision 0 Response Sheet

### DASR NTS

### NON-TECHNICAL SKILLS (NTS)

Please forward this sheet as an email attachment to [DASA](#) by 21 Jul 23. A word version of this response sheet can be found via obj no: [BO3960659](#) or alternatively contact [DASA](#).

Please indicate your acceptance or otherwise of this proposal by ticking the appropriate box below. Additional comments, suggested amendments or alternative action are welcome and may be provided on this response sheet or by separate correspondence.

- The proposal is **acceptable without change**.
- The proposal is **acceptable but would be improved if the following changes were made:**
- The proposal is **not acceptable but would be acceptable if the following changes were made:**

LSN	NPA Reference: (i.e Regulation number, NPA paragraph etc)	Comment or suggested change	Explanation
1			
2			
3			
4			
5			

### RESOURCE IMPLICATIONS

Please provide specific comment on any significant resource implications that this proposal may have for your organisation, for both its implementation and ongoing compliance. Your comments should address both financial and human resource considerations.

Resource implications – Proposal implementation	
Resource implications – Proposal sustainment	





**RESPONDENT DETAILS**

<b>Your name:</b>	
<b>Submission date:</b>	
<b>Your organisation:</b>	
<b>Email address:</b>	
<b>Postal address:</b>	
<b>Phone:</b>	
<p><b>Whose views are represented in your response?</b></p> <p><b>i.e. Is your response the authoritative response from your organisation?</b></p>	<p>Responding on behalf of :</p> <p>Individual [ <input type="checkbox"/> ]</p> <p>Regulated Military entity [ <input type="checkbox"/> ]</p> <p>Regulated Commercial entity [ <input type="checkbox"/> ]</p> <p>Wing HQ [ <input type="checkbox"/> ]</p> <p>Group HQ [ <input type="checkbox"/> ]</p> <p>ADF Regulatory, Technical or Logistics policy agency [ <input type="checkbox"/> ]</p> <p>Other commercial entity [ <input type="checkbox"/> ],</p> <p>Other [ <input type="checkbox"/> ] Please describe:</p>
<p><b>Do you consent to your name being published as an NPA respondent within the NPA Summary of Responses:</b></p>	<p>YES [ <input type="checkbox"/> ]</p> <p>NO [ <input type="checkbox"/> ]</p>

