

Aviation human factors specialist

Aviation human-factors specialists study how people, tasks, equipment and organizations interact. The role is not simply persuading individuals to try harder, nor does it imply qualification to diagnose or treat a medical condition. The examples contrast operational-system development with independent accident investigation. [REG1, EMP1, EMP2]

What the role does

- Assess human implications of proposed system or workplace changes. [EMP1]
- Plan studies and communicate evidence to project teams. [EMP1]
- Support learning or investigation through appropriate human-factors methods. [EMP1, EMP2]

Where the work happens

ANSP project and operational-support teams; Investigation authority in the second example.

Employer example 1

EUROCONTROL Maastricht Upper Area Control Centre • Netherlands - Maastricht • Human Factors Expert, NOC-MA-2026-AD/1077

Closed vacancy historical example • Checked 2026-10-27 [EMP1]

Category	What this employer states
Essential in this source	Relevant EQF 7 qualification plus three years' experience, or EQF 6 plus four years. Human-factors methods, study design, training and project/stakeholder capability; English C1. EUROCONTROL Member State nationality.
Desirable in this source	ATM/aviation experience, European framework knowledge and theoretical-instructor certification.
Other stated conditions	On-site/hybrid role; vetting may apply.

One employer and stated role only; this record does not establish current hiring unless explicitly marked active.

Employer example 2

UK Air Accidents Investigation Branch • United Kingdom • Inspector of Air Accidents - Human Factors

Standing role description not a vacancy • Checked 2026-10-27 [EMP2]

Category	What this employer states
Essential in this source	Relevant postgraduate human-factors degree and professional-body accreditation. Broad, current knowledge of human-factors subjects.
Other stated conditions	Investigation specialism rather than system-development appointment.

One employer and stated role only; this record does not establish current hiring unless explicitly marked active.

Desirable requirements are not separately classified here; do not infer that none apply.

PREPARE AND VERIFY

Separate requirements from preparation

Conceptual scope, not a personal licensing rule: ICAO explains human factors as applying knowledge of people's abilities and limitations to equipment, environments and work. Human performance describes how

people contribute to system performance. These concepts do not establish one worldwide entry qualification. [REG1]

Still to verify: The independent employer examples have different specialisms and seniority. No complete national professional-title, accreditation or legal applicability review was performed.

Explore a realistic entry route

- Choose a setting: system design, operational support or investigation can involve different evidence and professional backgrounds. Compare a full vacancy with your current education and experience rather than assuming that all human-factors titles mean the same work.
- Record the level and subject of education, methods experience, professional accreditation and preferred aviation exposure separately. The AAIB accreditation requirement is specific to that description; do not silently apply it to every human-factors position.
- Build ethical research and clear-writing foundations using low-risk everyday tasks. For formal study or research, check supervision, consent and data-protection arrangements. A short introductory exercise cannot establish professional research competence or clinical authority.

Build evidence of your skills

- Evaluate the clarity of a fictional library booking form. List ambiguous labels and propose alternative wording; ask a willing adult reader for feedback without collecting personal or sensitive information. Record the small sample limitation.
- Write a study outline for comparing two non-safety-critical page layouts: question, observations to collect and limits. Do not claim that this validates an aviation interface, diagnoses users or predicts operational performance.

Prepare for an interview

Reflection prompts only, not questions claimed to be used by an employer.

- Preparation prompt, not a real employer question: how would you distinguish a design problem from an unsupported assumption about an individual's ability? Prepare an example grounded in observable evidence.
- Explain how you would communicate a finding that is useful but uncertain. Describe why study scope, participant selection and alternative explanations matter, without inventing research credentials.

Investigate possible next roles

Investigate specialist research, human-centred design, training or safety roles through current employer criteria. Investigation, engineering and clinical professions have separate entry systems; human-factors experience does not automatically qualify someone for them.

Sources and scope

[EMP1] [EUROCONTROL Maastricht Upper Area Control Centre Human Factors Expert, NOC-MA-2026-AD/1077](#)

Closed vacancy historical example. Netherlands - Maastricht. Checked 2026-10-27.

[EMP2] [UK Air Accidents Investigation Branch Inspector of Air Accidents - Human Factors](#)

Standing role description not a vacancy. United Kingdom. Checked 2026-10-27.

[REG1] [ICAO Human Performance](#)

Human performance and human-factors concepts. Public overview, not an individual occupational licence, national appointment rule or reproduced manual. Checked 2026-10-27.

Educational reference. Verify current requirements with the relevant authority and employer. Examples are selected employer conditions, not an exhaustive application checklist or worldwide eligibility rules. Verify the current notice before acting. Learning exercises are not operational training, assessment or evidence of professional authorization. No emergency response procedures, screening methods, investigative tactics or personal medical eligibility advice are provided. No job guarantee.