



FAI Safety Expert Group
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Reported by : *Niels-Christian Levin Hansen, Point of Contact (PoC)*

Members of the Safety Expert Group as of 1st September 2014

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General

The SEG (SEG) was established in 2013 with FAI Executive Board Director Otto Lagarhus as POC. In February 2014 the responsibility as POC was passed to Niels-Christian Levin Hansen.

Concurrently with the change of POC the SEG was given a number of tasks on which to develop advice on safety to the FAI EB. These tasks included development of a draft FAI Safety Policy, a draft rudimentary FAI Safety Guide and other tasks.

The SEG found the scope of the tasks ambitious within the stipulated timelines and our work has been concentrated on developing a draft FAI Safety Policy. This was presented to the FAI EB in mid-August for its considerations.

Proposal for a FAI Safety Policy

The SEG finds that safety is one of FAI's core functions. We believe that only through a committed effort to improve safety can the risks in air sports be mitigated. The SEG see a FAI Safety Policy serving as a guideline on FAI's future work on safety in air sport. A policy can act as a vehicle for a broad number of initiatives on safety within the FAI community and serve as an inspiration and possible a catalyst for discussion in the National Aero Clubs, the National Federations/Associations of the individual air sports and not least in the clubs.

In the proposal presented to the FAI EB we chose the sub-title "Collaboration for Improving Safety". This is to indicate that creating a change in approach towards safety is not necessarily a matter of rules and regulations but as equally a matter of being open to discuss, being open to information on safety, and being willing to share knowledge in order to improve safety. The ultimate goal should be to create a strong culture of safe practices rather than relying solely on rules and regulations, which is seldom fully effective.

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The SEG finds that air sports within FAI to a large extent already focuses on safety. Procedures differ from air sport to air sport but the aim is the same - to promote a safer conduct of air sport. Following this the SEG have emphasised that adopting a policy should not be seen as a wish to impose change but rather to seek closer co-operation between the different air sports leading to better sharing of information, and increased impetus to adopt changes in safety procedures.

Another important consideration in our work has been a distinction between FAI as an organisation on one side and the National Aero Clubs and their members on the other side. The SEG recognises the autonomy of the NAC's as well as differences in national regulations on flight and air sports. In respect of the NAC's autonomy the SEG propose that recommendations on safety to the NAC's should focus on proposals and encouragement while recommendations directed towards FAI as an organisations are intended more prescriptive.

Combined the proposed FAI Safety Policy cover seven areas. 1 FAI on Safety, 2 FAI Air Sports Commissions and Safety, 3 FAI in the Sport and Aviation Environment, and 4 Safety at FAI Events as the key policy guiding FAI initiatives on safety in the coming years. 5 National Aero Clubs and Safety, 6 Clubs and Safety and 7 Participants and Safety aimed at safety at the national level.

Working Program for 2015 (preliminary)

Our intention is to continue work on the Safety Policy and obtain final approval on the text from the FAI EB in 2015. The first step would be to include the ASC's and the NAC's in the considerations. Based on the comments a final proposal will be presented to the FAI EB. Concurrently the SEG will engage the FAI EB and FAI Head Office in a discussion on level of ambition and allocation of resources for implementing the Safety Policy. The outcome of this discussion will form the base-line for drafting an implementation plan on how to fulfil the goals set in the Safety Policy. Our plan is to work closely with the ASC's on the implementation plan. This could be in form of a working meeting, should the resources be available.

Organization

The SEG expect to continue in its present composition.

Closing Remarks

Finally I would like to thanks the member of the Safety Expert Group for their hard work and dedicated effort to fulfil our common tasks.

For the FAI Safety Expert Group
Niels-Christian Levin Hansen, POC