



Expert Groups Report to the FAI General Conference 2013

- Safety Expert Group (SEG)
- Regulation Expert Group (REG)



FAI Safety Expert Group - SEG

- Members as of 23 August 2013
 - Dr. Geff McCARTHY, USA
 - Ian E. OLDAKER, CAN (OSTIV)
 - Raymond CAUX, FRA
 - Daniel KNECHT, SUI
 - Niels-Christian Levin HANSEN, DEN
 - Jacek KIBINSKI, POL
 - James BLACK, UK

Task 1: Establishing a new and improved FAI Safety Policy

Progress

- E-mail exchanges and meetings during 2013 showed some disparity in opinions when considering important areas such as management responsibility for safety and Safety Management Systems (SMS).
- Several of the experts expressed the need for stronger focus on management and SMS
- However, there were notable exceptions from members pointing out the problem if introducing «complex» SMS systems in «simple» air sports activities, creating confusion and a negative attitude towards safety work

New and improved FAI Safety Policy (draft)

- Goal
 - The FAI shall strive to minimize the number and seriousness of accidents and incidents in all air sports activities.
- Strategies
 - Actively work for an improved safety culture in air sports activities
 - Highlight the combined role and responsibility of management (NACs, ASCs, clubs etc.) and the individual air sports person in achieving a high level of safety

New and improved FAI Safety Polic (CONTINUED) draft)

- Promote the development and application of cost effective Safety Management Systems designed and tailored for air sports activities
- Promote and facilitate the sharing of safety information between the various air sports activities and the NACs
- Promote the development and implementation of effective incident and accident reporting systems

SEG tasks 2 & 3 (oral)

- FAI Common Safety Initiative
 - There will be further meetings/discussions during this fall.
 - Based on these, the SEG will allocate further tasks to complete the first draft of a rudimentary FAI Safety Guide as described above.
- FAI Improved Safety through Shared Responsibility - ISSR
 - Further meetings/discussions are needed during the fall of 2013 in order to arrive at a refined concept description which can be accepted by the SEG members, and then be further developed.
 - Based on the outcome of these meetings/discussion, the SEG will determine further action/progress.

FAI Regulation Expert Group - REG

- Members as of 23 August 2013
 - Jan FRIDRICH, CZE
 - Roy BEISSWENGER, USA
 - Philip BÄRTSCHI, SUI
 - Richard FORTIER, CAN
 - Mary Anne STEVENS, CAN
 - Robert W COOK, AUS
 - Ronald SCHNITKER, NED

REG Main Task 2013

- Developing an FAI Critical Regulations Position Document**
 - This document shall be a useful tool for FAI to utilize in contacts with authorities and organizations in regulation matters, and is based on the assumption that FAI needs to increase its influence in regulation matters, in order to stop or reduce the negative effects of new and stricter regulations
 - The document is intended to be utilized by the FAI President, the EB, ASCs, RVPs, NACs, the FAI HO and others as applicable

The FAI Critical Regulations Position Document

- Provides the FAI position («policy») and supporting rationale for five issues identified by the REG in 2012 as the most critical for air sports and recreational flying. They are:
 - The increase in user fees and/or the increased application of user fees
 - The broad introduction of UAVs (imposing uncritical limitations on other activities)
 - Equipment requirement resulting from NextGen/SES implementation
 - Uncritical application of environmental restrictions/charges
 - Increased requirements for formal licensing/certification applying to air sports activities and recreational flying. (medical, checking, training, experience, certification of facilities/aircraft etc.)

FAI Critical Position Document

The image shows two pages of the FAI Critical Regulations Position Document. A pink callout box in the center reads: "Ref. REG Report page 4 and 5".

FAI Critical Regulations Position Document - Example – (UAV/UAS)

-it is the FAI position that the responsible aviation authorities/regulators shall require equipment and/or apply restrictions for UAVs to ensure adequate separation from air sports and recreational flying activities, even safeguarding those not fitted with cooperative collision avoidance equipment.
- The FAI has the following crucial requirements to permit UAV operation in airspace by air sports
 - Safety of flight must not be impaired, and there shall be no increase in risk for mid-air collisions
 - Detect and avoid systems mandated/used by UAVs must work with uncooperative aircraft

..thank you for your attention..!

