Raymond Caux

'The International Civil Aviation Organization (ICAO) requires Safety Management System for the management of safety risk in air operations, maintenance, air traffic services and aerodromes. These requirements have been expanded to include flight training and design and production of aircraft.' - FAA (US aviation authority)

Summary of activity since the last Plenary

Safety Pages updates, Risk Assessment, articles being secured in the FAI website
Following the Basecamp discussions
Writing with a working group the Safe Pro Para, a new edition of Para Pro

Issues still ongoing to be resolved; suggested/anticipated actions & timescales

All items request Plenary approval.

- Promote the Safety Management System, adopted unanimously last year and implemented by: 0 (zero) country, apart from the Netherlands where it comes from.
- Promote the Safety Network including Safety Officers of 46 countries (1 more than last year), with Austria, Korea, Mexico, Russia, Spain and Sweden still missing…
- Decide who should handle the Incident Database (IT profile) to collect the Incident Reports.
- If the Safety Pages are of any use, advertise on them: hyperlinks and qr-codes in the federations and event organizers websites.
- Adopt the Safe Pro Para.

SafePro Para

This new edition is deeply cleaned up compared to the previous ParaPro. The main differences:
- Less load in stages 1 & 2, shifting everything possible to the next stages, more pedagogical
- New goal for stages 3: managing turbulence, & 4: ridge & thermal soaring (Nikolay Yotov)
- New pilot level: for the working group, an autonomous pilot should have completed stage 4 (3 now)
- New special practice ratings (4A, 5B, 5C, 5D), which could become cat. 1 qualification criteria

After 5 years in this function, I think it's time to hand over.
During the last months, I haven't felt any will to hold safety as a real priority in our organization(s) and I haven't felt my opinions taken into account. The CIVL items are here above. From what I know of the higher level, the Safety Expert Group was left vanishing, there isn't any safety person in the Head Office, and a Safety Management System isn't considered. I'd be happy to take part and implement such a system in the FAI, but I can't support the current policy and won't stay after the next Plenary.