



FAI SAFETY EXPERT GROUP (SEG) PROGRESS REPORT TO THE FAI EXECUTIVE BOARD

(includes suggested work programme for 2014)

30 December 2013

Members of SEG as of December 2013:

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Point of contact (PoC): Otto LAGARHUS, EB

General comments

The Safety Expert Group (SEG) continued its work with moderate activity, in the form of exchange of e-mails concerning the various tasks, as well as two meetings using the GoToMeeting (GTM) electronic format. Results are considered adequate for the amount of work and effort invested.

The SEG work was presented at the FAI General Conference in Kuala Lumpur in October 2013, and the reception was positive, encouraging further work in the direction adopted.

The result and impact of the work of the SEG must not be underestimated, and will in the course of the next few years produce results that will impact the safety work of the FAI in a positive manner.

The experience from the SEG this year sends two important messages to the FAI (and hence the EB):

- Scheduled electronic meetings (as practiced with total 4 GTM meetings) is a cost-effective way of elevating the discussions to a level above the exchange of e-mails and documents. It is our intention to schedule regular electronic meetings, as the e-mail exchanges have a tendency to involve only a few persons, and to «fade out» unless someone is actively pursuing and managing the discussion process. In addition, it is our suggestion to hold one actual meeting during the latter part of 2014, in order to further stimulate discussions and work in this important area.
- The appointment of a Point of Contact for SEG has been delayed due to special assignments of the person being the candidate for this position, Niels-Christian Levin Hansen. That special assignment is now over, and in recent conversations with Levin Hansen, he has expressed willingness to take the position of PoC. I will therefore nominate him in order for appointment to take place at the EB meeting in January 2014.

Results from discussions in SEG meetings (2) in November 2013.

Scope and methodology

There is an opinion among SEG members to adopt “guidelines and advice” as our product, and to shy away from “policies”, except for an overall FAI Safety Policy as is being developed. The following short sentences gives the main thrust of where the SEG believe FAI should proceed:

- *FAI should be in a role as “encouraging the safety effort”!*
- *FAI main priority should be to “stimulate the safety conversation”.*
- *Encouraging a safety culture (behavior), where safety has a natural focus and is accepted as a normal topic for discussion and conversation.*
- *“Best practices” examples; comparisons.*

It was also stressed by several members the fact that FAI is a volunteer organisation must always be taken into account, and safety documentation must be tailored to that fact. As a result, a soft approach customized to the various group of stakeholders is considered the best way of producing acceptable results.

Targeting the various levels/stakeholders

The levels suggested, plus methodology (*in italics*) for communicating with the various stakeholders/groups are as follows:

- Internally FAI management level (EB, ASCs, NACs)
 - *The “policy”, with a touch of stimulation, encouragement and guidelines.*
- Regulatory bodies (EASA/FAA, CAAs, ATM service providers etc.), including int. organizations (mainly ICAO)
 - *What FAI requires (demands) of the regulators in respect of safety enablement and the removal of threats to safety.*
- “The local scene” - clubs etc.
 - *Guidelines, motivational information, encouraging group behavior, praise, criticism.*
- The air sport person.
 - *Slogans, one liners, encouragement, rewards*

Distribution/deployment

The SEG members discussed the most effective way of communicating the results of our work to the FAI stakeholders. Although there was some skepticism of the effectiveness of the FAI web site as a “safety tool”, it was decided that the best and most effective way would be to use the Internet and social media, and that printed material would be too cumbersome and expensive.

However, it is imperative that the FAI administration ensures that safety gets a higher profile in the FAI web site, giving it the priority and visibility expected by the EB.

The FAI Safety Policy - present challenges discussed

The SEG had quite a number of comments and questions regarding the present draft FAI Safety Policy, several appearing in the list below:

- Lack of «system» or «management» aspects
- Role and responsibility of management for safety, e.g. the FAI Executive Board, the ASCs, the NACs, the local club management etc.
- There is too much emphasis accident/incident statistics; we need to be more proactive.
- The main task is actually improving the safety culture in the various air sports disciplines - hence we must find a way to better reflect this in the text - how? (*Action: SEG PoC*)
- There is a need to develop and apply a much simplified «SMS»; maybe combined with a risk assessment on an individual basis - a «quick-reference tool». We need to evaluate whether the initial framework should be delegated to 2 - 3 SEG members. (*Action: SEG PoC*)

FAI Common Safety Initiative - methodology discussed

The SEG strongly support the FAI Common Safety Initiative, but reiterated that it should be a motivational document; ref. the comments under “scope and methodology” on page 2 above. As a consequence, the following comments should be taken into account in our further work with the FAI Common Safety Initiative, with the objective of issuing an FAI Safety Guide:

- We need to further highlight the role/importance of training, achieving «engraved safety through training» - how is this best achieved?
- We should use an approach where we target various levels (ref. “targeting levels/stakeholders” on page 2 of this report), going from the top (FAI, international organizations), to the national organizations (NACs) and regulators (CAAs), further to the «local organization» (clubs etc.) and then to the individual air sports person. Some work is needed here, and this should be delegated to 2 SEG members. (*Action: SEG PoC*)
- A crucial problem to be addressed with expediency is the experienced air sports person developing complacency; how do we reach them..?
- In the same area, we have identified known (old) problems repeatedly causing accidents. These are not solved nor sufficiently addressed - what action is proposed? (*Action for input: SEG members; everybody else is also welcomed to give input*)
- Best practices within the industry and within FAI should be identified and developed. (*Monitor and evaluate/communicate: SEG members*)
- The large variation in knowledge, culture, experience etc. must be addressed in our work with the common FAI Safety Initiative. Issues must be identified, and suggested remedies identified/developed. (*Action: SEG members*)
- Layout and scope of the FAI Safety Guide - discussion/suggestions.

FAI Improved Safety through Shared Responsibility - ISSR

The SEG discussed the future of the ISSR system. Although there had been expressed doubt in the concept, it became clear that the a majority of the SEG members were in favor of continuing the work to further evaluate, and - if positive - develop and refine the concept. It was therefore decided that further meetings/ discussions are needed during the spring of 2014 in order to arrive at a refined concept description which can be accepted by the SEG members. In the evaluation, the SEG will take into consideration the listed positive and negative effects as mentioned in the SEG report to the 2013 GC (v1/12AUG2013).

Suggestions for work programme for 2014 (tasks)

All work should take into consideration the conceptual comments regarding scope and methodology appearing on page 2 of this report. The work should concentrate on the 3 main tasks below, although the SEG members are free to raise any safety issues as/when desired. The FAI Safety Expert Group (SEG) Report to FAI General Conference 2013 (v1/12AUG2013) must be used as reference material in our work.

1. Continue the work on the FAI Safety Policy, in order to have an agreed policy text and format before 30 April 2014.
2. Continue the work on the FAI Common Safety Initiative, developing a rudimentary FAA Safety Guide based on the findings and recommendations emanating from the FAI Common Safety Initiative. A draft rudimentary FAA Safety Guide should be ready by 01 September 2014.
3. Continue the evaluation and refinement (if advisable) of the ISSR; a Go-NoGO decision should preferably be made before 15 April 2014.

*****FAI/OL/SEG PROG REP 2013 30DEC2013*****