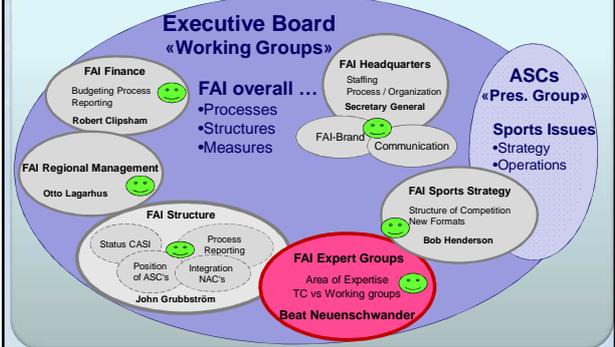


Agenda Item # 8.3 :  
**FAI Expert Groups**

**FAI Strategic Framework**

As per Strategic Plan approved GC 2010



**Analysing the following 3 main aspects:**

**A) The new FAI Strategy** (approved at General Conference 2010)

The Strategy has identified *new challenges with high priority in the work of the FAI:*

- ... *Airspace restrictions ...*, *need to improve safety...*
- ... *Availability of airports and air sport facilities ...*
- ... *How to better promote air sports ...*
- ...

**B) The FAI's present day Technical Commissions (TC's)**

*Topics - working organisation - reportings - administration and outputs*

**C) The overall FAI Organisation and effectiveness in these topics**

*Governance - structures - processes - effectiveness*

**1. Analysis of the Commissions Today:**

**1.1. Air Sport Commissions**

**1 Air Sport General Commission «CASI»**

**10 Air Sport Commissions:**

- |                        |                                    |
|------------------------|------------------------------------|
| - CIA Ballooning       | - CIAM Aeromodelling               |
| - GAC General Aviation | - CIVA Aerobatics                  |
| - IGC Gliding          | - CIVL Hang Gliding & Paragliding  |
| - CIG Rotorcraft       | - CIMA Microlight                  |
| - IPC Parachuting      | - ICARE Astronautic <u>Records</u> |

**1. Analysis of the Commissions Today:**

**1.2. Technical Commissions**

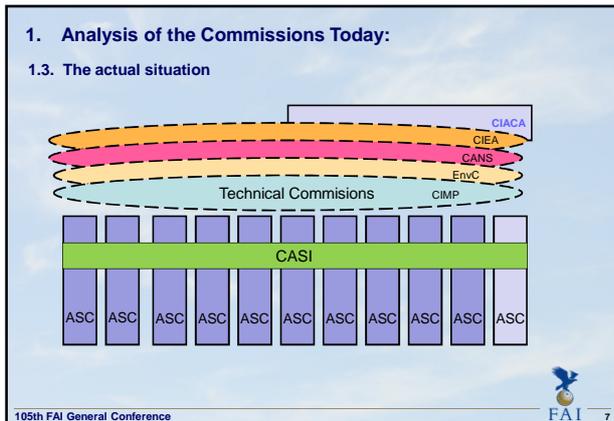
**5 Technical Commissions :**

- CIACA Amateur-Built & Experimental Commission
- CIEA Aviation and Space Education Commission
- CIMP Medico-Physiological Commission
- EnvC Environmental Commission
- CANS Commission on Airspace and Navigation systems

**1. Analysis of the Commissions Today:**

**1.3. The actual situation**

- **1 Commission CASI** as "overall" Airsport Commission
- **10 Air Sport Commissions** as representatives of a **clearly defined Airsport and permanent active bodies.**
- **5 Technical Commissions** as special bodies, **providing informations for FAI in general, for NAC's and ASC's**  
 ⇨ with one Exception:  
**CIACA** which represents "**Experimental Aviation** like an Airsport



1. Analysis of the Commissions Today:
- 1.4. Experiences with Technical Commissions FAI
- Weak-points:
- Mission / action-plan / reportings
  - Reaction time, when asked for results
  - Most of administrative workload done by FAI-HQ
  - Reports from delegates to NAC's
  - Cost for FAI members (NAC's)
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1. Analysis of the Commissions Today:

1.5. Quantity vs Output in Technical Commissions = *let talk the figures*

Comm	President	Hon. Positions	VPs	Sec	NAC Delegates	ASC Observers	Alternate Delegates	TOTAL	Normal Attendance
CIMP	1	3	3	1	36	4	19	67	13
EnvC	1	2	2	1	19	5	12	42	10
CANS	1	0	1	1	26	6	16	51	14
CIEA	1	7	2	1	26	4	17	58	9
<b>Quantity:</b>								<b>218</b>	<b>46</b>

**Output:** Experiences / weakpoints:

- Slow reaction time when asked for results
- Most of administrative work done by FAI-HQ
- Cost for NAC's due to commission expenses

Figures/Experiences show: **high quantity : relative low output !**

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1. Analysis of the Commissions Today:
- 1.6. Conclusion: «Commissions» with very different tasks
- CASI is an "overall" Airport Commission but with some overlapping duties with ASC-Presidents-Group or EB
  - ASC's are permanently active bodies responsible for a defined Airport
  - CIACA is a TC, but fits the definition of an Air Sport Commission (Remember: participated in the 2009 WAG in Turin)
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1. Analysis of the Commissions Today:
- 1.6. Conclusion:
- TC's are bodies providing expertise in specific subjects to FAI, NAC's, ASC's.
- but:
- ⇒ TC's organisation is not the ideal solution to expand the FAI's Expertise
  - ⇒ To build a FAI System with 11 Expert Organisations we need:
    - a new and more effective structure with smaller groups
    - less administration work and quicker reaction time
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1. Analysis of the Commissions Today:
- 1.7. Solution
- Similar requirements and tasks need similar definitions and organisations!**
1. Change CIACA the "Amateur-Built & Experimental Commission" from a Techn. Comm. to an Airport Commission
  2. Expand the FAI-Expertise, organised in a new «FAI-Expert-System» with efficient «Expert Groups», covering 11 aspects: *...Airspace, Navigation, Safety, Environment, Facilities, Promotion ...*
  3. Integrate the existing TC's in the «FAI-Expert-System» and (if possible) reshaped into "Expert Groups" to better reflect their role in the new organisation
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## 2. Comparison of Commissions and Expert Groups

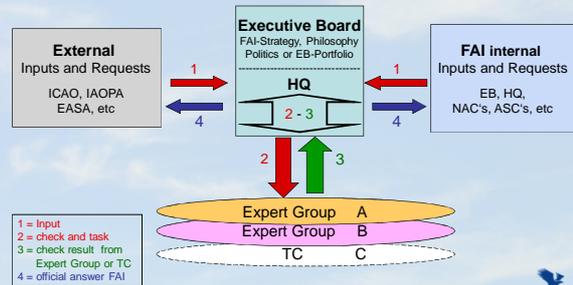
Commission	Philosophy:	Expert Group
<ul style="list-style-type: none"> <li>- A permanent Organisation</li> <li>- Working autonomously, continuously</li> </ul>	<ul style="list-style-type: none"> <li>- A group of experts on standby</li> <li>- Working on demand when required</li> </ul>	
<ul style="list-style-type: none"> <li>- President</li> <li>- Secretary</li> <li>- Delegated Commission Members (50)</li> <li>- Regular meetings</li> <li>- Annual budget</li> <li>- Regular expenses</li> <li>- Annual reporting to GC</li> </ul>	<ul style="list-style-type: none"> <li>- Point of Contact or Coordinator/POC</li> <li>- No Secretary</li> <li>- Identified Experts (max 10)</li> <li>- Meetings only if required</li> <li>- No dedicated budget</li> <li>- Expenses only if meetings required</li> <li>- Reporting to Secretary General / EB</li> </ul>	
<b>Tasking and Processes:</b> <ul style="list-style-type: none"> <li>- Working on standard annual topics</li> <li>- Creating new in-house issues</li> <li>- Working on issues tasked by the HQ</li> </ul>	<ul style="list-style-type: none"> <li>- Working "on demand" when tasked for a specific subject by the HQ/EB</li> </ul>	

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## 3. Processes and the task of "Expert Groups"



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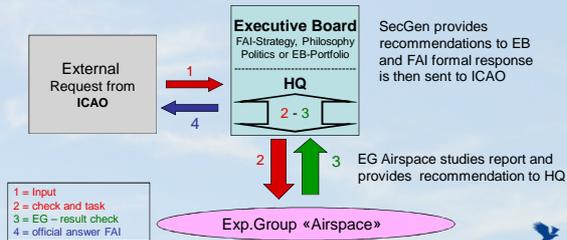


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## 3. Processes and the task of "Expert Groups"

### Example Nr 1:

FAI receives a report from ICAO about a new Airspace Standard. ICAO asks for a position from FAI about the impacts for Airspace and for the VFR-Traffic, within 30 days



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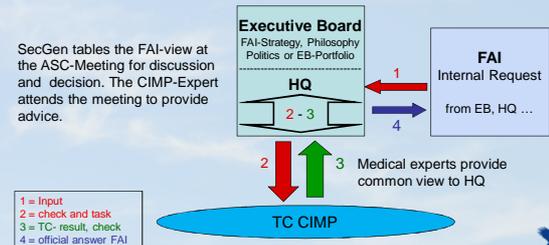


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## 3. Processes and the task of "Expert Groups" and TC's

### Example Nr 2:

FAI has a need to study a medico-physiological problem and looks forward to propose a solution to the next ASC Meeting in 4 months time.



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## 4. How to establish the Expert Groups

- The Expert-Groups should be comprised of people :
  - who have the necessary expertise in their field
  - engaged in activities in their special sphere of aviation
  - ready to respond to FAI requests to do special work
- Each Expert Group has between 5 and 10 members
- Names of Experts are proposed from NAC's /ASC's/TC's to the HQ
- Nomination and establishing the Expert Groups are duties of the EB
- At least one representative of each Expert Group is invited to attend the FAI GC and sometimes to special FAI meetings
- No status change needed - Concerning the FAI Status, the FAI EB is responsible to build, to task or to reduce Working Groups

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## 5. The new FAI «Expert System»

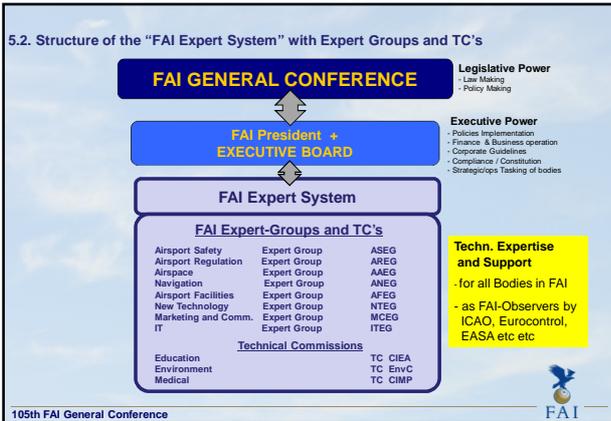
### 5.1. The «FAI-Expert System» with «Expert Groups» and «TC's» has to cover the following 11 aspects:

- |                                       |                                   |
|---------------------------------------|-----------------------------------|
| ▪ Safety                              | new EG (Expert Group)             |
| ▪ Regulation (international)          | new EG                            |
| ▪ Facilities (Airport Infrastructure) | new EG                            |
| ▪ New Technology                      | new EG                            |
| ▪ Marketing & Communication           | new EG                            |
| ▪ IT                                  | new EG                            |
| ▪ Airspace                            | new as EG converting from TC CANS |
| ▪ Navigation                          | new as EG converting from TC CANS |
| ▪ Aero-Medical                        | maintaining as TC CIMP            |
| ▪ Education                           | maintaining as TC CIEA            |
| ▪ Environment                         | maintaining as TC EnvC            |

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6. Steps to build the «FAI Expert System»

6.1. Information to all Commissions and NAC's about EB decisions:

May 7th **Lausanne; Commission Presidents Meeting:**  
 - Information and discussion with the ASC and TC Presidents

May 8th **Executive Board Meeting:**  
 - Discussion of the Inputs at EB-meeting and updating  
 - Check with Status Working Group

Aug. 25th **Rome; NAC Presidents Meeting:**  
 - Information and discussions with NAC-Presidents

Aug. 27th **Executive Board Meeting:**  
 - Discussion of the Inputs at EB-meeting and updating  
 - **EB-Decision to start the implementation-phase I**

**October 13th**  
**Belgrade - 105th FAI General Conference**  
**Information to all FAI-Members**

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6.2. The Implementation phase :

- 1) Transfer of „Experimental Aviation“ CIACA into an Air Sport Commission
- 2) The creation of a new «FAI Expert System» with 11 Expert-Organisations: 8 new «Expert Groups» + 3 remaining TC's

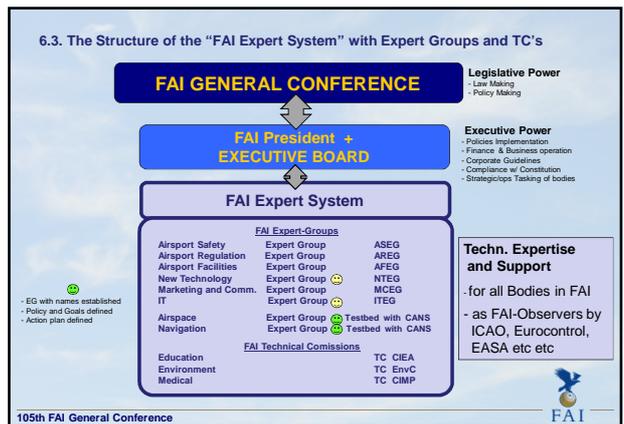
➔ **Testbed** with 2 Expert Groups «Airspace» and «Navigation» from existing TC CANS, in close cooperation with CANS President

➔ **Creation of 6 additional new Expert Groups:**

Airport Safety	Expert Group	ASEG
Airport Regulation	Expert Group	AREG
Airport Facilities	Expert Group	AFEG
New Technology	Expert Group	NTEG
Marketing and Comm.	Expert Group	MCEG
IT	Expert Group	ITEG

➔ **Integration of the 3 existing TC's: CIMP, CIEA, EnvC** in the processes of the new «FAI Expert System»

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**Benefit of the new Expert-System with TC's & EG's:**

- FAI is able to handle a lot of new challenges with the expanded Expert-System of 11 EG's / TC's
- Standardised Tasking and Reporting processes to:
  - reduce administrative workload in HQ
  - win time to receive results
  - improve effectiveness
- Higher output in a wide field of technical expertise in favor of EB, NAC's, ASC's, without increasing costs
- Strengthen the organisation through more activities in airports and «show the flag of airports» with observers in international aviation organisations

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