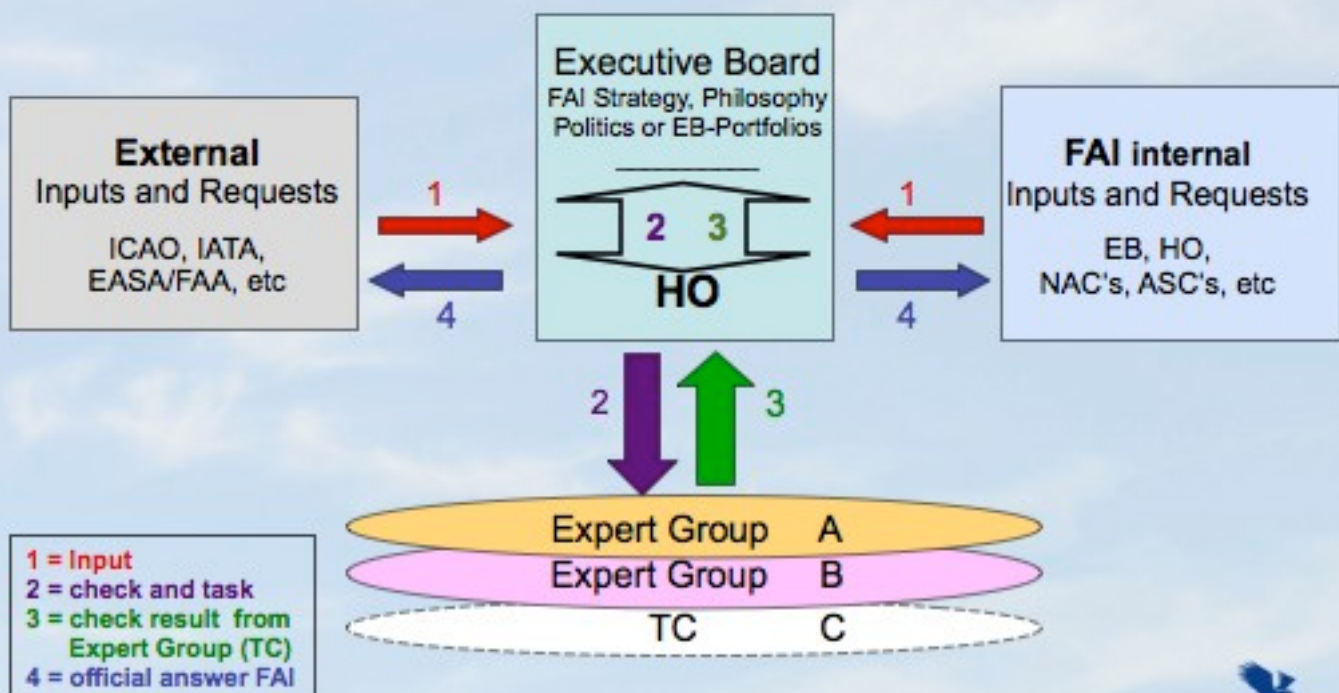


# The FAI Expert System



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## Processes and the task of Expert Groups



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# How an FAI Expert Group is assembled

An Expert Group shall consist of people who are :

- in possession of 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 should have between 5 and 10 members
- ✓ Experts are nominated by NAC's or ASC's to the HO
- ✓ Appointment to the Expert Group is the responsibility of the EB
- ✓ At least one representative of each Expert Group is invited to attend the FAI GC and to special FAI meetings, when required



## Expert Groups Progress Report Hong Kong 08 June 2013

- **Safety Expert Group - SEG**
- **Regulation Expert Group - REG**

# **FAI Safety Expert Group - SEG**

- **Members as of 08 June 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

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## **SEG: Main tasks for 2013**

- **Task 1: Establishing a new and improved FAI Safety Policy**
  - Background
    - An initiative from IPC resulted in a review of the present FAI Safety Policy, with quite a number of possible changes/improvements surfacing during 2012.
    - There is a need to continue this process, and to arrive at a new and improved FAI Safety Policy, and ensure that such a policy is communicated and deployed throughout the FAI organization

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## **SEG: Main tasks for 2013 cont..**

- **Task 2: FAI Common Safety Initiative**
  - **Background**
    - SEG initial findings shows that the safety work of the FAI Air Sport Commissions vary widely. We have not found a high degree commonality in approach to the safety issue, and the methodology and practices vary from high focus/activity to little focus and no specific safety activities.

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## **SEG: Main tasks for 2013 cont..**

- **Task 3: FAI Improved Safety through Shared Responsibility - ISSR**
  - **Background**
    - The ISSR concept was initially brought up at the FAI Executive Board meeting in AUG 2012, and has further evolved in thoughts and discussions thereafter. The ISSR is built on the concept of "collective responsibility", providing the individual air sports person with a strengthened collective responsibility (and also collective pride/shame) for his group's success/failure to reach good and improving safety values/results.

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# **FAI Regulation Expert Group - REG**

- **Members as of 08 June 2013**

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

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## **REG: Main task for 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.

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## REG: Main task for 2013 - cont.

- The FAI Critical Regulations Position Document shall cover the areas below, and provide good rationale and arguments for the FAI position in the five areas identified by the REG as most critical for air sports:
  - *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 issues*
  - *Increased requirements for formal licensing of air sports persons to carry out their activities (medical, training, experience etc.)*

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..thank you for your attention..!



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