

General Aviation Joint Steering Committee (GAJSC) & GA ASIAs



**Wendell Griffin— FAA
GAJSC Government Co-Chair
October 14th, 2015**

In Order to Turn the Tide on GA Fatal Accidents, a New Approach was Needed...

Formed in the late 1990s, the General Aviation Joint Steering Committee (GAJSC) had seen success reducing fatal GA accidents

The GAJSC adopted the Commercial Aviation Safety Team (CAST) methodology in 2011

What is the CAST Model?

- **Commercial Aviation Safety Team (CAST)**
 - Work began in 1998 after two significant accidents in 1996 (TWA 800 & ValuJet 592)
- **CAST lessons learned brought to the GAJSC—**
 - **Functions through voluntary commitments**
 - **Applies consensus decision-making**
 - **Uses data-driven risk management**
 - **Focuses on implementation**
 - **Continuous monitoring of mitigation implementation and effectiveness**
- **The GAJSC is a means to...**
 - **Strategically target Government and industry resources to reduce fatal GA accidents**

GAJSC — Who We Are

Steering Committee

**Co-chairs – Wendell Griffin (FAA/AVP)
Bruce Landsberg (AOPA/ASF)**

**Government – FAA (AFS, AIR, ATO, AAM & ARP)
– NASA (Research)**

**Industry – GAMA, EAA, NBAA, NATA,
SAFE, LAMA & Insurance**

- Strategic guidance
- Management/Approval of Safety Plan
- Provide direction
- Membership Outreach
- Provides linkage to ASIAs

Safety Analysis Team

**Co-chairs: Corey Stephens (FAA)
Jens Hennig (GAMA)**

**Members: FAA, AOPA, EAA, GAMA, UAA, MFGs,
FAAST, NAFI, Insurance, Academia, SAFE**

- Identify future areas of study/risk
- Charter safety studies
- Provide guidance and direction
- Draw data from various areas
- Develop a prioritized Safety Plan
- Develop metrics to measure effectiveness of safety solutions

Working Groups

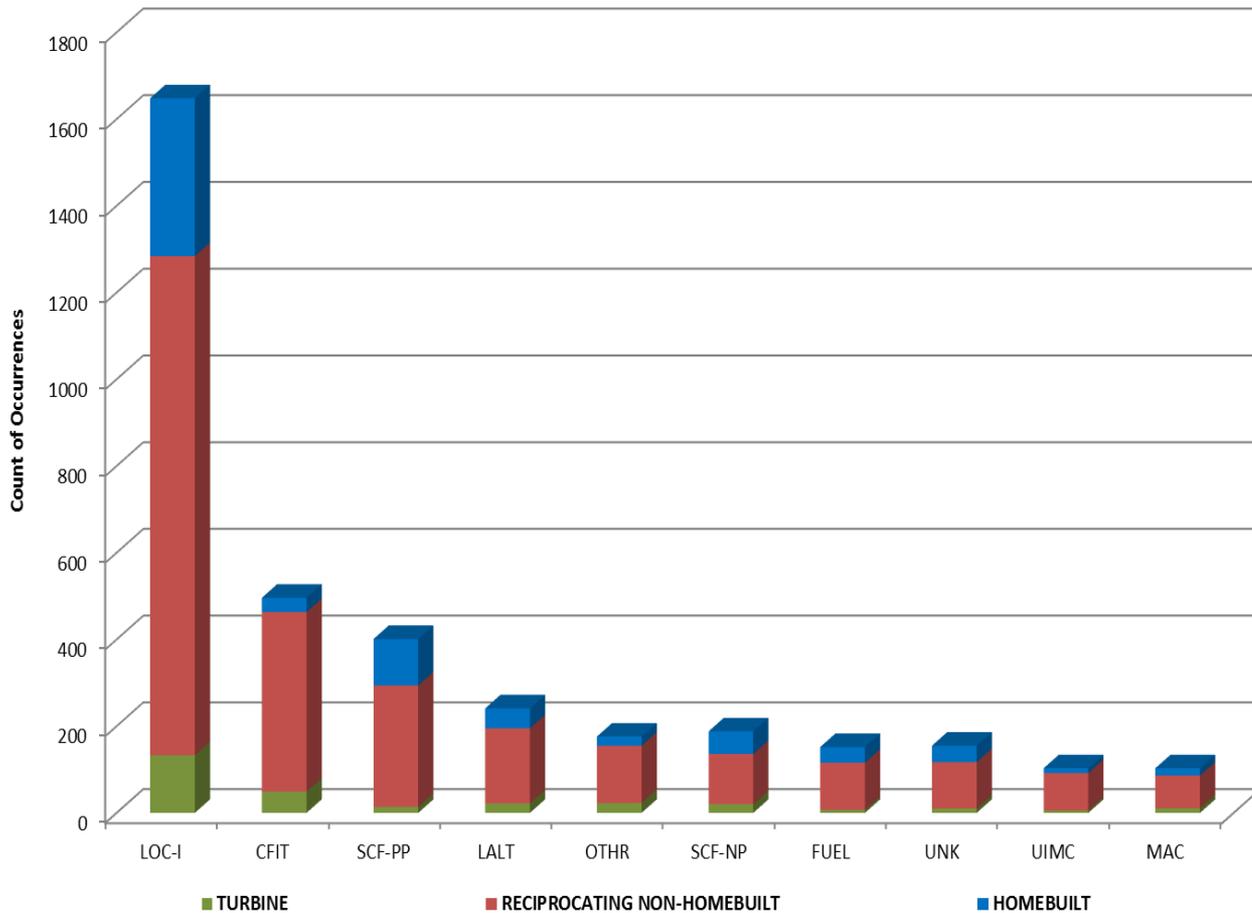
**(To include SMEs from various general
aviation segments, depending on study)**

- Data analyses
- Safety enhancement
- Mitigation development

GAJSC Pareto CY2001–CY2013

Source: NTSB Aviation Accident/Incident Database

NOTE: Approximately 70% of the NTSB reports are final for CY2013



- RECIPROCATING NON-HOMEBUILT
- TURBINE
- HOMEBUILT

- LOC-I** – Loss of Control Inflight
- CFIT** – Controlled Flight Into Terrain
- SCF-PP** – System Component Failure-Powerplant
- LALT** – Low Altitude Operations
- OTHR** – Other
- SCF-NP** – System Component Failure-Non-Powerplant
- FUEL** – Fuel Related
- UNK** – Unknown or Undetermined
- UIMC** – Unintended flight in Instrument Meteorological Condition
- MAC** – Midair Collisions

GAJSC – Accident Studies to Date

- **33 Safety Enhancements Developed to Date**
 - *15 completed and 18 underway*
- **LOC – Approach & Landing – First Test**
 - Finished Fall 2012
 - 23 SEs approved
- **LOC – All Other Phases of Flight**
 - Finished Fall 2013
 - 6 new SEs were approved
- **SCF-PP – System Component Failure – Powerplant**
 - Work began January 2014
 - Team finished January 2015
 - 4 SEs approved and 9 SEs under consideration by the GA JSC

GA Safety Enhancement Examples

- **SE-1 & SE-2: Use of Angle of Attack in Small Airplanes**
- **SE-15: Prescription Medication Effects**
- **SE-22: GA Flight Data Monitoring**
- **SE-34: Safety Outreach**

FAA Loss of Control Outreach

- **Fly Safe Campaign**
- **Each month on faa.gov, pilots are provided with a loss of control topic and tips to reduce risk**
 - Survivability is the topic for October
 - Upcoming topics include: VMC training and Angle of Attack, and Enhanced Vision Systems
 - Topics already covered: transition training, managing unexpected events, Flight Risk Assessment Tool, and medication
- **So far, more than 1.6 million people have been reached**

FAA Loss of Control Outreach

- Annual GA Safety Summit
- Deputy Administrator Whitaker at AOPA's Fly-In
- Administrator Huerta at EAA AirVenture
- FAASTeam Seminars and LOC Initiatives

Two Paths Toward Improving Safety



- Accident Investigation
- Historical Accident Analysis/Review

- Flight Operations Quality Assurance
- Pilot Reporting
- SMS

ASIAS is a Key Component of Continuous Improvement in Aviation Safety



Aviation Safety Information Analysis and Sharing (ASIAS)

A collaborative government and industry initiative on data sharing and analysis to proactively discover safety concerns before accidents or incidents occur, leading to timely mitigation and prevention

Summary

- History shows focused, data-driven action and the introduction of new technologies have led to accident risk reductions.
- Working together, the GAJSC is implementing 29 data-driven risk mitigations against inflight loss of control – *the leading accident type in GA.*
- This process has led to novel approaches to mitigate the risk of GA fatal accidents, and the speed with which they have been implemented is an absolutely remarkable achievement.
- ASIAs is enabling the GA community to work together to generate awareness and understanding of emerging safety threats in ways never before possible.



GAJSC

General Aviation
Joint Steering Committee

