

GA JSC Activity Update

Status of the GA JSC and Development of the Forensic Data Analysis Process

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By: Corey Stephens
Office of Accident Investigation and Prevention

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Federal Aviation
Administration



GA Joint Steering Committee

- Evolve GA JSC to a CAST like Model
 - *Voluntary commitments*
 - *Consensus decision-making*
 - *Data driven risk management*
 - *Implementation-focused*
- The GA JSC is a means to...
 - Focus Limited Government/Industry Resources on Data Driven Risks and Solutions*



What is the CAST model?

- Work began in 1997 after two significant accidents in 1996 (TWA 800 & ValueJet 592)
- CAST focus was set by:
 - **White House Commission on Aviation Safety**
 - **The National Civil Aviation Review Commission (NCARC)**
- Opportunity for industry and government to focus resources on one primary aviation safety initiative



General Aviation Joint Steering Committee (GAJSC)

Steering Committee

Co-Chairs: Bruce Landsberg (ASI)
Tony Fazio (FAA/AVP)

Government - FAA (AFS, AIR, ATO & ARP)
- NASA (Research)
- NWS

Industry - AOPA, EAA, GAMA, NATA,
NBAA, LAMA, Insurance

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

Safety Analysis Team (SAT)

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

Members: FAA, NTSB, AOPA, EAA, FSF, CGAR,
FAST, NAFI, LAMA, Insurance, SAFE, etc.

- 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

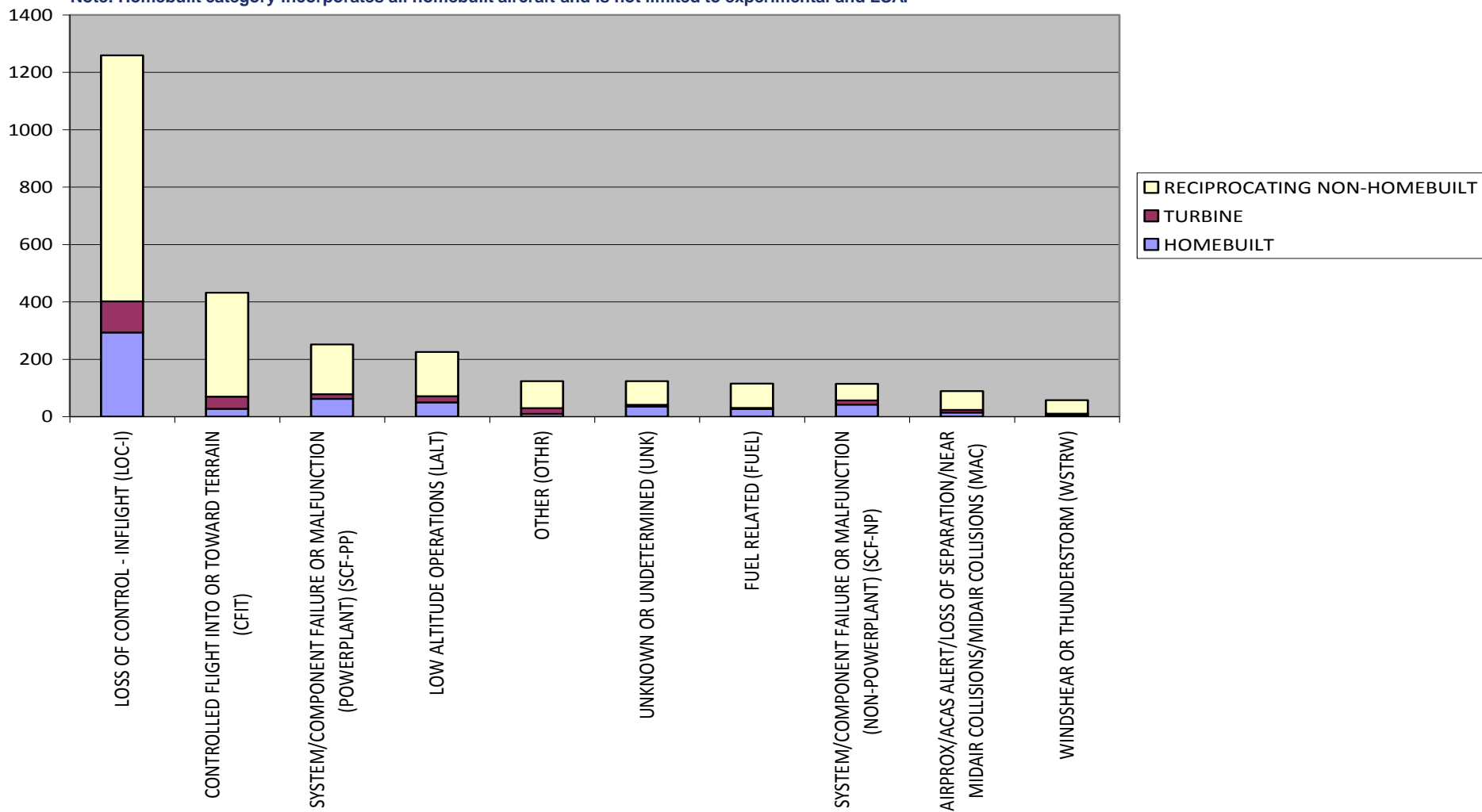
Working Groups (WGs)

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

- Data analyses
- Safety enhancement / mitigation development

General Aviation Fatal Accidents 2001-2010 by Top 10 CICTT Occurrence Category

Note: Homebuilt category incorporates all homebuilt aircraft and is not limited to experimental and LSA.



How to Act on this Information

We have identified *types* of accidents

Now we determine *why* the accidents are occurring

GA JSC Working Group Process

- WGs to be formed based on risk (example: LOC)
- Broad-based teams (30-40 specialists /team)
- Teams can be divided by aircraft or operation type (example: turbine, reciprocating and homebuilt reciprocating/turbine)
- Detailed event sequence - problem identification from US accidents and incidents

GA JSC Working Group Process

- WGs to develop mitigations based on problems found and build Detailed Implementations Plans (DIPs)
 - **DIPs will describe each mitigation and explain steps to implementation**
 - **Groups are identified for leadership and metrics are developed**
 - **DIPs then go to the SAT for resource/benefit evaluation**
 - ***CGAR results could lead to GA JSC mitigations***



GA JSC SAT Process

- SAT identifies the most effective solutions derived from all accident categories
 - **Considers effectiveness vs. resources**
 - **Tests solutions against fatal accidents**
- Creates draft master strategic safety plan
- Plan is submitted to GA JSC for approval



GA JSC SAT Process

- Once plan is approved, **industry and government begin implementation**
- SAT will track implementation schedules and levels (are mitigations on time and at levels we were expecting)
- SAT will work to track effectiveness of the mitigations in place
- SAT will identify and recommend areas for future study/mitigation



Summary: GA JSC, SAT & WGs Moving Forward

- History shows focused action and introduction of new capabilities have led to accident risk reductions
- Joint industry and government teams working together to a common goal can further enhance the safety of our very safe aviation system
- Full implementation will require a coordinated effort between industry and government
- The GA JSC is moving forward to meet the challenge

