



Federal Aviation
Administration

General Aviation Joint Steering Committee





GAJSC Charter

PURPOSE

As part of the Safer Skies Focused Safety Agenda initially launched in 1998, the Federal Aviation Administration (FAA) and the general aviation (GA) community jointly developed a goal of reducing GA fatal accidents. The FAA's Flight Plan sets out a specific performance target of reducing the number of GA and nonscheduled Part 135 fatal accidents to no more than 319 by FY09.

OBJECTIVE

The GA Joint Steering Committee (GAJSC) is the primary vehicle for government-industry cooperation, communication, and coordination on GA accident mitigation.

MEMBERSHIP AND STRUCTURE

Co-chaired by the FAA and the AOPA Air Safety Foundation (ASF), the GAJSC includes representatives from the Aircraft Owners and Pilots Association (AOPA), the Experimental Aircraft Association (EAA), the General Aviation Manufacturers Association (GAMA), the Helicopter Association International (HAI), the National Air Transportation Association (NATA), the National Business Aviation Association (NBAA), the National Transportation Safety Board (NTSB), the National Weather Service, and the Small Aircraft Manufacturers Association (SAMA). The GAJSC conducts its work through three subgroups:

- Personal/Sport Aviation: Analysis of causal factors led to the development of multiple intervention strategies related to weather, controlled flight into terrain (CFIT), and aeronautical decision-making. Implementation of these strategies is ongoing.
- Technically Advanced Aircraft/Automation: The TAA/Automation Subgroup monitors the introduction of new aircraft designs and new avionics, which have increased the feasibility of using technically advanced aircraft for personal transportation.
- Turbine Aircraft Operations: The Turbine Aircraft Operators Subgroup works to mitigate accidents in the nonscheduled Part 135 sector and to proactively address safety issues arising with the introduction of very light jets (VLJs).

In addition to the three subgroups, the GAJSC works with the General Aviation Data Improvement Team, which oversees the GA activity survey and analyzes accidents.

TASKS

GAJSC subgroups meet as necessary. The GAJSC plenary meets quarterly to:

- Review GA accident trends;
- Receive reports from each subgroup, including status of intervention strategies; and
- Establish areas for special emphasis in the FAA Aviation Safety Program and by other members of the GAJSC.



Charter for GAJSC Personal/Sport Aviation Subgroup

PURPOSE

Recognizing the continuing challenge of ensuring safe operation of personal and sport aviation, which involves a wide range of aircraft types and pilots with highly varied levels of training, experience, and proficiency, the purpose of the Personal/Sport Aviation Subgroup is to serve as the primary vehicle for government-industry cooperation, communication, and coordination on accident mitigation efforts in this segment of the GA community.

OBJECTIVES

The objectives of the Personal/Sport Aviation Subgroup are to:

- Review and analyze accident data involving personal and sport aviation.
- Based on this analysis, recommend accident mitigation strategies and specific interventions to the General Aviation-Joint Steering Committee (GAJSC).
- Track and provide direction to the full range of accident mitigation efforts.

MEMBERSHIP

Members of the Personal/Sport Aviation Subgroup include:

- Aircraft Owners and Pilots Association
- Experimental Aircraft Association
- Federal Aviation Administration
- General Aviation Manufacturers Association
- Light Aircraft Manufacturers Association
- National Association of Flight Instructors
- PCATD Manufacturers
- Training developers and providers

Membership is not fixed and, at the discretion of the subgroup co-chairs, may be extended to other organizations on a permanent basis or to address a specific issue.

TASKS

The Personal/Sport Aviation Subgroup shall:

- Provide a medium for exchange of information, ideas and research related to personal and sport aviation training and operational activities.
- Complete development work on the policies, procedures, and tools needed to implement recommendations by the Joint Safety Implementation Teams on weather and controlled flight into terrain (CFIT), and by the Joint Safety Analysis Team on aeronautical decision-making (ADM).
- Identify, develop, and implement appropriate and feasible “quick response” interventions by the FAA Aviation Safety Program and other GAJSC members to mitigate personal/sport aviation accidents in any other “special emphasis” areas identified by the GAJSC.
- As appropriate, develop recommendations regarding the revision of FAA Handbooks, guidance material and testing standards related to personal and sport aviation operations.



Charter for GAJSC TAA/Automation Subgroup

PURPOSE

Recognizing that the rapid introduction of new cockpit avionics and aircraft with higher performance capabilities may create safety challenges as well as benefits, the purpose of the TAA/Automation Subgroup is to serve as the primary vehicle for government-industry cooperation, communication, and coordination on accident mitigation efforts in this segment of the GA community. Specifically, the TAA/Automation Subgroup provides a medium for the exchange of ideas, research data, and practical experience related to TAA/automation training.

OBJECTIVES & TASKS

The TAA/Automation Subgroup will:

- Identify areas where analysis, research, and development of new training formats and materials are needed to support the utility, acceptance, and safe operation of TAAs and automation. Specific tasks:
 - Exchange observations, proposals, and research regarding TAA issues, and identify research questions necessary to identify policy changes and mitigations.
 - Review and provide guidance on consensus training standards for TAAs.
 - Develop recommendations on the integration of FAA/Industry Training Standards (FITS) concepts into relevant FAA handbooks, guidance material and testing standards.
 - Assist in the development of TAA/Automation guidance for flight instructors and pilot examiners.
 - Explore the development of metrics (other than accident statistics) that measure the success of these efforts.
- Identify and implement accident mitigation strategies for TAAs. Specific tasks:
 - Review accident analysis data involving TAAs and/or cockpit automation.
 - Based on Analyses, recommend accident mitigation strategies to the GAJSC.
 - Make recommendations for special emphasis by the FAA Aviation Safety Program and other GAJSC members.

MEMBERSHIP

Members of the GAJSC TAA/Automation Subgroup shall include:

- Aircraft and equipment manufacturers of TAAs and advanced avionics
- Government agencies (FAA and NASA)
- Insurance company representatives
- Trade associations
- Universities and other research organizations.
- User and training organizations affected by the new training environment

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Charter for GAJSC Turbine Aircraft Operators Subgroup

PURPOSE

Recognizing that on-demand corporate operations and the forthcoming introduction of very light jets (VLJs) may create safety challenges, the purpose of the Turbine Aircraft Operators Subgroup (TAOS) is to serve as the primary vehicle for government-industry cooperation, communication, and coordination on accident mitigation efforts in this segment of the general aviation (GA) community.

OBJECTIVES

The specific objectives of the TAOS are to:

- Assist in the development of training guidance and standards for the operation of on-demand corporate operations and very light jets;
- Identify and disseminate policies and procedures needed to support the safe operation of corporate turbine operations and the safe introduction of VLJs
- Based on analysis of accidents involving these aircraft, to recommend interventions by members of the General Aviation-Joint Steering Committee (GAJSC).
- Track and provide direction to the full range of accident mitigation efforts.

MEMBERSHIP

Members of the TAOS shall include:

- Aircraft Owners and Pilots Association
- Federal Aviation Administration
- General Aviation Manufacturers Association
- National Air Transport Association
- National Business Aviation Association
- Individual operators
- Aircraft manufacturers
- Insurance company representatives
- Training organizations (e.g., Part 142 training centers)

TASKS

The TAOS shall:

- Conduct an analysis of turbine aircraft accidents and precursor events to provide a baseline for further analysis and development of interventions.
- Compile a set of “best practices” on turbine training, operational control, severe weather avoidance (e.g., icing and thunderstorms), preflight planning, decision-making, and dispatch.
- Promote the widespread voluntary implementation of safety management systems (SMS) in the turbine community.
- Provide a medium for exchange of ideas, best practices, and research related to turbine operations and training, including use of TAWS and other new technologies.
- Develop recommendations regarding the integration of appropriate concepts and material into relevant industry standards as well as FAA guidance material and testing standards.



Charter for GAJSC GA Data Improvement Team

PURPOSE

The purpose of the General Aviation Data Improvement Team (GADIT) is to improve the quality, quantity, and timeliness of data available to analyze general aviation safety issues.

OBJECTIVES

The objectives of the GADIT are to:

- Increase the quality and timeliness of estimates of general aviation activity.
- Develop implementation strategies to increase detail about factors that have contributed to or caused general aviation accidents and incidents.
- Suggest alternative and innovative ways to measure the effectiveness of general aviation safety interventions.

MEMBERSHIP

Members of the GADIT include:

- AOPA Air Safety Foundation
- Aircraft Manufacturers
- Federal Aviation Administration
- General Aviation Manufacturers Association
- National Business Aviation Association
- National Transportation Safety Board
- Other GA Associations

TASKS

- Conduct GA Activity Data Study (completed June 15, 2001)
- Conduct GA Accident Data Study (completed August 2002)
- Conduct GA Incident Data Study (started June 2005)
- Conduct study to develop new and improved metrics to measure GA activity.
- Oversee the conduct of the annual GA Activity Survey.
- Make regular reports (data and analysis) to GAJSC subgroups and the plenary.



GAJSC At A Glance

WHO

- Government-industry group created to provide direction across the full range of general aviation (GA) fatal accident reduction efforts.

WHAT

- Reviews and analyzes GA accident and incident trends
- Establishes areas for special emphasis by the FAA Aviation Safety Program and other GAJSC members
- Shares information

HOW

- Accomplishes its work through the individual efforts of member organizations

MEMBERSHIP

- Aircraft Owners and Pilots Association
- AOPA Air Safety Foundation
- Experimental Aircraft Association
- Federal Aviation Administration
- General Aviation Manufacturers Association
- Helicopter Association International
- National Air Transportation Association
- National Business Aviation Association
- National Transportation Safety Board
- National Weather Service
- Small Aircraft Manufacturers Association