



**223.1. General**

The Safety Program is administered by the Safety Committee, which is comprised of a Chair and committee members.

**223.2. Purpose**

223.2.1. The purpose of the Safety Committee is to promote and encourage the highest standards of safety in aerobatics through the exchange of information, educational programs and articles in IAC publications, and recommendations to the IAC Board of Directors.

223.2.2. There are four elements of the Safety Program:

- (a) Aerobatic Mishap Review
- (b) Human Factors
- (c) Technical Safety
- (d) Incident Response Plans

**223.3. Aerobatic Mishap Review**

223.3.1. The Aerobatic Mishap Review Program was established to enable the National Transportation and Safety Board (NTSB) to take advantage of the IAC's intimate knowledge of aerobatics and aerobatic aircraft in investigations of aerobatic accidents on an as needed basis. The program also compiles information on aerobatic mishaps and gives advice to the IAC Board of Directors and the general membership based on information learned during the review of aerobatic accident investigations.

**223.3.2. Program Procedures**

All aerobatic accidents that occur in association with an IAC-sanctioned event will be reported to the IAC President, Safety Chair, and Executive Director immediately by the Contest Director.



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**223.4. Human Factors**

223.4.1. The purpose of the Human Factors Program is to:

- (a) Inform the membership of human factors applicable to the sport of aerobatics.
- (b) Identify human factors problems in the sport including the physiological aspects of aerobatic flying.
- (c) Determine an appropriate solution through applied technology for the problems.

**223.4.2. Program Procedures**

223.4.2.1. The Human Factors Program will be supervised by the Safety Chair. Since the scope of the Human Factors Program is limited by financial considerations, personnel, and time factors, the committee must focus on the gathering and dissemination of information.

223.4.2.2. The Chair may disseminate information on human factors to the general public and non-aerobatic pilots through presentations to interested groups as well as in IAC official publications.

223.4.2.3. Membership contributions to the Human Factors Program concerning the types of human problems being experienced will remain anonymous and confidential and used only for the betterment of the sport in order to promote an open exchange of ideas without possible reprisal or abuse.

223.4.2.4. The Chair will verify all information submitted before presenting it to the general membership or other groups.



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**223.5. Technical Safety**

**223.5.1. General**

223.5.1.1. The IAC Technical Safety Program is concerned with items of a technical and/or safety related nature that apply to aerobatics and aerobatic aircraft. The Technical Safety Program is a clearinghouse where members are encouraged to submit ideas, problems, and solutions and where members can also make personal inquiries for information about specific problem areas.

223.5.1.2. The program will also collate all input it receives and disseminate this information as broadly as possible, mainly through articles in Sport Aerobatics or on the IAC website.

223.5.1.3. Members are encouraged to participate in online discussions on the IAC TechWatch website.

**223.5.2. Program Administration**

223.5.2.1. The Technical Safety Program is administered by the Safety Program Chair.

223.5.2.2. The broad definition of the function of this IAC program gives the Chair much latitude in determining direction and action. Historically, the program has concentrated mainly, though not entirely, on areas of maintenance and modification of aerobatic airplanes. Since the scope of the Technical Safety Program is limited by financial considerations, personnel, and time factors, the role of the Chair must focus on the gathering and dissemination of information.

223.5.2.3. In the dissemination of such information, the Chair must stress that many reports are the personal opinions and observations of the IAC member who submitted the initial report to the Committee. The Chair must make every attempt to establish the correctness of that information, e.g., by cross-checking with the applicable manufacturers if a failed or malfunctioning part is the subject.

223.5.2.4. It is also the responsibility of the Chair to monitor the TechWatch website to determine if the information exchanged therein is worthy of wider dissemination to the membership.



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223.5.2.5. The President may call upon the Safety Chair to help prepare documents, correspondence, and articles that are needed from time to time in the normal course of business. For example, the Safety Chair may prepare, for the President's signature, IAC's official responses to Federal Aviation Administration Notices of Proposed Rule Making (NPRM).

223.5.2.6. The Chair may also help disseminate information on aerobatic safety by participating in aviation workshops and seminars. The Chair's participation in such seminars must be approved by the IAC President if their position as Safety Chair is the basis for such participation.

**223.5.3. Program Policy**

223.5.3.1. Only statements of fact, as can best be determined, may be published. The Chair will refrain from publishing any statements or remarks either of their own personal prejudices or that of other persons that might be considered derogatory in nature to individual parties, manufacturers, or organizations.

223.5.3.2. To promote an open forum and exchange of ideas without possible reprisal or abuse, anonymity in all safety articles must be extended to the member who furnishes the initial information. Further, all personal information in the IAC Safety Program files are considered confidential. The only exception to this policy is the use of the names of individuals who are employed by or represent aviation-related companies who supply information for safety reports and grant permission for the use of their names.

**223.6. Incident Response Plans**

The Safety Chair will be responsible for reviewing and updating the Incident Response Plan template in the IAC contest package