Policy and Procedures
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Subject: Technical Safety Program

1. General

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 has been presented to IAC members as 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.

The program also attempts to collate all input it receives and to disseminate this information as broadly as possibly mainly through articles in Sport Aerobatics or on the IAC Website

2. Program Administration

The Technical Safety Program is administered by the Technical Safety Committee which is a subcommittee of the IAC Safety Committee. The Technical Safety Committee Chairman works closely with the Safety Committee Chairman.

The broad definition of the function of this IAC program gives the Chairman much latitude in determining direction and action. However, 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 and personnel/time factors, the role of the Chairman must be mainly that of a writer/reporter.
In that position, the Chairman must stress that many reports are the personal opinions and observations of the IAC member who submitted the initial report to the committee and the Chairman must make every attempt to establish the correctness of input information, e.g. by cross-checking with the applicable manufacturers if a failed part is the subject.

It is also the responsibility of the Chairman to maintain the IAC "malfunction and defect" files and to maintain records of the Technical Safety Program's operating costs.

The President may call upon the Technical Safety Chairman to help prepare documents, correspondence, and articles that are needed from time to time in the normal course of business. For example, the Technical Safety Chairman may prepare, for the President's signature, IAC official responses to Federal

Aviation Administration Notices of Proposed Rule Making.

The Chairman may also help disseminate information on aerobatic safety by participation in aviation workshops and seminars. His participation in such seminars must be approved by the IAC President if his position as Technical Safety Chairman is the basis for such participation.

3. Program Policy

a. The Chairman will refrain from publishing any statements or remarks either of his own personal prejudices or that of other persons that might be considered derogatory in nature to individual parties, manufacturers, or organizations. Statements of fact, as can best be determined, must be the cardinal IAC Technical Safety policy.

b. In the attempt to promote an open forum and an open exchange of ideas without possible reprisal or abuse anonymity in all Technical Safety articles is extended to the member who furnishes the initial information/input. In this same vein, all personal information in the IAC Technical Safety files is 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 Technical Safety reports, e.g. engineers at airframe manufacturers who express company policy or procedures concerning some aircraft operation.