1. Review the accident risk – Academic Partnership
2. Review of applicable safety enhancements (GA-JSC)
3. Detail Implementation Plan
4. Monitor progress
1. REVIEW THE ACCIDENT RISK ACADEMIC PARTNERSHIP
The first step of the process is to review the current accident data, provided by various sources including FSF, NBAA, NTSB, FAA the foundation and outside sources and understand where the accident risk are.

We have also partner with Nova South Eastern University (NSU) to have a third party objective organization help the working group analyze the data.
This academic partnership will also identify opportunities directed at quantifying and prioritizing common safety concerns.
The first 7 Probable Causes cover 82.19% of the Total Types of Accidents.
The first 3 Phase of Flight cover 79.45% of the Total Accident/Incidents
Single Pilot Working Group Data Analysis
Review data from Breiling Report, ICAO data, NTSB Data
Jan-16

Accident Data Set

Accident by Type of Operation

The first 2 Accident by Type of Operation cover 97.26% of the Total Number
The first 3 Damage Category cover 100% of the Total Accidents/Incidents.
REVIEW AND ANALYSIS OF ACCIDENT RISK
2. REVIEW OF APPLICABLE SAFETY ENHANCEMENTS (GA-JSC)
Reviewed all Industry Safety Enhancements, and identified subset that may contribute to a near-term reduction of fatality risk.

Possible Sources of SE’s include GA-JSC and ICAO’s RASG-PA group and NBAA.

The team evaluates the safety enhancements against the accident set to assigning an effective Safety Enhancement estimation score.
3. DETAIL IMPLEMENTATION PLAN
Using the Safety Enhancements as reference, our working group will develop Detailed Implementation Plans (DIPs) with the objective to:

- Update content to be Single Pilot Focused
- Incorporate Feedback from the NBAA Safety Committee, our academic partnership, and industry partners
## Detail Implementation Plan

### NBAA Single Pilot Working Group DIP

<table>
<thead>
<tr>
<th>Safety Enhancement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Action (expanded):</td>
</tr>
<tr>
<td>Statement of Work:</td>
</tr>
<tr>
<td>Relation Current Aviation Community Initiative:</td>
</tr>
<tr>
<td>Performance Goal</td>
</tr>
<tr>
<td>Key Milestones:</td>
</tr>
<tr>
<td>Potential Blockers:</td>
</tr>
<tr>
<td>DIP Notes:</td>
</tr>
</tbody>
</table>
4. MONITOR PROGRESS
After our plans have been implemented, we will monitor their progress via our annual risk assessment meeting, as well update the community during the annual safety stand-downs.
SUMMARY
Review and analysis of accident risk

Review of applicable safety enhancements

Are there any safety enhancements to reduced risk

YES

Bring Issue to GA-JSC for SE Development

NO

Select a team with a leader to prepare Detail Implementation Plan

Start preparing DIPs

Review DIPs with NBAA Safety Committee

Coordinate DIP Implementation at BACE

Monitor progress

End
We will also conduct research in the area of human performance and human factors that has a significant effect in aviation safety (fatigue, aircrew mental health, human environment performance, etc.)
Summary

- This process is a necessity needed for and effective means of setting realistic safety targets for our community
- Targets NOT based on “reactive” measures
- Development of a clear implementation mechanism for our working group
- Effective measurement of improved Safety for the Single Pilot Community