General Aviation Joint Steering Committee

**Regulatory Roadblock Reduction**

 **Outreach Guidance Document**

 **2018/11-23-143(I)PP**

This outreach guidance is provided to all FAA and aviation industry groups that are participating in outreach efforts sponsored by the General Aviation Joint Steering Committee (GAJSC). It is important that all outreach on a given topic is coordinated and is free of conflicts. Therefore, all outreach products should be in alignment with the outline and concepts listed below for this topic.

**Outreach Month: June 2019**

**Topic: Regulatory Roadblock Reduction (GAJSC SE-25, SE-26, SE-27)**

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GAJSC encourages the FAA to review its certification process for installation of avionics in smaller GA aircraft.

**Background:**

The GAJSC has determined that GA is going through a technical revolution that started in the mid 1990’s and is accelerating today. Taking advantage of the rapidly expanding technical revolution is an important component of reducing GA accidents. The GAJSC believes the FAA must find ways to help reduce the cost to install safety enhancing technology as the installation may have minimal risk but can offer substantial safety benefit. The GAJSC feels that the FAA needs to identify the right level of certification for installation of risk mitigating avionics. If done properly the GA fleet can reap the potential benefit of reward with a balanced risk approach.

**Teaching Points:**

* Many LOC accidents are instrument meteorological conditions related and frequently the accident occurs during the approach phase of flight.
* Discuss the available technology that can help mitigate LOC accidents, such as AOA indicators and installed autopilots.
* Owners may be reluctant to install risk-mitigating avionics in their aircraft because the expense, resulting from the required certification process, may be too large a fraction of the airplane’s value to justify the expense.
* Explain how the FAA has already begun the reduction of regulatory roadblocks by accepting ASTM international standards as a means of certification for Part 23 aircraft that weigh less than 19,000 pounds or having fewer than 19 passenger seats.

**References:**

***General Aviation Power Point*** Available on the National FAASTeam Share Point site under [Approved Resources](https://avssp.faa.gov/avs/afsfaast/Pages/Approved-Resources.aspx)

* ***FAR Part 23 – Airworthiness Standards / ASTM Consensus Standards F3264-17***
* ***GAJSC Loss of Control On Approach and Landing and En Route report (LOCWG2 / SE 25, 26, 27)*** [Available in the GAJSC Document Center](http://www.gajsc.org/document-center/)

**IMPORTANT** – Once you have completed outreach on this topic, please help us track the outreach you have done by entering a PTRS record.

