

ASSEMBLY – 36th SESSION**Agenda Item: No. 30, Other Safety Matters****Business Aviation Safety Statistics**

(Presented by the International Business Aviation Council)

Summary

Pursuant to ICAO Strategic Objective A – Safety, this Working Paper describes the need for internationally recognized and universally accepted safety data and definitions for business aviation. Action by the Assembly calls for international recognition of industry safety data.

References

1. IBAC Business Aviation Safety Brief
(Editions found at:
http://www.ibac.org/Library/ElectF/SAFT/safety_management.htm)
2. ICAO A36/WP20

1. Introduction

1.1 This Paper identifies the need to establish uniformly accepted international safety data and definitions for business aviation operations. The proposal responds to the Council goal to “*harmonize definitions and to strengthen the quality and relevance of safety-related data...*”¹

2. Background

2.1 Although use of aircraft for business purposes dates to the 1930s, over the past 20 years business aviation has become a more integral and important sector of the broader aviation community. Businesses recognize the productivity value of using dedicated air transport as a supplement to scheduled commercial services.

2.2 Business aviation has four sub-sectors:

- 1) Commercial air taxi;

¹ ICAO A36/20

- 2) Corporate Aviation;
- 3) Owner–Operated; and
- 4) Fractional Ownership.

Corporate aviation and owner-operated operations are non-commercial, and in accordance with ICAO definition they are general aviation operations. The fourth sub-sector, fractional ownership, is to be the subject of an ICAO study in accordance with the conclusions of the 35th Session of the Assembly.

2.3 ICAO ceased collecting and reporting general aviation data used to develop safety exposure statistics circa 1998. Although some States compile general aviation safety data, there is no uniformly accepted methodology. Furthermore, there is a lack of internationally harmonized definitions for sub-sectors of general aviation that would clearly identify the inclusions and exclusions. In the business aviation sector of general aviation, ICAO has adopted a definition for corporate aviation operations², but there is no definition for business aircraft operations as a whole and no definitions for owner-operated aircraft operations and fractional ownership operations.

2.4 ICAO recognizes the value of safety data as a necessary component in the assessment of safety performance. ICAO Working Paper A36/20 states in part that “*It is recognized that the means of measuring and monitoring safety performance are critical to the future success of the ever-growing air navigation system.*”

2.4 Absence of universally accepted safety data and definitions represents a safety deficiency since the inconsistent or lack of metrics and trend indicators makes assessment of safety performance impossible. A number of Contracting States recognize the problem and are seeking solutions, but a common international solution is needed to ensure harmonization and progressive safety improvement globally.

3. Business Aviation Safety Data

3.1 Many States produce safety data for sub-sectors of general aviation but don't clearly or consistently differentiate the sub-sectors of business aviation. Also, some States produce data by aircraft types that are characteristic of business aviation, but there is no differentiation between the sub-sectors. Invariably there is no assessment of whether the operations are commercial or non-commercial. Information collected by these States often includes occurrences in the respective State or of aircraft on the register of the State. However, there is no uniformity in how States are collecting and reporting the data.

3.2 The International Business Aviation Council (IBAC), through a contracted arrangement with Robert Breiling and Associates, is the only organization known to collect and publish safety data specific to the business aviation sector. The data is compiled for all business aviation sub-sectors on a global basis. IBAC publishes the most significant statistics annually in its Business Aviation Safety Brief.

4. Business Aviation Definitions

4.1 Clear definitions provide for a determination of the type of operation and would identify the inclusions in each sub-sector so that safety performance can be meaningfully measured.

² Annex 17 Amendment 11

Given the considerable differences in the safety record of the sub-sectors, strategies for improvement are difficult without identification of performance deficiencies.

4.2 Successful development of safety regulations internationally and at a national level hinges on the unambiguous identification of the communities to be regulated. Regulations must be definitive regarding the applicability. This is also an essential foundation for effective aviation safety oversight by States. Given that ICAO and Contracting States are in the process of modernizing Annex 6 Part II for International General Aviation Operations, this presents an opportune time to ensure that there is a sound basis for the future collection, analysis and comparison of safety data. The availability of data will enable the effective monitoring of the safety benefits of contemporary regulations and the identification of strategies for further safety improvement. This will not be achievable absent clear, universally accepted definitions.

4.3 Business aviation and its sub-sectors were defined a number of years ago by the International Business Aviation Council and its business aviation Members from around the world. The one sub-sector of business aviation that is defined by ICAO, corporate aviation, is the same as the industry definition. The definitions published by IBAC are widely accepted within the aviation industry.

5. Conclusion

5.1 Given the safety critical importance of applying internationally accepted definitions and safety data towards safety performance improvement, there are two possible options.

- 1) ICAO routinely include safety statistics for business aviation when collecting global safety data; or
- 2) International recognition be given to the definitions and data produced by the business aviation industry.

5.2 Since an increase on demand for ICAO's limited resources may not be feasible in times of budget restraint, reliance on industry sourced safety data is recommended.

6. Action by the ICAO Assembly

The Assembly is invited to request that the Council explore the development of a mutually beneficial, collaborative arrangement with the International Business Aviation Council (IBAC) for the collection and analysis of business aviation safety data.