

IBAC Technical Report Summary

Subject: IBAC Technical Report

Meeting: APANPIRG 14, Bangkok, August 4 through August 7, 2003.

IBAC File: Regional PIRGS

Reported by: *James D. Erickson*

Summary:

This was the second meeting in which IBAC attended as an accredited international organization at ICAO's Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG).

An extensive review of all aspects of regional planning was conducted. In total, forty of seventy major work items were completed by APANPIRG subgroups during the preceding year and were closed during this meeting.

Considerable attention was given to improving the effectiveness and efficiency of APANPIRG including the chartering of a "Future Directions" working group to evaluate the functioning and number of subordinate work groups in APANPIRG.

As agreed at APANPIRG 13, IBAC completed its assessment of Business Aviation Safety and presented copies of the initial (May 10, 2003) Business Aviation Safety Brief. In addition, IBAC distributed copies of its general information pamphlet and the IS-BAO brochure.

Implication for Business Aviation:

IBAC has been fully accepted into APANPIRG and has been invited to participate regularly in planning activities. Considerable work is accomplished throughout the year in regional subgroups and task forces in which it would be useful for business aviation to have a voice.

Decisions Required:

None

Attachment 1: Report of the Meeting

Attachment 2: IBAC Information Paper for the meeting

Report of the 14th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/14)

Bangkok, Thailand; 4 to 7 August 2003

The meeting was held over 5 days to provide executive management on Asia/Pacific Air Navigation systems, CNS/ATM implementation, Deficiencies in Air Navigation, and related activities and to update participants on progress. Mr. Wong Woon Liong, Director General of Civil Aviation Authority of Singapore, chaired the meeting. Thirty-eight papers were presented on a wide variety of Regional aviation issues. The meeting reviewed actions of the ICAO Council and the Air Navigation Commission related to APANPIRG/13's decisions, actions, and progress on implementation. Approximately ninety (90) attendees [inclusive of ICAO staff] attended. Representatives from twenty-one (21) countries and four (4) international aviation organizations were present. The International Business Aviation Council (IBAC) was represented by Mr. James D. Erickson, Southeast Asia Technical Representative for IBAC. Following up on commitments from APANPIRG 12 and 13, IBAC presented a copy of the initial publication of the Business Aviation Safety Brief to heads of delegations. An additional 75 machine copies were distributed. IBAC developed an information paper on the Safety Brief and a copy of the paper is attached to this report. Because information papers were not formally presented at this meeting, IBAC made a brief introduction of the Report in the opening session on the fourth day of the meeting and invited attendees to review the Brief and the information paper. Attendees were further invited to bring comments or questions to the IBAC representative in the margins of the meeting. Attendees welcomed the report and a number of States commented favorably on the contents. A few expressed interest in more detailed information in subsequent editions such as accident rates by region of the world, primary accident cause, or phase of flight.

Issues of particular importance to business aviation that arose during the meeting are:

- Contingency Planning in the event of disruption of air traffic services. While ICAO has amended Annexes 11 and 15 to provide guidance on this subject, States have not yet developed plans for this potential safety area. It is recommended that IBAC follow up at APANPIRG 15 to encourage states which have not done so to adopt the ICAO recommendations or equivalent procedures.
- Lost Communications Procedures. The US proposed an amendment to the Pacific ICAO Regional Supplementary Procedures for lost communication procedures. Some areas were less than clear from an operator standpoint and IBAC discussed this privately with the presenter. This raises the larger issue of harmonization of international procedures. [addressed elsewhere in this report]. It is critical that procedures be harmonized among FIRs (Flight Information Regions) and among all areas of the world to the maximum extent practical in order to minimize ambiguity in the cockpit and avert potential safety issues from developing from these ambiguities. IBAC will have an opportunity to review these uniquely Asia-Pacific lost communications procedures when promulgated by ICAO and should keep a close eye on the issue of harmonization among ICAO regions on this and other communications and navigational information and instructions for flight crews.

- In a recent letter, concern was expressed by the President of the ICAO Council regarding several aspects of efficiency in operation of the PIRGS. This communication had a positive effect on the progress of APANPIRG 14 in three important areas:
 - o APANPIRG redrafted and tightened it's own Terms of Reference
 - o APANPIRG14 emphasized reducing the size and complexity of both internal reports and reports intended for external customers
 - o APANPIRG14 chartered a "Future Directions Task Force" to evaluate the function and numbers of subordinate working groups within APANPIRG. The Task Force is to report to APANPIRG 15

- One work group had invited discussion of environmental issues during it's proceedings and had conducting some group activity related to the potential decrease in Global warming emissions due to CNS/ATM implementation. IBAC assisted in redirecting the group's focus by drawing attention to the work of the ICAO CAEP. IBAC worked with the representative from ICAO headquarters in Montreal to clarify this for the meeting and avert potential duplication of effort.

- During a discussion of common standards along boundaries of adjacent air traffic areas, IBAC pointed out to the meeting that a business aviation crew may fly one day in South America, the next in Europe, and the following in Asia. It is therefore vitally important that ICAO work diligently to harmonize standards, markings, and procedures among all regions, not just along borders between adjacent regions. This is considered even more critical for business aviation than for the airlines. Harmonization is needed to prevent potential ambiguities in the cockpit and avert potential confusion in flight crew operations. Much support was expressed for this position in the meeting, however the issue bears watching during IBAC review of documents produced by ICAO whenever there may be procedural differences among regions. IBAC should continue to comment forcefully on this issue.

- In regard to the common presentation of air traffic information and common procedures throughout the world, harmonization, interoperability of equipment, and reasonable cost of equipment were emphasized by the IBAC representative throughout the meeting and during discussions in the margins of the meeting.

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International Civil Aviation Organization

**FOURTEENTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/14)**

Bangkok, 4 to 8 August 2003

Agenda Item 7: Other Items

**BUSINESS AVIATION SAFETY BRIEF
Summary of Global Accident Statistics**

(Presented by the International Business Aviation Council)

<u>Summary</u>

This paper presents a summary of flight safety information for Business Aviation.

1.0 Introduction

1.1 The Business Aviation Safety Brief was first published by the International Business Aviation Council (IBAC) on May 10, 2003. A copy of the Brief is available to each head of delegation for APANPIRG 14. This Brief represents the latest and most comprehensive information available on Global accident rates for Business Aviation. Data contained in the Brief include the five years from 1997 through 2001.

2.0 Background

- 2.1 During the proceedings of both APANPIRG 12 and APANPIRG 13 interest was expressed in gaining an understanding of business aviation's global safety record. In 2002 a study was commissioned by IBAC to gather, consolidate, analyze, and present global accident data for this important sector of civil aviation.
- 2.2 At APANPIRG 13 early results of the Business Aviation Safety Study were presented. Early results were gathered and separately analyzed for business jets, and turboprops, then compared with the world's airlines.
- 2.3 The Business Aviation Safety Brief being presented herein was compiled using analysis conducted by Robert Breiling and Associates in 2002. Breiling's detailed report contains information on accidents from all regions of the world, including data for each aircraft type. Using this body of information, the Business Aviation Safety Brief was first published by IBAC on May 10, 2003. This document contains much more comprehensive data than included in previous studies, and it incorporates a much more comprehensive analysis than was previously available. It is therefore appropriate to update the earlier presentation to APANPIRG 13 in light of the additional information now available.

3.0 Discussion

- 3.1 Business Aviation has established a record as one of the safest forms of transportation in the world. Business aircraft operate on unscheduled routes to all corners of the globe, yet the safety record continues to be excellent in spite of many challenges. The exemplary safety record of business aviation can in major part be attributed to industry standards and good training.
- 3.2 The business aviation representative associations assist operators by providing safety data and programs in their respective countries. The International Business Aviation Council (IBAC), representing these associations at the global level, has developed a program to collect and analyze worldwide information.
- 3.3 This Business Aviation Safety Brief covers a five- year period from 1997 through 2001. The Brief will be expanded and updated annually. IBAC is currently adding 2002 accident information and the data will be periodically reviewed to determine useful trend information.
- 3.4 The Brief includes all accidents involving aircraft when used in conducting business operations. It does not include accidents of business aircraft when used in air-shows and other non-business related flying.

4.0 Conclusions

- 4.1 The accident rate of Business Aviation continues to demonstrate that this form of travel compares favorably with that of the scheduled airlines. As an example, when the fatal accident rates for corporate and owner-operated jet aircraft are combined, representing nearly 80 per cent of all business aviation flying, the world-wide rate is .09 accidents per 100,000 hours. For comparison, the worldwide rate for scheduled jet airline operations as published by ICAO for 2002 was 0.81.
- 4.2 The accident rate for Business Turbo-propeller airplanes is much higher than that for Business Jet airplanes. [approximately 3 times as high]
- 4.3 The accident rates for commercial business aircraft demonstrate a need for considerable improvement. The accident rates for commercial business aircraft are significantly higher than those for corporate and owner operated airplanes.

5.0 APANPIRG is invited to:

- a. Review information provided in the Business Aviation Safety Brief
- b. Note the information contained in this Information Paper