



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)

Summary

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 world's 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