**World Civil Aviation Chief Executives Forum**

Tuesday February 5, 2013

Panel Presentation Remarks – *Strengthening Partnership: Ensuring Aviation Safety.*

Thank you Mervyn, and thank you to the Civil Aviation Authority for this opportunity to participate in this forum. As you can see, I do represent the Flight Safety Foundation, however I am obviously not Bill Voss, nor could anyone really replace him. We all know how Bill was able to provide a unique perspective on worldwide aviation safety, and often times would surprise us with some very

pithy comments. At the first of the year Bill returned to government service in the FAA executive ranks, and is now on a special assignment with the US DOT.

All that being said I want to briefly catch you up on the Foundation and why we are happy to be here with you today. The Flight Safety Foundation was founded in 1947 by Jerry Lederer, an aviation safety icon. The Foundation began in an era of aviation where safety, standards, and regulation were being formed. United States aviation greats such as Orville Wright, Charles Lindbergh and Igor Sikorsky had a part in forming the Foundation and making aviation safe. Moving forward through the decades, there hasn’t been a part of commercial and business aviation that hasn’t been touched by the work the Foundation has done. Early items such as navigation lights, rotating beacons to improvements with radar, research on controlled flight into terrain, improved navigation charts, approach and landing guidelines, safety management system analysis, and now our most recent initiative for data gathering and information sharing. Our membership is over 1000 aviation and aerospace entities, and we are known for the independent and impartial sourcing of aviation information.

As the demand for people to fly becomes increasingly more obtainable, commercial and business aviation continue to grow into all areas of the world to meet the demand. Looking at the slide you can see 5.8 billion people in 2009 were traveling in expanding regions of the world, this is a 6.1% yearly RPK growth to 2029.

This chart shows you how the growth is accelerated by certain macro factors in the growing traffic hotspots of the world. Items such as deregulation, strong rising of the middle class, rapid urbanization, and low cost carrier expansion contribute to that growth. So how has the aviation industry performed in making sure it is safe to fly?

2012 was a record setting year in terms of the fewest major accidents for both commercial jets and commercial turboprops. It also continued the encouraging decreasing trend in the commercial jet accident rate. The 2011 record rate of .28 major accidents per million departures for commercial jets was reduced by 50% to a new record low of .14. For the second year in a row, there were no commercial jet upset aircraft accidents. Unfortunately, the return of controlled flight into terrain (CFIT) accidents continued. Three of the seven commercial jet accidents were CFIT accidents. Commercial turboprops also set a record low for number of major accidents, although CFIT again dominated their fatality numbers. Business jets had 13 major accidents, which is just slightly above their 12 year average.

There are now over 22,000 commercial jets in the world. Of these, approximately 5% are Eastern built. There were only seven major accidents involving commercial jets in 2012. This slide shows the major accidents for all scheduled and unscheduled passenger and cargo operations for Western and

Eastern built commercial jet aircraft that occurred in 2012.

Looking forward, based on these metrics one could almost say we have done a great job and we can close down the safety departments and go home! But I say not so fast!

Here are the issues as we move forward. These are the areas as CEOs that you will need to be aware of and continue to cultivate a corporate culture that will continue to make aviation one of the safest modes of transportation in the world. We cannot take this record for granted. We will need to continue to work hard to stay safe, we cannot become complacent. Processes and programs that are in place will need to continue to be audited for their effectiveness. Safety and security go hand in hand. We are here today to discuss safety and we must not let the multitude of security standards overshadow keeping the operation safe! Often if we are meeting our security demands we feel that the rest of the issues will just fall in place.

One other area of concern is still the confusion of how to administer safety programs such as SMS, SSP, and Fatigue Risk Management Systems. We have some very robust programs and then others in some places of the world don’t even know how to begin, and we operate into many of those places. Safety information protection is paramount if we are to continue to be able to gather data. The Foundation was one of the first and biggest advocates of SIP, and I just recently provided support testimony to the ICAO SIP task force in Washington DC this past December. There was another meeting just last week in

Montreal that worked on compiling all of the relevant testimony in order to push this initiative forward among the states. As CEOs you have a large stake in making sure that litigation will not prevent getting to the facts of what has happened in an accident.

The Foundations urges that groups and individuals such as you help move aviation safety from the reactive and proactive era to the predictive era. Organizations such as ICAO, IATA, EASA, Government entities and such as our hosts the CAA, industry and all others need to promote information sharing of all the data we are gathering now and in the future. Analyzing that data for specific and unknown risks will be the key to continue to keep our accident rate low, make the system more efficient and economical to operate, and ultimately make aviation safety seamless for the world.

I thank you for your attention and look forward to our continued discussions.