

**STATEMENT OF JOHN P. WOODS, EXECUTIVE ASSISTANT, NATIONAL
BUSINESS AIRCRAFT ASSOCIATION**

Mr. Woods. The NBAA represents business aviation. All of our 750 members are U.S. corporations. Specifically, our membership accomplishes about 80 percent of the corporate flying employing full-time professional pilots, and a much smaller percentage of business flying accomplished by professionally qualified, but less than full-time pilots.

This business aviation industry is inordinately safety conscious—almost to the point of fetish. The vast majority of our command pilots hold airline transport ratings, despite the absence of any legal requirement. The aircraft uniformly carry equipment designed to improve safety that is vastly more comprehensive than imposed by any legal requirement.

By membership demand, NBAA has conducted a safety awards program for many years. Any injury to a person or damage to an aircraft is disqualifying. A small dent in a wing tip causes a pilot applicant to revert back to zero accident free miles. It is probably the strictest safety award program in existence in aviation.

Yet, in October 1967, NBAA issued safety awards to qualifying pilots working for NBAA member companies whose aggregate was 749,848,100 nautical miles without even the most minor accident.

If the proof of the pudding is in the eating, let me report that NBAA members flew approximately 1 million hours last year. We had one fatal accident.

Let me put it another way. The latest available FAA and CAB figures show that, in 1965, corporate aviation with professional pilots had an accident rate of 1.75 per 100,000 hours flown. The scheduled airline rate was 1.59. Yet our operations are far more varied and often into marginally equipped airports thereby offering higher potential for accidents.

Our results are deliberate. Our cliché may amuse you: "Safety Is No Accident."

From the vantage point of our record, I must report to you that safety is not the primary objective of the national air transportation system. We are alarmed that many highly placed officials have viewed the national air transportation requirement solely in terms of safety. This has happened so repetitively that safety has become a platitude used with such abandon it is obscuring and even replacing the only genuine reason why we have and need an air transportation system.

Throughout recorded history, the sites of civilization have grown and waned because they were or were not conveniently located with respect to the most efficient means of transportation. In the United States in 1968, air transportation carries a vital portion of the lifeblood that keeps our national economy moving.

Air transportation must do its job as safely as it possibly can, but, primarily, the national interest requires that it must do its job. The airline or the NBAA corporation did not replace its DC-3 with a jet because it was safer. The airline passenger did not forsake the Greyhound bus because the airline was safer.