

**SPEECH BY MR LUI TUCK YEW, MINISTER FOR TRANSPORT AND  
SECOND MINISTER FOR FOREIGN AFFAIRS  
AT THE OPENING OF THE FLIGHT SAFETY FOUNDATION'S  
64<sup>TH</sup> ANNUAL INTERNATIONAL AIR SAFETY SEMINAR (IASS)  
ON 1 NOVEMBER 2011 AT THE MANDARIN ORCHARD SINGAPORE**

Ms Lynn Brubaker, Chairman, Flight Safety Foundation,

Mr Bill Voss, President and CEO of the Foundation

Distinguished Guests and Delegates

***Introduction***

1 A very good morning to you all. I am glad to join you today for the opening of the Flight Safety Foundation's 64<sup>th</sup> annual International Air Safety Seminar (IASS). The Flight Safety Foundation has an admirable history of championing aviation safety, and I am happy to see such a convergence of aviation safety leaders and professionals from around the world.

2 Singapore is delighted to host this year's IASS – indeed it is a fitting inclusion in our celebration of a century of aviation in Singapore, as we believe whole-heartedly that safety is central to our progress as an aviation hub.

## ***Singapore Shares a Commitment to Safety***

3 The Asia-Pacific is at the forefront of global aviation growth. According to some forecasts, the Asia-Pacific will account for more than a third of projected future demand for commercial aircraft, and will form a third of global air traffic volumes by 2030.<sup>1</sup> As a small island state in the Asia-Pacific region, Singapore values aviation as a lifeblood of global connectedness and exchange and is set to harness this growth. With a busy air hub and a substantial aerospace sector, we are acutely aware of the importance of upholding air safety. Together with the industry, we are committed to enhancing flight safety, and we stand shoulder to shoulder with those around the world working to advance it.

## ***Milestones in Global Safety Enhancement***

4 With this shared commitment, we have come far as a global aviation community on our safety journey. From the dawn of the commercial jet age after the Second World War, steady improvements in jet propulsion, communication systems, avionics, radar and other platforms have boosted safety. A key example was the advent of the Traffic Alert and Collision Avoidance System, or TCAS [*pronounced: tee-kas*], which significantly reduced the occurrence of nightmarish mid-air collisions. Beyond technology, a greater focus on understanding human performance

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<sup>1</sup> Source: Airbus global market forecast 2011-2030

limitations and the human-machine interface has yielded useful improvements in procedures, training, and equipment design. In more recent decades, aviation has made strides towards an integrated, systems and data-driven approach to safety. By integrating the vast amount of information that stakeholders collectively possess, we are able to focus and deploy resources where they are most needed.

5 Singapore has played a part in advancing a systematic approach to safety. We have rolled-out SMS [*widely used aviation abbreviation for Safety Management Systems*] for our industry since 2009, and implemented a State Safety Programme or SSP in the following year, for more focussed safety governance. The Civil Aviation Authority of Singapore (CAAS) has been actively sharing its experience in implementing SMS and SSP with our friends and partners in the region and beyond, and CAAS' teaching arm, the Singapore Aviation Academy, has also provided safety related training to more than 1,000 participants from the region and beyond in the past decade.

6 The efforts by all stakeholders to advance safety have reaped due rewards. The air accident rate of this century's first decade was half that of the ten years before, and a fraction that of preceding periods. Today, aviation safety is at its highest levels ever – about 0.6 major accidents per million flights. But this is of cold comfort to the close to 800 people who died in air accidents last year, as well as their surviving loved ones.<sup>2</sup> Furthermore, we all know that serious accidents are merely the tip of the

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<sup>2</sup> Sources: IATA and FSF figures.

iceberg – the many close calls and could-have-beens clearly leave no room for complacency.

### ***Challenge of Emerging Market Growth***

7 Together, we must chart new approaches for global air safety. The challenges are many, and I am glad to note that the Seminar engages with key issues such as fatigue risk management and safety data analysis. Yet the biggest, all-encompassing challenge is that of rising air travel demand. ICAO projects that the world's commercial aircraft fleet will more than double to 43,000 aircraft over the next two decades. IATA foresees a global travelling public of 16 *billion* passengers in 2050!

8 With more crowded airspace and aerodromes, and increasingly complex future operations, the challenge of upholding – let alone advancing – safety levels is daunting. The task is particularly acute for emerging spheres of aviation. Based on Airbus projections, outside of the traditional cores of North America, Western Europe and Japan, air traffic in emerging markets will account for an overwhelming 70% of global volumes by 2030, up from just over 50% today. The emerging markets are where the battle for better air safety will be won or lost, where many still need to significantly build up their operational and regulatory capabilities. This is where the greatest strains on infrastructure, resources and expertise will need to be addressed.

### ***Enhance Cooperation to Uphold Safety***

9 As a global aviation system, the safety of each region contributes to the safety of all. So it is opportune that the IASS convenes this year in one of the fastest growing frontiers of aviation. There are many ways in which we need to advance, but the unifying thread is the need for us to work together, as links in the global supply chain of diverse aviation players and between state and industry to achieve mutually beneficial regulatory and operational outcomes.

10 For those from industry, you have the crucial situational awareness that helps governments regulate safety smartly and effectively. As for States, we of course must think not only nationally, but also multilaterally and globally. As a member of COSCAP, the Cooperative Development of Operational Safety and continuing Airworthiness Programme for Southeast Asia, Singapore participates in the collaborative development of regional safety initiatives. Member states have rolled out useful guidance on the reduction of approach and landing accidents, foreign operator approval best practice, and topical training. Other examples of fruitful cooperation are the Regional Aviation Safety Groups recently formed by ICAO, which facilitate the pooling of resources by states to reap synergies in their safety efforts.

11 Beyond partnering each other, states must also engage across a wider array of stakeholders, including the travelling public whom we all serve. An informed and engaged public, attuned to air safety

considerations, will help exert the commercial pressures that can spur states and operators to think of safety as an essential imperative.

### ***Conclusion***

12 Ladies and gentlemen, as a global aviation community, we have both the expertise and the duty to bring safety to a higher level. The dialogue of the next few days will help inform and shape our future direction in this quest. I wish all of you a very fruitful Seminar, as you wrestle with the key safety challenges, and explore strategies and solutions. It is a worthy endeavour in which we must succeed.

Thank you.

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