GSA's role in Aviation Policy for the NTSB's Public Aircraft Oversight Safety Forum

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Interagency Committee for Aviation Policy (ICAP)

- Established in 1989 via OMB Circular A-126
- Membership - Federal agencies that use aircraft: (11 agencies own/13 agencies use commercial aviation services (CAS))
- ICAP provides advice to GSA Administrator for the development of aviation policy
- GSA serves as Chair – ICAP member agency reps serve as Chair for (5) subcommittees (AUD, COMM, E&E, MDS and SSTS)

ICAP Statistics

- Total aircraft: 1,751
- Total operational aircraft: 1,384
- Total aircraft costs/FY11 to date: $680.4M
- Total flight hours/FY11 to date: 326,923
- Accidents/CY11 to date: 3
- FY10 federal accident rate: 1.65/100K hrs
- Average age of fleet aircraft: 28 years
- Original acquisition cost: $4,559,501,825
- Market value: $ 680,467,916
- Approx 36% of total federal expenditures for aircraft goes to commercial sources

GSA & ICAP Initiatives

- IS-BAO evals for Federal aviation programs, 4 completed to date; FBI, NASA, FAA (2)
- ARMS surveys, 36 completed to date
- Capital Asset Planning (CAP) Tool for the management/replacement of aircraft
- Aviation Safety Officer (ASO) workshops, 541 ASO Certificates issued to date
- Annual Federal Aviation Awards Program
- Update to FMR 102-33
- Commercial Aviation Services (CAS) Quality & Safety Guidelines

Who Flies Government Aircraft

11 agencies **own** aircraft

➢Department of Commerce
➢Department of Energy
➢Department of Transportation
➢Department of State
➢Department of Justice
➢Department of Homeland Security
➢Department of Agriculture
➢Department of Interior
➢National Aeronautics and Space
       Administration
➢National Science Foundation
➢Tennessee Valley Authority

DoD and intelligence aircraft are <u>not</u> included.

Who Flies Government Aircraft

11-13 agencies **use** commercial aviation services (CAS)

➤ Department of Commerce
➤ Department of Energy
➤ Department of Transportation
➤ Department of State
➤ Department of Justice
➤ Department of Homeland Security
➤ Department of Agriculture
➤ Department of Interior
➤ NASA, NSF, TVA,
➤ Environmental Protection Agency
➤ Department of Health and Human Services

DoD and intelligence aircraft are <u>not</u> included.

Government aircraft missions

- Law enforcement, security operations
- Natural resource management
- Firefighting
- Disaster response and search & rescue
- Transport of prisoners and illegal aliens
- Aeronautical/space research
- Agricultural activities and research
- Atmospheric/geographic/oceanographic research

Aircraft Management Policy

- OMB Circular A-126 Improving the Management and Use of Government Aircraft
- 41 CFR 102-33 Management of Government Aircraft
- 41 CFR 102-39 Replacement of Personal Property Pursuant to the Exchange/Sale Authority
- FAA Circular 00.1-1 Government Aircraft Operations
- OMB Circular A-11 (Aug. 2011 ver. authorized use of the Aviation Business Case Template, used in conjunction with the Capital Asset Planning (CAP) Tool application)
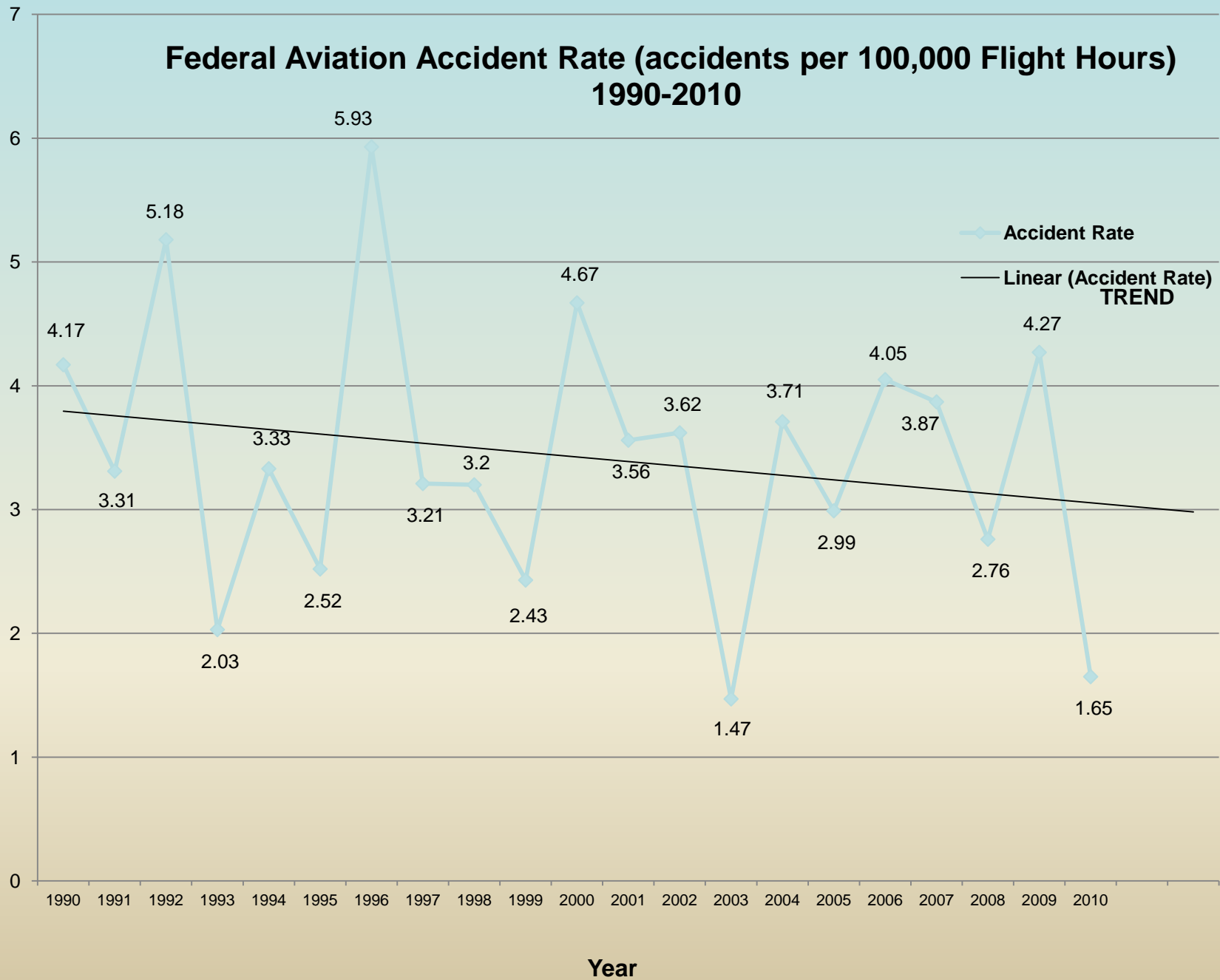
GSA's role - as authorized by OMB Circular A-126

Develop policy for the management of Federal aircraft

- (1) Develop aviation safety programs
- (1) Provide aviation safety training (ASO) workshops, other technical support/guidance and foster best practices
- (2),(4),(5),(7) Collect, analyze, and report aviation data (via FAIRS)
- (3) Mods to FMR 102-39 (Exchange/Sale)
- (3) Capital Asset Planning (CAP) Tool
- (6) ARMS and IS-BAO evaluations
- (8) Sponsor the Interagency Committee for Aviation Policy (ICAP)

Federal Aviation Accident Rate (accidents per 100,000 Flight Hours) 1990-2010

Total Federal Aviation Accidents per Calendar Year
1990-2010