

IBAC UPDATE

The Official Newsletter of the International Business Aviation Council

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“The recognized forum for leveraging strengths of Members to enhance the safety, acceptance and economic contribution of business aviation globally.”

IBAC Governing Board Convenes in Brazil

The IBAC Governing Board convened for the 39th meeting in Guarujá, Brazil (southeast coast) on the 19th of April. IBAC Chairman Paul Stinebring opened the meeting by thanking the Associação Brasileira de Aviação Geral (ABAG) for the outstanding hospitality and organization for the meeting. The Board reviewed the Annual Report for 2003 and provided input to the Strategic Plan. The international fractional ownership issue was a significant topic of discus-

sion with agreement reached on a Working Paper to be submitted to the ICAO Assembly (see page 2). Also warranting attention was business aviation security. IBAC is strongly fostering shared responsibility for security by all participants in the aviation system (see inside). Members were provided with updates on the status of the Joint Aviation Authority work on the proposed JAR OPS 0 and 2 rules for corporate aviation (also see article on page 2).

Latin American Business Aviation Conference and Exhibition a success

The Associação Brasileira de Aviação Geral (ABAG) and the National Business Aviation Association (NBAA) combined forces to deliver a very successful business aviation event in Sao Paulo Brazil. The 2nd Annual Latin American Business Aviation Conference and Exhibition (LABACE2004), held April 15 to 17, surpassed even the most optimistic projections of both organizers and Exhibitors, registering 3,735 people, a 30 percent increase over last year.

According to ABAG President Anderson Markiewicz, the tremendous success of LABACE2004 is an indication that business aviation is increasing its visibility both in Brazil and worldwide.

“One of the indicators of this success is the increase in the number of visitors – on the first day of the event, LABACE had



NBAA Chairman and Interim President **Don Baldwin** (left) and ABAG President **Anderson Markiewicz** at LABACE2004 opening.

more visitors than the entire 2003 event,” he said. “One of the high points of the event was the presence of civil aviation authorities from six Latin American countries.” (See more inside)



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Special points of interest:

Increases at business aviation events signals a recovering aviation industry.

What's New at ICAO

- Mr. T. Burlage succeeds Mr. T. Michler as the Air Navigation Commission Member nominated by Germany.
- Mrs. M. Deshaies succeeds Mr. R. Maltais as the Air navigation Commission Member nominated by Canada.
- Mr. T. Nakada succeeds Mr. M. Kawakami as the Air Navigation Commissioner Member nominated by Japan.
- Mr. M. Refaat succeeds Mr. M. A. Elbagori as the Representative of Egypt.
- Mr. D. Wibaux appointed to succeed Dr. L. Weber, Director of the ICAO Legal Bureau.
- Air Navigation Commission issues invitations to attend Industry Consultation informal meeting, Montreal 18-19 May 2004: theme – “Global ATM”.

NPA for JAR OPS 0 and 2 Under Development

Redrafting of JAR OPS 0 and 2 by the JAA committee tasked with developing the proposed rules for corporate aviation and aerial work (AWGAS) has commenced. The intention is to present the revised rules to the JAA Operations Sectorial Team (OST) in September 2004. Subsequently, a Notice of Proposed Amendment (NPA) will be published either late in 2004 or early 2005. The AWGAS met with the OST in January and again in March to brief on the new regulatory concepts. A follow-up meeting of the AWGAS reached agreement on the work plan to develop the final rules and Regulatory Impact Assessment (RIA) which will lead to publishing the NPA. IBAC representatives also met with the AWGAS Chairman and reached agreement on the significant issues of applicability and the definition of corporate aviation.

The Bizav community is encouraged by the very positive and progressive approach to rulemaking by the JAA. Extensive consultation and involvement by the industry will lead to better rules.

“ The business aviation community is resolved to assume an active role in the evolution of the aviation system and to help in the design of the system for the 21st century.”

ICAO Study of Airport Access Issues Progressing

The long awaited ICAO study of airport access issues is well underway. The study is under the direction of the ICAO Project Manager Mr. Bernard Peguillan and has been assigned to Mr George Farag for the detailed analysis. Mr. Farag is asking for direct support from IBAC Member Associations to identify examples of discriminatory practices by airports.

IBAC proposed ICAO's involvement during the 2000 Conference on the Economics of Airports and ANS. The ICAO Council subsequently approved the study.

CAEP/6 Held in February

IBAC was represented at the 6th meeting of the ICAO Committee on Aviation Environmental Protection by Rich Gage (CBAA), assisted by advisors from Member Associations and the industry. The meeting reached agreement on requirements to reduce noise and engine exhaust emissions and it developed guidance material on a 'balanced approach' to environmental protection at airports. IBAC's Environmental Issues Work Group (EIWG) is the business aviation body responsible for developing positions on environmental matters.

Working Paper on International Fractional Ownership to be submitted to ICAO Assembly

Fractional Ownership in international operations continues to be a problem for both regulators and the business aviation community. Since there are no international rules or policies for determining if fractional operations are either commercial or non-commercial, various States have been taking differing positions. The result is unequal treatment of business aviation when operating internationally as some States do not recognize determinations made by the home State of the aircraft.

The European Civil Aviation Conference (ECAC) has formed a Task Force of European States to develop a uniform position. In a submission made by the European Business Aviation Association (EBAA), ECAC is encouraged to develop an interim position and then to contribute and support the proposed International Civil Aviation Organization (ICAO) study as recommended by IBAC.

IBAC has developed a Working Paper for the ICAO Assembly of the to be held in September. The Paper advocates a formal study by ICAO in which explanatory material would be developed to provide guidance for interpreting “remuneration or hire”. The study is intended to recommend a methodology for identifying how “commercial” and “non-commercial” determinations should be made under a harmonized international policy.

Labace2004 Presentations

IBAC participated at LABACE2004 with two presentations. Don Spruston, Director General IBAC combined with Brig.-Eng. Allemander J. Pereira Filho of Brazil in a discussion on security. Ray Rohr, IBAC Standards Manager worked with Major Lupoli, CE-NIPA of Brasil on a presentation on Safety Management Systems. Other presentations were given on the Future of Air Navigation (CNS/ATM) in South America and on IFR Helicopter Operations.



Former ICAO Secretary General **Renato Costa Pereira** (second from left) greets (from left) **Robert Blouin**, NBAA VP Operations, **Paul Stinebring**, IBAC Chairman, **Cleber Marques de Paiva**, President, Porto Seco Sul de Minas and **Don Spruston**, DG IBAC, at LABACE2004 in Brasil.

Safety and Security Remain at Top of IBAC Agenda

The IBAC Business Plan 2003-2008 again placed safety and security as the first priority of the Council. A number of projects have been identified to build on the successful International Standard for Business Aircraft Operations (IS-BAO), including an assessment of how best to address the arrival of the many new light jet aircraft expected in 2006 and after. IBAC continues to work on many security projects. In April, IBAC presented a Paper at a security conference in London, England which encouraged improved sharing of responsibility for security at airports. IBAC promotes the concept of assigning responsibility for Security Programme Zones to the private sector.

Second Edition of Business Aviation Safety Brief Published

The second edition of the IBAC Business Aviation Safety Brief was released in April. The Brief provides worldwide accident statistics for the business aviation industry. The data includes accidents to the end of 2002 with rate data over a five year span. The Brief shows that corporate aviation again has an exemplary safety record, matching the rate for scheduled airlines. At the same time it shows that the record for air taxi and owner-operator sectors could improve. The Brief is developed annually from detailed work by Robert Breiling and Associates. The Brief is available on the IBAC website.

IBAC Hails Commencement of NAT SATCOM (Voice) Trials

On April 12, 2004 the North Atlantic Region (NAT) initiated an operational test of the routine use of Satellite Communications (SATCOM) for Waypoint Position Reporting (WPR). The establishment of the trials, currently limited to general aviation operators, is in response to initiatives taken over the last several years by IBAC representatives at the meetings of the NAT Systems Planning Group and its subordinate bodies, the Implementation Management Group and the Air Traffic Management Group. IBAC gratefully acknowledges the support and cooperation of the NAT ANS Providers in establishing these trials. Special thanks go to Mr. Jose Cabral (Portugal), who kindly volunteered his services as the trial's Coordination Focal Point. IBAC, through its eleven Member Associations is actively encouraging operators of suitably equipped business aircraft to avail themselves of the opportunity to participate in these trials.

ELTs in Aircraft Life-rafts

A recent enquiry to IBAC occasioned a thorough examination of ICAO Annex provisions relating to the technical characteristics of Emergency Locator Transmitters (ELTs) and, in particular Survival ELTs. This examination concluded that effective 1 January 2005 Survival ELTs must operate simultaneously on 121.5 MHz and 406 MHz. This requirement also applies to ELTs installed in aircraft. For complete details of the examination visit the IBAC website www.ibac.org Bulletin 04-3.

ACAS II Requirements for Europe

IBAC is reminding Business Aviation Associations and their operators that in Europe, with effect from 1 January 2005, all civil fixed-wing turbine-engined aircraft having a maximum certificated take-off mass exceeding 5,700kgs, or a maximum approved passenger seating configuration of more than 19, will be required to be equipped with ACAS II."



Ray Rohr, IBAC Standards Manager (left) and **Peter Ingleton**, IBAC Director of ICAO Liaison fielded many questions at LABACE from attendees regarding the IBAC Aircrew Identification Card and the International Standard for Business Aircraft Operations (IS-BAO). IS-BAO has been very well received in North America and Europe and IBAC, ABAG and the NBAA are promoting its acceptance in South America.



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More Flight Departments Opt for an IS-BAO Certificate of Registration

Over 250 copies of the International Standard for Business Aircraft Operations (IS-BAO) have been issued to flight departments and accredited auditors. Most companies are in the process of implementing it into their operations.

The IS-BAO is a code of practice developed by the industry for the benefit of the industry. It is kept dynamic through annual revisions approved by the IS-BAO Standards Board based on best practices recommended by operators and from changes in ICAO standards. The IS-BAO is a voluntary standard but is increasingly looked upon by regulators as the representative industry standard that can be incorporated by reference in rules.

Flight departments that have introduced the IS-BAO have the option of applying to IBAC for a Certificate of Registration. To qualify for the C of R, the flight department must successfully undergo an audit by an accredited third part auditor. The C of R is valid for two years. Over twenty flight departments have qualified

and received a Certificate. Below, Ray Rohr, IBAC Standards Manager presents a C of R to Steve Fisher of Shell Aircraft, Rotterdam.



IS-BAO Workshops

Four IS-BAO Workshops have been completed to date in 2004. The following additional IS-BAO Workshops are planned:

Chicago, June 25, 2004— DuPage Flight Center, DuPage Airport
Farnborough, July 20—at the Farnborough Airshow
Washington, August 23—NBAA Offices, 1200 18th St., NW Washington, DC
Southern California, Time and place to be announced

IBAC Calendar of Upcoming Events

ICAO Aviation Security Panel Meeting, Montreal, May 10-14, 2004
EBACE2004, Geneva, May 25-27, 2004
IS-BAO Standards Board (ISB/4), Geneva, May 27, 2004
IBAC Planning and Operations Committee (POC/10), Montreal, June 18/19, 2004
CBAA Annual Convention, Toronto, June 21-23, 2004
ICAO NAT SPG/40, Paris, June 22-24 2004
ABACE FORUM, Hong Kong, July 15-16 2004
ABAA Annual Convention, Sunshine Coast QLD, September 15-17 2004
ICAO Assembly 35th Session, Montreal, September 28-October 8 2004
IS-BAO Standards Board (ISB/5), Las Vegas October 11 2004
NBAA 57th Annual Convention, Las Vegas, October 12-14 2004
IBAC Governing Board(GB/40), Las Vegas, October 15 2004