

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.”

ICAO Conference Focuses on Global Aviation Safety

The Directors General of Civil Aviation of essentially all ICAO States, as well as representatives of International Organizations, met in Montreal 20-22 March 2006 to address mounting concerns for aviation safety following a number of airline accidents in mid-2005. The objective was to formulate a Global Strategy for Aviation Safety for the 21st Century. A total of 566 participants from 153 Contracting States and 26 international organizations attended the conference.

The Conference was significant to business aviation as concerns regarding an out of date Annex 6 Part II for International General Aviation Operations was addressed. **See page 3 article on Modernizing Annex 6 Part II.**

The principle focus of the Conference was the need for improved transparency of safety information and particularly the importance for States to release safety information. The meeting agreed to post results from the ICAO Universal Safety Oversight Audit Programme (USOAP) on the ICAO public website. Although the deadline for posting the results is set for 23 March 2008, the Conference urged Directors General to comply as soon as possible. At the conclusion of the confer-

ence, 70 States had authorized ICAO to publish the information.

Dr Assad Kotaite, Chairman of the Conference, stated that—“*Transparency and sharing of safety information are fundamental tenets of a safe air transport system. I believe that this initiative and others taken at the Conference will foster mutual trust between States, increase*



public confidence in air travel, and help maintain the integrity of the safest and most efficient means of mass transportation ever created.”

The Conference addressed other issues such as the need to use industry initiatives such as the International Standard for Business Aircraft Operations (IS-BAO). See page 2 for details of Conference recommendations.

CNS/ATM Joint Committee to Continue

The Joint Committee (JC) of business aviation manufacturers and operators completed its Report in 2005, with it transmitting to ICAO business aviation recommendations for the ICAO Global CNS/ATM Plan. An extraordinary meeting of JC Members attending the NBAA International Operators

Conference (IOC) concluded that the Committee must be reactivated as considerable attention is needed in developing technical specifications for the many new systems for services such as data link for Direct Controller Pilot Communications. See IBAC Website for JC Report.



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Special points of interest:

Business aviation encourages modern approach to rulemaking through input to ICAO and EASA.

IBAC Initiates Search for New Standards Manager

Ray Rohr, IBAC's Standards Manager, has announced his intention to step down in 2007.

IBAC has initiated a search committee to find a replacement for the Manager responsible for the International Standard for Business Aircraft Operations (IS-BAO). Mr. Rohr has been a driving force behind the standard since inception. In 2000, IBAC requested Mr. Rohr to serve as Project Manager through the 'proof of concept' and development of the new code of practice. Following launch in 2002, Mr. Rohr remained with IBAC, assuming the challenging task of keeping the Standard dynamic and current.

Mr. Rohr is well known in the industry for the many IS-BAO Workshops conducted every year in many corners of the world. Workshops are provided for auditors and interested flight departments. He provides the review of accredited auditor qualifications and completes periodic monitor assessments of the audits they conduct on flight departments.

The Standards Manager helps IBAC with regulatory advice and assistance, including input to ICAO safety standards and EASA rulemaking. The Standards Manager serves as the secretariat to the IS-BAO Standards Board, which meets

once per year to consider updates for the IS-BAO 'code of practice'. Mr. Rohr's expertise and extensive knowledge of Safety Management Systems (SMS) con-



cepts has been instrumental in the success of the IS-BAO program.

IBAC intends to have a replacement named in the fall of 2006 so that the incumbent can overlap with Ray Rohr for approximately 4 to 6 months. For information on IS-BAO Audits see www.ibac.org

IS-BAO Registrations Growing Rapidly

The number of business aviation flight departments that have verified implementation of the IS-BAO code of practice continues to grow. IBAC issues a Certificate of Registration to companies that are successful in an audit conducted by an accredited auditor. The 60th flight department to achieve the gold standard was recently awarded its Certificate.

Well known companies that have gained registration include manufacturers such as Gulfstream Aerospace Demonstration

and Corporate Flight Operations, Dassault Falcon Jet, Boeing Executive Flight Operations, Northrop-Grumman Aviation Division and Lockheed Martin Corporate Aviation.

Many companies are reporting that the insurance savings in one year alone are providing return for the cost of implementation. Workshops continue to be a very popular program, with 94 persons having attended one of 10 Workshops in 2005. 444 copies of IS-BAO have been sold.

NBAA Argues for Fair User Charges

The National Business Aviation Association (NBAA), the US Member of IBAC is urging the US Congress to implement a fair and practical solution to resolve the funding problems faced by the US air traffic control system. The NBAA is responding to the FAA proposal to seek new allocation rules for FAA funding.

The NBAA believes that it is important for any cost allocation system to focus on

cost drivers and not activity numbers. The industry association argues that general aviation contributes to the funding of ATS through the "fuel tax" system. Furthermore, it points out that the "fuel tax" does not impose high administrative costs for the collection of the tax. Alternatively, the fee charges structure advocated by many airlines imposes burdensome and expensive collection costs.

Modernizing ICAO Annex 6 Part II

IBAC has recommended to ICAO that Standards and Recommended Practices (SARPs) governing International General Aviation Operations-Aeroplanes, Annex 6 Part II, should be modernized. A formal proposal was made to the assembly of Directors General Civil Aviation at the Global Safety Strategy meeting in March 2006. The Conference agreed with the IBAC Working Paper and recommended that ICAO proceed with the amendment.

Attending the Conference and presenting the case for business aviation were **Don Spruston** (IBAC), **Steve Brown** (NBAA) and **Ray Rohr** (IBAC).

Annex 6 Part II was first introduced in 1968. At that time general aviation consisted primarily of light piston engine aircraft flown in domestic operations of aircraft owned and operated by private pilots. Since the 1960s, general aviation has expanded in numbers and size of aircraft and scope of operations. Globally there are now 368,000 general aviation aircraft, many being turbine-powered and capable of flying in upper level airspace.

The current Annex 6 Part II was designed to accommodate typical general aviation operations 40 years ago. Provisions in the Annex are applicable to the Pilot-In-Command (PIC), and to a certain extent, the owner. The provisions are very basic, but remain effective for operations of small general aviation aircraft.

However, the current provisions do not recognize the complex nature of large aircraft flown internationally. There are no provisions applicable to an 'operator', as there are for Annex 6 Part 1. There are no provisions applicable to important safety requirements such as an operations manual, personnel training, maintenance control, and fatigue countermeasures. The provisions are generally out of step with the contemporary world of international general aviation operations and the practices applied therein.

Since Corporate Aviation has grown and become a more visible entity, and given that Annex 6 Part II does not provide adequately for the modern general aviation reality, many States are considering, or are developing, new rules applicable to Corporate Aviation. As there is no international baseline for rules applicable to an operator of a non-commercial complex aircraft, there is a tendency for States to develop provisions differently, with the specter of a proliferation of non-harmonized rules. Differences in rules and procedures constitute an inherent safety deficiency.

