

IBAC UPDATE

The Official Newsletter of the International Business Aviation Council

Update 08-3, December 2008

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

Business Aviation and the Environment

The aviation community, under the leadership of the International Civil Aviation Organization (ICAO), is aggressively seeking a formula that will lead to mitigation of aviation's impact on climate change. Timing is critical as global political leaders have set the December 2009 Conference of the Parties to the United Nations Framework Convention on Climate Change as the venue for agreement on post Kyoto targets. The ICAO Council is hoping that a high level policy Group on International Aviation and Climate Change (GIACC) will formulate the optimum path forward for aviation.

Business aviation must take part in the broad aviation action plan. Although the industry contributes a very small amount of Green House Gas emissions, less than .04% of anthropogenic CO2 production, business aviation has long recognized its obligation to be part of the solution.

Like other sectors of aviation, business aviation sees the need to address the immediate issue through application of market based measures and best practices, while aggressively working on

means to reduce carbon production in the future. In the case of market based measures, the industry must find means to contribute to climate change mitigation in a meaningful way in consideration of its unique structure consisting of over 25,000 turbine aircraft being operated by over 17,000 companies. Since the average number of aircraft per company is between one and two, and the average annual production of CO2 per operator is less than 2K tonnes, the buying of credits under a typical Emission Trading Scheme seems prohibitive. However, the industry has found a solution through a performance-based carbon neutral proposal.

The aviation industry as a whole, including business aviation, has a good story to tell on technology improvement and the potential for future reduction in GHG emissions. New developments in air traffic management systems alone should yield as much as 10% improvement. New airframe and engine design will produce more. Alternate fuels could be widespread in 20 years will likely be a game changer in climate change mitigation.

See more on the environment on page 2.

SMS Tool Kit Now Available

The requirement for commercial operators, and non-commercial operators of turbo-jet and large aeroplanes to have an SMS is quickly approaching. To respond to a cry for help, IBAC and Member Associations have developed an SMS Tool Kit. The Tool Kit includes a hard copy booklet with a step by step process to develop and implement an SMS plus a CD that contains numerous reference documents and more than 15 individual tools for operators to use in developing, implementing and maintaining their SMS.

The SMS toolkit will be included in the 2009 IS-BAO revision and it will also be available as a stand alone product. directly from IBAC Member Associations. Also, soon to come is an on-line training course.



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What's New at ICAO

- Mr. Seiji Baba has been appointed as the Representative of Japan on the Council,
- Mr. Alberto Miguel Singh has been appointed to succeed Mr. D. O. Valente as the Representative of Argentina on the Council,
- Mr. Omari Nundu has been appointed to serve as the President of the Air Navigation Commission for a further term of one year, commencing 1 January 2009,
- A standing invitation has been extended to the International Council of Aerospace Industries Associations (ICCAIA) to participate in the work of the Air Navigation Commission,
- Action will be taken by the Council in February/March 2009 to appoint a new Secretary General.

For those readers who desire more information about ICAO, the UPDATE Editor recommends a visit to the ICAO website www.icao.int.

US Transportation Security Agency (TSA) NPRM Impacts Business Aviation

The TSA has issued an NPRM that seeks to amend the US Twelve Five Standard Security Program (TFSSP) and Private Charter Standard Security Program (PCSSP) and apply new security requirements to all aircraft weighing more than 12,500 pounds. In addition, TSA proposes airports serving large aircraft to adopt mandatory security requirements. Among the many requirements contained within the proposal, the major provisions for aircraft operators include criminal history record checks (CHRC), security threat assessments (STA) for flight crew, checking passenger names against the TSA's "No-Fly" and "Selectee" lists, development of a security program, and biennial auditing of the security program. Additionally, the proposal would require approximately 320 airports designated by the Department of Transportation (DOT) as "reliever" airports and airports that regularly serve scheduled or public charter operations in large aircraft to adopt a "partial" airport security program that would include specific training, record retention, personnel and notification requirements. Comments on the proposal are due in February 2009.

"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."

More on...

Business Aviation and the Environment

On the EU ETS regulations-

The European Business Aviation Association (EBAA) is continuing to work with the European Commission to seek solutions to the high administrative burden resulting from the inclusion of business aviation in the European Emissions Trading Scheme (ETS). The decision by the EU Parliament will potentially place a disproportionate burden on operators with small numbers of aircraft, particularly on non-commercial corporate operators where there are no 'de minimus' provisions (see IBAC Update 08-2, September 2008). EBAA proposes a simplified mechanism for Monitoring, Reporting and Verification (MRV) for operators with few aircraft.

EBAA points out that the UN Intergovernmental Panel on Climate Change (IPCC), in its report on Aviation and the Global Atmosphere, states that:

"It is estimated that the total civil aviation contribution in CO2 emission is of the order of 2% of total anthropogenic emissions; and of CO2 emissions attributable to all civil aviation operations, it is estimated that general aviation (including business aviation) contributes only a very small proportion (of the order of 2%). This results in an extremely low contribution to CO2 emissions (of the order of 0.04% of global manmade emissions)".

EBAA also claims that although business aviation consists of approximately 8 % of traffic in Europe, the total CO2 emissions are less than 1% .

The business aviation industry is concerned that the MRV process as described in a report produced by the con-

sulting company Entec for DG Environment of the EC will result in administrative costs that could dwarf the costs of larger operators. EBAA points out that *"The procedures as proposed would place a very high and costly administrative burden on all business aircraft operators and owners, their regulators and all those charged with oversight. Indeed, the total cost of the verification procedures proposed for the Business Aviation sector would undoubtedly far exceed the value of the CO2 offsets, in contravention of a defining principle of the EU-ETS."*

On the ICAO GIACC Program-

The Group on International Aviation and Climate Change was formed following the 2007 ICAO Assembly's inability to reach consensus on the way forward on the sensitive climate change agenda. Although there was widespread agreement that action is needed, there were differing positions on the need for speed.

GIACC was established by the ICAO Council based on a recommendation of the Assembly and consists of senior policy representatives from 15 States, covering all major aviation countries. To date the Group has held two meetings and has organized three Working Groups to address specific elements of the Group's mandate.

IBAC made a presentation on behalf of business aviation to GIACC at its first meeting. Through its Environmental Issues Work Group, IBAC is developing a proposal to be submitted to GIACC that will outline the recommended way forward for the present and future.

IBAC Governing Board Elects Executive Slate for Next Three Years

The IBAC Governing Board held its 48th meeting in Orlando Florida in October. Among many important subjects addressed was the election of a new slate of executives from the Board as a whole.

Taking over as IBAC Chairman is **Peter Gatz**, the representative of the German Business Aviation Association (GBAA), and **Len Giacomelli** of the Canadian Business Aviation Association (CBAA) becomes the Vice Chairman. **Terry Yeomans** of the British Business and General Aviation Association (BBGA) was elected Treasurer and **Rui de Aquino** of the Brazilian Associação Brasileira de Aviação Geral (ABAG) becomes Past Chairman on the executive committee.

Other important issues discussed by the Governing Board included the business aviation approach on climate change, SMS programs to assist operators and the renewal of the IBAC Business Plan. The next meeting of the Governing Board is planned for the spring of 2009 in Montreal Canada.



Peter Gatz
Chairman



Len Giacomelli
Vice Chairman



Terry Yeomans
Treasurer



Rui de Aquino
Past Chairman

IS-BAO Registrations Increase as the Safety Standard Experiences Wider Exposure

The International Standard for Business Aircraft Operations (IS-BAO) was developed in 1999—2001 to help new operators and growing flight departments to benefit from the best practices of flight departments from around the world. Over 100 flight departments that were instrumental in business aviation's excellent safety record contributed. It is a safety standard developed by the industry to benefit the industry, but no marketing was done as it was in-

tended that operators would promote the concept through word-of-mouth as experience is gained. Since its launch in 2002, the concept has been expanding dramatically. To date over 140 flight departments have received a Certificate of Registration (C of R) and the numbers and interest are growing rapidly. Some regulators, such as the Bermuda authority, recognize IS-BAO as a means of satisfying their safety rules. The standard has applied Safety Management Systems (SMS) since inception, hence putting operators well ahead of the new trend to incorporate SMS into safety rule making. Left, Virginia Governor **Timothy M. Kaine** holds C of R presented to the State of Virginia Flight Department's **Randy Burdette** and **Michael Mills**, shown with IBAC's **Kathy Perfetti**. Virginia is the first US State operator to receive an IS-BAO Certificate.



Photo by Trevor Wrayton VDOT

ICAO Council President Roberto Kobeh Opens NBAA Convention

The largest annual gathering of business aviation took place this year in October at the Orlando Convention Centre. ICAO's **Roberto Kobeh González** was the guest of honour and presented the opening address. Mr Kobeh emphasized the importance of business aviation to the global economy and reiterated the many challenges facing aviation in the rapidly changing world. The NBAA Convention was again a success as business aviation leaders from around the world met to coordinate activities and present new products. 30,000 persons attended, with 1,183 exhibitors and 139 aircraft on display.

EASA Postpones Operations Rule NPA

The European Aviation Safety Agency (EASA) has postponed the issue of the Notice of Proposed Amendment for the rules that will impact operations of aircraft, including those for non-commercial complex aircraft. The NPA for Air Operations (OPS.001), Organization Requirements, Authority Requirements and Third Country Operators will be issued on 30 January 2009 with comments to be provided by 30 May. EASA will submit its opinion to the European Commission by November 2009 and the Rule will be published in July of 2010. The proposal is expected to be in harmony with the new ICAO Annex 6 Part II that was adopted by the ICAO Council earlier in 2008.

45th Meeting of Asia Pacific DGCA's

The meeting of the Directors General of Civil Aviation (DGCA) of the Asia Pacific region was held this year in Kuala Lumpur, Malaysia. Safety issues were again the focus of the meeting with considerable time spent on Safety Management System status in the region. IBAC presented a Paper on the need for States to implement Annex 6 Part II provisions and the relevant SMS into their national regulations in the spirit with which they were written and described in the Annex preamble. SMS for corporate operators does not require regulatory approval as the Annex 6 Part II provisions are largely developed to align with industry best practices.

ICAO Conference on Economics of Airports and Air Navigation Services

CEANS was held in Montreal at ICAO HQ September 15. Of particular concern to the business aviation community was the position of the Conference on the delicate subject of ICAO's policies on charges for air navigation services. Business Aviation has long supported ICAO's policies on charges and would like them continued. The goals of the Conference focused on three key and inter-related topics: economic oversight; performance management; and consultation with users.



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New Web Design Emphasizes Functionality

IBAC's website was developed over ten years ago as a means for Council Members to post material of mutual interest and as a library for technical reports. Given its primarily role as a communica-

tions tool for Members, navigation through the site for persons outside the Council environment was becoming more difficult as the content grew. A new web design is aimed at enhanced functionality for all.

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

News Bulletins IS-BAO Aircrew Card Safety Security Environment Air Navigation Customs

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The International Business Aviation Council (IBAC) is a Council of business aviation associations from around the world. Governance is established through the IBAC Governing Board, with representation from each of the Member Associations. The Board meets twice per year to establish business aviation policies and priority activities for the industry. Ongoing activity of the Council is managed by an IBAC Secretariat consisting of the Director General, assisted by a staff of experienced specialty managers responsible for ICAO Liaison, Safety Standards, Regulatory Affairs and Office Management. IBAC represents the interests of business aviation worldwide. IBAC is an International Non-Governmental Organization (INGO) with permanent observer status with the International Civil Aviation Organization (ICAO), the UN Specialized Agency for aviation matters. IBAC's Secretariat is based in the ICAO headquarters building in Montreal, Canada. IBAC, in coordination with Member Associations, also produces material of direct value to flight departments, such as the International Standard for Business Aircraft Operations (IS-BAO), Safety Management Tool Kit, SMS eLearning training and the Aircrew Identification Card.

Latest News:
 • **IBAC Bulletin 08-2**
New Air Traffic Services Outside Controlled Airspace - U.K. - as from 12 March 2009 [Download here](#)
Updated 26 November 2009
 • **EASA Issues NPA on Authority and Organizational Requirements**
The European Aviation Safety Agency released a series of Notices of Amendments to the safety rules applicable to authorities, organizations and other subjects of interest. Comments on NPA 2009-22 are required by January 31, 2009. See [IBAC Briefing Note](#).
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IS-BAO Workshops

IS-BAO Workshops are held throughout the year in different locations depending on the demand. Workshops are now being programmed for 2009 and locations will be planned where demand is sufficient. Check the IBAC website for updates.

- Georgia, USA, 8 January 2009
- Daytona Beach, Florida, 28 January 2009
- Hong Kong, 10 February 2009
- Manassas, Virginia, USA, February 24, 2009
- Dallas, Texas, USA, 8 April 2009
- Geneva, Switzerland, 11 May 2009
- Omaha, Nebraska, USA 18 June 2009
- St Paul, Minnesota, USA, 24 June 2009

IBAC Calendar of Upcoming Events

- Asia Business Aviation Conf and Exhibit (ABACE2009), Hong Kong, 11-12 Feb 2009
- British Business & General Aviation Association (BBGA), St Albans, UK, 3 March 2009
- IBAC Planning and Operations Committee, Farnborough, UK, 5-7 March 2009
- NBAA International Operators Conference, San Diego, USA, 30 Mar-2 April, 2009
- European Business Av Conf & Exhibit (EBACE2009), Geneva, Switz, 12-14 May 2009
- IBAC Environmental Issues Work Group (EIWG/15), Geneva, Switz'd, 15-16 May
- Canadian Business Aviation Association (CBAA) Conf, Montreal, Can, 27-29 May 2009
- IBAC Governing Board (GB/49), Montreal, Canada, 30 May 2009
- Latin American Business Av Conf and Exh't (LABACE), Sao Paulo, Br, 13-15 Aug 2009



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