

# IBAC UPDATE

The Official Newsletter of the International Business Aviation Council

Update 09-2, September 2009

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

## IBAC's 50th Governing Board Meeting

*“Interest in a global presence for business aircraft operations began as early as 1950 but languished for lengthy periods. But the dawn of routine intercontinental operations by long-range turbojet business aircraft in the early 1970's gave tremendous impetus and urgency to the idea of forging a global federation. Toward the end of the decade agreement was reached in principle to create a new voluntary federation of independent organizations and within a year IBAC was born.”* (John Winant, 2006).

The Governing Board of the International Business Aviation Council (IBAC) met for the first time in Anaheim California in September of 1981. That was meeting # 1. The 50th meeting is scheduled for 23 October 2009 in Orlando.

IBAC is a Council of business aviation associations from around the world. It was

conceived in 1981 to ensure that the business aviation community spoke with one consolidated voice and to provide for the technical and policy representation at the International Civil Aviation Organization (ICAO) and other international bodies.

Members attending the first Governing Board meeting were Ray Audette, (Canada), Kenneth McAlpine (UK), R.R. Stephenson (UK), John Velenturf (Europe), William Alexander, (UK), Jim Niels (US), Mac McNichols (Canada), John Winant (US), Lee Robins (US), Earle Bauer (US), David Woodrow (US and IBAC's 1st Chairman). A plenary group had met previously, in April 1981 at the Browns Hotel in London, to establish the framework for the new organization. Since that first meeting the Council has expanded and now has representation in every corner of the world.



Anaheim, September 1981-IBAC's First Governing Board Meeting

## Business Aviation Proposes Alternative Solution for Small CO2 Emitters

The business aviation community continues to emphasize strong support for the goal of mitigating the impact of aircraft emissions on the global climate. IBAC and Member Associations are actively implementing environmental emissions policies and encouraging operators to apply good operating practices. Business aviation represents a very small amount of the total aviation emissions but is resolved to contribute to the global solution.

IBAC and Member Associations are seeking effective Mechanisms for operators with very

small amounts of annual emissions to contribute in a fair and un-burdensome way. The European Commission has agreed with a proposal to provide a protocol for “small emitters” and IBAC is encouraging the International Civil Aviation Organization (ICAO) to establish a similar principle for the aviation submission to the United Nations Framework Convention on Climate Change (UNFCCC).

See Page 2 for details on IBAC proposals and EC ETS Status.



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### Inside This Issue:

- 2  
What's New at ICAO
- 2  
More on Business Aviation  
and Climate Change
- 2  
Business Aviation Meets  
with US Government
- 3  
IS-BAO Gains European  
Standardization Approval
- 4  
Business Aviation Events  
Signal Recovery
- 4  
Events Calendar

**Special points of interest:  
Business Aviation Prepares  
to Meet New Environmental  
Challenges**

# What's New at ICAO

- Mr. Raymond Benjamin took up his post as ICAO Secretary General on 1 August 2009,
- Mr. M. Wachenheim succeeded Mr. J-C. Chouvet as the Representative of France,
- Mr. S. Allotey succeeded Mr. K. Kakwa as the Representative of Ghana,
- Mr. A. Mishra succeeded Mr. N. Zaidi as the Representative of India,
- Mr. F. P. Vernier has relinquished his appointment as the Representative of Italy...his successor has yet to be appointed,
- Mr. T. M. Kabli succeeded Mr. S. Hashem as the Representative of Saudi Arabia,
- Mr. J. Haidar has relinquished his appointment as Representative of United Arab Emirates...his successor has yet to be appointed,
- Mr. Don Bliss has relinquished his appointment as US Representative on the Council...his successor has yet to be appointed,
- Ms. Melissa Kehoe has been appointed US Alternate Representative on the Council,
- Mr. Christian Schleifer succeeded Mr. Marinus de Jong as the ANC Member nominated by the ABIS Group of States.

*For those readers who desire more information about ICAO, the UPDATE Editor recommends a visit to the ICAO website [www.icao.int](http://www.icao.int)*

## Business Aviation Associations Liaise with US Officials on US Entry Provisions

IBAC and business aviation associations met in Washington in September to review subjects relevant to business aircraft entry into the USA. The US Government was represented by the Transportation Security Administration (TSA), US State Department, Department of Transport (DOT) and U.S. Customs and Border Protection. The very productive and welcome meeting was hosted by the National Business Aviation Association (NBAA).

TSA representatives advised of the successful introduction of the advance passenger information (eAPIS) process. TSA further advised that reconciliation of eAPIS and waiver requirements were under consideration.

DOT officials advised of the misunderstanding experienced by operators regarding the revised Part 375 Permit requirements for 'occasional planeload charters' into the US. Twelve flights per year are now permitted and operators are NOT required to submit details of all flights in their application. Applications should be sent to DOT by letter rather than the outdated form on the website.

Details of the Part 375 requirements can be found on the IBAC website (See Customs on Home Page)

***“ 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

### Guidelines for Small Emitters on IBAC Website

European Union Directive 2008/101/EC announced a requirement for aircraft operators with flights arriving at and departing from EU aerodromes to be included in the scheme for emission trading as of 1 January 2012. The EU ETS applies to all non-commercial aircraft greater than 5700 kgs (12,000lbs) maximum certificated take-off weight operating to/from/in Europe. Emissions must be calculated for the complete flight from the departure airport to the destination in Europe and for the return flight from the EU, not just for the CO<sub>2</sub> emitted in EU airspace. Commercial operators emitting more than 10 K Tonnes CO<sub>2</sub> per year during flights in/ to/from Europe or operating more than 243 flights in 3 consecutive 4 months periods are also included. Non Commercial operators emitting less than 10 K Tonnes CO<sub>2</sub> per year during flights in/to/ from Europe or operating less than 243 flights in 3 consecutive 4 month periods will be considered small emitters and as such will have simplified reporting requirements. The reporting criteria for Small Emitters has not yet been formalized by the EC but it is expected that Eurocontrol tracking data will be accepted.

IBAC has published [Guidelines for Small Emitters](#) of aircraft not based in Europe on the IBAC website. Similarly, IBAC Members in Europe have provided detail for operators based in Europe. The situation is continually evolving so operators are encouraged to monitor the website Guidelines. To see the IBAC Guidelines and reporting template go to [www.ibac.org](http://www.ibac.org)

### Business Aviation Presents Position to ICAO High Level Meeting on Climate Change

The International Civil Aviation Organization (ICAO) has programmed a High Level Meeting (HLM) for October 7-9 in Montreal to prepare an aviation position for the United Nations Framework Convention on Climate Change (UNFCCC). The UNFCCC is to include aviation in emission targets to be set at its December Copenhagen meeting at which the aviation community will propose that control of the aviation programme remain under ICAO auspices. The HLM will consider a proposed Programme of Action developed by the ICAO Council following input from a Group on International Aviation and Climate Change (GIACC). Additional considerations from States and International Organizations will be entertained. An IBAC Paper titled [“Alternative Framework For Small GHG Emitters”](#) presents the position of business aviation in respect to aspirational goals to be included in a strong, comprehensive, cost-effective and thorough framework for an international aviation Programme of Action. Business aviation proposes that ICAO include in the aviation framework developed for managing the GHG emissions a provision for an alternative metric appropriate to small emitters in general and business aviation operations. The business aviation proposal is made given that the metric included in the ICAO Programme is more appropriate to scheduled Commercial Air Transport operations and that an alternative is needed for Small Emitters, which in total emit only 2% of aviation emissions.

# IS-BAO Gains European Standardization Endorsement



The International Standard for Business Aircraft Operations (IS-BAO) has been granted official European recognition as an industry standard by CEN (European Committee for Standardization), the official standards setting body of the European Union. The IS-BAO Agreement with CEN involved a 10-month open process that was managed by the Nederlands Normalisatie-instituut (NEN) and involved business aviation and regulatory authority

representatives. The official endorsement will facilitate recognition of the IS-BAO in the upcoming EASA Implementing Rules. It is anticipated that non-commercial operators of complex motor-powered aircraft will be able to use their IS-BAO registration in their declaration to the civil aviation authorities as the means they use to meet the regulatory requirements and their associated responsibilities.

## Bob Shuter Joins IBAC's Team of Specialists



Bob Shuter (left) is the latest member of IBAC's team of specialists. Mr. Shuter left his previous post as Director International Aviation in Transport Canada Civil Aviation in March 2009 and announced his intention of working with IBAC in the environmental field.

Shuter has experience with ICAO's Committee on Aviation Environmental Protection (CAEP) where he was Canada's representative for almost two decades, also serving as the Committee chairman. He has an extensive background in airworthiness engineering and is an active pilot.

## IBAC Looks Back Over 50 Meetings Since 1981

Five business aviation associations met in London in 1981 to formulate a concept for a new international body to represent the community interests at ICAO and other forums. IBAC was born. The Council now consists of fifteen national and regional members, representing business aviation in all corners of the world.



Top: Browns Hotel in London - where IBAC was conceived and first Board meeting planned.  
**New IBAC Logo comes to life** -John Velenturf holds new design at GB/1, Anaheim.

## IBAC Announces Updated Business Aviation Safety Brief

IBAC annually publishes business aviation safety statistics in a booklet titled "Business Aviation Safety Brief", also available on the IBAC website. The 2009 edition is now available, covering the period 2004 to 2008.

Business aviation continued its excellent safety record through the 2008 year. Corporate aviation with its record of .04 accidents per 100,000 flights (5 year average) still ranks amongst the best in all aviation. Owner operated and commercial on-demand charter records are good but improvement is needed. The business aviation community through its Safety Strategy is working towards an even better safety record.

### Audit Advisory Group

IBAC recently announced the formation of an Audit Advisory Group to serve as the mechanism for auditors to coordinate auditor recommendations and improve consistency and standard of audits. The Group will operate independently but IBAC will provide the secretariat and facilitation services. John Sheehan, Safety Promotion Manager, has agreed to serve as the facilitator. Most of the work of the AAG will be conducted through teleconferences, with an occasional meeting held based on demand. The AAG will provide assistance to the IS-BAO Standards Board and will be particularly active in strengthening the audit process and standards for auditors.

### Business Plan

IBAC is in the final stages of updating its five year Business Plan. The last Business Plan was completed at the end of 2008. Many new challenges have evolved since the last Business Plan and the IBAC Planning and Operations Committee has been working on proposals to address the issues. It is expected that the IBAC Governing Board will approve the new plan by the end of the year.

### CNS/ATM Advisory Group (CNS/ATM AG)

The CNS/ATM AG, the IBAC group tasked with coordinating the business aviation input to ICAO's Global Air Navigation Plan and other airspace programs and issues, will meet for its fourth session since inauguration in Columbus Ohio on 10-11 November.

### SMS Programmes Well Received

The business aviation community continues to receive positive feedback on the two initiatives to help operators introduce SMS. The SMS Tool Kit and eLearning training course are being widely applied by operators. See [www.ibac.org](http://www.ibac.org) for information

## Enthusiasm at Business Aviation Events Indicate Speedy Recovery

Business Aviation events held to date in 2009 foretell potential for a speedy recovery for business aviation following the devastation caused by financial collapse in 2008 and early 2009. The recession was particularly felt by the aviation industry as travel was curtailed and aircraft orders cancelled. Now, strong attendance at the European Business Aviation Conference and Exhibition (EBACE), Canadian Business Aviation Annual Con-

vention, Trade Show, and Static Display and the Latin America Business Aviation Conference and Exhibit (LABACE) indicate recovery is on the way.

The August LABACE shows that business aviation in Latin America is healthy and growing, with over 13,000 visitors, a healthy increase from last year, including over 110 exhibitors. EBACE, the annual event held in Geneva, recorded its third largest attendance in history with 10,917 registered.



## IS-BAO Workshops

IS-BAO Workshops are held throughout the year in different locations depending on the demand. Workshops are now being programmed for 2010 and locations will be planned where demand is sufficient. Check the IBAC website for updates.

Louisville, KY, USA, 5 October 2009  
 Savannah, GA, USA, 13 January 2010  
 Daytona Beach, FL, USA, 4 February 2010  
 San Diego, CA, USA, 23 February 2010  
 New Orleans, LA, USA, 28 March 2010  
 Omaha, NE, USA, 20 April 2010  
 Geneva, Switzerland, 3 May 2010  
 Sacramento, CA, USA, 11 June 2010  
 Ronkonkoma, NY USA, 16 June 2010  
 Sao Paulo, Brazil, 11 August 2010

For detail and additions see [http://www.ibac.org/isbao\\_workshop.php](http://www.ibac.org/isbao_workshop.php)

## IBAC Calendar of Upcoming Events

ICAO High Level Meeting on Climate Change, Montreal, Canada, 7-9 October 2009  
 IBAC Standards Board, Orlando, USA, 19 October 2009  
 NBAA Annual Meeting and Conference, Orlando, USA, 20-22 October 2009  
 IBAC Governing Board (GB/50), Orlando, USA, 23 October 2009  
 IBAC CNS/ATM Advisory Group, Columbus, USA, 10-11 November 2009  
 ICAO CAEP/8, Montreal, Canada, 1-12 February 2010  
 British Business & General Aviation Association (BBGA), St Albans, UK, 8 March 2010  
 IBAC Planning and Operations Committee (POC/22), Brussels, 10-12 March 2010  
 ICAO High Level Meeting on Safety, Montreal, Canada, 29-31 March 2010  
 NBAA Intl Operators Conference, New Orleans, USA, 29 March - 1 April, 2010



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