



# IS-BAO NEWSLETTER

DECEMBER 2005



Again the IS-BAO Newsletter contains contributions from both operators and auditors. Anyone who wishes to contribute a piece may send it to [rayrohr@telusplanet.net](mailto:rayrohr@telusplanet.net).

## 2006 IS-BAO Revision

The January 1, 2006 revisions have been completed and the revised IS-BAO and related documents will be in the mail by the end of December. If you do not receive your revisions by mid January, or if there are any problems with your documents, please send an e-mail message to [plessard@ibac.org](mailto:plessard@ibac.org).

In the covering letter that accompanies the revision package we have included a matrix that explains the revisions and on the CD we have included a copy of the IS-BAO in "Track Changes" mode. These should allow everyone to easily identify what has been revised.

For those who are still working on IS-BAO implementation, or have started and put it on hold, we have included additional IS-BAO implementation guidance material in chapter 2 of the IS-BAO. Hopefully you will find it useful. To help keep the IS-BAO and the CD together this year the CD is being shipped in a holder that can be placed in the IS-BAO binder. Hopefully that will help people keep to avoid misplaced IS-BAO CDs.

## IS-BAO Standards Board Meeting

The IS-BAO Standards Board met on November 8, 2005. Paul Stinebring of the NBAA was elected as Board Chair to replace John Batty of the BBGA whose term was expiring. John had been Board Chair since inception of the Board. All of us wish to extend a sincere thank you to John for his great work in getting the IS-BAO launched. Steve Fisher of the EBAA was elected as Vice Chair. The complete list of Board members is posted at [http://www.ibac.org/is-bao/standards\\_board.htm](http://www.ibac.org/is-bao/standards_board.htm). The Decision Record of the meeting is posted at [http://www.ibac.org/is-bao/standards\\_decision\\_rec.htm](http://www.ibac.org/is-bao/standards_decision_rec.htm).

## IS-BAO Informational Brochure

Over the past few months we have undertaken a review of the IS-BAO marketing program. One resulting initiative is a revised IS-BAO Informational Brochure which is posted at [http://ibac.org/is-bao/isbao\\_brochure.htm](http://ibac.org/is-bao/isbao_brochure.htm) and is also available in hard copy. If anyone would like hard copies of the brochure please send an e-mail message to [plessard@ibac.org](mailto:plessard@ibac.org).

## IS-BAO Workshops

The first Workshop of the year is at Boca Raton, FL on January 20, 2006. The 2006 Workshop schedule and additional information is posted at <http://www.ibac.org/is-bao/Audit%20Workshop.htm>. Workshop registration forms can also be downloaded from that web page. The Feedback received at the IS-BAO Users Forum that was held at the November NBAA Convention, indicated that those who attended a Workshop found that it made IS-BAO implementation significantly easier.

## Insurance Premium Considerations

As previously reported we have been working with the Aviation Insurance Association to ensure that underwriters, brokers and agents understand that safety benefits that can be achieved thorough IS-BAO implementation. We have received information from several operators advising that they have achieved significant reductions in their insurance premiums as a result of their IS-BAO registration. What they report is that to accomplish this they briefed their agent on the systems, programs and procedures that they developed and showed them the results of their registration audit. In their presentation they explained the operation of their safety management system and presented the results of their safety management activities, including the resulting changes to their systems, programs and procedures that were made. They also explained how these changes were then tracked to ensue that they were appropriate and effective.

At the same time it must be recognized that some operators may already be enjoying an insurance rate that is rock bottom and no further reduction is possible. However, operators who are IS-BAO registered and have a good story to tell, may, in any event, wish to have a discussion with their agent or broker.



## **US/EU Security Cooperation Meeting**

The 5<sup>th</sup> meeting of the US/EU Security Cooperation Group was held in Brussels October 19. The IBAC Technical Report is filed in the library on the website at:

[http://www.ibac.org/Library/ElectF/secu/TechReportEU\\_USSecCoop\\_19OCT2005.pdf](http://www.ibac.org/Library/ElectF/secu/TechReportEU_USSecCoop_19OCT2005.pdf)

A few issues were discussed that will warrant watching, such as the Advanced Passenger Information System (APIS) and assessment of No-Fly and Over-fly restrictions. There seems to be clear intent to work towards better harmonization, but it was agreed that there is still considerable work to be done. No new issues were of an immediate impact on business aviation.

## **ICAO Safety Management Manual**

The draft ICAO Safety Management Manual has been posted on the ICAO web site. To access the manual, go to [www.icao.int/anb/safetymanagement](http://www.icao.int/anb/safetymanagement) and click on "**Publications**". It is a large document because it addresses the full spectrum of aviation interests including aircraft operations, aircraft maintenance, aerodrome operations and air traffic services as well as State and ICAO safety management activities. We would suggest that you first review Part 1 **Introduction to Safety Management**, and then check-out Part 2 Chapters 4, 5, 6 & 7. After that look at Part 4 Chapter 16 and whatever else interests you.

If you have any comments you can pass them to Dan Maurino in ICAO at [DMaurino@icao.int](mailto:DMaurino@icao.int) he would be interested in hearing from you.

## **European Aviation Safety Agency Update**

We have been advised that on November 15<sup>th</sup> the European Commission adopted an EASA legislative proposal on essential requirements for operations and licensing. EASA will shortly begin work on the implementing rules for non-commercial operations of complex aircraft and aerial work. Previous information indicated that the final draft of JAR OPS 2 will probably be the framework for these rules. We will keep you posted as details become available.

## **Home Depot IS-BAO Article**

## **Recent IS-BAO Registrations**

### **SMS and C-FOQA - The Silent Safety Tool**

**By Scott Meacham, IS-BAO Auditor, ATP/CFI**

An IS-BAO approved audit is a valuable analysis of the effectiveness of any Safety Management System (SMS). Complementing a flight department's IS-BAO audit with continual oversight through a properly managed corporate flight operational quality assurance program (C-FOQA) will ensure its success and the continual utilization of best practices. C-FOQA enables operators to do this by the analysis of trends, both positive and negative, through the collection of flight data. Ideally, the data should be de-identified and analyzed by an independent third party. The analysis team should include professionals with flight operational expertise, as well as quality assurance experience.



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The Flight Safety Foundation and the NBAA are currently conducting and monitoring a C-FOQA trial. Initially, the trial was scheduled to utilize approximately 25 aircraft. Unfortunately, the proof of concept phase, which is scheduled to terminate in June 2006, has not achieved that target. While the trial may have gotten off to a “slow start”, the value of a properly managed C-FOQA program to a SMS can not be disregarded. Difficulties that operators will encounter closely mirror obstacles airline flight departments encounter during FOQA implementation. In the end, for corporate operators, as with airline flight departments, FOQA is a very powerful safety tool. Corporate operators are primed to include C-FOQA as one measure in their SMS to curb current accident rates and improve aviation safety. In fact a European corporate operator who has implemented a C-FOQA program has reported very significant positive results.

For operators who have implemented IS-BAO the benefits of a C-FOQA program include but are not limited to:

- Improve safety: identification of hazards/risk mitigation,
- Monitoring adherence to SOPs and AOM limitations,
- Cost savings: fuel, maintenance and insurance,
- One component of a proactive safety management system, and
- Enhance training programs: develop actual scenario-based events.

For US Operators, CFR13.401 does not require an operator to obtain FAA approval of a FOQA program. However, operators that desire an approved FAA program, a FOQA Implementation and Operations Plan completed in accordance with FAA Advisory Circular 120-82 can be submitted to AFS-230. Currently, the IS-BAO auditing firm CAPACG, LLC, of Daytona Beach, FL has templates and programs available to assist with implementation of C-FOQA for operators with one or more aircraft.

Achievement of IS-BAO certification is a significant milestone for the development of the SMS within a corporate flight department. Taking the SMS one step further to include a continual audit process that includes C-FOQA -the *Silent Safety Tool*, will help ensure that latent and emerging safety risks are identified as well as optimum performance is achieved.