



IS-BAO NEWSLETTER

JUNE 2004



Welcome

This Newsletter is designed to serve two purposes. First it is IBAC's effort to help keep you informed on IS-BAO developments and secondly, to encourage you to provide feedback. Your comments are an important part of our efforts to continually improve the Standard and related materials.

2004 Revision Cycle

The January 2004 revisions to the IS-BAO were mailed out in mid January. Unfortunately, some of the mail sorting machines did not like our packaging and mutilated a number of the packages. We have reviewed the type of envelopes that we used and have arranged for some very sturdy envelopes to send out next year's revisions.

Work is now underway on the January 1, 2005 revision. If anyone has identified any issues that they would like addressed in the next revision please pass them to the IBAC Standards Manager at rayrohr@telusplanet.net. Your input is very important to the whole process and the efficacy of the IS-BAO. The January 1, 2005 revisions will be reviewed at the October 11, 2004 IS-BAO Standards Board meeting. So if you have any items pass them along as soon as possible.

IS-BAO Standards Board

The IS-BAO Standards Board met on May 27, 2004 at EBACE in Geneva. Two new members – Steve Fisher from Shell Aviation in Rotterdam and Pat Dunn for Motorola in Wheeling, IL were welcomed to the Board. For a complete listing of the Board members and to review the meeting Decision Record go to: http://www.ibac.org/is-bao/isbao_standards.htm.

IS-BAO Workshops

In response to operator requests IBAC has conducted a series of IS-BAO Workshops aimed at assisting operators with implementation of the IS-BAO standards in their flight department. In the January - May 2004 period workshops were held in Dallas, TX; White Plains, NY; West Palm Beach, FL and Seattle, WA. Workshops are scheduled in Chicago, DuPage, IL on June 25 and Farnborough, UK on July 20.

The Workshops are a full day – 0900 to 1600 hrs. They start out with a discussion of the background of the IS-BAO and the basic philosophy. That session is followed by a detailed discussion of the IS-BAO standards, what is required to meet them and the implementation process. The next session is a discussion of the risk assessment process and how to

go about developing the operator's safety management system. The last session of the day covers the IS-BAO registration audit process. The attendance is limited in order to facilitate discussion and interaction.

For the rest of the year, Workshops will be held in conjunction with the NBAA Regional Forums and at other locations where interest has been identified. If you are interested in having a Workshop in your location, contact the IBAC Standards Manager at rayrohr@telusplanet.net.

NBAA Ops Manual Workshops

One of the important elements of the IS-BAO implementation process is development of the company operations manual. While a generic ops manual comes with the IS-BAO, a number of operators have found the NBAA Flight Operations Manual Workshops to be very beneficial. The next one will be held in Las Vegas in October in conjunction with the NBAA Convention. For a list of the Workshops and further information check <http://web.nbaa.org/public/cs>.

Operator Networking

A list of operators who have completed IS-BAO registration and have indicated a willingness to share ideas with other operators is posted on the IBAC web site at:

http://www.ibac.org/is-ao/isbao_audit_registered.htm.

These people are a very valuable resource for operators who are working their way through the IS-BAO implementation process.

Fatigue Management for Maintenance Personnel

The lack of guidance material in the IS-BAO on fatigue management for maintenance personnel has generated a number of comments. At the May 27, 2004 Standards Board meeting it was agreed that an initiative would be undertaken to develop appropriate guidance material. If anyone has any good reference material or is willing to participate in the process to develop the guidance material please contact the IBAC Standards Manager.

IS-BAO Video

A DVD has been developed that provides information on the IS-BAO and contains comments from a number of operators who have completed the implementation process. If you would like a copy so that you can learn more about the IS-BAO or to use to make a presentation to senior management, please contact the IBAC Standards Manager.



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IS-BAO Presentations

IS-BAO presentations were made at a number of conventions and forums over the past few months. They included LABACE in São Paulo, the CASS in Tucson and EBACE in Geneva. A copy of the presentations that were made by Don Spruston, Ray Rohr and Steve Fisher at EBACE may be downloaded at:

www.ebace.aero/events/slides2004/list.php Please note that some of the files are large.

IS-BAO Sales Report

Sales of the IS-BAO continue to be strong. As of May 2004 the sales reported by the regional and national business aviation associations were:

BAUA (United Kingdom)	10
BAASA (S. Africa)	2
CBAA (Canada)	6
EBAA (Europe)	9
EBAA-F (France)	3
GBAA Germany	3
JBAA (Japan)	5
NBAA (United States)	245
Total	283

Well done everyone!

JAR-OPS 2 Status Report

The JAA Aerial Work and General Aviation Subcommittee (AWGAS) continues to progress JAR-OPS 2 towards a NPA. In March the AWGAS presented their responses to the comments received to the A-NPA that was published in April 2003 and their Work Plan to develop the NPA for JAR-OPS 0, 2 & 4 to the Operations Sectorial Team (OST). Both were accepted and the AWGAS is now working at finalizing the NPA by August 2004. The NPA will be presented to the OST in September and if accepted will go to the JAA for processing and publication. The comments submitted by IBAC and its Members Associations have been well received by the AWGAS.

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. Incidentally, this requirement also applies to ELTs installed in aircraft.

For complete details of the examination please visit the IBAC website www.ibac.org Bulletin 04-3.

Safety Management System Info

Those who are interested in additional information on Safety Management Systems and the risk assessment process may wish to check out some of the following publications on the following web sites:

www.casa.gov.au/avreg/business/sms
www.tc.gc.ca/CivilAviation/SMS/publications.htm
<http://www.caa.co.uk/publications/publicationdetails.asp?id=236>
www.flightsafety.org/foras.html

For data that may assist in the risk assessment process check out the following sites:

www.ibac.org/Library/ElectF/saft/safetybriefissue2.pdf
www.nts.gov/aviation/Stats.htm
<http://www.breilinginc.com/charter.htm>
<http://www.atsb.gov.au/aviation/stats/index.cfm>
<http://aapilots.com/links/dataresources.htm>
<http://aviation-safety.net/index.shtml>
<http://www.tsb.gc.ca>

Also, an aviation safety information site that may be of interest is <http://www.chirp.co.uk/new/Accept.htm>.

Corporate Flight Operational Quality Assurance Program

The NBAA Safety Committee and the Flight Safety Foundation Corporate Advisory Committee have joined forces to develop a revolutionary safety product for business aircraft operators. Flight Operational Quality Assurance (FOQA) programs currently are in use by dozens of major airlines worldwide to proactively identify safety issues and trends before manifesting in increased operational expense and accident statistics. The two Committees have adapted the principles of FOQA to business aviation and are proposing a one-year proof-of-concept program with a minimum of 25 aircraft participants. Assistance is being requested of flight departments with candidate aircraft to participate in the pilot project. For more information, contact jim_burin@msn.com or mendenhe@bellsouth.net.

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