



# IS-BAO NEWSLETTER

SEPTEMBER 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.

## 2005 Revision Cycle

Work is now underway on the January 1, 2005 IS-BAO 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 <mailto: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 Workshops

IS-BAO Workshops are scheduled for **Van Nuys, CA** on September 21 and **Dallas** on November 19, 2004. For more information on the Workshops, and to download a registration form, go to the IBAC web site at <http://www.ibac.org/is-bao/Audit%20Workshop.htm>.

## 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** on October 10 & 11 in conjunction with the NBAA Convention. For a list of the Workshops and further information check <http://web.nbaa.org/public/cs>.

## IS-BAO Implementation

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-bao/isbao\\_audit\\_registered.htm](http://www.ibac.org/is-bao/isbao_audit_registered.htm). These people are a very valuable resource for operators who are working their way through the IS-BAO implementation process.

Now that the summer vacation period is over we encourage those operators who have been putting off their IS-BAO registration to make a final push to get it completed. We are working with the aviation insurance industry to ensure that the safety benefits from IS-BAO implementation are recognized in insurance premiums and our hand would be strengthened by an increased number of registered operators. The resulting benefits will come back to those of you who have completed their IS-BAO registration.

## 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. We hope to have the video loaded on the

IBAC web site in the near future.

## IS-BAO Banner

The Gannett Flight Co. flight department has developed a 3 ft. by 8 ft. banner to publicize the fact that they are IS-BAO registered. They have this banner displayed in their Washington Dulles hangar beside their ISO-9000 banner. If anyone is interested in such a banner, please call **Rick O'Connor**, Gannett Flight Co. at 703-661-4782 for details.

## EASA Essential Requirements

Through a notice of proposed amendment, the European Aviation Safety Agency (EASA) requested comments on draft Essential Requirements for pilot licensing and air operations within Europe. The Essential Requirements are proposed to form additional annexes to the Regulation (EC) No 1592/2002 of the European Parliament and of the Council of 15 July 2002, which establishes EASA and provides for the regulation of civil aviation in Europe. IBAC and Member Associations met in June at Le Bourget Airport to develop a consolidated business aviation response. On the second day of the meeting, **Claude Probst**, Director of Rulemaking for EASA, met with the group to discuss his vision for the process being undertaken.

## JAR OPS 0 and 2 Work Continues

Although indications were that further work on JAR OPS 0 and 2 was to be suspended, the Joint Aviation Authorities (JAA) confirms that the goal is to finish the draft rules up to the point of issue of the Notice of Amendment. Plans to have the revised JAR OPS 0 and 2 ready for the Operations Sectorial Team (OST) meeting in September have slipped due to some uncertainty related to the EASA Essential Requirements NPA. However the OST Chair advises that the JAA plans to continue development work and outstanding issues will be addressed at the next OST meeting. The business aviation community is recommending that the rules be finalized so that they can be considered as the basis for implementing rules in the EASA regulatory framework. Some work is still required on JAR OPS 0 & 2 and business aviation representatives will be working with the OST and AWGAS on these issues.

## Ed Bolen Named NBAA President

**Donald Baldwin**, Chairman of the National Business Aviation Association (NBAA), has announced that **Ed Bolen**, formerly President of the General Aviation Manufacturers Association, has been named as NBAA's new President and CEO effective September 7, 2004.

## Brian Humphries New Chief Executive at EBAA

**Brian Humphries**, presently Chairman of the European Business Aviation Association (EBAA), changes hats November 1, as he assumes the position of CEO of the Association. **Humphries** succeeds **Fernand Francois**, who will remain dedicated to publishing BART magazine.



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## **Dr. Rodolfo Baviera New Chairman at EBAA**

**Rodolfo Baviera**, Chairman of the Italian Business Aviation Association (IBAA), takes on an additional role as EBAA Chairman when Brian Humphries steps over to his new position.

## **BAUA and GAMTA Merge**

**John Batty**, Executive Director of the Business Aircraft Users Association (BAUA), announced the merger of BAUA and the General Aviation Manufacturers and Trade Association (GAMTA). BAUA and GAMTA will form separate arms of a new amalgamated organization, both of which will report to a common Board of Directors.

## **The Joint Committee on CNS/ATM Starts Work**

ICAO's decision to develop, on a priority basis, detailed implementation plans for CNS/ATM, was the stimulus needed for business aviation to launch a study of business aviation input to the global plan for new technology and air traffic procedures for the future. IBAC and the General Aviation Manufacturers Association (GAMA) have created a joint operator/manufacturer committee to develop the business aviation input to a process that has historically been airline driven. The Joint Committee met for the first time August 19 and 20. Agreement was reached on the Members, Advisors and a work plan. The target for completion is April 29, 2005. **Victor Nagowski** of ARINC has been named project manager. A steering committee will be co-chaired by IBAC and GAMA.

## **ICAO Assembly to Consider Fractional Ownership**

The ICAO Assembly will be held in Montreal commencing on September 28. IBAC has submitted a Working Paper on fractional ownership, seeking a global study targeted at development of a mechanism for determining the definition of operations to be considered as either commercial or non-commercial.

## **Industry Committee Works With ECAC on Fractional Ownership**

A joint committee consisting of business aircraft operating associations and general aviation manufacturers is developing a position on fractional ownership to be submitted to a Task Force established by the European Civil Aviation Conference (ECAC) in an effort to develop a uniform European position on the treatment of fractional ownership. The Committee is being co-chaired by the EBAA and NBAA.

## **Corporate Flight Operational Quality Assurance Program**

Work on the one year joint Flight Safety Foundation/NBAA Corporate Flight Operations Quality Assurance (C-FOQA) program is moving along. This program which has proven very beneficial in the airline world (those who use the system have accident rates in the range of 50% less than non-users), will provide an excellent opportunity for the business aviation community to have hard data for trend analysis, accident preventive safety information, and decision making as necessary to improve our safety

performance. C-FOQA would also provide the opportunity for business aviation to collect quantitative data to take to regulators and airport operators when change is needed in procedures or infrastructure.

The project team are aiming for final sign-up of operators by mid October and a program start in February 2005. We encourage operators to join this demonstration C-FOQA program.

If you would like more information, please contact:

**Edward D. (Ted) Mendenhall**

Coordinator, Corporate FOQA Program

Flight Safety Foundation

Phone: 912-598-1232

Email: mendenhe@bellsouth.net

## **"Age 60 Rule" Misinterpretations Persist!**

IBAC and its Member Associations regularly receive enquiries for advice and guidance regarding rules and regulations. Some items are perennial and others can become topical.

The catalysts for such enquiries can range from regulatory enforcement action, justified and, occasionally otherwise, to rumour and finally, to widely read trade magazine articles in which the author inadvertently perpetuates an incorrect interpretation of rules and regulations.

Such was recently the case when a trade magazine published an article on the so-called "Age 60" rule, which lead many readers to conclude that there is an age limit of 60 for the pilot-in-command of an aircraft engaged in an international general aviation (i.e. non-commercial) operation.

The relevant ICAO Standard is in Annex 1 at paragraph 2.1.10

"A Contracting State, having issued pilot licences, shall not permit the holders thereof to act as pilot-in-command of an aircraft engaged in international air services or non-scheduled international air transport operations for remuneration or hire if the license holders have attained their 60th birthday".

Therefore, if you are operating as pilot-in-command of a non-commercial flight the "Age 60" provision does not apply. It is on occasions like this that IBAC and its Members are appreciative of being in a position to cite a well-drafted ICAO provision which, in our opinion, is unambiguous.

If you are attending the NBAA Convention in Las Vegas please drop by the IBAC booth # 8741 and pay us a visit.