

About IBAC

Founded in 1981 and recognized with Observer status by ICAO, the International Business Aviation Council (IBAC) has grown from the five founding Members to eleven national and/or regional business aviation associations.

IBAC's vision is to be the recognized forum for leveraging the strengths of Members to enhance the safety, acceptance and economic contribution of business aviation globally.

The over arching objective of IBAC is to promote safe, secure and environmentally responsible business aircraft operations.

The IBAC definition of business aviation is:

That sector of business aviation which concerns the operation or use of aircraft by companies for the carriage of passengers or goods as an aid to the conduct of their business, flown for purposes generally considered not for public hire and piloted by individuals having, at the minimum, a valid commercial pilot license with an instrument rating.

About bizav

Business aviation is a critical component in the global and national transportation system, driving productivity gains and economic growth.

To put it succinctly, the business aircraft is a ‘time-machine’.

The global business aviation fleet, operated by about 14,000 operators, comprises some 22,500 turbine-powered aircraft, including approximately 12,000 turbojet aircraft.

Safety & Efficiency

Safety, as well as Security, is paramount for business aviation. According to the Business Aviation Safety Brief, compiled by IBAC and first published in 2003, the safety record for Corporate Aviation operations with turbojet aircraft is consistent with that for scheduled air carrier turbojet operations.

Of course operational efficiency in the airspace system has its relevance and importance given the payload/range characteristics of business aircraft. On the other hand, the typical climb performance of most current production business turbo jets is such that, traffic permitting, given an unrestricted climb these aircraft will rapidly be at or above the majority of other turbojet traffic.

In the context of Safety and Efficiency, there is one factor that distinguishes business aircraft operations from air carrier operations. Whilst for the latter operational efficiency is clearly important for their financial 'bottom line', the key to the successful use business aircraft is invariably operational flexibility. In other words the ability to 'go' when, where (and often at extremely short notice) according to the dictates of the business mission. This then, is the *raison d'être* of business aviation.

Preserving this versatility for the use of business aircraft is an increasing challenge in an era when

equipment requirements, aircraft and operating approvals, airspace practices and operational procedures etc etc are becoming seemingly less universal as ATM/CNS implementation evolves. We sincerely trust that this is merely a transition related phenomenon.

On the other hand and as far as business aviation is concerned, versatility cannot and must not be sacrificed on the altar of progress. Creativity and ingenuity must come into play in the context of the understanding and collaboration needed to preserve versatility.

Here is but one example...

“In early October 2003, the FAA officially implemented the first of several phases of High Altitude Redesign (HAR) airspace in the seven northwest Air Route Traffic Control Centers in the United States. HAR Phase 1 provides navigation changes that couple with operational capabilities for properly equipped users. HAR Phase 1 does not create exclusionary airspace, and the majority of business aircraft will not require special equipment to comply. NBAA has worked closely with the FAA and other industry users to develop the HAR initiative and believes HAR to be beneficial to its Members.”

Airspace Access....must be equitable

The founding of national business aviation associations was historically driven by concerns about Access....airport access and/or airspace access.

Ask Any President and CEO of a business aviation association to list, in priority order, the three most important issues after safety and security for business aviation operators.

The answer:

1. Access
2. Access
3. Access

As we stand one or two steps inside the threshold of the implementation of ATM/CNS and also take account of the traditional propensity of the purchasers of new turbojet business aircraft to equip with state of the art airborne technology, it would seem unlikely to that airspace access related to aircraft equipage should remain an issue.

Of course there have been airspace access-related mandates involving RVSM, 8.33 khz, Enhanced Mode S etc but, mandates aside, business aviation has customarily been amongst or close on the heels of the

pioneers in aircraft equipage e.g. GPS, SATCOM, TCAS, EGPWS, EVS...

To the extent that airspace access must, for safety reasons, be restricted according to RNP approval, means of compliance that are not sanctioned by ICAO technical SARPs or are otherwise not available to all airspace users will fall short of ensuring equitable access. Whilst individual States arguably have the

prerogative to establish exclusionary, but non-discriminatory, access to routes or airspace, equitable access to international airspace is a *sine qua non*.

The providers of Oceanic ANS must continue to fulfill the obligations of their respective States vis a vis the Chicago Convention and respect the mandate of the ICAO Council regarding its responsibility for international airspace. Equitable access will therefore remain under careful scrutiny

The business plan myth

At the recently convened ICAO Eleventh Air Navigation Conference IBAC presented a Working Paper (AN-CONF/11-WP/178) “ CNS/ATM – The Paradoxes for Business Aviation”.

One of the postulates of this paper is that there is no business case, in the traditional sense, for the equipage of business aircraft with ADS/CPDLC and that preserving airspace access will be the driver for such equipage.

Unfortunately this paper failed to kindle a constructive debate about the issues it explored. IBAC would therefore welcome the present opportunity to further explore these paradoxes.

We will be actively pursuing this subject in conjunction with business aircraft operators, aircraft and avionics manufacturers.

Achieving reductions in horizontal separation minima

Further reductions in horizontal separation minima viz RNP 4 (30 NM) for procedural environments will require direct controller-pilot voice communications or controller-pilot data link communications (CPDLC) **and** an ADS system (Ref Annex 11 Attachment B).

So, for business aircraft this is where the air hits the aerofoil!

In terms of the price of access to procedural airspace this requirement rivals and may surpass that of RVSM. Whereas with the advent of RVSM then recent and current production business aircraft were RVSM MASP compliant, there are no current delivery business aircraft equipped for ADS &/or CPDLC using the AMSS. Nor is such avionics available! And, what about retrofit?

Surely the only reasoned response to this conundrum is to focus on the next topic!

Exclusionary vs benign reductions in separation minima

According to long established ATC procedures relating to the provision of longitudinal separation, the flexibility should exist for providing (in an RNP 4 environment) safe longitudinal separation between an aircraft equipped with ADS/CPDLC and a non-equipped aircraft. For lateral separation there appears to be no such flexibility.

Is the answer to retain a track at a lateral spacing of 50 NM?

Taking account of the significant occupancy of business aircraft versus others at or above FL 390, is the application of RNP 4 above FL390 really justified in the initial stage of implementation?

If not, can safe and practical contingency procedures be established?

Here is my challenge...it is time to think outside the box!

Charges 'incentives'

A differential communications charge for aircraft reporting position using ADS in lieu of HF RTF was introduced several years ago by one NAT ANS provider.

More recently, the ATM/CNS Consultancy Group (ACG) of Eurocontrol has been assessing a proposal for financial incentives, through user charges, as a means to encourage airlines to equip their aircraft with novel ATM features, notably data link.

There are reasons to be comforted that the ACG has conducted a thorough and well-founded assessment, especially of the impact in the longer term of such an initiative. On the other hand the very fact that consideration of this matter is now well underway, foreshadows the likelihood that ANS providers elsewhere will become enamored of this concept.

There is, as yet, no ICAO guidance on this matter. It would certainly appear desirable that such guidance be developed in the very near future.

Concepts and practices such as this are viewed with apprehension, if not concern, by those whose interests may become marginalized and whose user charges may escalate asymptotically over the long term.

Yet another issue where sight must not be lost of the value of meaningful collaboration and partnership roles!

ANS Provider Alliances

The steadily emerging alliances among ANS providers offers great opportunity to achieve economies of scale in the implementation, operation and maintenance of the ATM infrastructure. The costs of software development, validation and maintenance have, predictably, reached a level where the tradition of nationally- sourced systems is no longer realistic or affordable.

There are reasons to be optimistic that the asynchronism of development cycles, production, funding and implementation that have unfortunately characterized successive generations of oceanic ATC systems for years may also become history over the next few years. If so, this should auger well for the harmonized, global implementation of ATM.

This level of collaboration is to be applauded.

Is Mc ATC one generation away? May be!

Collaboration is a three way street!!

One of the axioms for ANS privatization was to engender sound and efficient business practices and to enable investment financing to be obtained on a timely basis.

Most successful businesses respond to the needs and circumstances of their primary customers. All indications are that ANS providers, and certainly those that are privatized, are customer driven. From time to time it is necessary to remind ourselves that there is more than one customer. And that is why collaboration at the global and regional level must routinely be a three way street...ANS providers, airlines **and** business aviation!

(The foregoing is no way intended to diminish the vital role of Safety Regulatory authorities.)

IBAC is firmly resolved to be a partner in the planning and implementation of Oceanic ATM/CNS.

The finalé...Airspace Access is paramount!

IBAC believes that it will only be through collaboration, partnership, creative and enlightened planning that Oceanic ATM can evolve safely and efficiently whilst, at the same time, preserving equitable access as well as equitable user charges.
