REPORT TO IBAC ON
ICAO AIR NAVIGATION COMMISSION
INFORMAL CONSULTATION WITH INDUSTRY
MONTREAL, 19-20 MAY 2005

Executive Summary

There were no direct references to business aviation made in any of the presentations, and two indirect references during Q&A sessions. The indirect references were made by John Allen, FAA Deputy Director Flight Standards, when he twice made reference to efforts under way in the FAA to address regulatory changes necessary to deal with emerging technologies and evolving sectors of aviation. One of the new technologies he specifically mentioned was VLJ, which obviously will be attractive to corporate flight departments, and he also labelled business aviation as one of the evolving sectors.

If there was a central theme for the meeting it was the trend to focus on achieving improvements in safety oversight in high risk areas through regional as opposed to national programmes. It was clear from the presentations made by Airbus and Boeing they want to see the funds they provide used in that manner.   It was also clear there is presently considerable overlap in regional programmes sponsored by ICAO, the FAA, the EU and other organizations.

Specific Issues Discussed

RNP
There is a need for standardized approach design procedures at the international level and faster development/implementation of the regulatory framework for RNP approaches by regulatory bodies.

Leasing/Re-registration Issues
Industry finds the costs of transferring a/c custody between states for leasing purposes is often excessive, particularly to states (flag of convenience?) where little value is added by the re-certification/re-registration process. The representative of one of the "flag of convenience" states present objected strongly to the inference that the US$1.5M fee charged by his authority was anything but safety related.

Uniform Altimetry
IFALPA wants more effort put into gaining universal acceptance of feet as the international unit for altimetry – PRC and CIS are major hold-out states. IFALPA is particularly concerned about the reduced margins that exist in FL transition zones between aircraft using altimetry in meters and those using altimetry in feet.

Obstacle/Terrain Data
There needs to be a standardized protocol for sharing data between states and service providers

SMS
There were many doubts expressed regarding whether SMS is viable initiative for developing countries to pursue at this time, and whether it is a viable proposition in smaller organizations in developed countries. TCCA announced it intends to impose SMS on CARs 704 and 703 by 2007.

<u>Conference Records</u>

The content of the presentations made will be made available to participants electronically via ICAO's web site, and I will pass the URL to you when I receive it. The only document I took away with me was IATA's Safety Report, 2004 Edition, issued in April 2005. The gentleman who gave it to me told me it normally would cost US$400 to non-IATA members. It contains the report on a CD as well. I thought such a valuable document should be preserved and will mail it to you if you want it for IBAC's library.

Trevor R Owen
24 May 2005