

IBAC Technical Report Summary

Subject: IBAC Technical Report

Meeting: FAA/Asia-Pacific Bilateral Partners Dialogue Meeting, Singapore, March 10, 2005

IBAC File: Government – Industry Meetings

Reported by: *James D. Erickson*

Summary:

This was the third Asia – Pacific Bilateral Partners Dialogue Meeting which IBAC attended as an accredited organization.

The issues emphasized most by the industry at this meeting were rapid expansion of aviation in the Asia Pacific region, the emergence of low cost carriers, and Harmonization of regulatory requirements among aviation authorities. During the open question and answer session IBAC expressed concerns about harmonization of Fractional Ownership, the freeze on FAA foreign repair station approvals in Asia, and harmonization of requirements among aviation authorities.

Implication for Business Aviation:

IBAC concerns have been heard and understood by 9 Aviation Authorities including FAA and 8 Asia-Pacific authorities. One hundred and twelve people attended industry day including FAA decision-makers, AVR-1, AFS-1 and AIR-1 and all actively participated in dialogue with the industry representatives.

Decisions Required:

None

Report of the FAA/Asia-Pacific Bilateral Partners Dialogue Meeting

Singapore, March 8 – 10, 2005

From March 8 through 10, 2005 the FAA/Asia-Pacific Bilateral Partners Dialogue Meeting was held in Singapore. The FAA met with aviation regulators from 8 leading Asia-Pacific aviation countries with which the US has Bilateral Aviation Safety Agreements. Attendance at the first two days of the conference was for government aviation officials only. The last day was industry aviation day and was attended by both industry and many of the 9 aviation authorities. Although industry day consisted mainly of briefings on aviation safety issues, there was ample opportunity for questions and interaction on a number of issues. Briefing items included the emergence of low cost carriers, rapid expansion of aviation in the Asia Pacific region, fuel tank safety, and organization and functions of the Association of Asia Pacific Airlines, and Bilateral Aviation Safety Agreements. By far the issue emphasized most by the industry were rapid expansion of aviation in the region and Harmonization of regulatory requirements among aviation authorities.

During the open question and answer session IBAC's concerns about Fractional Ownership were discussed. James Erickson, representing IBAC, acknowledged FAA's leadership in participative rulemaking and briefed the meeting on IBAC safety policies and safety record. He also introduced concerns about the difficulty in obtaining FAA foreign repair station approval in Asia. Currently there are no new repair station approvals being made and this is impeding US industry in its efforts to be competitive in Asian markets. Continued concern about harmonization of requirements among authorities was also raised.

In the margins of the meeting, John Hickey, AIR-1, continued to indicate that security requirements related to internal design of the aircraft (strengthened bulkheads, least risk bomb location, etc) will apply to new designs and include only those new aircraft weighing more than 100,000# with 60 or more passengers.

In spite of an agenda that was dominated by Airline issues, it was useful for Business Aviation to be visible among the participants and expressing industry concerns from a business and general aviation perspective.

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