

## **IBAC Technical Report Summary**

**Subject:** Asia Consultation

**Meeting:** FAA/Asia-Pacific Bilateral Partners' Meeting, Tokyo, April 18, 2002

**IBAC File:** Safety Management

**Reported by:** James Erickson

### **Summary:**

Toshi Iwata (JBAA) and James Erickson, IBAC Technical Representative, represented IBAC at the subject meeting.

The final day of the 3- day Bilateral Partners' Meeting of FAA and Asia-Pacific Aviation Authorities is an industry day "intended to be an interactive forum for interchange of information and views". Subjects of particular interest to IBAC member organizations included: Aircraft Security, Harmonization of Airworthiness Approval Tags, ETOPS, Polar Operations, Safer Skies/CAST/JSSI, and Fractional Ownership.

Discussions of interest to Business Aviation included Security, ETOPS, Polar Routes and Fractional Ownership. Attendees were also briefed on IS-BAO in side meetings.

### **Implication for Business Aviation:**

Follow-up was promised by JCAB authorities regarding Polar Route facilitation.

Statements by FAA authorities emphasized the need for business aviation to be very proactive on security, and the need for business aviation to develop a threat analysis and proposed standards.

Authorities expressed considerable interest in IS-BAO.

### **Decisions Required:**

Nil. The report and its recommendations will be reviewed at the next POC meeting.

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#### Summary

The final day of the 3- day Bilateral Partners' Meeting of FAA and Asia-Pacific Aviation Authorities is an industry day "intended to be an interactive forum for interchange of information and views". Subjects of particular interest to IBAC member organizations included: Aircraft Security, Harmonization of Airworthiness Approval Tags, ETOPS, Polar Operations, Safer Skies/CAST/JSSI, and Fractional Ownership.

Airworthiness Authorities from the US, China (the PRC), New Zealand, Australia, Singapore, Malaysia, Indonesia, and Japan participate in the forum. There were approximately 150 people in attendance on industry day: authorities, manufacturers, airlines, repair stations, and operators.

The *Aircraft Security* presentation was of particular interest to IBAC. FAA will place into effect a menu of new regulations for the airlines by early next year and will soon begin to look "down the food chain" to business aviation and GA. The need to assess the adequacy of existing security measures for GA was mentioned repeatedly and the point was made that the security threat in the US is greater than the world at large and that a more stringent set of requirements would therefore seem appropriate for the US.

FAA will continue to consider time limited *ETOPS* and not entertain the idea of unlimited *ETOPS*. After introducing a discussion of business aircraft and some of the current impediments, it was agreed to include business aviation in the development of further *ETOPS* procedures including *Polar Routings*.

A presentation on *fractional ownership* was added to the agenda at our request. The presentation highlighted the controversy between commercial and private operations. We commented that IBAC considers this to be first and foremost a safety rule. It should not introduce commercial/economic-related inequities. It is hoped that Asia-Pacific countries will generally follow the US direction on this initiative and not introduce differences, which could lead to unreasonable costs of complying with differing requirements.

In side-conversations, we emphasized the need to have the *fractional ownership* rule published in a timely manner. Many nations, particularly in the Asia-Pacific area have no criteria for *fractional ownership* and many seem to be waiting on FAA rulemaking before proceeding. *IS-BAO* was also discussed in the margins

of the meeting. It is believed that a formal presentation on *IS-BAO* is needed for this very important initiative.

**Conclusions:**

Several subjects of interest to IBAC members were presented by regional Aviation Authorities. IBAC's interests were represented to the people directly responsible for US rulemaking (AFS-1 and AIR-1). Agreement was reached to include business aviation interests in next steps. Asia-Pacific countries were alerted to the importance of business aviation in the region and of the importance of harmonized application of rules where at all possible.

IBAC inputs on *Security, ETOPS, Polar Routes, and Fractional Ownership* were well received. Participants had no knowledge of *IS-BAO*. During discussions in the breaks, they were very interested in the subject.

**Suggestions:**

IBAC should review its position regarding additional *security measures* for business aviation to assure that it is well positioned for anticipated rulemaking next year. Resources permitting, IBAC should express an interest in participating in further ARAC security activities.

IBAC should consider several forums for introducing *IS-BAO*. A formal power point presentation for a variety of aviation forums should be developed.