

43<sup>RD</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS

*Bali, Indonesia*  
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AGENDA ITEM 1:           THEME TOPIC

*Sustainable Practices for Enhanced Safety Oversight and Security*

**APPLICATION OF INDUSTRY SAFETY AND SECURITY  
CODES OF PRACTICE FOR BUSINESS  
AVIATION OPERATIONS**

(Presented by the International Business Aviation Council)

**SUMMARY**

The business aviation operating industry recognizes the significant safety and security value inherent in industry developed and managed codes of practice. Pursuant to these benefits, the industry introduced a code of practice in 2002, called the International Standard for Business Aircraft Operations (IS-BAO). The IS-BAO was developed using current ICAO rule making practices, such as evolving performance based rules, and application of a more systems-based approach to safety management. The code of practice introduces a Safety Management System (SMS) as the foundation for managing risks. The SMS in the IS-BAO, while scalable, was specifically developed to apply to business aircraft operators who typically have one to three aircraft. The standard also includes a model programme for security and a ‘prototypical’ operations manual.

## **APPLICATION OF INDUSTRY SAFETY AND SECURITY CODES OF PRACTICE FOR BUSINESS AVIATION OPERATIONS**

### **1. INTRODUCTION**

1.1 Business aviation is that sector of the aviation community that uses aircraft for business purposes. Worldwide the industry consists of over 24,000 turbine powered business aircraft, operated by over 14,000 companies. Most of the current aircraft are based in North and South America and in Europe; however, it is expected that the Asia Pacific Region will see a substantial increase in the number of business aircraft as corporations in the region expand through globalization initiatives.

1.2 The business aviation industry has long recognized the benefit of ‘codes of practice’ developed and administered by the industry to enhance the safety and security of aviation operations. The industry representative bodies developed a standard that uses a Safety Management System (SMS) as its foundation and is encouraging operating companies and regulators to recognize its safety and security value.

1.3 Implementation of an industry standard for business aircraft operations, based on an SMS concept, is consistent with ICAO’s move towards a more systems based approach to aviation rules. Good industry safety and security standards provide an effective means of managing safety and security in this rapidly advancing aviation sector.

### **2. DISCUSSION**

2.1 The business aviation industry tracks on a routine basis the safety record of the industry. The corporate sector of the industry has an excellent safety record for turbojet operations, which parallels the record of scheduled airline operations of turbojet aircraft over 60,000 lbs. Nevertheless, the industry recognizes the need to continually improve.

2.2 The International Business Aviation Council (IBAC) is the international coordinating body for all of the national and regional business aviation associations from around the world. IBAC and its Members represent the interests of business aviation operators and provide a mechanism for developing common industry positions and initiatives targeted at enhancing safety, security, and the environment. Safety and Security are the primary objectives.

2.3 In 1999, IBAC and its Members recognized the benefits of having an industry ‘code of practice’ that could be applied by operators worldwide. Good practices of well established operators could therefore be shared with new operators and those expanding into more complex operations. An industry Task Force developed the ‘International Standard for Business Aircraft Operations (IS-BAO)’, using input from over 100 leading corporate operators. Following a comprehensive Proof of Concept period, the IS-BAO code of practice was introduced formally in 2002. Five years of successful experience has followed.

2.4 The industry standard was developed using the principles of the ISO 9000 series of standards. It was designed specifically to allow implementation by small operators of one to approximately five aircraft, but also is applicable to largest business aircraft operators. The standard primarily applies to operational safety, but also contains a section related to the application of security programmes. It is a performance based standard consistent with new ICAO practices for Annex development.

2.5 A Safety Management System is a fundamental component for ensuring a performance based standard is effective in managing safe operating, maintenance and security practices. An SMS is the foundation upon which the IS-BAO standard is structured as it ensures that operators thoroughly evaluate hazards and associated risks in all elements of the operation, and then develop mitigation

processes to either eliminate the hazard or reduce the associated risks to an acceptable level. The standard requires that operators implement an SMS and apply it in developing procedures and processes contained in an Operations Manual developed in accordance with industry standards.

2.6 The IS-BAO industry standard is administered through a governing body and a Standards Manager provides continuous monitoring and assessments of potential for change. The Standards Board meets annually to ensure the standard is current with modern operating practices and rules.

2.7 Operators who wish to verify compliance with the standard may do so by having an audit completed by an accredited, independent auditor. Successful flight departments receive a Certificate of Registration (C of R) from IBAC. To date over 75 operators have received the Certificate of Registration.

2.8 The IS-BAO Safety Standard has been endorsed by a number of regulatory agencies as well as by the former President of the Council of ICAO.

### 3. **ACTION BY THE CONFERENCE**

3.1 The Conference is invited to:

- a) Note the content of the Paper;
- b) Encourage States to recognize the value of using industry standards to enhance safety and security;
- c) Encourage States to recognize the value of industry standards in rule making and safety oversight.

— END —