

# IBAC UPDATE

The Official Newsletter of the International Business Aviation Council

Update 07-3, December 2007

“The recognized forum for leveraging strengths of Members to enhance the safety, acceptance and economic contribution of business aviation globally.”

## Environment Getting Hot

**Aviation’s contribution to climate change and alternatives for reducing its impact was a hot topic at this year’s ICAO Assembly.** The triennial gathering of world aviation leaders acknowledged the significant challenge, and recognized the need for action. However, unanimous agreement on the introduction of emissions trading proved elusive.

The Assembly developed an exhaustive list of tasks for the ICAO Council and States covering subjects such as improved noise and emission data, developing goals on noise and fuel burn, Standards and Recommended Practices and guidance regarding quality of the environment, determining aviation impact on local air quality, conducting scientific study of the aviation impact on global climate and further assessing the role of Market-Based Measures, including emissions trading.

While the ICAO Council had previously adopted comprehensive draft guidance material on Emissions Trading Schemes (ETS), controversy surrounded the timing and applicability of ETS introduction.

The Assembly agreed that States and/or regions have the right to establish their own ETS, but the Assembly called for States to

refrain from unilateral implementation of greenhouse gas charges and ETS without mutual agreement of States concerned.

The European States stood firm on their ambitious action to cut aviation emissions, including those of third country operators, and declared that they would therefore not feel bound by this part of the conclusions of the Assembly.

Finding a solution to the impasse is within the mandate of a new high level Group on International Aviation and Climate Change (GIACC). Appointees to the GIACC will be made by the President of the ICAO Council, with Members being senior government policy representatives from all regions. (See page 2 for the mandate of the GIACC.)

**The Business Aviation industry is assessing how best to promote measures that will reduce the industry contribution to carbon emissions.** In this regard, IBAC is exploring policy options and is participating in the work of the ICAO Committee on Aviation Environmental Protection (CAEP) to find consensual solutions. The Business Aviation community coordinates its policies and input to CAEP through its Environmental Issues Work Group (EIWG).

### Roberto Kobeh Re-elected ICAO Council President

**Mr. Roberto Kobeh González**, former representative of Mexico on the ICAO Council (see photo to right), was re-elected to serve a three year term as the ICAO Council President. Mr. Kobeh was initially elected in 2006 to serve the one year remaining in the term of retiring President Dr. Assad Kotaite. Mr. Kobeh has extensive experience in aviation, having served as Director General Air Traffic Services for Mexico, Deputy Director General of Administration and Air Transport and head of the Flight Check Department, of the DGCA in Mexico. He has also served on many ICAO Council Committees such as Finance and Air Transport.



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#### Special points of interest:

Business aviation increasingly focuses on environmental issues.

# What's New at ICAO

For those readers who desire more information about ICAO, the UPDATE Editor recommends a visit to the ICAO website [www.icao.int](http://www.icao.int)

- Mr. Roberto Kobeh González, incumbent President of the Council, was re-elected unanimously to serve a three year term.
- Recent appointments of Representatives on the ICAO Council include:
  - Mr. C.A. Veras, Dominican Republic
  - Mr. J.A. Aparicio Borjas, El Salvador
  - Mr. H. Sigurdsson, Iceland
  - Ms. Z. Shaari, Malaysia
  - Mr. B.T. Mujetenga, Namibia
  - Mr. C. Cotrut, Romania
  - Mr. D. Ruhier, Switzerland
  - Ms. B. Kawooya, Uganda
  - Mr. H.E. Dávila Severo, Uruguay
  - Mr. E.A. Falcón, Venezuela
- Mr. Man-heui Chang replaces Mr. Wo-jong Lee as the Air Navigation Commission Member nominated by Republic of Korea.

## Business Aviation Expresses Concern Over Advance Passenger Information (API) Proposals

Border protection agencies around the world are continuing to search for mechanisms to collect and vet information on arriving and departing passengers. Advance Passenger Information is used to compare passenger information with State security data banks to identify persons who are potential security threats before they depart on a flight .

Business Aviation Associations have reacted with concern over a recent Notice of Proposed Rulemaking (NPRM) issued by US Customs and Border Protection (CBP) that proposes new reporting requirements for private aircraft arriving or departing the United States. Amongst many other requirements, the NPRM specifies that pilots must transmit extensive information regarding the passengers, crew and aircraft to CBP a minimum of 60 minutes prior to departure. The transmission is to be made through an electronic data interchange system via the internet. Business Aviation has advised the BPA that the 60 minute advance notification overly restricts operations and that it will remove some of the

flexibility that is so important for business aircraft operations.

The NPRM also requires that operators receive 'landing rights' from the CBP before departure or 'departure rights' on outbound international flights. The business aviation community advised the CBP that the proposed procedures will have a significant negative impact given the potential of communications breakdowns and delays. The industry also expressed concern over the lack of flexibility in how the information must be transmitted as internet access is not always available from smaller airports. The option of using portal airports will increase air traffic inefficiencies and negatively impact environment management due to the addition of unproductive flight segments.

Many countries around the world have introduced API in various forms. In the United Kingdom new procedures are undergoing trial that will introduce requirements different from other countries, causing a burden on the industry.

The business aviation community is strongly encouraging governments to harmonize API internationally, and to ensure that reporting procedures are realistic and effective without being harmful to operational objectives. The International Civil Aviation Organization (ICAO) is being encouraged to stress to States the need to develop regulations in accordance with the international standards as prescribed in Annex 9 of the Convention on International Civil Aviation. IBAC has met with ICAO officials to describe the problem of the lack of worldwide harmonization of the rules.

## Group on International Aviation and Climate Change (GIACC)

Given the differences in positions between States at the World Assembly in September regarding the approach to Emissions Trading Scheme (ETS) phasing and applicability, the Assembly agreed to form a high level Group to tackle the problem and develop a proposed solution.

The Group to be entrusted with developing an aggressive Program of Action that is to address the aviation impact on global climate change will be composed of between 12 to 15 senior policy officials with equitable participation from developing and developed countries. The GIACC will be responsible for a range of tasks, including the following.

1. developing an implementation framework of economically efficient and technologically feasible strategies on voluntary measures, technological advances, efficient operations, improved air traffic management, economic incentives and market-based measures.
2. Identifying means to measure progress.
3. Identification of fuel efficiency goals.
4. Reporting progress.

The ICAO Committee on Aviation Environmental Protection (CAEP) will provide technical support to the GIACC, but CAEP Members will not be named as Members. The Group is to report on the proposed Program of Action to the ICAO Council before the fall of 2009. Business aviation will provide input to the GIACC through the industry's Environmental Issues Work Group (EIWG).

**“ The business aviation community is resolved to assume an active role in the evolution of the aviation system and to help in the design of the system for the 21st century.”**

# Changes in Business Aviation Associations in Europe

This is the year for management change at some of the Business Aviation Associations in Europe.

**In Brussels, the European Business Aviation Association (EBAA) has appointed Mr. Eric Mandemaker as CEO.** Mandemaker has previous experience as CEO Silver AeroSpace, Commercial Director Farnest Engineering/INCAT, Vice-president International Operations, Hartwell Corporation, and others. Dutch is his native language but he speaks three additional languages.

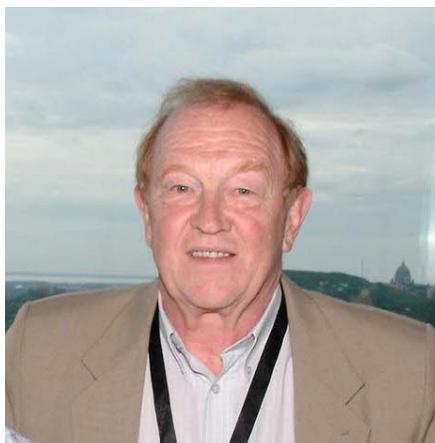
Mr. Mandemaker (below) will be responsible for the day to day management of the



earlier in the year his intent to move on to other endeavors.



Also leaving the BBGA after many years of contribution to both BBGA and the former Business Aircraft Users Association (BAUA) is Mr. John Batty (below). Mr. Batty has served in a number of important roles with the BBGA and IBAC. He was the first Chairman of the IBAC Standards Board and was the Chairman of the Gross Navigation Errors Task Force. From 2000 to 2003 Mr. Batty was the BAUA Member on the IBAC Governing Board and served as the Council Treasurer. He has long standing as a Member of the IBAC Planning and Operations Committee.



EBAA program, while Brian Humphries moves into the EBAA President position with responsibility for strategic issues.

**At the British Business and General Aviation (BBGA) Association, Chairman David Antrobus announced that "Mr. Guy Lachlan will assume the position as the Associations new chief executive. Guy has worked in business and general aviation throughout his career and his experience and skills will help ensure we have a continued bright future."**

Mr. Lachlan (top right) joins BBGA from Honeywell Aerospace, for whom he has worked since 1996.

Former CEO Mark Wilson announced

## IBAC Announces First Meeting of CNS/ATM Advisory Group

The first meeting of the CNS/ATM Advisory Group has been tabbed for Montreal, January 21 - 22, 2008. The permanent Group was established to ensure the business aviation industry is effectively represented as new technologies and procedures applicable to airspace management are planned and introduced. The Group will coordinate business aviation input and will ensure good two way communications between the operators, regulators and airspace management organizations. One of the first tasks of the Advisory Group will be to establish an effective information data source on the internet.

## Number of Operators Achieving IS-BAO Registration close to 100

The Certificate of Registration (C of R) offered to flight departments that validates implementation of the IS-BAO safety code of practice is steadily increasing. There have been a total of 642 copies of the IS-BAO purchased and almost 100 companies have been successful in obtaining a C of R. To date 42 operators have gone to the next step and have achieved stage II maturity with their Safety Management System.

## IS-BAO Workshops to be Increased

The total number of IS-BAO Workshops offered per year was 3 at the inception of the program in 2002. Next year over 12 Workshops will be held, with sessions conducted in all corners of the US and international workshops added for Geneva, New Delhi, Hong Kong and Dubai.

## ICAO Reviews Comments by Contracting States on Annex 6 Part II Amendments

ICAO's Air Navigation Commission (ANC) has been reviewing feedback to the State Letter that requested comment on the major rewrite of Annex 6 Part II, the SARP applicable to International General Aviation operations. It is expected that the ICAO Council will approve the new safety standard early in the new year with an applicability date being 2010.

## EASA Continues Evolution of New Operational Rules in Europe

European Aviation Safety Agency (EASA) work groups are assessing options for new operational rules that will govern all sectors of aviation, including commercial and general aviation. A sub-group is working specifically on rules that will govern non-commercial operations using complex motor powered aircraft. These are rules that will impact corporate aviation. The final decision on what aircraft that will be included in the category has not yet been made. Other sub-groups are addressing rules for smaller general aviation aircraft, commercial operations and helicopter operations. Also being considered are options to structure the new rules to remove duplication where possible.

## IBAC Appeals to ICAO to Establish Globally Recognized Safety Data

The business aviation community continues to express concern regarding the lack of internationally recognized safety data in the general aviation sector. Although the business aviation industry collects accident and rate data there is no acceptance internationally, leading to differences of interpretation around the world. IBAC has appealed to ICAO to develop a global policy.



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## Business Aviation Task Force Seeks Solutions to Gross Navigation Errors

The Task Force established by IBAC and Member Associations continues to evaluate reasons for the number of Gross Navigation Errors (GNEs) attributed to business aircraft operations. Errors include Gross Navigation Errors (25nm or more), Large Height Deviations (300 feet or more) and Erosion of Longitudinal Separation. Material is being developed by the TF members that will assist operators. A Bulletin is to be released explaining the reasons for errors and means

of preventing common problems. In addition, a pocket checklist and Jeppeson size checklist are being developed to help in the conduct of oceanic operations.

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### Oceanic Planning & Procedures Guide

For reference only.  
Not intended to replace  
an operator's oceanic checklist.

Operators without an oceanic checklist are encouraged to use this sample and tailor it to their specific needs and approvals. This checklist focuses on an orderly flow and ways to reduce oceanic errors. Operators should also review the expanded checklist and The Oceanic Errors Safety Bulletin (OESB) available at:

[www.nat-pco.org](http://www.nat-pco.org)

## IS-BAO Workshops

IS-BAO Workshops are held throughout the year in different locations depending on the demand. Eight Workshops were held in 2007. Upcoming workshops for the first half of 2008 are shown below. Additional Workshops are being considered for 2008 and will be added on request and as demand indicates.

- Boca Raton, Florida, USA , 11 January 2008
- Richmond, Virginia, USA , 17 January 2007
- Cleveland, Ohio, USA, Date in February 2008 to be announced
- Detroit, Michigan, USA, Date in February 2008 to be announced
- Hong Kong, HK China, 13 February 2008
- New Delhi, India, Tentatively planned for 21 March 2008
- San Antonio, Texas, USA, 28 March 2008
- Geneva, Switzerland, 19 May 2008
- Dayton, Ohio, USA, 27 June 2008

For detail and potential additions and changes see IBAC website at <http://www.ibac.org/is-bao/Audit%20Workshop.html>

## IBAC Calendar of Upcoming Events

- Asian Business Aviation Conf and Exhibit (ABACE2008), Hong Kong, 14 February 2008
- British Business and General Aviation Annual Meeting, St Albans, UK, 4 March 2008
- NBAA International Operators Conference (IOC), San Antonio, 10-13 March, 2008
- General Aviation India Expo, New Delhi, India, 18-20 March 2008
- IBAC Environmental Issues WG (EIWG/14), Geneva, Switzerland, 18-19 May 2008
- EBACE2008, Geneva, Switzerland, 20-22 May 2008
- IBAC Governing Board (GB/47), Geneva, Switzerland, 23 May 2008
- CBAA Annual Meeting and Convention, Toronto, Canada, 17-19 June 2008
- IBAC Planning and Operations Committee (POC/19), Toronto, 20-22 June 2008



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