

IBAC UPDATE

The Official Newsletter of the International Business Aviation Council

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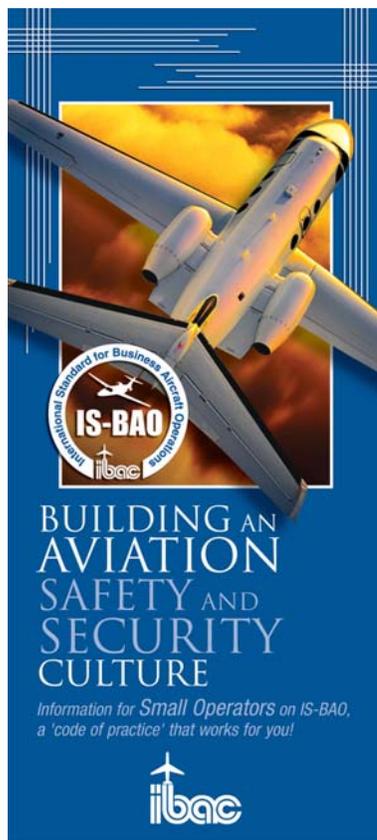
“The recognized forum for leveraging strengths of Members to enhance the safety, acceptance and economic contribution of business aviation globally.”

SMS Implementation Assistance On The Way

Safety Management Systems (SMS) have been the backbone of business aviation safety standards for a number of years. In 1999, when business aviation associations worldwide decided to produce the International Standard for Business Aircraft Operations (IS-BAO), SMS was chosen as the foundation upon which the performance-based ‘code of practice’ would be built. Given that many business aircraft operators only operate one or two aircraft, a special purpose SMS program was developed and incorporated into the standard, along with guidance material to facilitate implementation by small flight departments. The SMS experience since introduction of the IS-BAO in 2002 has been positive.

To date, the voluntary IS-BAO program has been implemented by a large number of operators that recognize the value of industry ‘codes of practice’. In essence the standard was ‘preaching to the converted’. Now, however, the International Civil Aviation Organization (ICAO) standards specify SMS to be incorporated into national safety regulations, with timing dependant on the Annex and aviation sector. Commercial operations are programmed for SMS in 2009 and non-commercial jet aircraft and those weighing over 12,500 lbs or 5,700 kgs slated for November 2010.

IBAC and Member Associations have embarked on a program to assist operators that have not yet implemented an SMS program. See inset boxes below for the two new programs that will be introduced in the fall of 2008.



SMS On-line e-Learning

IBAC and Flight Safety International (FSI) have partnered to develop an internet on-line SMS training program, with IBAC providing the subject matter expertise and FSI their considerable experience in building quality on-line e-learning programs. The program will be available to all interested operators and will be accessed through either the FSI or IBAC websites. The training program is expected to be completed and ready to use by September. Check the IBAC website at www.ibac.org for update status.

SMS Tool Kit

IBAC and Member Associations have formed a team to develop a Tool Kit designed to provide operators with step by step guidance in introducing SMS into their operations. The guidance material will be based on the successful SMS included in the International Standard for Business Aircraft Operations. The team will review all major State regulations to ensure that provisions are accommodated in the SMS guidance material. The Tool Kit is expected to be available to operators by October this year.



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Special points of interest:

Modernization of safety standards, growth and a sustainable future for business aviation are focused in this issue.

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

- Mr. V. Aguado, formerly the Director General of Eurocontrol, has been appointed to succeed Mr. L. Adrover as the Representative of Spain on the ICAO Council.
- Mr. J-W. Mendel has succeeded Mrs. K. Kammen-Klippstein as the Representative of Germany on the ICAO Council.
- IBAC notes, with deep regret, the untimely decease of Mr. T. Araki, the Representative of Japan on the ICAO Council.
- Recent appointments to the Air Navigation Commission include:
Mr. A. Alharthy, nominated by Saudi Arabia,
Mr. P. Fleming, nominated by the U.K. to succeed Mr. A. Sayce,
Mrs. S.A. González, nominated by Argentina to succeed Mr. J.R. Cornelio,
Mr. H. Halidou, nominated by Niger,
Mr. L. Nascimento, nominated by Brazil to succeed Mr. C.A. Cirilo.
- Recent ICAO Secretariat appointments include that of Mr. P. Lamy as Deputy Director of the Air Navigation Bureau and Mr. M. Fox as Chief, Flight Safety Section

Business Aviation Presents Case to Environmental Group

The first meeting of the Group on International Aviation and Climate Change was held in Montreal on 26 February. The GIACC is a high-level policy group appointed by the ICAO Council to make aviation policy recommendations to address worldwide concern over aviation's part in global climate change.

GIACC invited a number of International Non-Government Organizations, including IBAC, to make presentations on what the industries could do to mitigate damage to the environment.

IBAC presented business aviation's position, concluding by recommending that:

1. Agreement by both governments and industry on a way forward.
2. Partnership approach to environmental responsibility.
3. Proportionate, evolutionary, reasonable and balanced.
4. Accelerate Global Air Navigation Plan implementation (CNS/ATM).
5. Strengthen emphasis on Operational Measures.
6. Establish realistic goals for engine and airframe technology enhancements.
7. Establish improved metrics and tools.
8. Enhance research on actual impact of aviation on the environment.
9. Improve information – remove the ambiguity and mystique.
10. Improve policies, controls and accountability for market based approaches and ensure voluntary industry practices are considered.

(see full presentation at www.ibac.org):
The GIACC is scheduled to meet a minimum of three more times before it makes its recommendations.

ICAO Council Adopts Amendment to Modernize Standards and Recommended Practices (SARPs) for GA

The Council of the International Civil Aviation Organization adopted an amendment to Annex 6 Part II on 7 March 2008. This draws to a close two years of work on the Annex by the ICAO Secretariat, Air Navigation Commission and industry associations IBAC and IAOPA. The proposal was initially submitted to ICAO by IBAC following a request by the Secretariat to help modernize a SARP that was significantly out of date. An IBAC Task Group with participation from IAOPA worked on the proposal for a year and then the ICAO Secretariat and Air Navigation Commission conducted a thorough review over a period of a year, including presentation to States for comment. The State Letter that advised of the Council's decision stated in part that "When adopting the amendment, the Council prescribed 20 July 2008 as the date on which it will become effective, except for any part concerning which a majority of Contracting States have registered their disapproval before that date. In addition, the Council resolved that Amendment 27, to the extent it becomes effective, will become applicable on 18 November 2010."

The State Letter goes on to explain the background and the rationale for modernization, including the "concern that individual State regulators addressing general aviation operations would become increasingly divergent unless ICAO could provide modernized requirements that would meet the needs of general aviation today." The most significant change to the Annex applies to corporate aviation given the advancements of the

industry over the past few years (see Business Aviation Continues Healthy Growth, page 3). The ICAO State Letter describes the new Section III that applies to jet aircraft and those over 12,500 lbs or 5,700 kgs as follows.

"Section III is applicable to the operation of the more complex and larger aircraft that are typically involved in corporate aviation operations. It expands upon the basic provisions of Section II, and introduces provisions applicable to an operator, as opposed to the more limited owner/operator provisions of Section II. The specific criteria in Section III recognize the need for oversight by the operator when the operation becomes sufficiently complex. To facilitate this, Section III includes a requirement that an operator notify a State when it bases its operations in a State other than the State of Registry. Section III also introduces requirements for operations manuals, safety management systems, training programmes and fatigue management programmes. The requirements of the operator in Section III are largely evolved from the best practices of industry and rely heavily on performance-based rules. Corporate aviation has heretofore been largely self-regulated and has enjoyed an excellent safety record. The industry practices contributing to this record of success are extensively drawn upon in creating the provisions of Section III."

The complete State Letter and the new Annex can be found on the IBAC Website, www.ibac.org. As indicated on page 1, IBAC and Member Association are providing help with SMS.

ICAO President to Make Opening Address at NBAA2008 Conference

Mr. Roberto Kobeh González,

President of the Council of the International Civil Aviation Organization (ICAO), will present the Keynote Address at the opening ceremonies of the October NBAA's 61st Annual Meeting and Convention. The largest worldwide annual gathering of business aviation operators, manufacturers, service organizations and enthusiasts is scheduled for 6-8 October in Orlando, Florida, USA. The NBAA Convention consistently attracts over 30,000 attendees, over 1200 exhibitors and 120 aircraft on display, and has long been recognized as a significant international event with attendees coming from all corners of the world. Additional information can be found at <http://web.nbaa.org/public/cs/amc/2008/>.



Geneva will again be the host city for the eighth annual European Business Aviation Conference and Exhibition (EBACE2008) on 20-22 May. A number of important technical sessions will be featured each day during the packed three-day event. Additional information can be found at <http://www.ebace.aero/>.

Business Aviation Continues Healthy Growth in 2007

Records in sales and deliveries of new business aviation aircraft were made in 2007. For the first time, over 1000 jet aircraft were delivered in one year and even more are expected in 2008.

Inroads continued in Europe, the Middle East and Asia and expectation is that soon over 50% of new aircraft deliveries will be outside North America, the dominant playing field for business aircraft utilization since birth of the industry in the 1930s. However, the Americas' fleets still lead business aviation countries with over 80% of aircraft located in North, Central and South America.

A Honeywell Business Aviation Forecast concludes that 33% of operators plan to expand or replace their aircraft within five years. The net annual growth of business aviation worldwide over the past 5 years has been 4.2%, indicating that many older aircraft are being retired as operators modernize their fleets.

Business jets continue to be in high de-

Largest BA Aircraft Fleets

United States	17,389
Canada	936
Mexico	801
Brazil	771
Germany	517
Venezuela	475
United Kingdom	468
South Africa	397
Australia	371
France	301

mand and over the next 10 years, over 14,000 new jet aircraft are forecast to be delivered. A large number of these are in the Very Light Jet category as the first of the new aircraft received type approval in 2007 and by the end of 2007 141 VLJs had been delivered. Demand also continues strong for larger long range jets. Meanwhile, manufacturers continue to announce exciting new aircraft designs in all size ranges.

Global Business Aircraft Fleet

	2003	2004	2005	2006	2007
Turbo-Jet	12,974	13,517	14,101	14,317	15,270
Turbo-Prop	10,147	10,654	10,551	11,345	11,710
Total	23,121	24,171	24,652	25,662	26,980

ABACE a Success in Hong Kong

The Asian Business Aviation Forum was held in Hong Kong, Thursday February 14, with a total of 1,131 people and 29 Exhibitors in attendance. The one-day event featured 14 aircraft on Static Display at Hong Kong International Airport and exhibit space at the nearby Hong Kong Business Aviation Centre. Information Sessions featured industry experts discussing airspace and regulatory issues for operating in the Asian region and the challenges and opportunities for establishing business aviation operations in the region. Kathy Perfetti presented an IS-BAO Workshop the day before the event

IBAC Presents at the Aviation Week India Expo (18-29 March)

Don Spruston, IBAC's Director General, presented the Keynote Address at the Business Aviation Day of the three day long Aviation Week India Expo 2008 in New Delhi. In addition, Ray Rohr, IBAC Regulatory Affairs Director, made a presentation on the International Standard for Business Aircraft Operations (IS-BAO). Ray also conducted an IS-BAO Workshop on the last day of the Expo. The Business Aviation Association for India (BAAI) was present and used a booth to attract new members in India.

BBGA Holds Annual Conference at Soppell House in St Albans

The British Business and General Aviation (BBGA) Association Conference, held on 4 March 2008 was attended by 200 leading representatives from industry and government. The Conference was honoured with an opening speech by HRH Prince Michael of Kent, BBGA's Patron, followed by the Keynote address from Peter Griffiths, UK's DfT Director General of Civil Aviation.

CNS/ATM Advisory Group Meets for First Time

The CNS/ATM Advisory Group met in Montreal, Canada at the ICAO Headquarters building 21-22 January 2008. The Group has responsibility for coordinating business aviation input to the ICAO Global Air Navigation Plan and planning forums for airspace and CNS/ATM technology. The Group, with members from both the operating and manufacturing communities, will also provide ongoing information to operators on airspace changes. The AG will use the IBAC website to provide update information. (www.ibac.org)

"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."



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Council of the European Union Endorses An Agenda for Sustainable Future in General and Business Aviation

The European Council reacted positively to a Communication from the Commission on the Agenda for Sustainable Future in General and Business Aviation. In its Conclusion dated 7 April 2008, the Council welcomed the comprehensive European Commission Doc 5334/08 dated 11 January 2008, saying that it "provides a clear overview of the sector and presents a coherent position as regards its future development".

The Commission Document proposed an Agenda that is similar in many aspects to the case made by the business aviation community over the years such as the need for improved safety statistics data, indicating that "in order to properly regulate any activity, policy makers need to have a clear picture of the situation." The Commission went on to describe the need for clear definitions and the "importance of proportionate regulation". It advised of the intent to revise its insur-

ance regulation. The Conclusion also addressed the need to optimize airport and airspace capacity, facilitate access to world markets, ensure environmental sustainability and enhance research and development.

In responding to the Commission Conclusions, the Council recognized the specific social and economic benefits provided by general and business aviation, in particular by: "increasing the mobility of people, productivity of businesses, promoting the regional cohesion and development of peripheral regions of the Community."

The reports point out that privately owned or chartered aircraft can be an alternative to the airlines, but in most cases they are "a supplementary service allowing reaching destinations that the airlines can not serve..", with 100,00 airport pairs served versus 30,00 for the airlines.

The business aviation community welcomes the Council Conclusions.

IS-BAO Workshops

IS-BAO Workshops are held throughout the year in different locations depending on the demand. Nine Workshops have been held to date in 2008 and an additional 5 are programmed. Additional Workshops will be added for 2008 as demand indicates.

Geneva, Switzerland, 19 May 2008
Dayton, Ohio, USA, 27 June 2008
Seattle, Washington, USA, TBA August, 2008
Washington, DC, USA, 21 August 2008
St Louis, MO, USA, TBA November 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

IBAC Environmental Issues Work Group (EIWG/14), Geneva, 18-19 May 2008
EBACE2008, Geneva, 20-22 May 2008
IBAC Governing Board (GB/47), Geneva, 23 May 2008
ICAO Aviation Security Panel (AVSECP/19), Montreal, 26-30 May 2008
Canadian Business Aviation Association (CBAAC) Convention, Toronto, Can, 17-19 June
IBAC Planning and Operations Committee (POC/19), Toronto, Can, 20-22 June 2008
IBAC CNS/ATM Advisory Group (CNS/ATM AG/2), Annapolis, USA, 24-25 June 2008
LABACE2008, Sao Paulo-Sp, Brazil, 14-16 August 2008
ICAO Conference on Economics of Airports and ANS, Montreal, Can, 15-19 Sept 2008
IBAC Environmental Issues Work Group (EIWG/15), Vancouver, Can, 19-20 Sept 2008



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