



IS-BAO NEWSLETTER

APRIL 2007



This IS-BAO Newsletter contains a contribution from an operator. IBAC welcomes contributions to future IS-BAO Newsletters from both operators and auditors. Anyone wishing to contribute a piece for consideration may send it to kperfetti@ibac.org.

Introducing Kathy Perfetti



In February 2007 Kathy Perfetti joined IBAC as the Standards Manager, Designate. She is currently undergoing orientation and on-the-job training and will be assuming full Standards Manager responsibilities by July 1, 2007. Kathy was previously with the FAA where her last assignment was manager of the Part 135 re-write. During her FAA career she managed projects such as the FORAC (development and implementation of the fractional operations rules) and the development and implementation of the Commuter rule, as well as serving in two Flight Standards District Offices where she was involved with business aviation operators.

Introducing Bob Blouin



In January 2007 Bob Blouin was selected as the Safety Awareness Manager. Bob will focus on IS-BAO awareness and educational material and activities. Bob is currently a partner in Sky Group Associates Inc. and President of the Greater Washington Business Aviation Association. Previously Bob was the NBAA Senior Vice President, Operations. In that role he served as a member of the IBAC Operations Committee that managed the development of the IS-BAO. Bob brings a wealth of business aviation experience and a solid IS-BAO background to the IBAC management team.

IS-BAO Registration Update

Congratulations to the following operators who recently achieved IS-BAO Registration

- Eaton Corporation, Richmond Heights, OH
- Baldwin Aviation, Hilton Head, GA
- 3M Company, St. Paul, MN
- Kraft Foods Global Inc., Milwaukee, WI

It is also noteworthy that 24 operators who have undergone IS-BAO Registration Renewal audits have achieved Stage Two SMS maturity. To meet Stage Two SMS maturity the operator must demonstrate that *"safety management activities are appropriately targeted and safety risks are being effectively managed"*. Congratulations to all of you who have demonstrated your commitment to the IS-BAO and SMS process and in turn demonstrated how it has worked to enhance the safety, security, efficiency and effectiveness of your operation.

Entergy Achieves Stage Three Registration

Congratulations to the management and staff of the Entergy flight department of on being the first operator to achieve Stage Three IS-BAO Registration. To achieve this level of SMS development they had to demonstrate that their *"safety management activities are fully integrated into all aspects of their operation and that a positive safety culture is being sustained"*. This is a most notable achievement. The Entergy flight department is headquartered in New Orleans with a base in Jackson, MS.

Runway Incursions

Runway incursions are not a new problem but they are a problem that just won't go away.. ICAO and NTSB have both recently launched initiatives aimed at prevention of runway incursions. The recently released ICAO Manual for Prevention of Runway Incursions recommends that the taxi phase be treated as a "critical phase of flight". The manual sights the following elements of runway incursion prevention:

- a. It is essential to adhere strictly to all relevant ICAO Standards and Recommended Practices, Procedures and guidance material, including phraseologies;



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- b. Flight crews need to ensure that they follow the clearance or instructions that are actually received, and not those that the flight crew is expecting to receive;
- c. Good planning of ground operations can decrease the workload during taxi. The flight and its associated risks start during preparation;
- d. Good situational awareness is the top priority during taxi. All crewmembers should be involved;
- e. Application of "Crew Resource Management" principles during taxi is just as important as other phases of flight;
- f. Even the most professional and experienced people make mistakes. By being defensive and letting the built-in safety nets do their work, a single mistake should not lead to a serious incident or accident; and
- g. Never take anything for granted.

ICAO *Doc 9870 Manual for Preventing Runway Incursions* is available for purchase from ICAO in print form.

EBACE

The EBAA and NBAA are expecting over 10,000 attendees at the May 22 – 24 European Business Aviation Convention and Exhibition (EBACE) in Geneva. Attendees will view an outstanding collection of aircraft and products while having the opportunity to attend numerous informational sessions. Full information on EBACE plus the technical sessions agenda can be downloaded at <http://www.ebace.aero>.

In addition, an IS-BAO Workshop will be held on May 21st at the PAL Expo site. Registration for the workshop can be found at: <http://www.ibac.org/is-bao/Audit%20Workshop.htm>.

CASS

Operators are encouraged to attend the May 8 – 10, 2007 Corporate Aviation Safety Seminar (CASS) in Tucson, AZ. The CASS is the industry's premier business aviation safety event. Over four hundred representatives of business operators attend the CASS, which features presentations by leaders of industry, operators and users, government officials and university researchers. Among this broad array of timely aviation safety presentations will be a presentation by Ray Rohr on tools for efficient SMS design. So if you are not already registered download the Seminar program and registration information at <http://www.flightsafety.org/seminars.html#cass>.

IS-BAO Workshops

The first four IS-BAO Workshops of the year were held in San Antonio, TX, Bedford, MA, Farnborough, UK and West Chicago, IL. They were all very well attended – in some cases a full house. The next Workshop is scheduled for Geneva on May 20, 2007 followed by one in Atlanta, GA on June 20, 2007. Additional information on the Workshops is posted at <http://www.ibac.org/is-bao/Audit%20Workshop.htm>. Workshop registration forms can also be downloaded from that web page. The feedback that we receive on the Workshops is very positive and indicates that those who attended find that it makes IS-BAO implementation significantly easier.

Emergency Response Planning Workshop

One issue that often generates considerable discussion at the IS-BAO Workshops is emergency response planning. For those of you who would like to learn more on the subject the NBAA will be holding an Emergency Response Planning Workshop in Tucson, AS on May 7 & 8, 2007. For more info see <http://web.nbaa.org/public/cs/erpw/200705/index.php>.

Operations Manual Workshop

A well written operations manual is an essential part of the IS-BAO. It is the repository of or linkage between all the programs, systems and procedures that an operator develops to meet the requirements of the IS-BAO. If anyone is looking for help with their operations manual you may wish to attend the



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NBAA Flight Operations Manual Workshop that is being held in San Diego, CA on June 25 & 26, 2007. For information see <http://web.nbaa.org/public/cs/fomw/200706/index.php>.

EASA OPS Rulemaking Project

The European Aviation Safety Agency (EASA) project to transition the JAA operations rules to EASA rules and to develop additional required rules is progressing on schedule. The target for completing the draft rules, Notice of Proposed Amendment and the Regulatory Impact Assessment is August 2007. Meetings reports are regularly posted on the IBAC web site at: http://www.ibac.org/Library/ElectF/JAA_EASA/jaa_easa.htm.

Business Aviation Safety Strategy

IBAC's Planning and Operations Committee (POC) reviewed the second draft of the business aviation safety strategy at their March 16 & 17, 2007 meeting. The strategy will provide focused business aviation input to the ICAO Global Safety Plan, supplementing the work of a broader aviation industry Roadmap being developed in response to a request for industry proposals made by the ICAO Air Navigation Commission (ANC). The Business Aviation Safety Strategy focuses on safety initiatives in 8 principle areas including:

1. Culture,
2. Codes of Practice (including application of SMS),
3. Adherence to industry standards,
4. Regulatory Framework (rules and oversight),
5. Data collection and analysis,
6. Safety equipment and tools,
7. Air Navigation and Airport Services, and
8. Industry Support Services.

Work continues on the Safety Strategy with a completion target of June 2007.

Modernization of Annex 6 Part II

On March 30, 2007 the ICAO Secretary General signed the State Letter requesting comments from ICAO Member States and international organizations on the proposed modernization of Annex 6 — *Operation of Aircraft, Part II — International General Aviation — Aeroplanes*. Given the extensive involvement of the business aviation community in development of the Amendment, IBAC supports the proposal and has encouraged member associations to support it in discussions with State authorities. The State Letter and the proposed amendment are posted at http://www.ibac.org/Library/an6prtII_home.htm.

The amendment introduces new provisions that would govern large and turbo jet noncommercial aircraft operations and includes them in a new Section 3 of the Annex. Current provisions governing basic general aviation operations are updated and included as a new Section 2. Definitions and general applicability data are included as Section 1 of the Annex.

Operational Risk Awareness Tool

by Maria Jeanmaire, Harley-Davidson Motor Company

Harley-Davidson's flight department incorporates an Operational Risk Awareness (ORA) checklist as an integral part of their Safety Management System. The checklist was created as a tool to be utilized on every flight segment in an effort to make the crew more aware of the risks associated with each leg. The checklist targets the aviation industry accident/incident major risk factors as well as ones deemed critical within our own corporate flight department.

Areas with the ORA that are considered in each checklist include leg type, flight crew status, aircraft status, flight environment, airport facilities, and planned procedures. The ORA checklist is briefed by the Pilot-in-Command and is to be completed during the preflight phase of operation and is performed prior to the descent. In addition, Harley-Davidson's flight department has included the ORA completion as the



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first item on their engine start and descent checklists. The pilots report that it has proven to be simple and effective way to ensure that risk factors are always considered, complacency is avoided and everyone keeps at the top of their game.

Operational Risk Awareness Checklist	Operational Risk Awareness Checklist
<u>Preflight Considerations</u>	<u>Approach & Landing Considerations</u>
<u>Leg Type</u> Normal/Shuttle/VIP/Reposition.....Considered	<u>Leg Type</u> Normal/Shuttle/VIP/Reposition.....Considered
<u>Flightcrew Status</u> Crew Composition/Currency.....Considered Fatigue/Stress/Health.....Considered	<u>Flightcrew Status</u> Crew Composition/Currency.....Considered Fatigue/Stress/Health.....Considered
<u>Aircraft Status</u> Inoperative Equipment.....Considered Aircraft Weight/CG.....Considered Planned Configuration.....Considered De-icing.....Considered	<u>Aircraft Status</u> Inoperative Equipment.....Considered Aircraft Weight/CG.....Considered Planned Configuration.....Considered Fuel Remaining.....Considered
<u>Flight Environment</u> Familiarity.....Considered Day/Night.....Considered Weather Conditions.....Considered Birds/Wildlife Hazards.....Considered Terrain/Obstacles.....Considered Traffic Density.....Considered Language Barriers.....Considered	<u>Flight Environment</u> Familiarity.....Considered Day/Night.....Considered Weather Conditions.....Considered Birds/Wildlife Hazards.....Considered Terrain/Obstacles.....Considered Traffic Density.....Considered Language Barriers.....Considered
<u>Airport Facilities</u> Controlled/ Uncontrolled.....Considered Runway Length/Width.....Considered Runway Contaminants.....Considered Taxi Route/Incursion Hotspots.....Considered	<u>Airport Facilities</u> Controlled/ Uncontrolled.....Considered Runway Length/Width.....Considered Runway Contaminants.....Considered Taxi Route/Incursion Hotspots.....Considered
<u>Planned Procedure</u> Radar/Non-Radar.....Considered Type of Departure.....Considered Climb/Speed Restrictions.....Considered Emergency Return/Divert Plan.....Considered	<u>Planned Procedure</u> Radar/Non-Radar.....Considered Type of Approach.....Considered Glideslope Angle.....Considered ALARS Targets.....Considered Diversionary Plan.....Considered
This checklist is to be completed during the preflight phase of operation prior to engine start.	This checklist is to be completed prior to commencing initial descent.

This Newsletter is also posted at http://www.ibac.org/is-bao/isbao_newsletter.htm.