

# 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.”

## Business Aviation Conferences and Trade Shows Signal Strong Growth

Attendance and business activity increased significantly at Business Aviation Conventions and Trade Shows held to date in 2005. Events at Sao Paulo, Vancouver and Geneva were upbeat, giving industry leaders reason to be positive about the future growth of business aviation.

The **Associação Brasileira de Aviação Geral (ABAG)** and **National Business Aviation Association (NBAA)** jointly hosted the 3rd Annual **Latin American Business Aviation Conference & Exhibition (LABACE2005)** in São Paulo, Brazil at the end of March. The only Latin American exhibition to focus exclusively on business aviation had a record-breaking total of 4,971 attendees, a 33 percent increase over LABACE2004. ABAG Chairman Anderson Markiewicz welcomed guests including the Diretor-Geral de Aviação Civil Jorge Godinho Barreto Nery and FAA Deputy Administrator Robert A. Sturgell.

The **Canadian Business Aviation Association (CBAA)** held its **44th Annual Convention, Trade Show & Static Display** in Vancouver, British Columbia May 3 to 5. The event opened at the picturesque Westin Hotel on Vancouver's waterfront. The static display and many important technical sessions were held at the Piedmont Hawthorn facility at Vancouver's International Airport.

The 5th Annual **European Business Aviation Convention & Exhibition**

**(EBACE2005)**, held May 18 to 20, in Geneva, closed with a total of 7,667 Attendees, an 18.2 percent increase over last year's three-day total of 6,487. Attendance at the show has more than doubled since its founding in 2001, where 3,620 people were registered. Additionally, a record 278 Exhibitors increased the display by more than 20 percent, and 51 state-of-the-art business aircraft were on static display at Geneva International Airport, a more than 40 percent increase over last year.



## CNS/ATM Strategies Report Released

Business aviation's Joint Committee formed to assess options for implementing Communication, Navigation and Surveillance / Air Traffic Management (CNS/ATM) finished its work in May. The Committee, sponsored by the International Business Aviation Council (IBAC) and the General Aviation Manufacturer's Association

(GAMA), developed the business aviation input to the International Civil Aviation (ICAO) update of the Global Air Navigation Plan. Committee members represented both aircraft operators and business aircraft manufacturers. The report, Business Aviation Strategies for CNS/ATM, is available on the IBAC website ([www.ibac.org](http://www.ibac.org)).



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### Special points of interest:

The Business Aviation industry is committed to be a partner in environmental protection.

# What's New at ICAO

- The President of the ICAO Council, Dr. Assad Kotaite has declared his plan to retire in August 2006,
- Mr. Bjorn Ramfjord succeeds Mr. Sven Andresen as a Member of the Air Navigation Commission (ANC),
- Mr. A. K. Mensah appointed Acting Director, ICAO Western and Central African Office, following the retirement of Mr. A. Cheiffou,
- The Membership of the ANC is to expand from fifteen to nineteen Members, nominations have been invited from States,
- ANC convenes Informal Industry Consultation Meeting (26-27 May 2005) with focus on the ICAO Global Aviation Safety Plan. IBAC was represented by Mr. T. Owen,
- ANC to consider, in early June 2005, proposal to extend the implementation date for automatically activated 406/121.5 Mhz Emergency Locator Transmitters (ELTs) from 1 January 2005 to 1 January 2007,
- Following consultation with States, a Worldwide Air Navigation and Air Transport Conference on the Performance of the Air Navigation System, provisionally planned for 2006, is postponed indefinitely; however, work on performance, as it relates to the air navigation system, should continue within ICAO panels and the Secretariat.

## ICAO's Aviation Security Panel Completes Work on Revision to Annex 17 (Security)

The International Civil Aviation Organization's Aviation Security Panel worked over the past three years to update the Standards and Recommended Practices (SARP) governing aviation security (Annex 17). At the 17th meeting of the Panel held in Montreal, March 30 to April 2, the Panel endorsed a final proposal for recommending approval to the Unlawful Interference Committee and to the ICAO Council.

The International Business Aviation Council (IBAC) participated in the deliberations of the Panel and submitted a number of Working Papers targeted at improving aviation security worldwide. IBAC announced at the conclusion of the Panel's work that it supports the recommendations of the Panel, concluding that *"the amended standards will be much more practical and will result in more effective aviation security."* A significant number of changes were made throughout the SARP to better clarify provisions and to make them more relevant to new security threats.

**" 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."**

Provisions for quality control were extensively revised, with the new ICAO security audit programme recognized as part of the QA system. Many improvements were made to the requirements for airport access controls and identification systems. New standards have been included for transit baggage and cargo and mail security.

One new provision thoroughly discussed was the standard for In-Flight Security Officers, applicable when a State decides to implement such a programme. Provisions in the amended Annex of particular interest to Business Aviation are shown in the box below.

### Annex 17 Amendments of interest to Business Aviation

- Definition and requirements for a Security Restricted Area (sterile area) improved.
- Written security programmes now apply to all commercial operators.
- A Recommended Practice added for non-commercial operators to have a written security programme for aircraft over 5,700 kgs.
- Screening of passengers and baggage is now required only for aircraft departing from a Security Restricted Area.
- Definitions for general aviation and Corporate Aviation added.

## War Risk Insurance Regulations Cause Problems for Business Aviation

The business aviation industry has expressed concern regarding the European Commission Regulation that stipulates the minimum liability insurance cover for air operators, including non-commercial operations. The provisions were initially thought to have a marginal impact on business aviation as corporations traditionally carry substantive insurance, and both the insurance industry and operators felt that this would be sufficient. However, since its implementation, operators are discovering that the regulation is having a very significant financial impact.

Regulation (EC) No 785/2004 was advanced by the European Commission following the terrorist attacks of 11 September 2001 in the United States.

The business aviation industry argues that the insurance cover requirements were intended for air carriers as explained in the preamble to the Regulation. Exposure to risk is very much reduced when passengers are known, as they are usually employees or guests of the corporation that owns the aircraft. Passengers have almost always been exposed to a thorough security background check when joining the company. A history of stringent company security in corporate aviation has resulted in an excellent record.

The business aviation industry is requesting the EC to review the Regulation.

# Business Aviation and the Environment

**By Rich Gage**

**Mr. Gage is the IBAC Representative on CAEP and the Chairman of the IBAC Environmental Issues Work Group. He is the President of the Canadian Business Aviation Association (CBAA)**

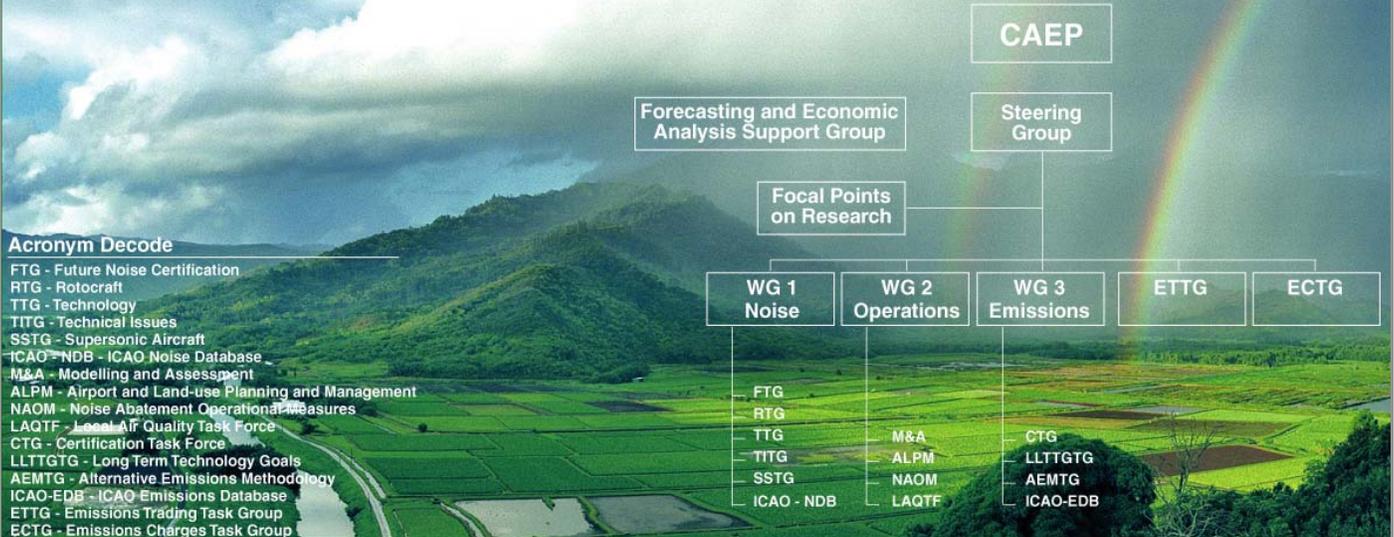
The International Civil Aviation Organization (ICAO) is a specialized agency of the United Nations, responsible for the Standards and Recommended Practices (SARPs) for international civil aviation. Its aim is the safe and orderly development of all aspects of international civil aeronautics.

A less obvious activity of ICAO is its work

on aviation environmental matters and its focus on issues that benefit from a common world wide coordinated approach, namely aircraft noise and engine emissions. This work is undertaken through the ICAO Council's Committee on Aviation Environmental Protection (CAEP), established in 1986 to assist the Council in formulating policies and adopting SARPs on aircraft noise and engine emissions. CAEP is composed of aviation environmental experts and representatives from twenty-one ICAO Contracting States and twelve observer organizations, including the International Business Aviation Council (IBAC). CAEP's work program is sup-

ported by a number of Working Groups (WG) and a Forecasting and Economic Analysis Support Group (FESG). CAEP meets on a three year cycle, with annual CAEP Steering Group (SG) meetings, and more frequent Working Group (WG) and FESG meetings, as required. The most recent SG meeting took place in Bonn, Germany, Nov. 15-19, 2004, to consider developments since the sixth meeting of CAEP and to set the agenda and framework for CAEP/7. CAEP/7 is scheduled for early 2007 in Montreal and will focus on technical and operational noise and emission issues, as well as emissions trading and the more contentious emissions charges.

## CAEP Organization Chart



## IBAC Representation in ICAO's CAEP Process

Business aviation, an integral part of the international air transport community, recognizes the increasing need to develop policies and procedures to mitigate environmental concerns. Policy consideration and development is pursued by IBAC through its internal Environmental Issues Working Group (EIWG) and observer participation at CAEP. The EIWG is comprised of national and regional association representatives, IBAC staff, and industry technical advisers, in essence, a microcosm of CAEP.

IBAC earned observer status to the CAEP meeting in 2000 and was a full participant at CAEP/5 in 2001 and CAEP/6 in 2004 and all Steering Group meetings since June 2003. IBAC's Chief Observer and Advisors to CAEP are drawn from the IBAC staff and national and regional associations principally based in the Americas and Europe.

CAEP decisions are determined by the members; however, observers provide subject matter expertise and exert influence through direct input, as well as by member/observer networking. In addition to its observer status, IBAC selectively participates at the CAEP Working Group level as determined by agenda items and available resources. There are three working groups and two task groups within CAEP. WG1 and WG3 are Technical Noise, and Emissions respectively, and IBAC maintains a direct or indirect presence at these meetings. For example, within WG1, the Supersonic Task Group (SSTG), which is studying sonic boom mitigation and preparatory work for future regulations, is of interest to the business aviation community, and is monitored by an IBAC attendee. WG2-Operations, which includes the study of noise abatement operational measures (NAOM), is of

significant interest to business aviation, and as such, IBAC has a delegate on this WG. The Emissions Trading Task Group (ETTg) and Emissions Charges Task Group (ECTG) were recently formed as a result of decisions taken at the Bonn Steering Group meeting to segregate and independently consider these market-based options. IBAC is pursuing options to have accredited observers on one or both of these task groups.

CAEP is assuming a growing responsibility for non-technical aspects of environmental issues, namely market-based options, while maintaining its traditional technical work on noise and emissions. IBAC is well positioned to monitor and influence issues of importance to the business aviation community. However, continued vigilance in this regard is warranted.



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## Press Release — IBAC and NBAA Unveil New Products to Enhance Safety for Operators of VLJs and Other Technically Advanced Aircraft

Montreal, Canada, July 22, 2005 – The International Business Aviation Council (IBAC) and National Business Aviation Association (NBAA) today announced the release of two new products designed to enhance safety for pilots of Very Light Jets (VLJs) and other technically advanced aircraft.

First, IBAC and NBAA have produced a new supplement to the “International Standard for Business Aviation (IS-BAO)”, a set of best practices designed to help flight departments achieve high levels of safety and professionalism. The new supplement to IS-BAO specifically provides guidance for applying IS-BAO to the VLJ and single-pilot environment, with particular attention to safety management systems, flight operations procedures and training.

The two organizations have also developed a generic operations manual explicitly for single-pilot operation of VLJs and technically advanced aircraft. The manual provides a template for operators to apply IS-BAO to various types of operations, from a small, owner-flown structure to a large, corporate flight department.

“Over the next decade, VLJs and other technically advanced aircraft will bring the productivity and efficiency advantages offered by business aviation to many types of companies and organizations,” noted IBAC Director General Don

Spruston. “These important new offerings from IBAC and NBAA will help ensure that the new aircraft are operated safely.”

The IS-BAO supplement and operations manual are designed to complement a new NBAA resource for pilots scheduled for introduction in August, and titled: Flight Department Essentials – Helping Your Business Take Flight. The full suite of resources will provide operators of VLJs and other technically advanced aircraft with guidance materials, sample programs, systems and procedures to establish and maintain a safe and efficient operation.

The IS-BAO supplement and operations manual were developed in cooperation with the NBAA Safety Committee. “We would like to recognize the significant contribution of the NBAA Safety Committee and their outstanding work in developing these products,” IBAC’s Spruston said.

IS-BAO holders may obtain a copy of the supplement and single-pilot operations manual at no charge from IBAC at [plessard@ibac.org](mailto:plessard@ibac.org). New subscribers may obtain the supplement and single pilot operations manual with their IS-BAO manual. An IS-BAO order form can be obtained from IBAC Member Associations (see box to left).

### IS-BAO Workshops

Six IS-BAO Workshops have been conducted to date in 2005. Scheduled workshops remaining in 2005 are as follows:

Washington, DC (NBAA Office), August 23, 2005

Denver, Colorado, September 16, 2005

For detail see IBAC website at

<http://www.ibac.org/is-bao/Audit%20Workshop.html>

### IBAC Calendar of Upcoming Events

ABACE2005, Shanghai China, August 9-11, 2005

ICAO APANPIRG/16, Bangkok, August 22-26, 2005

Conference of Asia and Pacific Regions DGCA s, Australia, September 26-30, 2005

ICAO EUR/NAT Data Link Steering Group (DLSG), Paris, 28-29 September 2005

Planning and Operations Committee (POC/13), Toulouse, October 12-14, 2005

IS-BAO Standards Board, New Orleans, November 14, 2005

NBAA Annual Meeting and Convention, New Orleans, November 15-17, 2005

IBAC Governing Board (GB/42), New Orleans, November 18, 2005