



## FEBRUARY 2018

### From The Director- Ben Walsh

We participate in many business aviation industry events around the world, including safety seminars, roundtables, workshops, safety standdowns, business aviation conferences and exhibitions. These events provide the IS-BAO team with ample opportunities to hear from you. After all, IS-BAO is the only non-profit safety standard that is directly governed by the business aviation industry. [This is your Standard.](#)

Accordingly, we hear important feedback from both operators and auditors regarding the IS-BAO audit experience. One item that comes up and that both groups agree upon is that audit pricing is quite diverse.

Actual pricing is negotiated between the operator and an accredited contract auditor. While this is a free market exercise, it is best to familiarize oneself with the prices in your area for your type of operation. Checking with other operators and auditors is a good place to start.

In order to maintain the integrity of the Programme, the Audit Protocols Manual (APM) 4.3.3 does set a minimum of three man-days (two days on site and two half days pre/post off site) for a one- to two-aircraft, single base flight operation. It is up to the auditor and operator to scale up from there using the APM flow chart in the APM Appendix E as guidance for multi-site organizations.

Our feedback indicates there are some prescriptive interpretations of IS-BAO by some auditors, requiring significant changes to company manuals. The IS-BAO Standard is designed to be performance-based, allowing the operator to decide how to apply a particular conformance solution and/or whether to pursue provider support. Auditors may share how others have implemented solutions that provide added value to the audit but should not advocate a particular method or provide consultation services.

Regulatory compliance equaling IS-BAO conformance is another topic coming from your feedback. Keep in mind this is an ICAO-based, voluntary code of best practices that operators conform to, above and beyond regulatory compliance. Compliance with your national regulations is expected of all operators regardless of IS-

### IS-BAO™ Event Review & Update for 2018

Visit us in 2018 at these events:

- March 8th – The British Business and General Aviation (BBGA) Annual Conference
- Apr 5, 2018 - PNBA Safety and Security Day, Seattle, WA
- Apr 17-18, 2018 - Aviation Africa, Cairo, Egypt
- May 29-31, 2018 – EBACE – Geneva Switzerland
- June 21, 2018 - White Plains, NY – NBAA Regional Forum
- Sept. 6, 2018 - San Jose, CA – NBAA Regional Forum
- Sept 19-20, 2018 - AirOps Europe, Cannes, France
- Oct. 16-18, 2018 – NBAA-BACE – Orlando, FL
- Dec 10-12, 2018 - MEBAA, Dubai, UAE

### IS-BAO™ Workshops:

- March 5-6, 2018 in Melbourne, Australia
- March 8-9, 2018 in Singapore
- March 14-15, 2018 in Phoenix, AZ USA

Visit the [IBAC.org](http://IBAC.org) website to register.



**Don't Forget The IS-BAO/H LinkedIn Forum**

This is a forum where operators, auditors, or

BAO registration and is, in any case, an important part of IS-BAO conformity. National regulations provide the basic walls and roof, while company documentation finishes out the home. For example, if an operator has an RVSM authorization, it will also need company documentation to ensure the authorization's various requirements are maintained within that organization. IS-BAO helps you structure and organize important documentation.

If ever find yourself at an uncertain juncture regarding the IS-BAO Programme and/or Standard, please feel free to contact any of us for clarity. Also, don't forget we are accepting short operator articles about what you do to reduce risk in the ALARP section of the monthly newsletter.

If you have comments or suggestions regarding items in this article, please let me know at [bwalsh@ibac.org](mailto:bwalsh@ibac.org).

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## THE USUAL SUSPECTS

### A Monthly Feature on IS-BAO Processes

Yvonne Marinus, Accreditation Manager

The IS-BAO Standard Protocol item 8.1.1 is one that often causes delays in the processing of audits submitted to IBAC. Very often, auditors and operators alike misunderstand the intention of this item.

The protocols read as follows:

**8.1.1** Does the operator have a process to ensure that all aircraft are equipped in accordance with:

- a. The applicable requirements specified in ICAO Annex 6, Part II or Annex 6, Part III?
- b. The applicable requirements specified by the State of Registry?
- c. The applicable requirements specified by the State and/or airspace where operations are conducted?

While most auditors and operators have no problem with 8.1.1b, items 8.1.1a and 8.1.1c are a different story. It is not uncommon for IBAC to receive reports with comments on these items like:

- *"All aircraft are modern and equipped in accordance with the Type Certificate Data Sheets." Or*
- *"The aircraft are fully compliant with FAA part 135 equipment requirements." Or*
- *"The operator performs a detailed conformity inspection prior to adding an aircraft to its Ops Specs." Or*
- *"This is ensured during the annual reissuance of the Certificate of Airworthiness by the CAA."*

View the entire article [HERE](#).

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## Operations

Jason Starke, Operations Manager

## Auditor Portals

The [auditor portals](#), which allow for a unique sign-on experience to IBAC.org, have been operational for three weeks now and we hope that if you haven't logged in yet, you will do so soon!

When logging in, please remember that your username may be different in the portal system than what you have been using for logging in to access the Standard in the past. Over the years, multiple usernames have been issued for a single user, so we copied the original login you were provided. For many, this login is

those just curious about either International Standard to interact with peers, ask questions, and learn about important IS-BAO and/or IS-BAH events and news.

Currently in the region of 510 members!!! Thank you... You can locate the forum [HERE](#).

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## Update

Vision 2020 Fact Sheet  
[Read more HERE](#).

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## Recent News

[2017 Standards Board Update](#)

[Entergy/Coke Reach 15 year IS-BAO Milestone](#)

[IBAC Expands Leadership Team](#)

in the form of AuditorFirstNameLastName. If you are unsure of or can't remember your login, please contact [operations@ibac.org](mailto:operations@ibac.org). Also, as the result of a recent upgrade, you now may use your email associated with your auditor record to login. Therefore, you are now able to login with a username or email. Also, as a reminder, all passwords are initially set to "stage3sms" (without the quotes). You can change your password once you are logged in.

Speaking of upgrades, the Documents section of the portal is due to have a facelift performed on it in the next few weeks. Now, instead of all the pertinent documents being clumped together, like documents will be separated into relevant folders. This will allow for easier access and location of needed documents.

Finally, the operator portals were just launched this week. Much of the same functionality that is in the auditor portals are now available for our IS-BAO and IS-BAH organizations. In the organization portals, you can check your registration dates, last audit date, access program documents, and receive important notifications from the IS-BAO and/or IS-BAH team. View the [Process Here](#).

If there are any questions regarding the portals or how to access them, again, please contact [operations@ibac.org](mailto:operations@ibac.org).

### **Fundamentals Workshop**

The year 2018 is a season of change for the IS-BAO Programme, including the IS-BAO workshops. Specifically, the Fundamentals of IS-BAO underwent a major overhaul and now has an associated Fundamentals Manual that is provided with attendance in the workshops. In the revised format, we provide more coverage on the logistics of implementing the Standard and preparing for an audit. To make room for this content in the allotted time, we had to adjust other topics, including SMS. While less time is spent on this important topic, the method of presenting the Chapter 3 information has been recrafted with more impact. Additionally, rather than cover select standards from Chapters 4 – 15 as in the past, we now provide a general overview of each chapter, focusing on the overall objective of each chapter. View the entire article [HERE](#).

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### **IS-BAO Audits Review**

Yvonne Marinus, Accreditation Manager

As part of IBAC efforts to respond to feedback from operators with regard to improved auditor standardization, the audit review process has been changed in the last few months. Upon receipt of the audit report, the process starts with a preliminary review conducted by one IBAC team member to verify the integrity of the report and that all protocol items have been responded to in accordance with the APM guidelines. When items needing clarification or corrections are identified, these are transmitted to the auditor by the Audit Manager. It should be noted that this process focuses on completion of the report by the auditor; as such, the auditors are expected to clarify the identified items, although they might reach out to the operator to gather additional information, if necessary – and to keep them informed of the report processing progress. View the entire article [HERE](#).

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### **EASA Brief**

Stephane DeWolf, E.U. Operations Specialist

The European Aviation Safety Agency (EASA) just released its

yearly update to the European Plan for Aviation Safety (EPAS). The latest issue contains the Agency's Rulemaking Programme covering the years 2018-2022, as well as its Safety Promotion Programme.

The EPAS provides a coherent and transparent framework for safety work at a regional level, helping the identification of major safety risks and actions to take. It also materialises the ambition to "cool down" the rulemaking output already established in the previous edition, and to further increase international collaboration.

The document lists dozens of rulemaking tasks and research projects on a wide range of topics, including flight time limitations, cabin air quality, upset recovery training, just culture in general aviation, the oversight capacities of EU Member States, and drones... to name just a few.

The EPAS 2018-2022 is available on the EASA website:  
<https://www.easa.europa.eu/document-library/general-publications/european-plan-aviation-safety-2018-2022>

## IS-BAO™ CONTACTS

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Thank you all for your participation.

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