



2021 Accomplishments

Despite the Covid-19 pandemic continuing through 2021, IBAC remained resilient and active in service to the global business aviation community. We were recognized as an honest broker by ICAO and called upon to share expertise in developing a workshop for ICAO. Many industry partners contributed to the effort. Both the IS-BAH and IS-BAO Programmes continued to grow and strengthen as a result of operators' and FBOs' resilience and a return to operations within the community (although mainly domestic and regional and little international). Environment was at the forefront of our work this year as we established a carbon offsetting tool for business aviation and agreed on a more ambitious long-term emissions goal of net-zero carbon. Supporting all these initiatives, our communications activity was as busy as ever ensuring the world knew of our work on behalf of business aviation.

Work at the International Civil Aviation Organization (ICAO)

- IBAC, together with a wide range of industry partners, developed a workshop for ICAO to be used as part of their Public Health Corridor assistance activity to States – the first time that ICAO accepted a training course developed *pro bono* by industry. ICAO approached IBAC because we are a key participant in CAPSCA on pandemic-response work and seen as an honest broker among the industry associations.
- IBAC increased its visibility at the Safety Management Panel by having the IBAC SMP Panel member being promoted to co-rapporteur of one of the working groups.
- IBAC actively contributed to the ICAO High-Level Covid Conference and co-signed an industry declaration to address the global aviation recovery efforts.
- IBAC led a delegation of business aviation stakeholders in contributing to the work of the ICAO Committee on Aviation Environmental Protection (CAEP) regarding the feasibility of a long-term global aspirational goal for international aviation emissions (LTAG). To be presented to the CAEP in February, the report contains a full set of analyses across technology improvements including new configurations; fuels, including SAF, electrification, hydrogen, and some novel fuel concepts; and finally, though operations, which includes on-ground as well as in-air operations. More about the ICAO Long-Term Aspirational Goal process here - <https://www.icao.int/environmental-protection/Pages/LTAG.aspx>
- IBAC and its advisors continued to participate in the other CAEP working groups, including those for noise, emissions, modelling, and CORSIA. For more information on the work of CAEP, please visit the ICAO pages here - <https://www.icao.int/environmental-protection/pages/caep.aspx>
- IBAC participated on a panel at the ICAO Stocktaking Seminar, which discussed multi-stakeholder partnerships for sustainable aviation. IBAC shared the value of the Sustainable Aviation Fuel (SAF) Coalition that brings together key stakeholders in the business aviation value chain to increase the availability and uptake of SAF. More on the event can be found here - <https://www.icao.int/Meetings/Stocktaking2021/Pages/default.aspx>
- IBAC participated in over 50 meetings of technical expert groups at ICAO.
- We welcomed the new ICAO Secretary General, Juan Carlos Salazar, from Colombia.



- IBAC nominated representatives to two newly established ICAO panels: Personnel Licensing and Cybersecurity.
- The IBAC office administrator established an autonomous home office, including shipping arrangements, to continue an uninterrupted service for Air Crew Card Program during times when the ICAO office had to close due to pandemic-related building restrictions.

Environment

- IBAC played an integral role in the review of the *Business Aviation Commitment on Climate Change* (BACCC) led by Bombardier. This was the most comprehensive review to date, involving many stakeholders within the business aviation value chain. The review found that the short-term goal set in 2009, an annual two percent CO₂ reduction by 2020, was achieved and that there are promising trends in the introduction of new technology into the sector. Key components of the Commitment still need significant attention, including sustainable aviation fuel (SAF) and infrastructure improvements, as they are lagging relative to predicted levels of improvement.
- As a result of the comprehensive review of the BACCC and scientific and political developments regarding climate change, the IBAC Governing Board agreed on an even more ambitious long-term aspirational goal: achieving net-zero carbon emissions by 2050. This is a more challenging goal for the sector but brings business aviation in line with the global scientific consensus to keep the overall pre-industrial temperature rise to under 1.5C. IBAC's Declaration was joined by GAMA and was part of a global aviation industry commitment to net-zero carbon. See the IBAC Net-Zero Declaration here - <https://ibac.org/app/ibac/files-module/local/documents/Declaration%20on%20NZE%202050%20210922%20Final.pdf>
- To help the industry meet its medium-term aspirational goal, carbon-neutral growth from 2020, IBAC partnered with CTX to develop and launch the IBAC Carbon Exchange, a tool for business aviation to offset its carbon emissions while waiting for greater quantities of SAF to be produced. Launched in September 2021, this solution was specifically tailored to business aviation. The platform was designed to be easy to use and cost-transparent and have a wide range of offsets available. Visit the IBAC pages on the Carbon Exchange here - <https://ibac.org/sustainability/carbon-credit-exchange>
- IBAC continued to play an active role in the Business Aviation Sustainable Aviation Fuel (SAF) Coalition, which advocates for increased production and uptake of SAF. IBAC participated in both the EBAA SAF Summit in April and the NBAA Sustainability Summit in Las Vegas in October. The Coalition also published SAF FAQs and a straightforward explanation of the book-and-claim concept, which makes it possible to buy SAF even though it doesn't go into your aircraft's fuel tanks. More information on all these SAF subjects can be found on the SAF Coalition website at - <https://www.futureofsustainablefuel.com>

International Standard for Business Aircraft Handling (IS-BAH)

- IBAC wished Larry Fletcher well as he retired from the IS-BAH Audit Manager position, and we welcomed Steven Abreu-Hill, based in Houston, Texas.



- More than 260 locations have achieved Stage 1 registration since we began the programme in 2014. The programme added 20 new registered facilities in 2021 alone.
- Over 70 audits were received and approved during 2021, with many of those at Stage 2 and above. To date, the total Stage 2 registrations have reached 151 and Stage 3 registrations have reached 10 globally.
- All Fundamentals and Auditing workshops continued online in 2021 as a result of the pandemic. While some might miss the in-person aspect of the workshops, we saw more than 150 attendees participating in the Fundamentals sessions, slightly down from the 2020 figures.
- IS-BAH continues to recognize the need for remote auditing as an option though until June 2022.
- IBAC continued to be an active participant in ICAO's work on ground handling throughout 2021. The High-Level Conference on Covid recommended that ICAO continue its work to explore the application of SMS in the ground-handling sector.
- The work of the EASA RMT expert group, in which IBAC participates, recommenced in early 2021 with focus on developing implementing rules for regulatory oversight of ground handling service providers. IBAC's involvement ensures that the needs of the business aviation community are considered as States and ICAO aim to become more involved in oversight of the sector, either through guidance or regulation.

International Standard for Business Aircraft Operations (IS-BAO)

- Ben Walsh, Director of the IS-BAO Programme, departed IBAC for another position, and we welcomed Andrew Karas as the new Director. Andrew is based in Tampa, Florida.
- The FlightPlan Stage 1 and the Progressive Stage 3 initiatives continued to grow throughout the year, including their launch in Europe. Successful roundtables facilitated by the PS3 operators were held with substantial attendance and participation from the community, and both the PS3 operators and the progressive auditor corps regularly met to exchange ideas and experiences in their efforts to promote aviation safety.
- Several in-person audits took place as pandemic-related restrictions were lifted in many areas of the world, but IBAC extended the possibility of remote audits where needed into the first half of 2022, to support the operators based in regions that are still experiencing travel or workplace access restrictions.
- In support of operators and auditors worldwide, IS-BAO implemented remote workshops in a revised format with updated materials. The workshops focus on the needs of the operators' safety officers and the auditors. They have been extremely popular and beneficial to our operators and auditors especially during the dynamic travel environment of 2021.
- The RPAS working group has completed its review of the IS-BAO Standard and put forward their recommendations for adaptation of the Standard to include RPAS operations. A set of test protocols was developed as a result, and a series of test audits are scheduled to take place to validate the concept before incorporation into IS-BAO. The first test audit took place in November 2021.



- The IS-BAO Standards Board decided to publish the 20th Edition of IS-BAO in January 2022, four years since the last revision. Main changes to the Standard relate to addressing safety concerns, particularly regarding helicopter operations, and improving readability of the Standard.
- Improvements to the IBAC portals rolled out, providing additional features and information for registered operators, accredited auditors, and PSA affiliates.
- Several chapters of the new IS-BAO Guidance material were published throughout the year and are available to operators, auditors, and PSAs through their IBAC portal access as part of the IS-BAO document suite.
- The IS-BAO team worked regularly with various national competent authorities (NCA) via briefings, workshops, and support programs for the benefit of industry operators. A significant milestone was achieved with the signature of an MOA for exchange of information between IBAC and the French DSAC.

Communications

- IBAC marked its 40th Anniversary and the communications efforts to commemorate this milestone included Q&A feedback from Member Associations and online interviews of key stakeholders and member well wishes that resulted in two video recordings. The first recording is a montage of well wishes to IBAC and was introduced at NBAA-BACE 2021. The second recording is an extended version that includes stories and memories from several IBAC leaders and members from years ago. We were honored to have all the participants help us with the 40th celebration. Both recordings are available on the IBAC You-Tube channel, and we have shared cuts on social media.
- The new alignment with CTX to coordinate a carbon offsetting partnership was an important IBAC initiative in September and the communications team helped launch the new programme initiated by Bruce Parry. The IBAC EX launch included:
 - IBAC-EX website page development
 - Member Association digital package
 - Creative and Collateral development
 - CTX collaboration on their website page
 - PR and Media prep and launch
 - Social Media plan
- Industry Partner recruiting project commenced early in the year with personal mailings and some follow-up calls conducted to 30+ industry leaders – securing FlightSafety International and CAE as new IPs. Both companies bring many synergies to IBAC and the IS-BAO programme, and we are grateful for their support and leadership.
- There was an updated communication on the S.T.A.R.S. sustainability pilot programme in July, which resulted in substantial coverage and interest in the standard’s launch at EBACE 2022.



- Many communication tasks were carried out around the updated BACCC and commitment to net-zero carbon emissions by 2050.
- IBAC coordinated communications around the introduction of the ICAO Public Health Corridor workshop that was introduced this spring.
- IS-BAO and IS-BAH communications included newsletter updates and new social media campaigns without any promotional expenses used.
- IBAC distributed IS-BAO and IS-BAH milestone certificates (5, 10, 15 years) for organizations and auditors via digital email, recognizing them for the accomplishments and commitment to safety.
- IS-BAO Progressive Stage 3 article in NBAA's BAI magazine: [Business Aviation Insider May/June 2021 \(rrd.com\)](#).
- Continued to provide PR services to IS-BAO operators and IS-BAH organizations achieving registrations.
- Continued to improve Aircrew Card web-application process.
- Created and distributed 18 press releases; 3300 subscribers to comms; 29 MailChimp email comms; Total social media reach 28,960 with over 300 posts; Twitter leading followers, then LinkedIn, then Facebook.

2022 Priorities

The New Year presents new opportunities and challenges at the global level. Normally, ICAO would hold its 41st Assembly in the fall of 2022. Pandemic-restrictions permitting, we will see if the event takes place in person, hybrid, or virtual form. Whatever the format, IBAC will be prepared to represent the international business aviation community at the global level and will continue engagement with Member Associations and Industry Partners on key issues to be addressed. Beyond the Assembly preparation, the organization will continue to strengthen its programmes and work on behalf of the community. Some key activities and areas of focus are listed below.

ICAO

- Prepare for the 41st ICAO Assembly which should take place in fall 2022.
- Increase presence and contribution to selected ICAO expert groups such as the Panels for Flight Operations, RPASP, Aviation Security, Cybersecurity, and Facilitation.
- Reopen the IBAC office in Montreal, following public health guidelines.
- Increase IBAC's visibility and foster closer relationships with national delegations at ICAO HQ, as well as ICAO Regional Offices.



Environment

- Participate in the CAEP/12 meeting in February, at which critical recommendations on a long-term goal for international aviation will be made as well as plans for ICAO noise and emissions work for the next three years.
- Prepare for environmental topics at the 41st ICAO Assembly in the fall.
- Encourage use of IBAC Exchange carbon offsetting tool
- Continue active engagement in SAF Coalition and development of a book-and-claim standard.

IS-BAH

- Maintain growth of the programme.
- Monitor the need for extension of remote auditing.
- Continue to engage authorities on the importance of SMS in ground handling.

IS-BAO

- Analyze the results of the test RPAS audits and put forward recommendations for unmanned-vehicles updates to the IS-BAO to the Standards Board.
- Roll out the new workshop curriculum and format, allowing for enhanced learning and self-paced experiences.
- Promote the FS1 and PS3 initiatives to encourage greater uptake of IS-BAO around the world. Additionally, as these programs continue to mature, we will expand our affiliate program in order to provide validated products and services that our operators can use to enhance their programs.
- Continue engagement with regulators on the utility of IS-BAO as a tool in their oversight toolkit.
- Engage operators, OEMs and industry leaders at conferences and professional development events.

Communications

- Continue to utilize anniversary clips for social media; quotes on IS-BAO, IS-BAH
- Further develop IBAC-EX carbon offsetting campaign
- Co-promote the free CO₂ Calculator on IBAC and CTX websites
- Continue Industry Partner, Operator Affiliate membership focus
- Develop Aircrew Card promotion in conjunction with Member Associations
- Develop IBAC Podcast Series with SafetyNet and Environmental themes
- Create spotlights with organizations participating in IS-BAO and IS-BAH as testimonials
- Consider engagement with service providers on data exchange