



ICAO ANC TALKS

International Business Aviation Council

22 June 2020

- **Mr. Ali Ahmed Alnaqbi**
Chairman, IBAC Governing Board
Founding & Executive Chairman, MEBA
- **Mr. Juergen Wiese**
Vice Chairman, IBAC Governing Board
Chairman, EBAA Board
Director, Flight Department, BMW
- **Mr. Kurt Edwards**, Director General, IBAC
- **Mr. Andreas Meyer**, Director, ICAO Liaison, IBAC

- **The International Business Aviation Council**

 - Organization and Structure

 - Mandate and Work

- **Business Aviation**

 - What is Business Aviation?

 - Business Aviation's contribution to economic and societal development

- **IBAC's Standards Programs**

 - International Standard for Business Aircraft Operators -- IS-BAO

 - International Standard for Business Aircraft Handling -- IS-BAH

- **Environment**

 - Business Aviation Commitment on Climate Change

 - Sustainable Aviation Fuel (SAF)

- **The Crystal Ball**

The global voice of business aviation, serving the diverse needs of the industry across the world.

A photograph of a private jet flying over a layer of white clouds. The aircraft is viewed from a low angle, showing its wings and tail section against a bright sky.

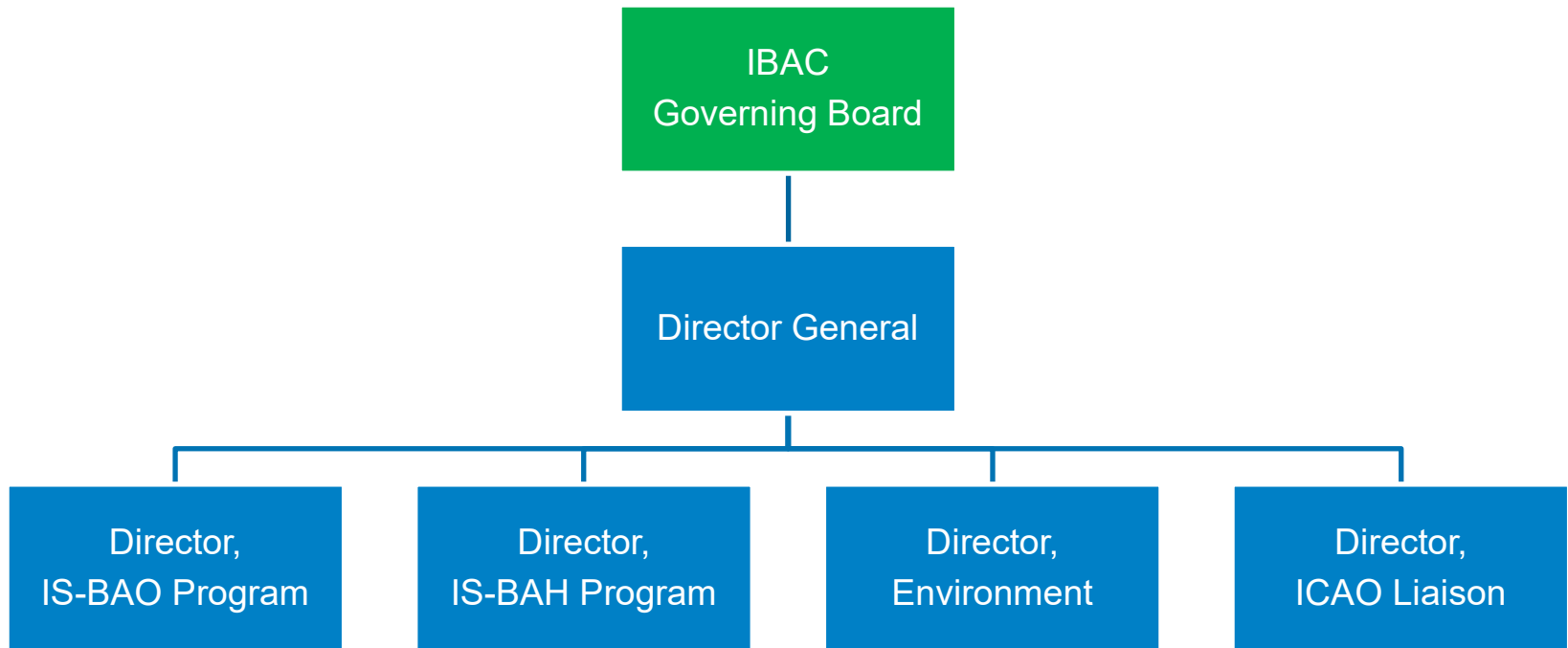
Vision: To keep business flying around the world, accelerating economic growth, development, and environmental sustainability across all regions.

- Non-profit, member-supported international association established in 1981.
- Federation of 14 national and regional business aviation associations around the world.

IBAC Membership



IBAC Organization



Business Aviation enables the flexibility to conduct a flight operation, especially at short notice, to anywhere in the world.

IBAC Definition of Business Aviation

“That sector of aviation which concerns the operation or use of aircraft by companies for the carriage of passengers or goods as an aid to the conduct of their business, flown for the purpose generally considered not for public hire and piloted by individual having, at the minimum, a valid commercial pilot licence with an instrument rating.”

Further sub-definitions are required to appropriately address the scope of Business Aviation.

- **Business Aviation – Commercial** ICAO Annex 6 – Part I & III
The commercial operation or use of aircraft by companies for the carriage of passengers or goods as an aid to the conduct of their business and the availability of the aircraft for whole aircraft charter, flown by a professional pilot(s) employed to fly the aircraft
- **Business Aviation – Corporate** ICAO Annex 6 – Part II & III
The non-commercial operation or use of aircraft by a company for the carriage of passengers and goods as an aid to the conduct of company business, flown by a professional pilot(s) employed to fly the aircraft.
- **Business Aviation – Owner Operated** ICAO Annex 6 – Part II & III
The non-commercial operation or use of aircraft by an individual for the carriage of passengers or goods as and to the conduct of his/her business.
- **Business Aviation – Fractional Ownership** ICAO Annex 6 – Part I,II & III
The operation or use of aircraft operated by an entity for a group of owners who jointly hold minimum shares of aircraft operated by the entity. Fractional Ownership operations are normally non-commercial; however, the operation of the aircraft may be undertaken as a commercial operation in accordance with the AOC held by the entity.

- Over 38,000 turbine-powered aircraft globally
 - 22,474 turbofan & 15,753 turboprop aircraft*
- Wide range and amount of operators – 19,000 to 21,000
- Very small fleets – 1 to 2 aircraft on average

* Source: JETNET, March 2020

- 12+ manufacturers with
 - 200 models/types in service and
 - approximately 60 models/types in production
- Many categories of aircraft
 - Bizliner, Heavy Jet, Midsize Jet, Light Jet, Twin-Engine Turboprop, and Single-Engine Turboprop
 - Rotorcraft
- Operate mainly from secondary airports

Who Is Business Aviation?



Manufacturers & Service Providers

BOMBARDIER



Gulfstream®



Beechcraft



Hawker



TEXTRON AVIATION



PILATUS

Signature

FLIGHT SUPPORT
BBA Aviation®

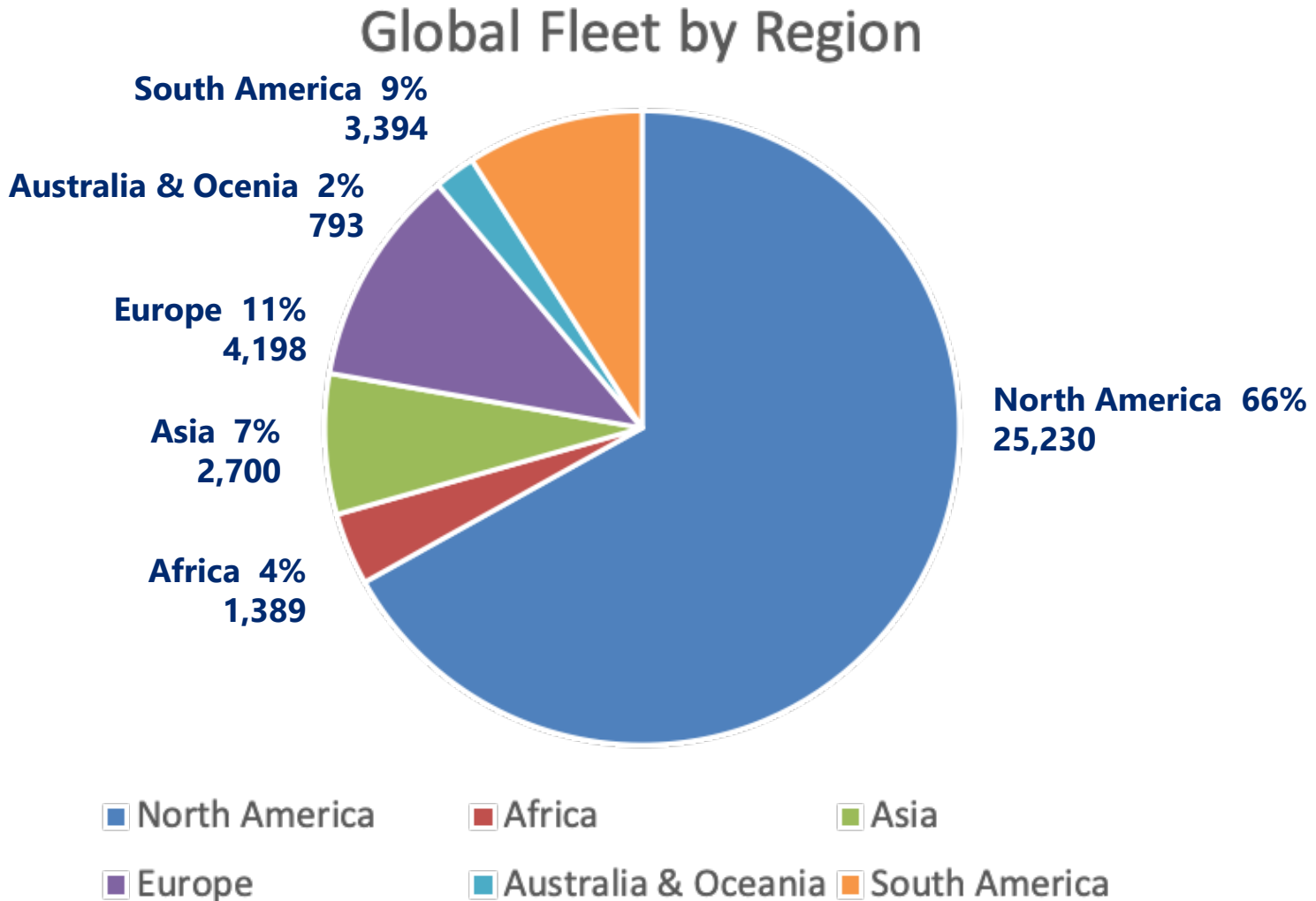


DAHER



HondaJet





Productivity Tool

- Flexibility
- Travel time savings / Efficient use of time
- Access to remote or small communities
- Cost-effective
- On-site presence
- Corporate security



Important Humanitarian Role

- Often the first to arrive in response to disasters, providing relief
- Provide flights for charitable organizations to transport patients for treatment
- Provide on-demand capacity for internat'l org's
- Additionally, can support SAR missions



Contributing to Economies



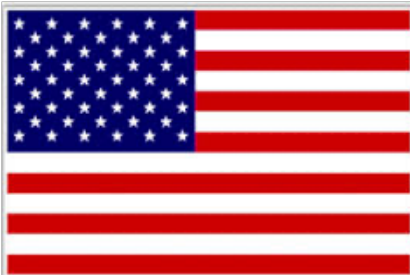
204,000 jobs
USD 19,550,000 in output



47,100 jobs
CAD 5.8 Billion in GDP



335,750 jobs
€70,994,105 in output



1.1 Million jobs
USD 150B in GDP



77 airports in Brazil served by scheduled carriers.

2,739 airports reached by bizav

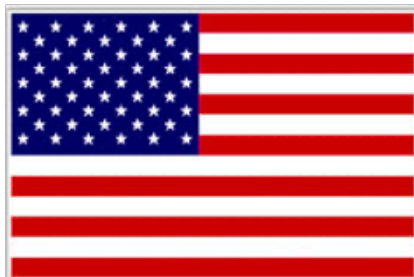


500 airports in Europe served by scheduled carriers.

1,400 airports reached by bizav



Only 1/3 of airfields in India served by scheduled carriers



Fewer than 500 U.S. airports served by scheduled carriers.

5,000 destinations reached by bizav

- **Farnborough Airport** near London – approximately 5,000 jobs
- **Teterboro Airport** near NYC – about 15,600 jobs
- **Raigarh, Chattisgarh, India** (700km from Kolkata)
 - A private company established a plant in 1991.
 - The owner commissioned an airfield in 2002 to easily reach critical markets and partners.
 - By 2012, at least five new industries acquired land and created thousands of jobs due to ease of connectivity.
 - Compared to its neighboring town, Raigarh now has five times as many banks, more than twice as many hospital beds, 20 percent more primary schools, a technical university, and eight times the number of business enterprises.



Launched in 2002

- VOLUNTARY, SMS at core
- Safety and international compliance assurance
- Created & maintained by operators/handlers for operators/handlers worldwide
- Performance-based, minimal prescription
- Scalable for effectiveness and safety



Launched in 2014

Bringing SMS to Small Operators

- Document Key Safety-Related Processes & Procedures
- Assign Process Ownership
- Determine Points to Measure Effectiveness
- Determine What Indicates Success.
 - ✓ Quantitative Data
 - ✓ Qualitative Data
- Measure and Analyze Trends
- Continuous Improvement
- More than 1,000 operators registered since launch

An Alternative Means of Compliance (AMC) for some States

- Authority to operate predicated on IS-BAO registration, but still voluntary in OTARS territories, e.g. Bermuda
- MoC with EASA for Part NCC in development
- Used to demonstrate SMS in over 200 EASA TCO Authorizations
- Working with EASA and France on SAFA inspection consideration for IS-BAO operators
- Working with Mexican DGAC on new Circular Obligatoria
- Working with Philippines toward appropriate non-commercial regulation and IS-BAO AMC usage

Ground-handling: A Key Safety Risk

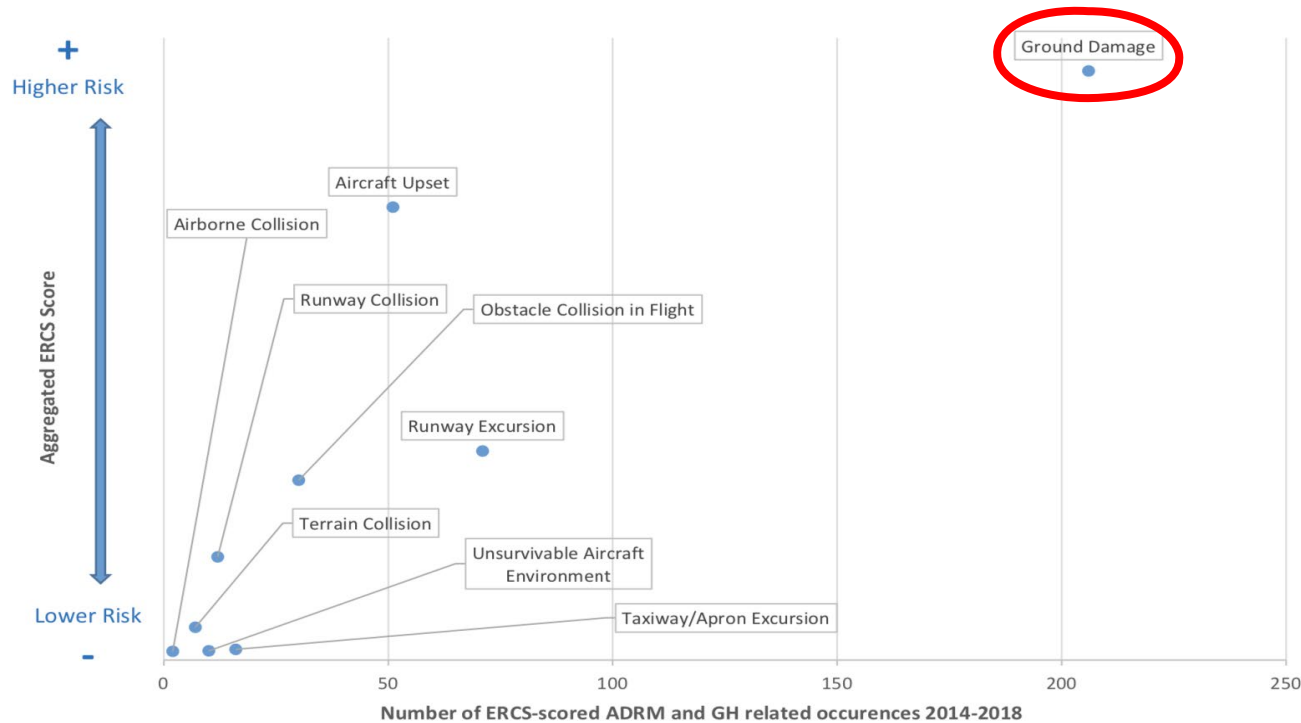


Figure 75. Comparison Of Number Of Occurrences And Aggregated ERCS Score Per Key Risk Area

First Industry Standard to Bring SMS to Ground Handling

- SMS is the Foundation
- Professional Code of Practice
- Voluntary
- Promotes Harmony of Operating Practices
- Scalable - Fits all Sizes of GHSPs
- Benchmarking Latest Trends
- Tailored to Business Aircraft Handling
- More than 230 facilities registered around the world since 2014.

International Standards for Business Aircraft Handling

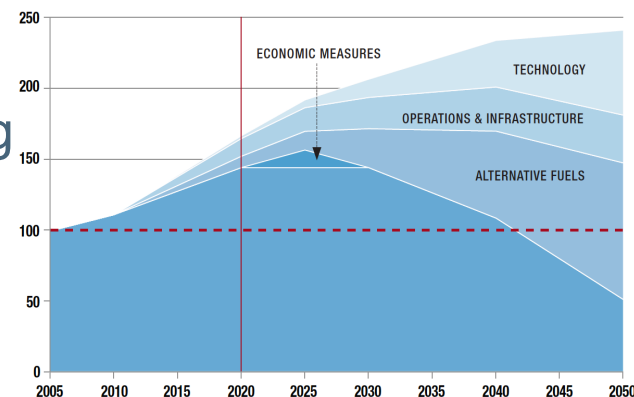
IBAC has actively supported the ICAO Ground-Handling Task Force (GHTF) since IS-BAH's inception and continue to promote the use of global best practices around the core SMS concept for business aviation ground handling activities globally.



- The Business Aviation Commitment on Climate Change (BACCC) published in 2009
- Three Goals
 - Short term: 2% annual fuel efficiency improvement
 - Medium term: Carbon-neutral growth from 2020
 - Long term: By 2050, halve CO₂ emissions relative to 2005 levels
- Four Pillars (Basket of Measures)
 - Technology (including SAF)
 - Operational improvements
 - Infrastructure Improvements
 - Market-based Measure (CORSIA)
- BACCC guides IBAC work in CAEP



- Potentially most **important tool** to help achieve the long-term goal.
- To address "knowledge gap," IBAC and partners issued **Business Aviation SAF Guide** in 2018.
- Since then, **several demonstration events** in Europe and North America, including at Davos.
- Increasing the industry's uptake of SAF is essential. Must **encourage demand and supply**.
- **States** have a role to play, particularly by putting in place **positive incentive policies** to spur demand and supply. (See IBAC A40-WP/273 EX/111.)



<https://www.futureofsustainablefuel.com/>

The Crystal Ball

**NGAP – emphasis
on environmental
stewardship**

Supersonic

**New propulsion
technologies**



UAV/RPAS

eVTOL

**Risk
Management
Concepts**

"Traveling with the aircraft requires individual transport in the future. Short distances, no overcrowded control and security area and the swift implementation the hygiene rules: From where you want, when you want, where you want to, how and with whom you want. Business aviation accelerates the ramp-up of our economy."

-- Peter Gatz, President, German Business Aviation Association

Thank you



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