

WHY BASC?

BUSINESS AVIATION SAFETY CONSORTIUM

Attribute	IS-BAO	Business Aviation Safety Consortium (BASC)
Conformity	Based on ICAO Annex 6, Part II, plus best practices as selected by appointed Board members.	Strictly conforms to, and is numbered as ICAO Annex 6, Part II, Annex 19, and ICAO Documents 9859/9966. Universal acknowledgement among aviation insurance carriers.
Revision Cycle	Annual, with changes as determined by appointed Board members. Minimal operator input. Registered operators normally find out about changes/revisions when the new protocols (audit checklist) is downloaded.	Only when any of the source documents change. All BASC members are notified of any source documents change and prior to any checklist changes being instituted.
Governance	Appointed/hired individuals, vendors and consultants with various levels of previous formal SMS and actual noteworthy operational business aviation experience. History of enlisting consultants and vendors, vice input of operator/auditor stakeholders. Standardization and Governance Boards are also appointed. End users are poorly represented and have a minimal, if any, voice regarding program direction.	The BASC Standardization Board is composed entirely of member operators, a technical document representative (also an operator), and an auditor. BASC staff serve as intermediaries and facilitators to the process.
Interaction	IS-BAO prohibits the sharing of any of their feedback regarding an operator, with that operator. Limited interaction with IS-BAO staff. Operators have characterized interactions as not customer centric, and somewhat indifferent to the needs and situations of a business aviation organization.	Full access to other operators, Standardization Board, BASC staff, and Subject Matter Experts (SME) to work toward common goal of safety, conformity, and excellence.
Formatting	MS Excel format that follows European models, is not user friendly, and has functionality issues with commonly used operating systems. As a data application, the format inherently discourages narratives and descriptions of department processes and success stories.	Adobe FrameMaker format that promotes interactivity, stability, and documentation of an organization's achievements, plans, and goals towards further continuous improvement.
Audit Frequency	Every two years or three years based on stage. May be shortened to one year if IS-BAO determines performance is unsatisfactory.	Formatted progressive and collaborative internal audits conducted by the operator and BASC, annually. External audit by an approved auditor every three to four years (sampling of 25% of the member group).
Requirements of Operator	Purchase IS-BAO, find acceptable auditor, audit to standard, be approved for appropriate stage.	Initial audit to BASC checklist, IS-BAO, or other approved format. Participate in quarterly Continuing Education/Safety Round Tables, Data Sharing opportunities, formatted internal audits, and external audits by an approved auditor of your choosing, approximately every three or four years (sampling of 25% of the member group).

Attribute	IS-BAO	Business Aviation Safety Consortium (BASC)
Fee Structure	Purchase IS-BAO, Registration Fee, Certificate Fees, Workshop fees, Audit Fees, ID Badge Fee, etc. Confusing and changing fee structure.	BASC annual membership fee (travel expenses paid if conducting external audit). No additional charges for registration, certificates, audits, IDs, etc. Custom plans are also available.
Auditor choice	Registration audits may only be conducted by an accredited auditor. Operators are prohibited from using an auditor two times in a row.	Operator may choose any BASC auditor. Operator may use the same auditor on each subsequent audit, if desired.
Non-conformity process	Minor non-conformities may result in the withholding of the permanent certificate of registration for up to five months.	Non-conformities are addressed via the ICAO Corrective Action Notice Process (CAN), which provides for the correction of findings within sixty days if conforming to 85% of the standard. Certificates are presented immediately at the conclusion of the audit. Discrepancies are collaboratively addressed and documented until the operator and BASC are in agreement regarding compliance.
ID Badges	Dated looking design, without functionality or security features. Cost - \$80 per ID badge.	Modern credentialed identification card system. Includes modern functionality and security features accepted worldwide. Cost - \$0. Included as part of BASC full-service membership.
Added Value	Documented SMS and regulatory compliance.	Sharing of member cumulative data for benchmarking and continual improvement.
	Retention and/or reduction of insurance premiums.	Documented excellence, SMS, and regulatory compliance. Retention and/or reduction of insurance premiums.
		Negotiated discounts from providers approved by the Standardization Board.
Safety Dividend		Cash benefit returned to operators based on membership and BASC operating revenue.

Still asking “WHY?” contact BASC at 860.866.8650 or rick@aviationconsortium.com