

Cross Border Transferability (XBT)



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WHY XBT?



EXISTING REGULATIONS DESIGNED FOR A DIFFERENT WORLD

Old World

- Aircraft were:
 - ✓ primarily owned by airlines
 - ✓ retained by original owner through its useful life
 - ✓ majority operated domestically
- Airlines were:
 - ✓ single-country entities
 - ✓ not part of global alliances

New World

- Leasing Companies - over 40% of the fleet
- Airlines and lessors trade aircraft at mid-life
- Airline Groups operate in various countries
- 1 in 6 aircraft is operated internationally
- Airline alliances are prevalent
- More and more aircraft are moved across borders

NEW WORLD PROBLEM



More Cross-Border Transfers (XBT)

- Increase in Leasing ownership
- More airlines trading aircraft during its life
- Aviation growth in all areas of the globe



Regulatory ecosystem that drives:



- non value-added activity by owners and operators
- inconsistent application of rules across jurisdictions
- drain on resources from regulator
- added costs with no safety enhancement

ICAO Task Force focused on XBT

CROSS BORDER TRANSFERS

DIRECT COSTS



A/C DOWNTIME

**TOTAL COST OF
TRANSFER**

Average*
\$386,000/Transfer

IMPACT

20-year projection*
\$7.3 billion USD

Resource drain on Civil Aviation Authorities

*Based on 2011 SGI Study commissioned by AWG

ICAO XBT Task Force Areas of Focus

SIMPLIFICATION



Global XBT process

Common list of documents

Supported by ICAO guidance materials

Simple = less errors

STANDARDIZATION



Templates for key documents

Acceptance of electronic records

Supported by ICAO guidance materials

Standard = less resources needed

DELEGATION

Gives States an option to meet oversight responsibilities

Allow delegation of XBT-related tasks

ICAO certifies & monitors delegates



Option = lower cost, higher safety

DATA-DRIVEN ASSESSMENT OF AIRCRAFT AT IMPORTATION

Simplification and Standardization make oversight easier

Delegation allows use of external expertise at lower cost



Data = safest basis of assessment

