



April 2012

**Plan to attend the 26th IAOPA World Assembly,  
Stellenbosch, South Africa, 10-15 April 2012**  
[iaopa2012.co.za](http://iaopa2012.co.za)



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## Have any Good Resolutions?

The 26th IAOPA World Assembly will open in a bit more than a week in South Africa (see above). Sign up at <http://www.iaopa2012.co.za> . We already have 22 States represented among our delegates, ready to consider the current status of general aviation and what will it take for our movement to grow and thrive. That is the actual work of the assembly, but our South African hosts have some interesting activities and tours in store, too.

The product of the WA will be a series of resolutions designed to tell the world where we want to go with general aviation and how to get there. Even if you can't make it to idyllic Stellenbosch in the Western Cape region of South Africa you can submit resolutions you feel strongly about and will be designed to benefit general aviation worldwide. If you are so moved, see our website at <http://www.iaopa.org/policies-and-positions/resolutions.html> to view what we resolved at our last World Assembly in Tel Aviv in 2010 as samples. We will consider all submissions -- <mailto:jshee11@aol.com> prior to 10 April 2012.

## IAOPA President Presents Provisional Affiliation to AOPA-UAE

In early March IAOPA President Craig Fuller and members of his staff attended the first Abu Dhabi Air Expo to present provisional IAOPA affiliation papers to Yousif Al Hammadi, AOPA-United Arab Emirates president. Once the IAOPA board has commented on their application the newest and 70th AOPA will become a permanent affiliate of IAOPA.

Craig Fuller said, "It has been great to experience the enthusiasm of aviators here in Abu Dhabi. The show provides attendees with a look at a full range of aircraft from light sport to a Boeing 737 and everything in between. The reported use of GA aircraft is growing in the region and firms are looking to establish themselves here. Local officials are saying that private aviation in the Middle East is expected to experience a 20 percent growth rate. Interesting conversations have been held with several individuals who talk about the need for pilots and flight instruction seems to be a growing part of the

aviation industry in the region.”

## **IAOPA and EAS Concerns Heard by EASA Management Board**

Members of the European Aviation Safety Agency Management Board, comprising representatives of European Union member States, discussed two papers on the regulation of general aviation (GA) on 13 March 2012. One paper was from EASA and the other one jointly from Europe Air Sports and IAOPA.

The joint EAS / IAOPA paper addressed rulemaking issues for GA aircraft, pilots, operators and other parties with aircraft up to 5,700 kg MTOM and primarily those used non-commercially. At issue is the tendency of EASA to generate GA regulations on the same basis as they do for commercial air transport, overlooking the differences in possible levels of safety, cost-benefit considerations and type of mission separating the two forms of transport.

After some discussion the EASA Management Board members agreed that a different rulemaking approach is required for GA. The members recognised the importance of a vibrant GA activity in the context of economic sustainability, as reflected in the existing European Parliament Resolution in which IAOPA Europe was a principal drafter. There was a recognition that this sustainability applies not only to pilots and aircraft owners, but also to the many small enterprises across Europe that rely upon GA for their economic existence.

The Board agreed to establish a small group comprising about 10 people, led by the French CAA (DGAC), and drawn from National Aviation Authorities, EASA, EAS and IAOPA to consider how GA should be regulated in a proportionate way in the future. It is expected that this group will be formed in the near future and commence work in May 2012.

These events represent a major shift in EASA general aviation regulatory philosophy and have been favourably accepted within the European General Aviation community. IAOPA European Region Senior Vice President Martin Robinson noted, “I think we are finally getting through to them.”

## **IMC Simulator Training for AOPA-Poland Members**

In view of a large number of GA accidents and incidents that involved Polish pilots flying into IMC conditions last year, AOPA-Poland has taken the initiative to expand its flight safety training seminars to its members to focus on coping with IMC.

The new flight training program, offered free of charge thanks to funding provided by the Polish insurance company PZU S.A., consists of a theoretical session complemented by training on a fully-licensed flight simulator, and is designed to demonstrate to pilots—

- the importance of the decision-making process in the face of deteriorating flight conditions
- how the malfunction of basic flight guidance and navigation equipment affects flight safety
- the consequences of not complying with certain operating procedures in different weather conditions and flight regimes.

AOPA-Poland’s President Blazej Krupa said, “This is an unprecedented opportunity for our members to rehearse deteriorating flight situations they may not yet have encountered. The training program and time spent on the simulator is part of our efforts to make pilots more aware of how poor planning and errors of judgment influence flight safety. We are confident that this program will have a positive impact on the safety of our members.”

## **AOPA-Australia Safety Seminars**

AOPA-Australia with the support of the Civil Aviation Safety Authority (CASA) and Royal Western Australian Aero Club (RACWA) has hosted a series of Safety Seminars nationwide for general aviation pilots, with the latest being held in Perth on 4 March. The plan is to conduct one in each state every four months on a rotational basis.

Phillip Reiss, President AOPA-Australia, gave the opening address which covered the philosophy underpinning these safety seminars: “Safety cannot be regulated and lectures from the safety authorities

are largely ignored, however a safety message initiated from within our industry has a far greater impact. I believe that safety is not about regulation, we need to create a safety culture, develop a safety mindset in each individual pilot if we are to reduce accidents.” His remarks were followed by presentations of a distinguished group of speakers who addressed topics ranging from runway incursions/excursions to medical issues.

Reiss noted, “The event was a great success, we have received numerous emails from participants, the theme from all of these emails was, they enjoyed the seminar, gained considerably from the educational content and the social atmosphere and congratulated us on the initiative, we also picked up quite a few new members.”

## **IAOPA Provides ICAO with Examples of Undesirable Airspace Allocation**

At the request of ICAO officials the Secretariat has provided a number of examples where airspace design, especially near major metropolitan areas, has adversely affected general aviation operations, particularly from a safety standpoint. In presenting these examples Frank Hofmann, IAOPA Representative to ICAO, noted. “These are just a few examples of what is a worldwide phenomenon. Europe is especially affected by increasing and expanding amounts of closely-controlled airspace, especially within 100 nm of major metropolitan areas. The crowding of VFR traffic into smaller amounts of E and G airspace creates hazards for VFR flyers but also promotes the possibility of airspace infringement due to complex and poorly planned airspace segments. Airspace planning must consider the needs of the VFR operator through stakeholder-provider consultations.”

ICAO officials intend to use these examples to provide guidance to States regarding airspace allocation for the ongoing airspace block upgrade program.

## **Light Sport Aircraft Developments**

IAOPA’s Frank Hofmann recently visited the Rotax engine factory to be briefed on their new model 912 engine. While impressed with the new engine he was able to speak with a number of individuals involved in the LSA and relates his observations and opinions below:

There are currently over 250 LSA Original Equipment Manufacturers, OEMs— too many to sustain over the long haul. As with certified aircraft manufacturers, the number will diminish as the larger producers manage to acquire a larger proportion of the market share. The aircraft fleet has grown since the introduction of LSA style aircraft and will likely continue to grow as the application of these aircraft expands, such as into flight schools. Growth will eventually be capped when prices rise to an unacceptable level. It will likely be government regulations which will add to the cost of these aircraft, regulations which may surface as increasing numbers of these aircraft operate from other than existing airports. The new generation of aircraft will require fuel other than avgas, primarily mogas which may not be available at most airports.

The new generation of aircraft owners, probably of average or significantly younger than the average age of traditional aircraft owners, will likely agree to pay more for new technology aircraft, foregoing 1950’s vintage old-technology and airframes in favour of the advantages offered by LSA style aircraft.

IAOPA, foreseeing a requirement for wider use of LSA style aircraft, has begun to lobby for the recognition of flight time as well as mechanics’ maintenance time acquired on LSAs to be applicable to higher pilot and mechanic licences. The IAOPA proposal names these aircraft New Generation Light Aircraft, NGLA, and is seeking recognition from ICAO for these aircraft to operate internationally and as training aircraft for conventional private pilot licences.

We will watch with interest what the traditional aircraft engine manufacturers will bring to this LSA market.

## **IAOPA Participates in ICAO Far East Military/Civilian Airspace Usage Conference**

Geronimo Amurao, IAOPA Asian Region Vice President, recently participated in the ICAO Civil Military Cooperation Coordination Workshop in Bangkok, Thailand. He reports the following:

“Working groups were united in targeting the need for a shared aerospace, with the objective of

answering the civil aviation desire to reduce distance and time of flight, cost, and the environmental impact caused by emissions.

“The speakers were unanimous in fostering the need to optimize the relationship between the civilian and military sectors. Thus, workshops were undertaken to enlighten participants regarding overlapping military and civil aerospace. [ICAO Circular 330](#) deals with the subject fairly, but in practice civil airspace needs are often subordinated to military mission requirements.

“Representatives from Japan, Australia, India and several other countries presented the current state of their respective civil/military cooperation initiatives and experiences towards the flexible use of their aerospace (FUA). Impressively, Australia has adopted a system which has economized on its military airspace needs through base closures and mission consolidation. As a result civil air traffic has benefited by permitting them to use shorter, less circuitous routes. Interoperability or sharing of airspace is becoming increasingly popular, allowing both military and civil use of airspace at different times.

“Resolutions stemming from the conference include:

- The inoperability of civil and military systems including data sharing is emphasized.
- ICAO is requested to update existing civil/military cooperation/coordination provisions and develop guidance material related to airspace management’
- States should regularly review controlled and special use airspace allocation to achieve optimal civil/military cooperation.”

## Why We Engage Political Leaders

At the recent IAOPA Europe Regional Meeting AOPA-US Senior Vice President Melissa Rudinger provided the group with advice regarding the need to be an effective advocate for general aviation with elected representatives. She and AOPA-US have successfully used these techniques for many years. Her points were:

- If we don't engage we don't stand a chance!
- Elected officials at every level make decisions critical to GA
- Pass laws that set policy and regulate activity
- Approve budgets for public monies for projects and programs we want
- Set taxes and fees that impact our wallets.

Groups successful in influencing policymaking do the following:

- Educate their policy makers
- Gather support amongst their friends and allies
- Contribute to the campaigns of candidates that support their issues
- Engage their members to reach out to elected officials
- Directly lobby undecided officials to educate and persuade
- We engage Political Leaders because...

**The ones who get attention are the ones to whom attention is drawn.**

**Silence ensures that others will take all of the valuable time, energy and resources we need.**

## ICAO Publishes Revised Volcanic Ash Guidelines

In the aftermath of widespread air travel delays throughout the North Atlantic region and Western Europe following the eruptions of Iceland's Eyjafjallajökul Volcano in 2010, the International Civil Aviation Organization (ICAO) has issued revised guidelines for aircraft operations through areas known to contain volcanic ash.

“Flight Safety and Volcanic Ash” (ICAO Document 9974) suggests that States or nations, operators, civil aviation authorities and other entities share responsibilities in defining and mitigating the risks to flight operations in areas known or forecast to be affected by a volcanic eruption. ICAO notes these risks should be determined in accordance with procedures specified by the ICAO Safety Management Manual

(Doc 9859, Section 9, Issue 2, 2009), as well as the operator's Safety Management System, or SMS. Download the document at [http://www.icao.int/publications/Documents/9974\\_unedited\\_en.pdf](http://www.icao.int/publications/Documents/9974_unedited_en.pdf)

## **AOPA-Hellas Elects Board**

At a recent meeting of AOPA-Hellas (Greece) members the following were elected to the Board of Directors:

President: Youli Kalafati

Vice President: Kyprianos Biris

Vice President: Marina Zompanaki

Treasurer: Billy Costa

Member: Antonis Koutsoudakis

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The International Council of Aircraft Owner and Pilot Associations represent the interests of more than 450,000 pilots and aircraft owners in 70 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.

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