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## **General Aviation Organizations Pledge Cooperation**

In advance of the newly formed EASA SSCC General Aviation subcommittee meeting, representatives from major GA stakeholders in Europe gathered to pledge support in working together during the upcoming meetings. Organizations representing a broad spectrum of the European general aviation (GA) community met at the AERO Friedrichshafen GA show. The organizations agreed to collaborate more closely on regulatory and political issues affecting GA. In particular, the meeting focused on the European General Aviation Safety Strategy, and the groups' expectations for the forthcoming GA Sub-Committee of the Safety Standards Consultative Committee (SSCC). The SSCC advises the European Aviation Safety Agency (EASA) on regulatory issues. The groups committed to work closely together to use this opportunity to support and promote a sustainable environment for all GA stakeholders. The following groups were present:

ECOGAS (European Council of General Aviation Support)  
EAS (Europe Air Sports)  
IAOPA (International Aircraft Owners and Pilots Association)  
GAMA (General Aviation Manufacturers Association)  
LAMA Europe (Light Aircraft Manufacturers Association Europe)  
ASD/EGAMA (GA Membership of Aerospace Space & Defense Industries Association)  
ERAC (European Regional Aerodromes Community)

## **World Assembly 2012 Resolutions/ One-Year Update**

It may not seem like it but a year has already passed since the 2012 World Assembly was so graciously hosted by AOPA-South Africa. Besides the opportunity to gather as a group and reinforce old friendships and forge new ones, the World Assemblies, through the creation and adoption of resolutions, sets the stage for creation of IAOPA policies and sets our priorities for dealing with ICAO and local and regional governing bodies. At the last World Assembly the IAOPA Board reviewed and adopted 26 resolutions including initiates to:

- Development of an universal airports use policy document
- Methods for optimizing the flight training experience designed to grow the pilot population
- Development of standards to minimize hazards associated with remotely piloted aircraft systems

- Continuing measures to ensure adequate airspace is available for general aviation operations
- Ensuring that pilot licences are accepted among all States
- Reducing mandated aircraft equipment costs

All resolutions adopted at the 2012 World Assembly are listed in their entirety on the IAOPA website at <http://download.aopa.org/advocacy/120501assembly-resolutions.pdf>. Now is a great time to reacquaint you and your members on the top priorities for the organization as well as begin to think about potential resolutions for next year's World Assembly that will be hosted by AOPA-China. More information on the final venue and proposed dates will be forthcoming in the next few weeks.

## AOPA-India



The IAOPA affiliate in India is being reconstituted and is beginning to cause quite a buzz in the country. In an introductory letter to members of the Indian general aviation community, Ramesh Rao, AOPA-India President addressed some of the upcoming challenges:

*For the last several years, we have often spoken about the need for an organization and a representative body to voice our point of view and address the many challenges with General Aviation in India.*

*I am pleased to inform you that we now have an affiliate of AOPA up and running in India. AOPA as you are aware is the largest, most influential aviation association in the world. AOPA has achieved its prominent position through effective advocacy, enlightened leadership, technical competence and through building a service organization that far exceeds any other in the aviation community.*

*“AOPA–INDIA” is a part of The International Council of Aircraft Owner and Pilot Associations (IAOPA) which is a nonprofit federation of 71 autonomous, nongovernmental, national general aviation organizations. IAOPA has represented the international general aviation community for more than 50 years. AOPA–INDIA joins the family of over 470,000 pilots and individuals worldwide and will benefit from the combined experiences and global network of this aviation fraternity.*

*As you are aware the potential growth of general aviation in India is huge, provided the dated regulatory barriers and challenges are addressed. This can only come through dialogue, education and long-term engagement with every agency and body in Indian aviation. We are today only a handful of pilots and aviation enthusiasts in India, but we have a commitment to get involved in shaping the future of general aviation. We need to protect not only our freedom to fly, but work to provide an open, supportive environment for affordable flying, enhancing skills and safety, especially the enthusiastic young new pilots that we need to bring into the sky.*

*I will be writing to you about the future programs of AOPA-INDIA and engage with you in identifying issues and solutions. I believe that only with the passionate involvement and support of pilots and enthusiasts like you, we can grow AOPA-INDIA to become one of the most influential organizations in General Aviation in India.*

*I am sure together, we can build a vibrant and enduring future for general aviation in India.*

## **AOPA-Australia Welcomes CASA Decision not to Proceed with Cognitive Ability Testing**

The President of AOPA-Australia, Andrew Andersen, has welcomed the Australian Civil Aviation Safety Authority's (CASA) recent decision not to proceed at this time with its proposal for mandatory tests of cognitive ability for all pilots from age 66.

In a discussion paper issued in 2012, CASA had proposed that Designated Aviation Medical Examiners (DAMEs) would be required to administer the Montreal Cognitive Assessment (MOCA) test at all aviation medical certificate examinations at 66, 68 and 70 years of age, and every year thereafter. AOPA was concerned that the introduction of the MOCA test was not justified on risk management grounds, had not been adopted by other leading countries, and would unnecessarily add time and cost to medical examinations. AOPA was also concerned about difficulties of implementation and consistency of results.

AOPA first wrote to CASA about its concerns in June 2012, and also developed an extensive response to CASA's discussion paper in January 2013. "CASA's willingness to listen to AOPA's concerns and respond to cogent and logical argument is most welcome" Andrew Andersen said. "We congratulate CASA for approaching this matter rationally and not jumping to standards that would have inconvenienced many perfectly safe pilots for dubious safety benefits" he added.

AOPA-Australia director Dr. Tony Van Der Spek, who is a DAME himself, lent his expertise to AOPA's response. "Thanks to Tony's input, we were able to address the issue from both sides" Andrew explained. "No-one at AOPA wants to see aviation safety compromised and we fully appreciate CASA's responsibilities. We supported some other aspects of the discussion paper, but mandatory MOCA testing would have undermined the integrity of the aviation medical" he concluded.

## **AOPA-Australia's Annual General Meeting 2013**

AOPA-Australia members who attended the Annual General Meeting on Saturday 13 April left well-informed about the Association's highly successful year in 2012. AOPA-Australia Treasurer Col Rodgers presented the organisation's accounts, including a profitable result and return to positive member's equity. President Andrew Andersen discussed the strong support received by members and others for AOPA's safety seminar program, and presented the results of the Association's work in representing general aviation to government and other parts of the aviation industry.

AOPA-Australia has been very active at many aviation industry meetings in that country. It frequently engages with CASA on important issues that affect general aviation and always endeavours to be professional and constructive in its comments, highlighting its commitment to aviation safety and preserving general aviation's natural advantage of flexibility. As the voice of general aviation in Australia for more than 60 years, AOPA-Australia has provided significant input to the Australian Government in the last year in relation to proposals for new regulations for Part 61, 91, 141, 142, 145 and ageing aircraft. For more information about AOPA-Australia, contact: [mail@aopa.com.au](mailto:mail@aopa.com.au).

## **AOPA-Japan Hosts Conference**

Conference at Yokota Air Base in Tokyo. Due to the weather condition, VFR fly-in was cancelled; however, three aircrafts arrived on IFR to attend the conference. Despite the cold rain, a total of 98 attended which include eight air cadets. During the conference, presenters from Yokota as well as surrounding military airfields of both US and Japan talked about their air spaces, training routes, and radar services. The conference offered a valuable opportunity for both Japanese and American, civilian, and military airmen to meet and discuss flight safety. The event was on the news on NHK TV, public broadcasting channel. It was the first time a MACA conference was televised. It was the fourth MACA conference and third fly-in which AOPA-Japan and 374th AW of Yokota Air Base have organized. The MACA conference is a good example of military/civil

cooperation for flight safety.

## **AOPA- New Zealand Appointed a New President at its Recent Annual General Meeting**



Ian Andrews has taken over the role from Stuart Clumpas who has retired due to business commitments. Ian has held a PPL with IFR privileges since 1986 and flies a Piper Malibu 310P. AOPA-New Zealand is facing some challenges at the moment with new 'user pays' charges being instigated by our Civil Aviation Authority. Medical application costs have risen from zero to NZ\$313.00 just for the application form and pilots throughout the country are opposing the charges through the legal process. AOPA-NZ is leading that opposition and is also in the process of introducing the ICAO based PBN standards. These are exciting times for navigation and AOPA is playing its part in the implementation of the new standards. New Zealand is a great place to fly as **AOPA Pilot** found out last year when they sent a team out to film our country.

## **AOPA-Guyana Commemorates 100 Years of Aviation in Guyana**

The Aircraft Owners Association of Guyana (AOAG) is joining with Ogle Airport and the Guyana Civil Aviation Authority to celebrate 100 years of aviation in Guyana. In the comprehensive 44 page "Aircraft Owners Association of Guyana Commemorative Report 2013" they have detailed the significant impact that the organization has had on the development and promotion of general aviation within the State. A milestone was recently reached with Ogle Airport receiving Runway Class 2C certification and being declared an international airport, thus providing a second port of entry to Guyana. Ogle International Airport's development is a major transformational achievement and a great example of public/private partnership contributing to the growth of the economy. AOAG has continued to fight for the development of general aviation and has lobbied hard and successfully on:

- Improving safety for general aviation
- Reducing rates and charges
- Improving access to Customs and Immigrations Services
- Infrastructure and Operating Improvements at airport, and
- Search and Rescue

For more information or to obtain a copy of the report contact AOPA-Guyana at [toronggy@networksgy.com](mailto:toronggy@networksgy.com).

## **AOPA-China's Third Session of the Council Meeting held in Beijing**

In the morning of April 20, 2013 AOPA-China held the first meeting of the third session of the Council. The participants of the members of the Council are: Miao Fuchun, Liu Gang, Hao Jianhua, Jiang Gongmin, Shen Haiqing, Zhang Feng, Ke Yubao, Guo Yang, Jin Yongfa, Yu Dongfang, Chen Guohua, Wang Zhaofang, Tang Yong, Sun Xin, Jiang Lei, and the director from general affairs department, membership and specialist department, project department, media department, and financial department. The relevant resolutions are as follows:

1. Elect Mr. Qiao Qinghua as the honorable director general
2. Elect Mr. Li Wenxin as acting director general; elect Mr. Hao Jianhua, Mr. Jiang Gongmin, Mr. Shen Haiqing, Mr. Jin Qiansheng, Mr. Jiang Shiming as deputy director general.
3. Appoint Mr. Ke Yubao, Li Shan as acting secretary general, appoint Mr. Liu Tiexiong, Mr. Tang Yong, Mr. Gao Yuanyang, Mr. Dong Yongsheng as vice secretary general.
4. Establish Advisory Committee; appoint Mr. Li Xiaojun as the first secretary general of advisory committee.

5. Establish Unmanned Aircraft Specialist committee; appoint Mr. Wang Yingxun as the director, and Mr. Duan Zhiyong as deputy director.
6. Accepting Mr. Nuo Minhe and 60 other people as new members of AOPA-China.

## **Wings for Science Flight**

AOPA-Luxembourg reports that the one-year around the world flight on-board a micro-light, organized by "Wings for Science" in association with renowned Universities and Research Institutes, progresses according to schedule. This was made possible thanks to the support of AOPA-Luxembourg and many local AOPA's around the world. Jean Birgen, an AOPA-Luxembourg board member, was in charge to assist the pilots to overcome administrative hurdles (e.g. landing and over-flight authorizations). Erny, a retired Met Officer, prepared the weather forecast for the team during its flight around the world.

The flight originated from Luxembourg on 1st June 2012 and is due to arrive on 17th June 2013 in Le Bourget/France, during the 50th Paris Airshow. The purpose of the around the world flight is to offer an aerial capacity to Science. For one year Clémentine and Adrien, the two AeroSport pilots, will harvest scientific data in the air for the benefit of local research laboratories. You are able to see the Pipistrel aircraft and meet the pilots during the "Luxembourg Day" on 20th June 2013 in Paris at the Le Bourget Air Show.

At the time of this writing, the crew is due to leave Australia on their way back to Europe to meet the arrival deadline. Details about the flight and mission can be found on the "Wings for Science" web site at <http://www.wingsforscience.com/>.

## **ASI's new Safety Syllabus helps Outmaneuver Inadvertent VFR Flight into IMC**

As you look out the window seeing severe clear conditions at your departure airport, a notation that VFR flight is not recommended for your route is hard to swallow and may tempt you to throw caution to the wind and take off anyway. You justify your decision by saying if the weather changes en route you can always land. But will you stick to that plan? As the visibility drops and clouds force you to descend, will you land? Or will you press on because you're almost there?

Getting caught off guard flying VFR into instrument meteorological conditions (IMC) can quickly lead to loss of aircraft control caused by spatial disorientation—the outcome of which all too often becomes the subject of an accident investigation.

Instead, find out more about what happens when visibility deteriorates or clouds and terrain squeeze a VFR flight into IMC: Download the Air Safety Institute's "VFR into IMC Syllabus" (<http://www.aopa.org/asf/syllabus/vfr-into-imc.pdf>). The 12-page booklet includes ground and flight lesson plans, and provides guidance on objectives, discussion points, and completion standards for each lesson. The curriculum is designed to be followed under the direction and supervision of a qualified flight instructor and was created to help you recognize and understand conditions that can lead to inadvertent VFR flight into IMC and how to safely escape IMC should visual references be lost.

Outwit one of general aviation's deadliest killers—download the syllabus and "IMC Escape Procedures" checklist now (<http://www.aopa.org/asf/syllabus/vfr-into-imc.pdf>).

## **COPA Does it, Do you? Pass on This Newsletter to Your Members**

COPA has recently updated their website and included a section that includes IAOPA monthly eNews for all members to see. Nothing can keep existing members, and attract new members like reminding them of the great work that AOPA Affiliates, and IAOPA, are doing on national, regional, and international levels to keep them flying. Great work is being done in all parts of the globe to advance the interests of general aviation and the best way to share the message is to make sure that this newsletter gets to as many members and non-members alike. So I encourage you to publish this on your website, send on via email to your members, do what you can to help

spread the word.

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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 71 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.

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