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In this issue:

<a href="#"><u>World Assembly Update – Final Countdown</u></a>	<a href="#"><u>FAA to Begin Evaluation of Unleaded Fuel Candidates</u></a>
<a href="#"><u>AOPA India Fights for Airport Funding</u></a>	<a href="#"><u>'New' EASA plans vital general aviation conference</u></a>
<a href="#"><u>Survey on Language Proficiency Requirements in Europe</u></a>	<a href="#"><u>AOPA Air Safety Institute – Watch out for those birds and avoid a fowled-up flight</u></a>
<a href="#"><u>Link to IAOPA Europe Newsletter</u></a>	<a href="#"><u>Pass on This Newsletter to Your Members</u></a>

## **World Assembly Update – Final Countdown**

The 27th IAOPA World Assembly will be held in Beijing, China, 9-13 September 2014 – just 6 weeks away! There is still time to make your plans to attend. AOPA China has extended the 'early bird' discount up until 15 August to allow last minute registrants to benefit from the optional social programs scheduled after the conclusion of the conference. AOPA China has developed an exciting program of panel discussions and events that will truly make this World Assembly a must attend event. AOPA China will be sending a welcome package that will be sent to all delegates that provides some useful information when finalizing the plans for your trip.

In addition to the panel discussions, I remind all affiliates of the purpose for holding the biennial World Assembly is to fulfill the requirements of the IAOPA bylaws that the IAOPA Board meet to coordinate the views and opinions of member organizations with respect to proposed requirements, recommended practices, procedures, rules, facilities and services for international aviation. The landscape of general aviation is changing around the globe and IAOPA affiliates have played a significant role in improving the regulatory environment in which we operate. But there is still a great deal of work to be done and the discussions and resolutions that emerge from the upcoming World Assembly will form the basis for our plans moving forward. It is important that each affiliate is a part of that plan, so I strongly encourage your participation and attendance to ensure that your voice is heard. See you all in Beijing!

## **FAA to Begin Evaluation of Unleaded Fuel Candidates**

The search for viable replacements to leaded avgas is moving to the next stage as the FAA prepares to begin evaluating fuels submitted for testing through the Piston Aviation Fuels Initiative (PAFI). July 1 marked the deadline for candidate fuels to be submitted into this program.

The FAA received ten replacement fuel proposals from the world's fuel producers, including submissions from Afton Chemical Company, Avgas LLC, Shell, Swift Fuels, and a consortium made up of BP, TOTAL and Hjelmcö.

PAFI is a joint industry-government effort to facilitate the development and deployment of a new unleaded avgas that will meet the needs of the existing piston-engine aircraft fleet. In addition to AOPA US and the FAA, the PAFI Steering Group includes the American Petroleum Institute, the Experimental Aircraft Association, the General Aviation Manufacturers Association, the National Air Transportation Association and the National Business Aviation Association.

With the window for submissions closed, the FAA will now begin assessing the viability of the candidate fuels using the data packages provided during the submission process. The FAA will evaluate the proposals in terms of impact on the existing fleet, production and distribution infrastructure, environment, toxicological effects, and availability to consumers in terms of cost of aircraft operations.

The most promising fuels will be selected to participate in laboratory testing led by the FAA's William J. Hughes Technical Center beginning in September. Fuel developers will each be asked to supply 100 gallons of fuel for phase one testing. Fuels that are determined to be potentially viable replacements in this evaluation will move to phase two, which is comprised of full-scale engine and aircraft testing. This

will require 10,000 gallons of fuel from each developer and will generate standardized property and performance data necessary to demonstrate scalability of production, and support qualification and fleet-wide certification data.

## **AOPA India Fights for Airport Funding**

AOPA India has sent a letter to the Minister for Civil Aviation of India calling for the development of a viable network of general aviation airports throughout the country. In their letter IAOPA India sites that successive Indian government policies have focused on the development of an infrastructure for scheduled airline operations. This is clearly yet another program that supports commercial airlines while ignoring General Aviation. Airports implemented by the Airports Authority of India (AAI) as envisaged by the minister, will come with their cumbersome security, operational and administrative rules and regulations which will clearly result in huge development costs, underutilization of facilities, excessive fees, civil restrictions and unfriendly rules for GA aircraft operations. Of the 125 airports operated by the AAI, only 68 are operational. A large number of these airports not only see very little air traffic, but have resulted in driving away local aviation activity.

General Aviation is dependent on the availability of landing facilities. Development of airfields needs to be viewed as transport infrastructure, the same as highways and roads. Multi-lane national highways are pointless without the numerous small roads that connect them. All over the world GA operates from landing sites ranging in size and facilities from licensed large regional airfields that provide hard surface landing facilities with air traffic control and nav aids to informal short grass strips with little or no support facilities. A majority of these airfields are unlicensed, operated by local municipalities, private individuals, flying clubs, and enjoy unrestricted freedom in operations. And yet, these airports are just as important as the airline airports.

India must strive for the development of a viable network of small, friendly airstrips that are accessible to small geographical and rural communities. An Open Airfield Policy that promotes within its framework the operation of airstrips – asphalt, tarmac, grass or kutcha – at the local level will provide access to remote communities and will also benefit and promote the lighter end of aviation, such as training, microlight and gliding activities.

This objective can easily be met with minimal government support and cost-effective manner with involvement of all partners who have a role in this area, including local government and the private sector. Small airports can have significant economic benefits for the community and our nation as a whole. This is a practical, economical and sensible approach and should be a national priority for the growth of GA.

## **'New' EASA plans vital general aviation conference**

The European Aviation Safety Agency (EASA) is planning a conference on GA to take place in Rome on October 15th and 16th under the Italian Presidency of the EU. IAOPA believes that because of fundamental shifts in attitude that EASA is currently showing this conference could represent a pivotal moment for European GA, and Senior Vice President Martin Robinson has offered EASA Executive Director Patrick Ky the association's full support for the changes he intends to make. EASA is looking at the way in which the UK is trying to improve regulation of GA by cutting red tape, and among those invited to speak at the conference is British politician Grant Shapps MP, a private pilot who is conveying a wish-list from general aviation to the government.

Martin Robinson says: "It is clear to me from speaking to people in the European Commission that they also fully support Mr. Ky in his quest to make improvements in the way EASA operates. IAOPA has been battering away at the Commission for more than a decade trying to get it to address the GA issues that EASA has thrown up, and in turn the Commission has become increasingly – and sometimes publicly – exasperated at EASA as it continued to plod along in the same old way. But change at the top, with Patrick Ky taking over from Patrick Goudou at the end of last year, seems to be making a genuine difference. EASA is becoming much more open to discussion and debate, and it's being proactive about telling industry what it's doing and why. The old way of paying lip service to consultation and issuing orders from on high may have fallen out of favor. Patrick Ky seems to be fashioning a more confident, less defensive EASA that's better able to create regulation that is suited to general aviation."

*(Courtesy IAOPA Europe Newsletter, July 2014)*

## **Survey on Language Proficiency Requirements in Europe**

In preparation for the upcoming Twenty-Fifth Meeting of the ICAO Language Proficiency Requirements Task Force, AOPA Switzerland is asking for your help. Mr. Phillippe Hauser will be representing IAOPA at the upcoming meeting and he is working to develop an accurate overview of the current language proficiency requirement situation in Europe. IAOPA will be making a presentation outlining the difficulties the current application of the language proficiency requirements are causing general aviation operating between the States in the ICAO European Region. The outcome of the survey will help in the formulation of a solution which will be presented at the ICAO meeting this fall. The final goal is to ensure that all pilots have access to all uncontrolled airfields throughout Europe. Please take a few minutes and help by completing the survey online at <http://new.aopa.ch/public/aopa-switzerland/iaopa-language-proficiency-survey.html>.

## **AOPA Air Safety Institute – Watch out for those birds and avoid a fowled-up flight**

As airplanes flock to the runway during the summer, so do our feathered friends. This means that you want to be vigilant and prepared, keeping a watchful eye on birds in the sky. Learn to anticipate birds' behaviors vis-à-vis your airplane with ASI's Bird Strikes Safety Brief—the brief is full of practical tips to reduce the potential of a bird collision in flight ([www.airsafetyinstitute.org/birdSB](http://www.airsafetyinstitute.org/birdSB)).

But what if a bird strike happened to you? How would you react?

Come along on ASI's Real Pilot Story as a twin Beechcraft climbs out of Casa Grande, Arizona, just 50 miles south of Phoenix. At 130 knots and 1,000 feet per minute, the airplane quickly reaches 3,500 feet when the pilot notices the birds...a split-second later a four-pound red-tailed hawk collides with the Baron and the pilot.

[This video](#) recreation has you come eye to eye with the hawk as it presents a first-hand lesson on how the pilot successfully dealt with the ensuing mayhem his uninvited passenger caused. Watch the story unfold and learn what to do should an unexpected feathered guest enter your cabin.

## **Link to IAOPA Europe Newsletter**

Read the latest information on what IAOPA affiliates are doing in Europe. AOPA's in every part of the globe are making a positive difference for general aviation and there is simply not enough room to publish all that is being done to keep you flying. For the latest updates on what is going on at IAOPA Europe check their website at <http://www.iaopa.eu/>.

## **Pass on This Newsletter to Your Members**

Nothing can keep existing members, and attract new members like reminding them of the great work that IAOPA 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, and do what you can to help spread the word.

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