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IAOPA Finance Committee Members Named

At the 27th World Assembly held in Beijing China, a motion to reestablish the IAOPA Finance Committee was presented, and accepted by the delegates attending. Invitations to serve on this committee were sent to all IAOPA board members in September, 2014.

Upon review of the nominations received the following have been appointed to serve with the term expiring July 2016:

- Mark Baker – IAOPA President
- Erica Saccoia – IAOPA Treasurer (non-voting)
- Martin Robinson – AOPA UK (Europe)
- Kevin Psutka – COPA (North America)
- Ian Andrews – AOPA New Zealand (Pacific)

Duties of the committee are described in Article XVII of the IAOPA Constitution and Bylaws.

My thanks to all of the board members that have volunteered to participate. I am looking forward to working with the newly established committee.

EASA Safety Conference towards lighter simpler better rules for GA

Each year the European Aviation Safety Agency (EASA) hosts a safety conference to consider various safety issues affecting civil aviation; this year the focus was on General Aviation (GA). The aim of the conference was primarily to continue the agency's efforts towards developing a better regulatory framework for GA across Europe.

Patrick Ky, the Executive Director, is committed to improving the regulations that GA in Europe must comply with. KY stated that, "the conference needed to focus on the need to have proportional rules and he added by focusing on safety culture, safety promotional and common sense". The first panel was chaired by Patrick, where the subject under discussion was "Is GA safe enough?" Patrick reminded everyone that last year in Europe, 250 people were killed in GA; an unacceptable statistic. IAOPA Senior Vice President, Martin Robinson, responded in his presentation by saying the GA was safe, but not risk free.

It was clear during the conference that EASA was in listening mode and many of the senior managers were also visible through their participation. The Agency has committed itself to providing a progress report during the 2015 AERO event at Friedrichshafen.

This year's event was one of the larger events that EASA has organized with 338 individual attendees

representing 250 organizations from over 30 countries including places like UAE. All of the presentations can be downloaded from <http://easa.europa.eu/newsroom-and-events/events/2014-easa-annual-safety-conference> including the presentations given by Dr Michael Erb and Martin Robinson who gave presentations on behalf of IAOPA Europe.

In closing the conference Patrick Ky said that EASA has committed to six objectives:

- Easier access for GA pilots to IFR ratings as a concrete measure that will improve safety
- By the end of 2018 there will be fully developed 3rd option for licensing providing a simpler system for training outside an ATO
- Work towards a simpler more proportionate framework for aircraft maintenance and license: Part M light
- Continue development of CS-STAN and similar tools to enable the introduction of new technologies which contribute to safety
- Simpler certification, including a simpler framework for certifying LSA. The long-term goal is to be radical through the simplification of the existing rules
- Build on the improvements to CS23/Part 23 and other CS (Community Standards) or other regulations and through more delegation to industry groups

Overall the conference was a success for EASA. For GA, there is a positive new approach coming from Cologne. IAOPA welcomes this and is committed to assisting the agency in achieving its goal towards simpler, lighter, better rules for GA as they are IAOPA's goal also.

Martin Robinson – IAOPA SVP

COPA Working to Improve Canadian Cross Border Experience

By Patrick Gilligan, 21 October 2014

In previous articles ([April 2014](#) and [August 2014](#) COPA article) I alerted members to the development of an additional procedure being developed by the Canadian Border Services Agency (CBSA) for crossing the border. This update is a report on recent developments as COPA continues to work with Canadian and US officials to find a solution that both addresses their goals and minimizes duplication. COPA is heavily involved in finding creative solutions to minimize the detrimental consequences that any additional requirements have on our sector of aviation.

I would like to emphasize that no changes have been made to the existing requirements. Any change to the requirements for crossing the border in a GA aircraft will, at the earliest, occur sometime in 2016.

COPA is working directly with key CBSA staff, not only at formal meetings but also whenever possible to help educate them on issues and to explore options. Most recently, a meeting was held in Washington DC, hosted by AOPA US, in which we managed to get CBSA officials at the same table with their counterparts at the US Customs and Border Protection agency (CBP) to explore options. In addition to the government agencies, representatives attended from the Experimental Aircraft Association, the National Air Transport Association, the General Aircraft Manufacturers Association and National Business Aviation Association. COPA President Kevin Psutka and I were also in attendance. This meeting was a follow-on meeting from one held in Oshkosh in July during AirVenture, at which Association representatives, including Kevin Psutka, scoped out the issues and set the stage for a meeting with government officials in an effort to reduce the burden of crossing the border.

The Mexican government is considered a player in reducing cross border issues so they were invited to attend the Washington meeting. However, at the last minute they declined to attend.

COPA emphasized that the fundamental issue is the elimination of duplication. Since all pilots must complete the US eAPIS reports for entering and exiting the US, it would be a relatively simple extension for the US to send information to Canada for their security purposes.

CBSA officials continue to collaborate with our sector, while at the same time respecting the Government of Canada's Privacy rules and policies, which make the work more challenging. The Washington meeting succeeded in convincing the CBSA that their US counterparts are willing to

cooperate. COPA will continue to participate in the ongoing working group meetings as well as with our counterparts in the US in an effort to develop a program that both meets our government's needs and minimizes the impact on our sector of aviation.

More information about CBSA's initiative is available at <http://www.cbsa-asfc.gc.ca/agency-agence/actreg-loireg/frp-ppr/19-eng.html>.

AOPA-INDIA and BAOA to cooperate

AOPA and the Business Aircraft Owner's Association (BAOA) today announced a Reciprocal Membership arrangement of the two organizations.

"Since both our organizations have common goals, we at BAOA believe that close association with AOPA would create the synergy required to accelerate healthy growth of Business & General Aviation in the country. Therefore, we welcome AOPA-India as an Affiliate member of our organization." said Mr. Rohit Kapur, President of BAOA.

Welcoming members of BAOA, Mr. Ramesh Rao, President, AOPA-INDIA, said "AOPA-INDIA believes close cooperation and interaction with like-minded organizations like BAOA will benefit Sport and General Aviation in more effective coordination on several issues that are common to both our memberships. We will now have a combined and larger voice in representations with the regulators and the government."

Reciprocal membership entitles members of both organizations to all privileges as defined in their respective by-laws. For more information contact AOPA India.

John Illson Named as Chief Operational Safety at ICAO

The International Civil Aviation Organization (ICAO) Air Navigation Branch has announced that John Illson has been named as the Chief Operational Safety, replacing Mitch Fox who has accepted a position as the Chief Air Transport Services, Department of Field Support at the United Nations. Many of you have had the chance to interact with Mitch at past World Assemblies and we wish him continued success in his new role with the U.N.

I had the pleasure of meeting John at the recent Royal Aeronautical Society conference that focused on the International Pilot Training Consortium and I look forward to continuing the spirit of cooperation between IAOPA and ICAO under his leadership. John has a long history in aviation and began his aviation career in 1979, as a pilot with US Airways where he spent 27 years as Captain on various models of Airbus, Boeing, British Aerospace and Fokker aircraft, accumulating over 18,000 hours of flying experience.

Laying the groundwork for satellite navigation down under

October 15, 2014 By AOPA Communications staff

A New Zealand delegation came to AOPA headquarters recently to share ideas about ways a planned satellite-based air traffic control system can benefit general aviation pilots.

The three members of the New Zealand Civil Aviation Authority—Steve Smyth, Brigid Borlase, and Ray Harvey—came away with a clear message to avoid heavy-handed new rules that require pilots and aircraft owners to install expensive new equipment for which they receive little benefit.

"Mandates are counterproductive," said Craig Spence, secretary general of the International Council of Aircraft Owner and Pilot Associations. "Carrots tend to work much better than sticks."

As evidence, Melissa Rudinger, AOPA vice president of government affairs, pointed out that half of the U.S. GA fleet has voluntarily adopted WAAS-GPS systems that allow approaches with vertical guidance to thousands of runways even though there's no FAA requirement for it. In contrast, only 10 percent of the U.S. GA fleet meets the FAA's Automatic Dependent Surveillance-Broadcast (ADS-B) "Out" mandate that is set to go into effect on Jan. 1, 2020.

The New Zealand delegation got an up-close look at AOPA Editor in Chief Tom Haines' A36 Bonanza, which includes an upgraded instrument panel with a full ADS-B system, as well as AOPA Senior Editor Dave Hirschman's Experimental-category RV-4, which shows weather, traffic, and terrain using non-TSO avionics.

Smyth said the New Zealand delegation has met with aviation officials in Australia, Canada, and the United States and will work closely with aircraft owners and pilots at home before imposing any new aviation regulations.

"We're not going to grab the latest gold-plated solution," Smyth said. "The (GA community in New Zealand) is positive and engaged, and no one is banging the table. It's the Kiwi way to engage people early, and face to face."

IAOPA Addresses Language Proficiency Concerns at ICAO Regional Meeting

Philippe Hauser, AOPA Switzerland, represented IAOPA at the ICAO European Region Language proficiency Task Force Meeting (LPR TF) that was held in Paris. The main focus of the meeting was to find a harmonization process in the field of testing and recognition of level 4, 5 and 6. In his presentation to the group, Philippe explained the difficulties that general aviation pilots are still encountering operating in Europe and offered solutions for consideration by the group. In a related paper, ICAO European and North Atlantic Office noted that the following issues relating to the implementation and maintenance of the language proficiency requirements still need to be addressed:

- the lack of transparency regarding
 - the oversight activities by States on LPR implementation;
 - the activities performed by the assessment bodies (test development, test maintenance and test maintenance);
 - the tests in use; and
 - the recognized test service providers;
- the lack of harmonization regarding the requirements for the establishment of language assessment bodies;
- the challenges for States to provide effective supervision and oversight on the LPR implementation for pilots due to the large diversity of available tests, of certificate validity and other administrative issues;
- the lack of harmonization and lack of equivalence among the different testing standards
- the requirements to award a lifelong language endorsement for candidates at level 6, which does not address the risk of language attrition, language erosion and language loss in general; and
- the identification of risks and issues related to working in an intercultural environment and the impact this may have on language behavior, which have not been addressed so far.

A follow-on meeting is scheduled for March, 2015 in which IAOPA is planning on continuing our participation to find a solution to the current problems that general aviation is facing. IAOPA is now a member of the LPR Task Force for ICAO's European and North Atlantic Region, the first and only GA Association that is addressing LPR at the ICAO level. If you have any suggestions, or need additional information, contact Philippe at AOPA Switzerland.

Elevate your flying anytime with ASI's spotlights

Whether you're eager to sharpen your skills or preparing for a check-ride, the Air Safety Institute has you covered with its online Safety Spotlights, which make it a breeze to find ASI's free aviation safety education programs, neatly arranged by subject.

There are 20 spotlights that pull together courses, accident case studies, real pilot stories, quizzes, videos, and publications relevant to each topic, from aeromedical to aircraft ownership to runway safety and more. Let's say your flight review is rapidly approaching, you want to brush up on emergency procedures, and learn from pilots who have experienced a real inflight emergency and lived to tell about it: There's a spotlight for that. Or perhaps you've suffered bouts of mic fright and realize time has come to improve your communication skills: Look no further than the "Radio Communications and ATC"

spotlight. With something for every experience level world-wide—whether certificated pilots, student pilots, flight instructors, or aircraft owners—honing your skills has never been easier, so make it a point to tap into [ASI's Safety Spotlights](#) now.

Link to IAOPA Europe Newsletter

Read the latest information on what IAOPA affiliates are doing in Europe. AOPAs 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.

The International Council of Aircraft Owner and Pilot Associations represent the interests of more than 450,000 pilots and aircraft owners in 72 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.

IAOPA eNews is published monthly by the International Council of Aircraft Owner and Pilot Associations for the use of its affiliate members in representing and advocating general aviation and aerial work interests worldwide.

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