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## REPUBLIC OF MOLDOVA BECOMES 75th IAOPA AFFILATE

The Board of the International Council of Aircraft Owner and Pilot Associations has approved full membership for the AOPA Moldova, thus making the organization the 75th IAOPA affiliate member.

AOPA Moldova is headquartered in Chisinau, Moldova and is a not- for- profit association dedicated to uniting persons engaged in non-commercial aviation activities and interested in hobby aviation in the Republic of Moldova.

Captain Andrei Baidetki is the first elected president of the Association. AOPA Moldova will be included in the IAOPA European Region and is committed to promoting a better understanding of the importance of general aviation to the public as a whole.

## 28th IAOPA World Assembly Update – Opportunity for Early Registrants

Sign up for IAOPA's 28th World Assembly by **February 15th, 2016**, for a chance to join IAOPA President Mark Baker at a unique Howard fly-in being held in Rice Lake, Wisconsin. All you need to do is register for the World Assembly at <http://www.iaopa.org/2016-world-assembly.cfm> by Feb 15th and your name will be entered for the opportunity of a lifetime. Three names will be drawn at random and those persons (and spouses) will fly up to Rice Lake, Wisconsin with Mark Sunday morning to experience the event firsthand. Don't miss your chance to get in on this aviation adventure. Information on the event will be available for all attendee's that may be interested in attending on their own by the end of January.

## The Single European Sky: One for all, and all for one

Is there more than one Single Sky? The answer to this question is probably yes! Airspace in Europe remains fragmented, to the detriment of all of us.

Changing this is down to European legislation that has been in place for some years now. There are four framework Regulations (namely EC549/2004, 550/2004, 551/2004 and 552/2004) which primarily deal

with the provision of air navigation services (ANS) in Europe, as well as the organization and use of airspace.

It's worth reiterating that EU Regulations trump national laws. These EU regulations replaced existing national laws (where they existed) in all the Member States.

The four original SES Regulations were adopted in 2004 as SES 1 before being revised and extended in 2009, via Regulation (EC) 1070/2009. The aim was to increase the overall performance of the air traffic management system in Europe, with this initiative being labelled SES II.

With this as the basis, the European Commission adopted comprehensive, implementing, legislation including more than 20 Implementing Rules, along with technical standards. The cogs of the machinery were well and truly turning – or so they said!

### SESAR to the rescue?

The Commission hoped to achieve a level of interoperability through technology and systems, with the Single European Sky ATM Research (SESAR) program playing a central role.

To kick-start SESAR it was important that community funds were made available, and to some extent they were – but the real test comes will the actual deployment of these new technologies. That can be like hitting a brick wall (a funding, political or technical one, a combination thereof).

Let's rewind a little. The original objective of SES 1 was to increase the efficiency of Europe's airspace, and to reach this goal the European Commission made a number of commitments – the ultimate mission being based on three key goals: to reduce the impact of air transport on the environment; to increase safety; and to reduce the overall cost of charges.

### SESAR GOALS FOR 2020:

- enable threefold increase in capacity
- improve safety by a factor of 10
- cut ATM costs by half
- reduce environmental impact by 10%

### Working Together

IAOPA Europe, which brings together all the AOPAs of Europe, continues to support these goals today. Working with the airline industry, we have their support to make sure GA is not forgotten and that we end up with solutions that work for all airspace users. Associations such as ERA (the European Regions Airline Association) understand the importance of GA, not least because many of their pilots were trained at UK flight schools.

Through regulation, the Commission also created the Industry Consultation Body (ICB), where all stakeholders are able to take part in the SES discussions. Again, IAOPA has had significant inputs to all the major discussions – and it continues to do so.

### A New Hope for GA

Much of the focus has been towards the “Network” and Phase One of SESAR, but in mid-2016 SESAR Phase Two will begin and we are told there will be more focus on the needs of GA, particularly with respect to CNS (Communications, Navigation and Surveillance).

It's interesting that we managed to persuade SESAR to think about how it will be possible to deliver solutions in the future for GA (where it may be possible to use non-certified equipment). EASA has also

created CS –Stan, which should make changing the boxes in your aircraft less expensive. So – after much lobbying – there are some good things happening.

To improve the performance of the ‘Network,’ a Performance Review Body was established. Member States have to submit their performance targets for their airspace to a Network Manager, the goal being to reduce system delays.

### The EU strikes back

The Network Manager plays an important role, and in 2016 the NM role will be up for renewal. But given the current set up it is difficult to see how changes could be made other than to the management and the financing. However, if Member States fail to meet their performance targets then they can be fined. These fines get paid into the charging system, which is meant to reduce the overall unit rate in the next charging period.

The airlines complain that the States are not aggressive enough with their targets, which is understandable as they do not want to pay fines!

The other problem is that where routes are amended, they can have a negative impact on the income for some States, who then resist the proposed amendments. This negative impact is referred to as revenue competition.

So there are many challenges for SES, and while most of GA is not specifically interested in all of SES, some higher-performance GA aircraft are affected. The IAOPA mantra has been that we support system-wide benefits, where one airspace user does not benefit from a change, and where there is net system benefit, funding should be available to assist those negative businesses cases so that the wider benefits can be released.

The rules around funding SES do allow for this kind of financial support, and we are trying (for example) with 8.33KHz spacing; but GA becomes partisan, which makes finding a single solution difficult.

In the UK, AOPA has been supportive of the work of FASVIG, the Future Airspace Strategy VFR Implementation Group. It is vital that we have a joint approach with Europe. Otherwise, the idea of a single European sky will only exist at the network level, thus proving to be problematic for GA in the future.

The Single European Sky approach has been extended through the integration of EASA by the extension of the competencies of the agency in the field of aerodromes, air traffic management and air navigation services.

### Not so FAB

Another part of SES which has not gone as well as hoped is the development of Functional Airspace Blocks (FABs). The former head of the EC’s Transport Commission, Siim Kallas, left office having failed to achieve the FAB implementation. I recall at one meeting he said, “Great, we have nine FABs being developed but what about [settling for] two?”

The FABs have a key role to play in the future of European airspace because they are designed to deal with the fragmentation of the airspace, as well as the number of control centers. Again, this comes back to the goals around reducing ATM costs and delays and improved environmental performance. Political will is the key factor in pushing such change to fruition.

Future growth in the industry depends on sorting out the performance and capacity of the airspace. With an average of 27,000 flights per day in Europe, ensuring the safety of these flights is optimal. With steady projected growth in movements, there needs to be an increase in safety not a decrease – as might well happen if SES does not happen.

### Defending Freedom

As many European air transport operations correspondingly use airports where GA operates, there is a need to make sure that the necessities of GA are properly considered and that we continue to have unfettered access to airports and airspace.

Without modernization there will be, we are told:

- Reduced mobility
- More delays
- Safety issues
- Increase in costs
- More CO2 and noise emissions

Keeping the flag flying for GA in all of this is no easy task. But the fact that change is not yet visible does not mean that IAOPA (or other GA bodies) have been idle. Far from it – at the heart of all our activities is defending and increasing your freedom to fly.

## **Chinese Regional General Aviation Association Established**

More than 10 local general aviation companies have jointly established the first regional general aviation association in East China, which aims at building a bridge between the local general aviation companies and the government, so as to promote the development of general aviation in the most economically developed region in the country.

Being the only international and professional general aviation association in China, AOPA-China strongly supports the establishment of the association. Since the planning stage of the regional association, AOPA-China has provided relevant consultation to them.

Mr. Zhang Feng, Secretary General and Angela Guo, Deputy Secretary General were invited to attend the inaugural meeting in Shanghai. The association expressed strong wishes to keep close bonds with AOPA-China.

## **Be in the know with the AOPA Air Safety Institute's 'Safety To Go' portal**

If you're interested to share aviation safety materials with your community but would like to use original program files, you can easily do this and present the material without being connect to the internet or a specific website during the presentation. How?

Enter the AOPA Air Safety Institute (ASI) "Safety To Go" download portal where you can find a series of thought-provoking safety education resources ready for you to use. The download portal was recently updated to include new seminars and videos, arranging them by category so it's easy to find what you need: Seminar Presentations, Safety Videos, Accident Case Studies, Real Pilot Stories, Pilot Safety Announcements, and Ask ATC.

It's simple; just select the materials you'd like to download. The zipped files are delivered straight to your desktop, so it's a snap to get the original program files and share this free safety content with your audience—anytime, anywhere you'd like.

In addition to ASI's popular accident case studies, real pilot stories, and safety videos, check out the recently added "After the Crash: Surviving an Aircraft Accident" seminar, which takes a user-friendly, common sense approach at maximizing your chances of survival and rescue.

[New products are added quarterly](#) so check back frequently and find the right program to promote safety at your flying club, local airport, community event, and flight school.

## **AOPA- Ukraine**

AOPA-Ukraine has initiated the appeal to the Ukrainian Aviation Authorities to discuss regulations for private aircraft and their repair under parts 145 and 66 specifically in reference to aircraft engines and propellers. AOPA Ukraine met with representatives of the Aviation Administration of Ukraine, which resulted in a positive outcome for general aviation in Ukraine. For more details contact AOPA Ukraine directly. AOPA Ukraine wishes to express their gratitude to our colleagues: AOPA –Poland - Blazej Krupa, AOPA-Sweden – Nicolas Larson, IAOPA – Martin Robinson for their help and advice in preparing for this meeting."

## **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.

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

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