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IAOPA World Assembly Information Available

The 25th IAOPA World Assembly will take place in Tel Aviv, Israel, 6-11 June 2010. The assembly host, AOPA-Israel, has planned a very interesting and enjoyable program for both delegates and their guests.

Every two years delegates from the IAOPA worldwide affiliates gather at a venue hosted by one of the affiliates to discuss the state of and future direction of international general aviation. This meeting will comprise a full week of IAOPA business, an exchange of ideas, and tourism. For a look at the preliminary program, see www.aopa.org.il/site/userfiles/files/English/preannunc.pdf. Make your plans now to attend this significant and enjoyable event.

IAOPA Responds to EASA Ops NPA

Both the IAOPA Secretariat and IAOPA Europe responded to EASA Notice of Proposed Amendment (NPA) 2009-02, "Implementing Rules for Air Operations of Community Operators." This proposal establishes all European operational regulations. It represents the third group of a comprehensive series of proposals designed to implement a full set of aviation regulations for European and third-country operators. Several segments remain to be released.

The Secretariat responded to a single aspect of the proposal: the regulatory impact assessment. This is an important part of the overall proposal designed to substantiate and defend the decisions listed in the massive proposal. EASA was chided for their incomplete and non-specific statistics and inferences used to justify the remainder of the proposal, especially for safety-related issues. In part the comments read:

"Significantly, the regulatory impact assessment (RIA) does not consider all factors impacting safety, economics and operational utility of general aviation operations. Without a full analysis, the total impact of these regulatory proposals will remain unknown.

"The poor quality of the RIA puts general aviation operators at a disadvantage since the basis for many of the proposed regulations is not founded in fact but conjecture. This will not serve the cause of growth of general aviation or the progress of air safety for this class of aviation."

IAOPA Europe addressed scores of specific proposals, attempting to ensure that EASA understands the effect of their proposals on general aviation. Emphasis was made on the sometimes considerable impact of proposals on small operators and individuals. The administrative burden placed on operators of a single complex motor powered aircraft was emphasized. An example of comments regarding larger non-commercial aircraft operations follows:

"Generally it is found that the current proposal for organizational requirements is not well adapted and proportional for the small one-man organization which in practice may well be a private individual who just enjoys flying his complex aircraft for recreational purposes or for personal transportation.

"Trying to enforce an artificial organizational structure with reporting schemes, management structures, written descriptions of all processes and tasks will primarily be a huge time consuming academic paper exercise that does very little to improve flight safety for a one-man-operation."

AOPA-Italy Protests Airspace Shutdown

Massimo Levi, immediate past president of AOPA-Italy, reports that a large piece of the country's airspace was recently closed to VFR traffic because of a financial dispute between Italy's aeronautics agency and its air force. AOPA-Italy was forced to go to court to oppose this illegal administrative act. Because of the expense involved AOPA-Italy appealed directly to its members to help fund the estimated €14,000 in legal fees required. Levi noted with pride, "Italian pilots gave us the money in less than a week; we were ready to fight!"

The national press in Italy reported the case, which apparently facilitated resolution of the issue. At press time it appears that AOPA-Italy was successful in appealing the government's ruling.

AOPA-Greece Achieves Reduced Handling Fees and Fuel Charges

Traditionally, general aviation operators in Greece have had to pay excessive handling fees and fuel charges. This is a critical issue for a country that has a relatively small number of general aviation aircraft and airports suitable for those operations. Therefore, AOPA-Greece and other general aviation groups have been working on these issues for the past few years. This was done in an effort to promote general aviation and to benefit their members.

Beginning in mid-July an agreement between AOPA-Greece and Olympic Handling S.A. has set the handling charges for aircraft up to 2500 kgs. at €15, a substantial decrease from previous fees. Yiouli Kalafati, AOPA-Greece president said, "This is a significant change from previous charges and should encourage general aviation operations throughout Greece."

Previously only eight of 24 airports offered 100LL aviation gasoline, provided only by large oil companies. No one offered the less expensive and largely acceptable automobile gasoline. This situation was considered to be a major obstacle in the development of general aviation within the country. At the urging of AOPA-Greece and other general aviation groups the Hellenic Civil Aviation Authority (HCAA) recently gave permission to other suppliers (flying clubs and flight training organizations) to sell various types of fuel to light aircraft. Anton Koutsoudakis, AOPA-Greece board member, said, "As soon as the new legislation was published, more than 10 general aviation operators declared their intent to build their own refueling facilities and start operations before the end of 2009. It is anticipated that most Greek airports will have general aviation refueling capabilities before the end of 2010. Thus, we hope, Greek general aviation will take another major step forward."

AOPA-Korea Works to Promote GA

Through the efforts of Hae Woon Lee, AOPA-Korea president, officials of the Gyunggi province (near Seoul) have begun planning a general aviation air show to promote the advantages and value of light aircraft. An air show promoter from North America confirmed the possibility to produce the air show and outlined the steps to be taken in a recent planning meeting. Significantly, Mr. Lee is attempting to convince provincial officials to build a permanent general aviation airport to accommodate the show and for subsequent operations.

In July Mr. Lee led a large delegation of provincial officials on a fact-finding trip to the AirVenture air show in Oshkosh, WI and to the Cirrus Aircraft factory.

New Director General For KCAA

Harro Trempenau, AOPA-Kenya president, reports that the Kenyan Minister of Transport has appointed Col. (Ret'd.) Kioko, formerly of Kenya Air Force, to the post of Director General of the Kenya Civil Aviation Authority. Col. Kioko brings with him a wealth of administrative and aviation experience and won the day in a transparent selection process when he topped two other finalists for the job.

Trempenau said, "Col. Kioko will succeed Acting Director General, Nicholas Bodo, who has been in the hot seat since January and who really tried to address some fundamental issues within the Authority. Col. Kioko faces monumental challenges as the Authority is under fire from stakeholders, pilots and air operators over the implementation of the stringent Kenya Civil Aviation Regulations, the over-bureaucratization of the KCAA, a preponderance of red tape and the seemingly "one-size-fits-all" approach with which different types of aircraft, airports and air operators are being pigeonholed by the

regulators."

IAOPA Europe Awarded SESAR JSU Contract

The Single European Sky ATM Research (SESAR®) Joint Support Unit recently awarded IAOPA Europe a contract to participate in the upcoming development phase of the overall program. IAOPA Europe project director Michael Erb said, "IAOPA Europe is proud to continue its contribution in this project which started under the SESAME in 2005. Because the stakeholder structure of the SESAR project is so airline focused, IAOPA needs to bring in its general aviation expertise to the table to ensure that our needs are fully considered. SESAR contains a unique opportunity to overcome the fragmented European ATM system and replace it with a fully-integrated system that serves the needs of all users."

Plan to attend the 25th IAOPA World Assembly

Tel Aviv, Israel

June 6 to 11, 2010

The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 470,000 pilots and aircraft owners in 68 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.

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