



September 2009

In this issue:

ICAO Civil/Military Airspace Conference	Chile News
AOPA-Italy and the Military—The Rest of the Story	New IAOPA Brochures Available
IAOPA Presence at AOPA-US Summit	New ICAO Secretary General
Progress on European Instrument Rating	Model Aviation Regulatory Documents Available

IAOPA World Assembly Website Available

Information regarding the 6-11 June 2010 IAOPA World Assembly is now available at www.iaopa2010.com. The meeting's host organization, AOPA-Israel, has provided complete information regarding all aspects of the event, including online registration and hotel reservations. A significant discount is available to early registrants.

ICAO Civil/Military Airspace Conference

IAOPA has been invited to speak at the ICAO Global Air Traffic Management Forum on Civil/Military Cooperation, 19 - 21 October. The event will bring together civilian and military airspace users with the intent to explore the optimum use of airspace by all users.

In preparation for IAOPA's presentation we are seeking input from affiliates regarding difficulties general aviation encounters with military airspace. Examples include the military taking more airspace than they need or can use failure to coordinate with those in charge of civil airspace and not giving joint use airspace after they finish with it. Specific examples are welcomed; they will provide emphasis for our talking points. Please provide your comments to fhofmann@sympatico.ca not later than 12 September.

AOPA-Italy and the Military—The Rest of the Story

The August eNews reported briefly on action by AOPA-Italy regarding an airspace restriction. The full story as reported by AOPA-Italy's Carlo Golda and Massimo Levi is interesting and instructive:

“On May 29th, 2009 AOPA-Italy received a Notam banning VFR flights from crossing two of the country's largest control areas: Garda and Romagna. These are two former military areas now open to civilians, but still managed by the air force.

“What was happening? Simple... money problems! In Europe air traffic control services are paid by airspace users to Eurocontrol, a multi-national agency that receives the fees and redistributes them to the individual States. In Italy the funds are received by ENAV (the Italian ATC agency) and nothing goes to the air force for the ATC work they performed. The military, with some reason, claimed their legitimate share of the money but nothing was received. After some delay the military decided to reduce by 50 percent the services offered to civilians and the Civil Aviation Authority. In order to save the summer season for commercial air traffic it was decided to reduce the "unnecessary" workload and ban all VFR traffic from these areas!

“AOPA-Italy had insufficient resources to fight this measure. Therefore, we appealed to our members for an extraordinary contribution; in less than two weeks we raised enough money to go to court to oppose

the VFR restrictions.

“The CAA, surprised by our action that would likely result in their losing the lawsuit, simply decided to withdraw the Notam and give us hope, however slight. New Notams were soon issued leaving the decision to the individual controller as to whether or not to accept a VFR flight into these controlled areas. During the whole summer most military controllers, angry with the CAA for their refusal to pay for their work, did not accept VFR flights within their CTRs, causing considerable problems in the north of Italy. Fortunately, favorable summer weather conditions did not create any major safety problems.

“The offending Notams are set to expire on September 1 and the next meeting with the Ministry of Transport is set to discuss and, hopefully, resolve the matter. However, it is sad to realize how the public authority of a country, that considers itself among the eight most industrialized in the world, is facing problems of this nature related to General Aviation.

“During the summer AOPA-Italy has received considerable press and TV coverage on the matter as well as receiving verbal assistance from European Aviation Safety Agency. Additionally, the ANSV (the Italian aircraft accident investigation agency) has called for a meeting with the CAA, ENAV and Air Force regarding the flight safety implications associated with this issue. We are looking for a favorable resolution to this important matter.”

IAOPA Presence at AOPA-US Summit

AOPA-US has revised its annual meeting and aviation exposition format to become a more informative and interesting event; instead of being known as the AOPA Expo it is now called the AOPA Summit. The meeting will be held in Tampa, Florida, 5-7 November 2009 and will feature increased seminars and presentations relating to the current future state of general aviation. Additionally, subjects of interest on piloting, new equipment, aircraft maintenance, money saving techniques and aviation safety will be presented.

AOPA-US has invited IAOPA to exhibit at the Summit in recognition of the importance of international general aviation. Therefore, IAOPA will have an exhibit space at the Summit to educate and inform attendees regarding the work of the international council of AOPAs.

We invite all IAOPA affiliates to join John Sheehan, Ruth Moser, and Frank Hofmann at the exhibit booth in Tampa. For information about the Summit, see www.aopa.org/summit.

Progress on European Instrument Rating

Stringent requirements associated with qualifying for an instrument rating in Europe have kept many private pilots from obtaining this rating in the past. For years IAOPA Europe has requested that more realistic knowledge and experience requirements be instituted in an effort to allow more private pilots to achieve this useful and safety-related rating. Michael Erb, IAOPA Europe Deputy Vice President, has recently been participating in an EASA working group to achieve those goals.

Erb notes, “The new rating concept specifies that learning objectives not relevant for a PPL-holder, like knowledge of turbo-jet engines, inertial navigation systems, flight envelope protection etc., will be removed; these subjects will have to be covered in individual type ratings. But no compromises will be made when it is about weather, human performance etc. The practical training will also not be changed.”

In addition to an ICAO-level instrument rating more suited for private pilots an enroute instrument rating is being drafted that will enhance safety with fewer requirements than the regular instrument rating. The new rating would allow IFR privileges but without departure and approach privileges.

Chile News

Gonzalo Pico Dominguez, President of AOPA-Chile recently sent the following: “After more than seven and a half years at the head of AOPA-Chile, as Chairman-President, in our last Board Meeting, following our Annual Members Assembly, I stepped down from my position and the Board appointed Mr. Guillermo Carey, a very well known attorney as well as a very keen pilot, as my replacement. I will continue to collaborate with AOPA-Chile's purposes, as member of the Board, and have been awarded the title of Honorary Chairman (Presidente Honorario).

Communications with AOPA-Chile will continue at the same mail addresses you have, and we will re-direct internally any correspondence. For the purposes of your web site and news bulletins, Mr. Carey's address is as follows: Mr. Guillermo Carey Tagle, Carey & Allende, Abogados, Miraflores 178 / pisos 21-22, Santiago, Chile, gcarey@careyallende.com.

New IAOPA Brochures Available

The colorful IAOPA information brochure, providing an introduction to the association and the IAOPA "What is General Aviation" brochure have recently been revised and will be sent to affiliates in the near future. For additional supplies of these, please contact Ruth Moser.

New ICAO Secretary General

Mr. Raymond Benjamin was recently appointed ICAO Secretary General in ceremonies held at ICAO headquarters in Montreal. Mr. Benjamin has a broad background in civil aviation, having served as Chief, ICAO Aviation Security Branch; Executive Secretary of the European Civil Aviation Conference (ECAC), and most recently as Special Adviser to the Joint Aviation Authorities Training Organization (JAA/TO). The Secretary General is head of the Secretariat, Chief Executive Officer of ICAO and Secretary of the Council. More importantly for IAOPA the Secretary General manages the five working bureaus of ICAO, including the operationally-oriented Air Navigation Bureau.

Frank Hofmann, ICAO Representative to IAOPA, greeted Mr. Benjamin in a private meeting in which the needs and desires of general aviation were discussed. Mr. Benjamin pledged cooperation with IAOPA and said he looked forward to knowing more about general aviation.



IAOPA Representative Frank Hofmann presents the new ICAO Secretary General with a model general aviation aeroplane.

Model Aviation Regulatory Documents Available

IAOPA Affiliates often ask for sample regulations that will help them guide their governments in creating aviation regulations that incorporate the needs of general aviation. While each State is different, a basic set of sample regulations may provide a starting point for both user and regulatory authority.

The ICAO standards and recommended practices are often too general in nature to be of practical value. And, these standards are specifically designed for international operations and may not be well-suited for domestic requirements.

As a consequence of working with many States on these issues the US FAA has devised a set of model civil aviation statutes and regulations. These regulations are generic enough to fit many legal systems while addressing many needs of general aviation. While not the ultimate answer to regulatory equity for general aviation, they are a starting point. See www.faa.gov/about/initiatives/iasa/model_aviation/.

Plan to attend the 25th IAOPA World Assembly

Tel Aviv, Israel

June 6 to 11, 2010

www.iaopa2010.com

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.

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.

Visit the [Web site](#) | [Contact IAOPA](#)