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**ICAO Military/Civilian Airspace Conference**

IAOPA recently participated in a Global Air Traffic Management Forum on Civil/Military Cooperation, the first of its kind at ICAO. More than 450 State regulators and military representatives, air navigation service providers, and associations participated, delivering more than 50 presentations.

Frank Hofmann, IAOPA Representative to ICAO, provided a formal presentation in the "Understanding each Other" segment emphasizing that general aviation VFR airspace is restricted by not only special use airspace, but also by weather, increasingly taller obstacles, and other closely-controlled airspace. Further, airspace NOTAMs regarding military airspace activity are often ineffective due to their untimely nature and use of obscure language and navigational information. Increasing airspace restrictions create complexities that place great demands on the VFR pilot's workload. Also emphasized was the importance of general aviation activity at smaller airports as a training ground for pilots, mechanics and air traffic controllers. The audience, especially the military, apparently understood the dangers presented by restricted areas for general aviation operators.

The conference decided that the essential elements of future cooperation included peace and stability, mutual trust, confidence and respect on both sides, safety, security and efficiency as common values, a recognition that efficiency means different things to military than to civilians, good communications, cooperation at all levels, and a global approach to dealing with incidents.

Various organizations and States stated that cooperation has already reached a healthy level in certain areas. Environmental concerns, as well as economic ones, will drive the increased cooperation and best practices guidance. Importantly, the conference concluded that ICAO is the proper organization to pull military and civilian airspace interests together, something Hofmann advocated in his presentation.

**IAOPA Representatives Meet with European Authorities**

Martin Robinson, IAOPA European Senior Vice President and John Sheehan, IAOPA Secretary General, recently met with representatives of the European Commission (EC), Eurocontrol, Single European Sky (SES) and Single European Sky ATM Research (SESAR) groups in Brussels to discuss issues of interest for general aviation.

Most discussions centered on the progress of the ATM/Airspace initiatives in progress. IAOPA Europe's goals are to ensure continuing and improved access to the airspace, incorporating well-managed procedures, adequate capacity and minimal fees. All officials reported that general aviation interests were being addressed and should prove acceptable as their programs evolve. Participation of IAOPA Europe in the various panels and conferences on these subjects was acknowledged and appreciated. Perhaps the best news coming from these meetings is that after a review of Eurocontrol charging policies aircraft under two ton will remain exempt from enroute charges.



**IAOPA Europe Senior Vice President Martin Robinson, European Commission Director of Air Transport Daniel Calleja and IAOPA Secretary General John Sheehan (left to right).**

In the meeting with EC Director of Air Transport Daniel Calleja and his staff, the European Aviation Safety Agency's (EASA) relationship with stakeholders and the ability of the organization to achieve their stated goals were discussed at length. Calleja noted that recent actions had realigned the agency's priorities, streamlining and making their processes more efficient. Also covered was the need for better data for general aviation activity and accident data to support the EC's stated goal of being able to better manage GA affairs within Europe.

Robinson stated, "These were all substantive meetings that clarified issues and will permit improved progress toward our goals."

## **ICAO Next Generation Aviation Professionals (NGAP) Meeting**

Frank Hofmann, IAOPA Representative to ICAO, recently participated in the NGAP Task Force meeting in Montreal to hear the results of work carried out by three sub-groups - dealing with Outreach, Methodology and Human Resources planning. As well, it laid the groundwork for the March 2010 Symposium on Human Resources.

It is apparent that the true status of aviation human resource needs is unknown. Data is difficult to access even if there were agreement on what data was needed to understand the possible extent of manpower shortages, its timing, and in what areas of expertise.

Among the questions dealt with were: what are the barriers to newcomers; why are people switching from aviation to other industries; what training methodologies prove most effective; what are the emerging technologies; what are the safety risks if there were no international standards?

A major goal for the meeting was to prepare the direction and agenda for the 1-4 March 2010 symposium on Next Generation Aviation Professionals, now published on the ICAO website [www.icao/int/NGAP](http://www.icao.int/NGAP). In preparation for this meeting, working group personnel will collect necessary data, a research proposal to support this effort will be developed and potential changes to ICAO Annexes and other documents will be drafted.

## **IAOPA European Regional Meeting**

The 121st semiannual IAOPA European regional meeting was held in Barcelona, Spain on 3 October 2009. The meeting was chaired by Martin Robinson and attended by 12 European affiliates plus representatives from the EC and EASA. AOPA-Spain hosted the meeting and included affiliate members in the annual Barcelona Festival of the Air and third annual International Aviation Symposium.

Much of the meeting concentrated on EC and EASA activities using their representatives at the meeting. The EC work on maintaining and improving ICAO airspace classifications and activities to establish data collection and airspace collaboration measures for general aviation were well-received. The EASA representative fared less well as many recent EASA regulatory proposals have been opposed by general aviation interests. However, he acquitted himself fairly well, admitting some EASA errors and promised corrections.

Pat Malone, publisher of the AOPA-UK magazine and IAOPA Europe eNewsletter, encouraged affiliates to provide email addresses to expand newsletter circulation. Apparently some States have strict privacy laws that prevent this; however ways are being explored to circumvent this.

Sadly, Lars Hjelmberg of AOPA-Sweden reported that European AVGAS sales were down 40% over last year.

On 4 October the Red Bull Air Race competition took place in Barcelona. At the opening ceremonies the Mayor of Barcelona presented IAOPA Secretary General and Martin Robinson with an award commending IAOPA for its work in promoting and protecting worldwide general aviation.



Jordi Hereu, Mayor of Barcelona (center), presents award to John Sheehan, IAOPA Secretary General, and Martin Robinson, IAOPA Europe Senior Vice President (left and right).

## Transport Canada Launches ECATS

The Canadian Owners and Pilots Association (COPA) has worked with Transport Canada (TC) for years to find a way to gather more information about general aviation activities within Canada. This is important since lack of knowledge about general aviation activity and its effect on the national and local economy makes it difficult to provide for the growth of aviation airports and infrastructure. COPA President Kevin Psutka notes that the government should be able to develop an economic "footprint" for personal aviation to help them understand the value of the general aviation community.

In response to this need TC recently released a general aviation section to the Electronic Collection of Air Transportation Statistics (ECATS). Aircraft utilization data is entered online by the aircraft owner/operator using activity data readily available from logbooks and receipts. The system is now voluntary but may become mandatory if sufficient information is not collected. COPA Chairman Bob Kirkby said, "After a few years we should have some valuable data that will help us get the message out to our governments that personal aviation is a significant contributor to the Canadian economy. Give it a try." See [www.tc.gc.ca/POL/ecats-cesta/ga-ag](http://www.tc.gc.ca/POL/ecats-cesta/ga-ag).

## AOPA-Kenya Makes Recommendations at Meteorological Workshop

A recent Kenyan meteorological workshop surprised many government representatives when they heard that they weren't providing essential weather information to a majority of Kenyan pilots. Meteorological representatives touted their high-level products but found much of their information did not meet the needs of the general aviation community (80% of aviation in that country) nor was weather information readily available to local users.

AOPA-Kenya president Harro Trempenau made these claims in his presentation, noting that much of the information generated by the met department was not readily available to pilots who did not operate out of the seven airports where met stations were located. Many pilots are forced to call ahead to many of the 650 bush strips they operate from, asking for pilot reports, or access foreign web sites to obtain METARS and TAFS. All attendees were impressed by the webcam system devised by pilots to provide visual information at critical sites.

Trempenau called for no fees to be levied for met services until the government made meaningful information available via an internet site. These products would include satellite images, TAFS, METARS, an ATIS at airports with weather observation capabilities, automatic weather reporting stations in weather critical areas and additional webcams.

Trempenau noted that this was an excellent opportunity to educate met personnel about the real needs of the general aviation community. He expressed hope that action would soon be taken on the recommendations made at the workshop.

## AOPA-Philippines Featured in Stamp Release

IAOPA and AOPA-Philippines are featured in a soon to be issued government philatelic bulletin regarding the release of stamps commemorating the 65th anniversary of the founding of ICAO. The release notes IAOPA participation in ICAO affairs and AOPA-Philippines continuing involvement in civil aviation.

Relative to this, the Council of ICAO approved the theme "65 Years of Empowering the Global Community through Aviation" for this year's worldwide celebration of International Civil Aviation Day on 7 December 2009 and throughout 2010. The purpose of the annual celebration is to establish and reinforce worldwide awareness of the importance of international civil aviation in the social and economic development of States.

Flag raisings, award presentations, air shows, exhibitions, tours and symposia will all be part of States' programs of activities during the year 2010. For further information see [www.icao.int/icao/en/aviation\\_day.htm](http://www.icao.int/icao/en/aviation_day.htm).

## **ICAO Operations Panel Approach Ban Group Reports**

ICAO standards have for some years prohibited aircraft from commencing or continuing an instrument approach if the reported visibility or RVR is below specified landing minimums. IAOPA has been working with the ICAO operations panel for more than a year on this issue, attempting to have the approach ban rescinded for light general aviation aircraft operations. The point being at least in North America, approximately half of all general aviation airports that have authorized instrument approaches do not have any weather reporting capability. And, some of the automated weather reporting devices used at the other airports do not provide accurate information for all instrument approach runways. Therefore, the principal safeguard for instrument approaches, that of not descending below minimums before the runway environment is in sight, should be adequate to protect all parties. This is especially true since almost no data is available that either supports or refutes a contention that general aviation aircraft have intentionally descended below minimums in but a few cases.

Unfortunately, airline and State regulatory interests refute this evidence and wish to include general aviation operations with the supposedly safer airline rules specifying that an approach will not be commenced if reported weather is below listed minimums. However, there may be a way of modifying and ameliorating this rule as negotiations continue.

### **Plan to attend the 25th IAOPA World Assembly**

**Tel Aviv, Israel**

**June 6 to 11, 2010**

**[www.iaopa2010.com](http://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.*

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