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IAOPA PRESIDENT VISITS ICAO HEADQUARTERS

During a visit to the International Civil Aviation Organization headquarters in Montreal on 1 and 2 December 2004 IAOPA President Phil

Boyer told an audience of ICAO Air Navigation Commission members and State delegates, "General aviation and aerial work activity add an exciting and varied dimension to international air transportation, providing economic and travel opportunities to millions of world travelers. These important activities deserve fair and equitable consideration in your deliberations about



Assad Kotaite, ICAO President and Phil Boyer, IAOPA President

future civil aviation standards and recommended practices." His wide-ranging presentation to ICAO's technical advisory body included discussions on the many uses of GA/AW, airspace and airport requirements, user fees, and efforts to improve safety.

Boyer also met with a number of high-level ICAO officials during his two-day visit, including the president of council, secretary general, heads of the Air Navigation and Air Transport bureaus, and several delegations from States that operate significant numbers of general aviation aircraft. The discussions centered on how general aviation fits into the international air transportation system, security requirements, and preservation of airports and how GA works with the air traffic system.

The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 470,000 pilots and aircraft owners in 60 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.

In an effort to increase the visibility of GA in ICAO, Boyer presented several large framed photographs of GA aircraft to high-level officials, stating, "We want you to think of general aviation along with the airlines when you are making policy for international aviation."

IAOPA President of Council Assad Kotaite complimented Boyer, saying, "Your interesting presentation was quite informative. You can be assured that the interests of general aviation will be carefully considered in our deliberations."

SECRETARIAT NEWS

IAOPA OFFICERS ELECTED

The IAOPA Board has elected the following officers for the period from 1 January 2005 through 31 December 2008:

- President:** Phil Boyer, USA
- Senior Vice President:** Klaus Zeh, European Region
- Vice President:** Colin van der Meulen, Africa Indian Ocean Region
- Vice President:** Jose Maria Vergara, Caribbean Region
- Vice President:** Kevin Psutka, North American Region
- Vice President:** Georg Allan Lowy, South American Region
- Vice President:** Kozo Takita, Southeast Asia Region

John J. Sheehan has been reappointed as secretary general and Roger Myers will continue to serve the international council as treasurer.

ICAO SECURITY WORKING GROUP MEETS

An ICAO Annex 17 (Security) Working Group met in Paris from 6 through 9 December 2004 to continue its work from the October Brussels meeting. The objective of both meetings is to provide the March 2005 Aviation Security Panel meeting with a completely revised Annex 17 that reflects the desires and mandates of the ICAO Council and High Level Ministerial Security meeting from the past few years. Representatives from five States, the European Commission, the European Civil Aviation Council, the International Civil Aviation Association, the International Air Transport Association, the International Business Aviation Council, and IAOPA attended.

While only slow progress was made in Brussels, better preparation yielded a more successful meeting in Paris. In general, general aviation and aerial work activity (GA/AW) and air taxi interests got pretty much what we wanted. Much of the GA/AW gains will have to be supported by advisory and guidance materials to be placed in the ICAO Aviation Security Manual; IBAC and IAOPA have volunteered to draft these materials.

IAOPA President Visits Athens

This story was featured in the December 2004 eNews



Erdogan Menekse and Ekrem Pakdemirli present an appreciation award to IAOPA President Boyer on behalf of AOPA-Turkey.



Greek Minister of Defense Spilios Spiliotopoulos, AOPA-Hellas President Yioulis Kalafati, and IAOPA President Phil Boyer

The basic security requirements as drafted look like this:

Commercial—must have a written security program that conforms to the National Civil Aviation Security Program (NCASP). States must determine the applicability of this program for air taxis operating aircraft of less than 45,000 kg (100,000 lb) maximum certified takeoff mass (MCTOM) and less than 20 seats; if they find them to be “inappropriate,” then they must devise appropriate measures. (This was the best we could do for the charter operators; much negotiation was required to arrive at this modest provision.)

Aerial work—each operator must have a written program acceptable to the State (we will write sample programs for the security manual).

General aviation—no specific mention is made of GA with the exception that each operator of an aircraft of more than 5,700 kg (12,500 lb) must have a written program in place that meets the NCASP. We will draft an overall model GA program for States in the security manual; IBAC will do so for operators of aircraft over 5,700 kg.

The October 2004 ICAO Assembly resolved that all States will also apply Annex 17 standards and recommendations to their domestic operations “to the maximum extent practicable.” This means that these international standards should be used for flights conducted solely within their borders. Of course, a State will have wide latitude regarding the application of this directive. Among other issues, this means that all airports are required to have a written security program.

While these results may sound simple and easily achieved, arriving at this point has required more than two years of presenting papers and negotiation by both IBAC and IAOPA.

406-MHZ ELTS REQUIRED NOW

While some States have exempted general aviation aircraft from carrying a 406-mHz automatic emergency locator transmitter (ELT), all aircraft flying internationally and in specified areas now must abide by the following ICAO requirements:

ICAO Annex 6, Part II

6.12.3 From 1 January 2005, all aeroplanes operated on extended flights over water as described in 6.3.3 b) and when operated on flights over designated land areas as described in 6.4 shall be equipped with one automatic ELT.

6.12.4 Recommendation. All aeroplanes should carry an automatic ELT.

(6.4 Aeroplanes when operated across land areas that have been designated by the State concerned

as areas in which search and rescue would be especially difficult shall be equipped with such signaling devices and lifesaving equipment [including means of sustaining life] as may be appropriate to the area overflown.)

ICAO Annex 10, Volume III, Part II

5.1.4 From 1 January 2005, emergency locator transmitters shall operate on 406 MHz and 121.5 MHz simultaneously.

AFFILIATE NEWS

UKRAINE APPLIES FOR IAOPA AFFILIATION

The All-Ukrainian Aviation Association has applied for affiliation with



IAOPA, citing 72 current members in several locations throughout the country. The association says that general aviation and aerial work

in the Ukraine is developing rapidly and needs a strong association to help shape the future of its infrastructure and regulations.

The association has already assisted with the following notable accomplishments:

- Personnel licensing for general aviation.
- Medical certification regulations.
- Rules for aviation training organization.
- Introduction of Class G airspace into the airspace of Ukraine.
- Registration of civil aircraft.
- Rules for special-category aircraft.
- Streamlined other regulations and procedures affecting general aviation.

The associations application is currently being reviewed.

IAOPA'S EUROPEAN REGION WORKS WITH EU AGENCIES

Martin Robinson, IAOPA's European Region technical assistance team head, works closely with European agencies on behalf of general aviation and aerial work. His latest report to IAOPA European affiliates includes the following:

Eurocontrol has recommended to the European Commission (EC) that decisions on charges for VFR services should be left to individual States, which would inevitably lead to air traffic service fees in the United Kingdom and other States. But it seems increasingly likely that the EC may not accept Eurocontrol's position as the final verdict—more discussion will be needed at the Single Sky Committee of the Industry Consultation Body, on which IAOPA has a seat.

EC officials have previously stressed that while the commission is grateful for the work Eurocontrol has done, the EC will arrive at its own decisions, and Robinson has intimated that the Eurocontrol position may not be adopted. IAOPA's position is that VFR charges would be difficult to collect and hardly worth the trouble. An estimated 300,000 VFR movements a day would have to be tracked and charged by different methods if the decision were left to individual States. Even if each aircraft had to pay 500 euros a year, the resulting 60-million-euro income would be decimated by the cost of collection and would represent a drop in the ocean of Eurocontrol's 5.2-billion-euro collection of route charges from IFR movements.

It is inconceivable that Europe cannot provide an air traffic system with the current level of charges without having to resort to charging GA. The commission also recognizes the difference in the treatment of fuel tax—a point on which IAOPA has asked for equal treatment.

IAOPA's solution to the problem is to designate classes E, F, and G airspace as "non-charging volumes of airspace" under the Single Sky formula.

AOPA-INDIA APPOINTS NEW PRESIDENT

Dr. Ram Pattisapu has accepted the position of president of AOPA-India. Pattisapu is also president of IndUS Aviation Inc., a company that is manufacturing a small two-seat single-engine aircraft. He has had a long interest in general aviation and its future in India.

The new president is quite enthusiastic about his appointment, stating, "There is great untapped

potential for general aviation within India, potential that we will soon activate. We are already responding to pilots and persons interested in

learning to fly. We will enter a major exhibit for the association at the February 2005 Aero India airshow near Bangalore."

AOPA-AUSTRALIA REJECTS SWEEPING MAINTENANCE PROPOSALS

The Australian Civil Aviation Safety Authority (CASA) has introduced sweeping proposals that will effectively change the entire structure of aircraft maintenance regulations.

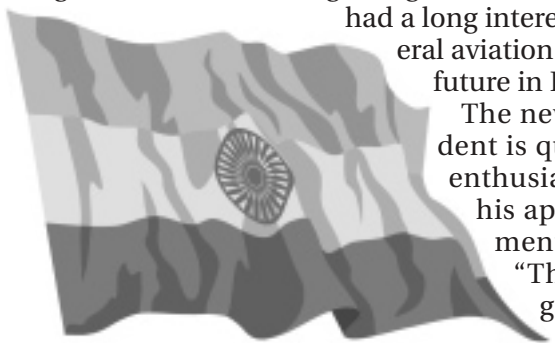
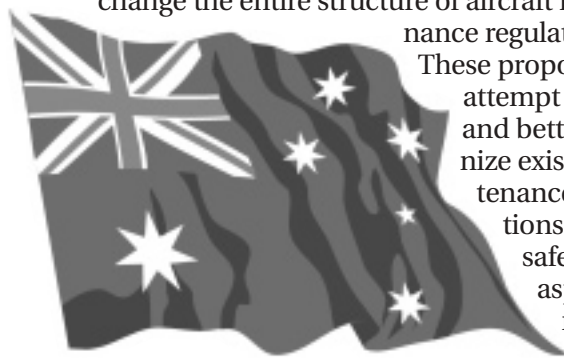
These proposals attempt to clarify and better organize existing maintenance regulations, stressing safety aspects. A major component of this work will be to give industry a greater role

in the management of maintenance issues (http://rrp.casa.gov.au/nprm/nprm0407ms_intro.pdf).

Citing safety, liability, risk management, cost/benefit, and noncompliance with controlling government statutes, AOPA-Australia rejected the proposals in a detailed response. AOPA-Australia Technical Director Bill Hamilton stated in the association's response, "Neither CASA nor the Australian aviation community can afford the economic waste represented by exercises like the 'Engineering Suite'... due to the cost in time and resources for an exercise that will have to be aborted at some future time. This is even without regard to the opportunity cost of lost time and the loss to industry in having to endure more months and years laboring under a system that is destroying industry locally, making Australian aviation increasingly uncompetitive."

AOPA-GERMANY PERSISTENCE PAYS FOR VHF CHANNEL SPACING ISSUE

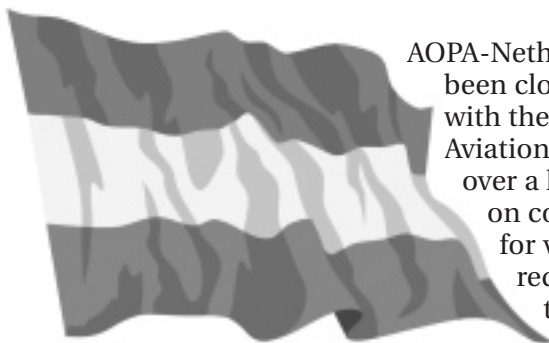
When Europe implemented 8.33-mHz frequency spacing in the VHF communications band in upper-



level airspace the threat of applying this to lower airspace was soon apparent. This would have created significant additional expense in equipment costs for general aviation. AOPA-Germany researched the issue and found that, with intelligent frequency management, this move into the lower airspace could be averted. Over a three-year period of investigation and lobbying, the association's persistence paid off.

Michael Erb, managing director of AOPA-Germany, recently wrote, "The decision to implement 8.33-MHz channel spacing below Flight Level 195 will be deferred until initial results from joint FAA/ Eurocontrol frequency management studies start to mature. Better spectrum management and more dynamic reassignment of channels could mitigate the current problems. The need and consequences of implementing below FL195 will be kept under review."

AOPA-NETHERLANDS CHALLENGES GOVERNMENT ON FEES



AOPA-Netherlands has been closely working with the Dutch Civil Aviation Authority over a long period on controlling fees for various required inspections. Despite promises of

maintaining fees at historic levels the government recently raised some fees by as much as 100 percent, completely surprising the association's officers. AOPA-Netherlands has requested that the new fees be reconsidered in light of previous discussions.

MEMBERSHIP

Obtaining and keeping members is a continuous quest for all associations. This is certainly true for the IAOPA community since members form the lifeblood of each of our affiliates. In recognition of this, a group of IAOPA's European Region affiliates met last year with general aviation commercial providers and the IAOPA Secretariat to develop methods of finding new members and retaining existing ones. An ongoing list of suggestions arising from this meeting is below; future issues of the bulletin will feature additional suggestions.

Financial information fact sheet. Create summary fact and fee sheets for regions that show true costs of flying and how to save money in the process. When possible, show what AOPA has done to reduce costs.

Present information at flying clubs. Actively seek out opportunities to present at flying clubs, other associations, collateral trade shows (equipment and manufacturing), and the like to broaden the market. Information presented could address safety, regulatory, or training issues.

Simplify the process to join. Make it easy to become a member throughout the IAOPA system. Target regional marketing efforts and ensure that messages hit the broadest market in the nation or region. For some areas it will be high end, for others more middle class. Make flying an adventure that everyone can enjoy.

Invite feedback (online forums). Give members and potential members a voice. Provide opportunities for feedback on a national and international basis. Listen for membership needs and work within the system to meet them. Treat each comparison opportunity as an educational opportunity. Empower members to recruit for you.

Update Web pages to reflect member comments. Ensure that Web pages are designed for ease of use and contain the information most relevant to the members you are serving. Ask them what they need and respond to their requests.

Discussion forums of interest (open forums). Consider having open forums that allow the general community to dialogue with members and the general aviation community on issues of importance to them.

SAFETY CORNER

PASSENGER SAFETY-BRIEFING CARDS

Each airline is required to provide safety-briefing cards to its passengers that amplify and further explain the safety features of the type of aircraft in

which they are being carried. Most manufacturers of small general aviation aircraft do not provide these, but some passengers have indicated



that having them available would make them feel more at ease and safer in an environment that is often strange to them.

The Civil Aviation Authority of New Zealand has produced Passenger Safety Briefing Cards for basic aircraft types. The cards cover the range of general aviation aircraft and are available in English, Japanese, German, Korean, and Spanish. They can be customized with stickers (provided), and there is room on the cards for operators to add their logo and operational information. The cards may be downloaded from www.caa.govt.nz (select Safety Information).

MINIMUM EQUIPMENT LISTS

Most States require minimum types and amounts of equipment to be installed and operative, regardless of aircraft type. However, minimum equipment lists (MELs) are normally only provided for large or turbine-powered aircraft.

An MEL is a document used by an operator to allow temporary aircraft operation with inoperative equipment. The basic premise of the MEL is that, though it would be desirable to maintain the aircraft at all times with all installed equipment operative, under controlled conditions an acceptable level of safety can be maintained with specified items of equipment inoperative until repairs or replacement can be made. Controlled conditions may involve restrictions on certain flight operations, changes to in-flight operational procedures, or temporary deactivation of components.

The New Zealand CAA has produced templates for both single- and multiengine airplanes that provide useful guidance regarding when and under

JOIN IAOPA IN FRIEDRICHSHAFEN

Every two years general aviation is featured at Aero Friedrichshafen, the premier trade show for general aviation in Europe. Located on the shores of beautiful Lake Constance in Germany, the show draws tens of thousands of worldwide visitors to view, discuss, and purchase aviation products and services.

AOPA-Germany has had a presence at the show for years, but this year IAOPA's European Region will join the association in advocating AOPA membership and discussing general aviation issues. Plan to join your fellow AOPA



members at this interesting show. IAOPA's European Region affiliates interested in participating, please contact Michael Erb at erb@aopa.de. For more information, see www.aero-friedrichshafen.com.

what circumstances aircraft equipment may be inoperative. (Ensure that State regulations are complied with when using these guidelines.) See www.caa.govt.nz—General Aviation—Minimum Equipment Lists.



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