



IAOPA Bulletin

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AOPA-Japan Participates in the Seoul Airshow

Issei Imahashi, President, AOPA-Japan

The AOPAs of Japan and the Republic of Korea jointly participated in the 2005 Seoul Airshow, displaying a total of six aircraft on 22 October 2005. The Seoul Airshow has been held biannually since 1996, with this fifth show being held at the Seoul Airport. Although the venue is called Seoul Airport, it is a military air-



field not open for general air traffic. The airport is also used for the Korean President's flights and those of foreign dignitaries.

AOPA-Japan was honored with the invitation by Mr. Hae Woon Lee, President of AOPA-Korea. General aviation in the Republic of Korea is highly regulated, and flying into Korean airspace requires several approvals, which requires a large amount of paperwork. With Mr. Lee's support from the Korean side, AOPA-Japan was able to make the flights to the Seoul Airshow.

AOPA-Japan sent five aircraft for the show. All participating aircraft, including airplanes from Tokyo, Osaka, and Shizuoka, gathered at Fukuoka airport on 20 October. Flight crewmembers held a planning meeting that evening and readied for the flight from Fukuoka to Seoul. The show organizer gave us a 30-minute time slot to land between the demonstration flights for the show schedule. We had to land all five aircraft between 1600 and 1630, which makes for roughly a five-minute interval after the end of the flight. In order to keep the aircraft sequence unchanged after takeoff, we decided to make slower aircraft depart ahead of faster aircraft. The sequence was set in order of Piper Arrow, Piper Saratoga, Piper Malibu, Beech King Air, and TBM-700. The distance between the two cities is just under 300 nm; however, the structure of the Korean airspace is much different from that of Japanese airspace. We needed to receive briefings and precautions from pilots who have flown the same route before. In Korea, it is important to monitor 121.5MHz on the number two radio because some of the restricted areas are equipped with a system that gives you a warning on this frequency. Because of the situation on the Korean Peninsula, the airspace contains many military operations and restricted areas outside major airways.

On 21 October, all crews visited the Japanese CAB office at Fukuoka airport to check the weather and file the flight plans. The en route

The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 470,000 pilots and aircraft owners in 62 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.



weather was instrument meteorological conditions almost all the way to Seoul. Icing was also forecast at and above 12,000 feet. We all filed IFR flight plans. For aircraft without a de-icing system, we planned to fly at 8,000 feet if necessary. The first airplane departed Fukuoka at 1300, and all others followed at approximately 15-minute intervals. As forecasted prior to departure, we did encounter icing conditions and strong headwinds, but they were manageable. The Piper Arrow landed at Seoul Airport on time, and all five aircraft landed prior to 1630. After clearing customs and immigration, we were transferred to the hotel in the city where a dinner and reception were hosted by AOPA-Korea. We received a presentation on AOPA-Korea and Korean general aviation by Mr. Lee. During the evening Japanese and Korean airmen had a good time getting to know one another.

All of the aircraft from AOPA-Japan were a part of the static display along with high-performance military jets on the day open to the public. It was the very first time that Japanese general aviation aircraft appeared in front of the general public in Korea. The pilot of each aircraft was in front of his airplane to answer questions from the show visitors. An AOPA-Korea member helped us communicate with the visitors. As Mr. Lee stressed at the dinner, his mission was to educate people in Korea as to what general aviation is all about. Of course we have a similar mission in Japan. We were convinced that exhibiting our aircraft at a show like the Seoul Airshow is one of the best ways to achieve our goal.

We all enjoyed the many aspects of the airshow, which included a flight display by the Korean Air Force demonstration team, the Black Eagles. After the show closed to the public, we prepared for departure the next day by fueling the aircraft and moving to a parking area away from the public display area.

On the morning of 23 October, we were given a time slot for our departure before the show started. We were given a departure time between 0750 and 0830, with a separation of 10 minutes between each aircraft, because Seoul departure control

had no experience handling several GA aircraft simultaneously, despite clear weather conditions. After returning to the Fukuoka Control airspace, we cancelled our IFR flight plans and made visual approaches to Fukuoka. All returned home safely.

Our journey this time achieved two things. First was to bring awareness of the public regarding GA in Korea; second was to build mutual understanding and a team working relationship between AOPA-Japan and Korea. We feel that it may be possible to build similar relationships amongst all AOPA member countries in Asia. We hope to work together to gain momentum to open up the sky to make GA activities easier in this part of the world. The Korean initiative has started that trend.

Secretariat News

Secretariat Plans for the New Year

The IAOPA Secretariat has worked hard with ICAO and accomplished much during 2005 for world general aviation. Among the issues addressed were:

- Flight crew licensing and training
- Operational standards and recommended practices
- Language proficiency and training
- Emergency locator transmitter requirements
- Security
- Safety

Most of these issues will continue to capture the Secretariat's attention at ICAO. Of major interest this year will be the March DGAC Safety Conference, Aviation Security Conference, and revision of ICAO operational standards. However, each affiliate can assist with these and other worldwide issues by remaining in touch with their national and regional aviation authorities, keeping them informed regarding general aviation's needs and wishes and supporting our initiatives at ICAO. As new issues arise, please keep the secretariat informed.

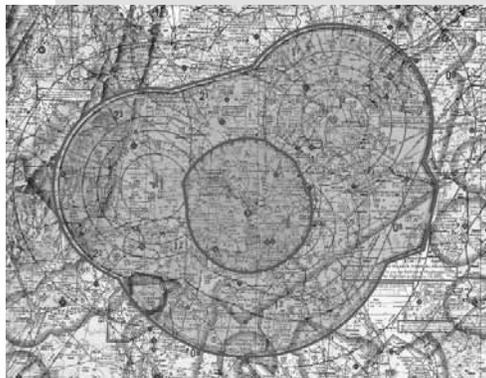
Aviation Security Report Helps GA Cause

A new U. S. Congressional Research Service report, *Securing General Aviation*, adds considerable ammunition to AOPA-U.S.'s lobbying efforts to make sure general aviation is treated fairly and rationally in any new security legislation. This report from Congress' highly

respected research agency provides an unbiased, realistic view of both the minimal threat that light GA aircraft represent and the significant social and economic impacts of ill-considered security regulations, said Andy Cebula, AOPA senior vice president of government and technical affairs. "While we might take issue with some points, the report must be carefully reviewed by policy makers before considering any new security restrictions on general aviation—including making the Washington, D.C., ADIZ permanent." The report makes extensive use of AOPA resources and notes that "the diversity of GA aircraft types and operations flown suggests that a one-size-fits-all approach to security is not

practical—a tenet that both the GA industry and the Transportation Security Administration agree on." The report notes that "at least with regard to being used as a platform for conventional explosives, the threat posed by light GA aircraft is relatively small compared to trucks which have significantly larger payload capacities." *Securing General Aviation* adds that airspace restrictions "are not particularly useful tools." Voluntary industry efforts to improve GA security are highlighted in the report, which specifically references AOPA's Airport Watch Program.

See the full report online at www.opencrs.com/rpts/RL33194_20051215.pdf.



Affiliate News

Provisional Affiliation Granted to AOPA-Egypt

IAOPA provisional affiliation was granted to AOPA-Egypt on 13 December 2005. Mr. Ahmed Maher, Chairman of the new organization, is deeply involved in general aviation in Egypt, having organized the Pyramids Aero Rallies (see www.aerorallies-egypt.com). The IAOPA Board will have 60 days in which to evaluate and comment on Egypt's application. Egypt will be the 63rd affiliate if approved by the Board.



COPA Opposes Nav Canada Fee Increase Proposals

Nav Canada, air traffic services supplier to all aircraft flying in Canada, imposes an annual fee on general aviation aircraft, regardless of whether they use any services; the fee is currently C\$72. In December 2005 Nav Canada released a proposal that would charge GA aircraft when they depart any of Canada's eight largest airports. This new fee is in addition to the annual fee. When it is fully implemented in 2008, some private owners would pay up to \$1,272 plus GST or HST per year in Nav Canada fees.

COPA is responding strongly against the concept of two-tiered pricing for GA. Kevin Psutka, COPA President, stated, "We consider it to be in violation of two charging principles from the Commercialization Act which state: 'Charges must not be structured in such a way that a user would be encouraged to engage in practices that diminish safety for the purpose of avoiding a charge' and 'Charges in respect of recreational and private aircraft must not be unreasonable or undue.'

"Certainly the initial fee, applicable only per day and only to a relatively few number of airports, may seem like it does not affect too many COPA members. However, the International Air Transport Association, who is principally pushing for increases in fees for our sector, was asked for their reaction to the proposal and they said that the proposal is only a good first step.

"COPA considers this as only the first phase of more to come. It is clear from other countries where pay-as-you-go is in place that the impact on private aviation is severe and largely responsible for its decline. COPA is committed to not let that happen here. We are engaged in negotiations with Nav Can to change the proposal and we will employ every means available to convince Nav Can to back away from two-tiered pricing."

COPA has urged its members to strongly oppose this proposal. For more information, see www.copanational.org/navcanfees.htm.

IAOPA's European Region Calls for Action on Eurocontrol Charging Scheme

IAOPA's European Region Deputy Vice President and AOPA-UK Managing Director Martin Robinson recently sent the following message to all 34 European AOPAs:

"There is still a great deal of discussion going on at [the European] Commission/State level in respect of a Common Charging Scheme. The less-than-two-ton exemption, which we argued long and hard for, is likely to be removed from the final text. Thereafter any exemption will be left to the member state to decide. With Germany privatizing its ATC system and France privatizing the ADP (Airports) and with the U.K. having privatized our ATC system several years ago, I fear that unless we do something at national level, European GA is going to suffer from a multitude of different charging systems.

"I say this because the Framework Regulation and Service Provision Regulation do not permit cross subsidies—that is to say no element of the unit rate paid by the European airlines can be used to pay for the services provided to another airspace user.

"GA was not invited to the high-level group discussions during the formulation of these new regulations and now we are facing the possibility of having to pay to use the airspace.

"I urge you to do the following:

Find out from your State who your Single Sky Member is (I cannot get this information even though I have tried).

Write to them urging them to retain the existing text on exemptions for VFR flight above and below two tons.

Find out if you have any aviation-friendly MEPs and send me their contact details.

Find out at your State level how your government scrutinizes new European legislation and lobby them.

"Through membership of ICB we are asking for a Regulatory Impact Assessment but, if the exemption is removed from the text we will have EU Regulations applicable in our State being dealt with by way of national charging schemes.

"I urge you all again to work hard on this issue as we have Commission support."

New AOPA-Poland Web Site

AOPA-Poland has inaugurated an attractive new web site that contains an English language AIP and information about flying VFR in Poland. See www.aopa.pl.



AOPA-Netherlands Protests Airport Fees

The LVNL (ATC Netherlands) has been reducing core costs by reducing support functions; however, personnel costs associated with air traffic controllers have been rising faster than those throughout Eurocontrol. Further, tariffs for air traffic control at regional airports Groningen and Maastricht have been rising faster than other facilities. This latter fact prompted AOPA-Netherlands to express its disappointment since these popular regional airports support much of the general aviation traffic. The association claims that general aviation activities will migrate to nearby Belgium and Germany in an effort to avoid the increased fees. This will tend to further drive costs up the aircraft and activity base contracts at these facilities.

Membership

Influencing Elected Representatives

When national aviation authorities fail to provide desired services or to protect the general aviation community aircraft owners and pilots (and the associations that represent them) must turn to their elected representatives to request their assistance and influence. On 23 January 2006 the Canadian government will hold national elections; COPA President Kevin Psutka published the following message to his members:

The federal election provides a tremendous opportunity for COPA members to get their views and concerns about aviation to politicians across the country. We sent a list of top issues (see below) to the federal party leaders along with a request for their position, and the results will be on our Web site prior to the election in order to help you decide on which party best supports our sector of aviation. We have prepared the following election checklist to help you determine the level of knowledge and support that your local candidates have for personal aviation.

Determine the issues that are of greatest concern to your freedom to fly.

Describe to the politician how the issues affect your use of aircraft for personal travel and recreation. Personal concerns of a local nature add a human dimension to the issues.

Ask the candidate to give specific commitments on your concerns. Keep track of the responses so that you can hold them accountable after they are elected.

Aviation is under increasing pressure, in large part because of a lack of policy at the federal level. Over the past 10 years, federally owned airports have been divested as has the national air navigation system.

It is now more important than ever to engage your representatives in the job of protecting our sector of aviation, for your freedom to fly!

Top Issues

National Airports Policy

The government decided more than 10 years ago to divest itself of airports, retaining ownership in only a few large airports. The policy has left many smaller airports, which play a vital role in transportation and the economy, struggling financially to survive. There has consequently been a loss of national focus on the importance of a viable network of airports. What is your position on the need for a review of this policy?

Fuel Excise Tax

This tax is collected on all types of aviation fuel and it removes millions of dollars annually from aviation. The government

decided recently to use some of the revenue, including that collected from aviation, to help fix roads in Canada, illustrating that indeed the concept of applying taxes from one sector back to that sector is a viable option. Would you support an effort to apply the excise tax on aviation fuel to aviation purposes?

Safety Corner

Start the New Year Right

We all make resolutions for the New Year, to lose weight, spend more time with the family, get a new job, etc. But how about some resolutions that will make you safer in flight? Whether you are a 100-hour or 5,000-hour pilot, each needs to examine their flying life to ensure that they are doing everything possible to make their next flight, and all subsequent ones, as safe as possible. Here are a few ideas about what we can do to achieve that goal:

Examine personal minimums. How low the ceiling and visibility, how large a crosswind, how much fuel in the tanks at landing, etc., will you accept, and under what circumstances?

Back to basics. Could you pass a private pilot knowledge and flying skills test today? Get back into the books and practice a few elementary maneuvers to prove to yourself you could pass the checkride again.

Ensure proficiency. While State regulations require a certain number of landings or hours or a formal check flight to demonstrate proficiency, are these enough? If you are not confident that you can perform the normal functions required for your rating and experience level, work at achieving those levels.

Learn something new. Mountain or night flying, new instrument navigation techniques or elementary acrobatics contain challenges that will sharpen your overall skills as a pilot.

Explore airworthiness. What makes an airplane truly airworthy? A few hours spent observing a licensed aircraft mechanic conduct an annual or periodic inspection should provide the answers to this question. Knowing the answers provide a better appreciation of your airplane, its capabilities and limitations.

Study the weather. Weather-related accidents are still a leading cause for GA accidents around the world. Learn more about the causes and consequences of weather.

Think in terms of risk management. Understanding safety starts with an assessment of the risk factors associated with each flight. Our ability to truly grasp the safety aspects of a flight must start with an exploration of the risk factors involved. What makes the flight I am about to undertake different from my normal flight profile? Do the differences pose additional risk and what shall I do about them?

Whatever your resolutions, they should be focused on making it possible for you, through safe flight, to make the same or new resolutions at the next New Year.

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