



# IAOPA Bulletin

Volume 12, Number 1

- AUSTRALIA
- AUSTRIA
- BANGLADESH
- BELGIUM
- BERMUDA
- BOTSWANA
- BRAZIL
- BULGARIA
- CANADA
- CHILE
- CHINA
- COLOMBIA
- CROATIA
- CYPRUS
- CZECH REPUBLIC
- DENMARK
- EGYPT
- FINLAND
- FRANCE
- GERMANY
- GREECE
- GUYANA
- HUNGARY
- ICELAND
- INDIA
- IRELAND
- ISRAEL
- ITALY
- JAMAICA
- JAPAN
- KOREA
- LATVIA
- LEBANON
- LIBERIA
- LITHUANIA
- LUXEMBOURG
- MALAYSIA
- MALTA
- MAURITIUS
- MEXICO
- MONACO
- NETHERLANDS
- NEW ZEALAND
- NORWAY
- PAKISTAN
- PANAMA
- PERU
- PHILIPPINES
- POLAND
- PORTUGAL
- ROMANIA
- RUSSIA
- SINGAPORE
- SLOVENIA
- SOUTH AFRICA
- SPAIN
- SWEDEN
- SWITZERLAND
- THAILAND
- TURKEY
- UKRAINE
- UNITED KINGDOM
- UNITED STATES
- VENEZUELA

## Ten Years of AOPA-Poland

—President Blazej Krupa, AOPA-Poland

Poland has a very long general aviation tradition. We had many pilots, aircraft manufacturers, airfields, and an affinity for aviation in the first decades of the twentieth century. This situation changed drastically with the advent of World War II. Afterward we still had many aero clubs, aircraft, and airfields, but all this was strictly controlled by the State, financed by the State, and used as a training ground for the air force and army. We had no private general aviation at all in the postwar years.

Fortunately this all changed after the victory of SOLIDARNOSC and the subsequent return to democracy. For the first time in more than 50 years a pilot could buy an aircraft and fly where he wanted to. We slowly managed to recover the airspace and enjoy the freedom to fly. But life is not easy; the old socialist rules were replaced by new bureaucratic ones.

We do not know why and when, but a certain mind set grew among Polish politicians, members of parliament, and government that GA was nothing more than a rich man's toy and it was generally equated to "pleasure flying." Our new aviation law of 2002 fully reflects this attitude, where only the airlines' interests and those of the country's major airports are fully secured. The rest of civil aviation is relegated to "pleasure" and is heavily taxed and put under different restrictions and limitations. This, added to the impact of



9/11 and Poland's 2004 entry into the European Union, has generated numerous restrictions and expensive requirements, all of which has created a sad and rather dark picture for GA.

Therefore, the main task for AOPA-Poland is to change the image of private pilots and private aircraft owners in the minds of the government and general public. We constantly stress that GA is an important part of the economy. In a country with so few kilometers of good highways, GA is the way to commute between remote regions. For many, this could be a gratifying work environment; for many young people, aviation will provide a rewarding career.

We were recently surprised to learn that emerging low-cost airlines that had arrived in the wake of Poland's accession to the EU had unwittingly become our supporters. These new airlines began providing flights to many local Polish airports previously enjoying little

**The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 470,000 pilots and aircraft owners in 64 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.**



service; all of this attracted many people to fly. In a country with a ratio of one aircraft for every 35,000 inhabitants, millions of people took to the air for the first time in their lives; consequently, we have become a world leader in air transport growth. Flying has become better understood and is no longer considered “the devil’s work.” While this made our task somewhat easier, we still have many attitudes to change and people to win to our side.

Another important task for us is to increase membership. We slowly grow in number and we are considered the only organization defending and representing the entire Polish aviation world even by our opponents. Therefore, our voice is gradually becoming more accepted by the authorities.

We still have much work to do to change the many rules and regulations confronting GA. Throughout 2006 we have actively worked on a Minister of Transportation task force assigned to review and propose changes in the entire body of Polish aviation law.

Here are some of our top-priority projects:

- increase in availability of untaxed avgas and jet fuels at all airfields
- reduction of taxes and fees that affect the ability of individuals to become pilots
- support of flight schools in their fight for simplification of pilot training
- fight to reduce airspace operational limitations

- work to institute security measures for GA that are different from those used by the airlines

Fortunately, at AOPA-Poland we do not feel alone, enjoying close contacts with other European AOPAs. Furthermore, we have helped to create AOPAs in some Central European countries, as well. We derive support from other AOPAs in our efforts to make flying in Poland more safe, affordable, and popular.

## Secretariat News

### IAOPA Appeals on Behalf of Pilots Held in Brazil

Following a September midair collision between an Embraer Legacy business jet and a Gol Airlines Boeing 737, IAOPA called on Brazilian authorities to release two U.S. pilots detained in the country. “This tragic accident saddened the civil aviation community worldwide and has galvanized us to discover and correct its causes. Detaining the two pilots will only hinder the investigation,” IAOPA President Phil Boyer wrote to Brazil’s Minister of Justice, Márcio Thomaz Bastos.

The Brazilian government is conducting a criminal investigation simultaneously with the accident investigation. It seized the passports of the two U.S. citizens flying the Legacy jet to prevent them from leaving the country during the

## World Assembly Resolutions Should Be Pursued

The ultimate purpose and culmination of the IAOPA Twenty-Third World Assembly was a series of resolutions indicating the desire and commitment of the delegates. These resolutions were widely circulated within the world aviation community to communicate the intent and direction of IAOPA affiliates. IAOPA Secretary General John Sheehan called upon representatives of all IAOPA organizations to ensure the completion of the commitment made by delegates at the assembly: “Now, six months after the successful assembly, it is time for both delegates and all affiliates to renew their commitment to ensuring these resolutions are enacted worldwide. Affiliates are reminded to dedicate their organizations to these critical measures.” The resolutions follow:

- To urge States and responsible authorities to:
  - recognize the value of general aviation aerodromes as an essential part of their transportation infrastructure; and develop and enforce national and local land-use policies and statutes designed to preserve and protect aerodromes.

- To urge ICAO, States, and responsible authorities to conduct threat analyses prior to imposing security restrictions on general aviation activities; and
  - continually evaluate the effectiveness of security measures
  - consider the operational and financial impact on general aviation activities before initiating security measures
  - recognize the value of voluntary security measures used by pilots, aircraft owners, and airport operators
- To urge ICAO to develop, and its member States to adopt, uniform standards and recommended practices addressing unmanned aerial vehicle (UAV) issues, including :
  - system reliability and safety
  - temporary or permanent airspace restrictions that restrict general aviation
  - sense and avoid standards
  - operational control
  - operator qualifications, proficiency, and liability
  - coordination with conventional aeronautical activities
  - abnormal operations (failure modes)
  - recognition of UAVs as aircraft, meeting the same standards as other

aircraft and aircrew; this will minimize airspace restrictions and safety impact on general aviation

- That although general aviation aircraft engine exhaust emissions on atmospheric pollution are minimal, IAOPA strongly supports the enhanced production of aviation gasoline and jet fuel containing environmentally friendly materials of biological origin that will meet aviation fuel standards.
- To encourage States to streamline government administrative and security processes that will facilitate the validation of foreign pilot licenses.
- To encourage States to give due recognition to the fact that general aviation users already pay for their environmental impact through the burden of taxation and/or fees.
- To urge governments and public authorities to:
  - require private companies authorized to operate government-owned public-use aerodromes to provide general aviation fueling facilities.
  - develop and enforce policies that will simplify regulatory and procedural requirements to provide fuel at aerodromes serving general aviation operations.

investigations. Boyer noted that International Civil Aviation Organization agreements and guidance discourage the “inappropriate use of safety information, including use for criminal prosecution.”

“The presumption of criminal intent in conjunction with an aircraft accident investigation will stifle and thwart the objective of the investigation,” Boyer said. He also noted that since no criminal charges had been brought against the pilots in the accident, “there is apparently little evidence that would indicate a criminal act has been committed; therefore, they should be released.”

Shortly after the IAOPA letter was sent, a federal judge in Brazil ordered the government to return the passports of two U.S. pilots who have been forced to stay in that country. Judge Candido Ribeiro said there were no legal grounds for restricting the pilots’ travel. But the court said the two Americans must agree to return to Brazil for any further inquiry or judicial action.

## **Affiliate News**

### **COPA Develops National General Aviation Policy**

In a recent letter, Canadian Minister of Transport Kevin Psutka, president of the Canadian Owners and Pilots Association, encouraged the government to develop a general aviation policy. Citing poor support for general aviation airports from communities as well as the national government, he noted that airport neglect should be made a national issue. Psutka stated, “A General Aviation policy is long overdue for Canada. This multi-billion dollar industry is a national asset that should be provided with an integrated strategic plan to ensure its survival. This can best be accomplished by recognizing general aviation’s role as an economic generator for the country and providing sufficient support and direction to achieve the strategic plans goals.”

To prime the requested process, COPA developed A General Aviation Policy for Canada, which was attached to the letter to the Minister of Transport. The policy covers not only airports, but also recognition of flight schools as an essential part of the aviation scene, the need to ensure a supply of trained mechanics, and the consequences of regulatory creep on general aviation.

The full policy may be found at [www.copanational.org/non-members/index.htm](http://www.copanational.org/non-members/index.htm).

### **IAOPA’s European Region Representative Addresses ADS-B Conference**

In November, Eurocontrol held a general aviation ADS-B workshop “...to streamline the co-operation between the general aviation community and the program know as Cooperative ATS through Surveillance and Communication Applications Deployed in European Civil Aviation Community (ECAC)” (CASCADE). The workshop was

designed to create an inventory of institutional, operational, and technical aspects regarding ADS-B equipment and to define associated actions required from both the program and the GA community.

Klaus-Peter Sternemann of AOPA-Germany outlined some of the opportunities and problems for GA, stating, “There is a national plan for ADS-B implementation in North America by 2011, but that one is not usable for the rest of the world, which, among other problems, will cause equipment cost to become unnecessarily high. Eurocontrol tends to establish once again something that is in favor of the commercial air traffic. But trials in the USA, Australia, and Europe have had positive results for GA too. Pilots and controllers like ADS-B, and flying schools love it because they can keep track of their aircraft. It is a great safety enhancement, and unlike Mode-S, there’s something in it for the person who has to pay for it.

“Can GA afford it? If, as regulators want, we are forced at the same time to buy new 8.33 radios, Mode-S transponders, and fixed ELTs, it’s doubtful—remembering that the GA fleet is 10 times the size of the CAT fleet, and thus vastly more costly to equip. Educating the aviation community about ADS-B is a slow process and there’s a long way to go, but it could turn out to be one of the best safety tools in the GA armory if it can be made cost-effective,” he said.

Sternemann noted that ADS-B is not yet well understood by regulators, air traffic controllers, or pilots, but the workshop made some progress toward starting the education process for everyone. ADS-B links with GPS to provide positions for every aircraft in the sky. Through ADS-B, aircraft can “talk” to each other, and a situational picture can be presented to the pilot on a moving map display. Information, including real-time weather data, can be downloaded by ATC and uploaded by pilots using ground transmitters that are inexpensive compared to radar. ADS-B can help make more efficient use of airspace, while infringements and runway incursions may be significantly reduced.

### **AOPA-Japan Fly-In to Philippines**

On 6 October six aircraft operated by members of AOPA-Japan made the long trek from Japan to the Philippines as



both a fly-in adventure and a continuation of the relationship between AOPAs in Japan and the Philippines. The fly-in group originated in various locations within Japan and proceeded down the Ryukyu Island chain to Naha, Okinawa, [the] jumping-off point for the Pacific Crossing. Four –and one-half hours later, the group landed at the Laoag Airport in northern Luzon, the Philippines. All made the 630-nm leg nonstop with the exception of a single Piper Cherokee that landed at Ishigaki Island, 230 nm southwest of Naha, for a planned refueling stop.

Upon arrival in Laoag the group received a welcoming dinner from the mayor of the city. The next day they enjoyed a highlight of the venture with a flight to the mountain resort city of Baguio, where they were joined by members of AOPA-Philippines. The next day all aircraft were flown back safely to their home bases in Japan.

AOPA-Japan Vice President Ari Yamagata reports that, “We very much appreciated planning and logistics support from AOPA-Philippines, especially the avgas they transported from Manila by truck; this was not available in Laoag. We especially thank Captain Ishida from Cebu Island and Captain Joy Roa from Manila.”

## Australia Examines Aviation Medical Certificate Management

The Australian aviation community has given strong support to a proposal for Civil Aviation Safety Authority to become less involved in the management of private and student pilot medical certificates. More than 82 percent of people who responded to a CASA discussion paper on the proposal would prefer to see Class 2 medicals issued by authorized aviation doctors. Overall, only 2.5 percent of respondents supported the current \$130 medical fee, and only 4 percent want the current system retained with a flat fee charged by CASA. Support among doctors for direct issuance was lower, at 62 percent; the respondents raised some concerns about insurance liability and data management.

Costs and procedures involved in the current aviation medical certificate system were challenged by AOPA-Australia more than a year ago. Continuing work with CASA on the topic gave rise to the survey.

## Safety Corner

### Aircraft Performance

Most of us get to know the performance characteristics of our aircraft under normal conditions. But, how about conditions we are not used to? ICAO Annex 6, Part II, International General Aviation Operations, and hopefully your State regulations, state:

A flight shall not be commenced unless the performance information provided in the flight manual indicates that the Standards [below] can be complied with for the flight to be undertaken.... Account shall be taken of all factors that significantly affect the performance of the aeroplane (such as: mass, operating procedures, the pressure-altitude appropriate to the elevation of the aerodrome, temperature, wind, runway gradient and condition of runway, i.e. presence of slush, water, and/or ice, for landplanes, water surface condition for seaplanes). Such factors shall be taken into account directly as operational parameters or indirectly by means of allowances or margins, which may be provided in the scheduling of performance data or in the comprehensive and detailed code of performance in accordance with which the aeroplane is being operated.

Some airplane flight manuals, especially older ones, do not contain data that will provide performance answers for the conditions noted above, as well as different types of runway surfaces (grass, gravel, et cetera) and other variables. What then? Factors affecting both takeoff and landing distances may increase those distances by more than 100 percent; knowing those factors make those critical operations either safe or unsafe. How much does a grass runway affect the takeoff roll? How much additional landing distance must be allotted for landing on wet grass?

Fortunately the UK and New Zealand CAAs have each published informative pamphlets on the subjects. These documents discuss the various factors affecting aircraft performance and offer useful estimates of performance degradation for a variety of factors. See the UK's Aeroplane Performance and New Zealand's Takeoff and Landing Performance booklets. These are well done and easy to comprehend. They can be downloaded from the UK and New Zealand CAA Web sites [www.caa.co.uk/docs/33/srg\\_gad\\_web05ssl7.pdf](http://www.caa.co.uk/docs/33/srg_gad_web05ssl7.pdf) and [www.caa.govt.nz/fulltext/Safety\\_booklets/Takeoff\\_Landing\\_GAP\\_05\\_final.pdf](http://www.caa.govt.nz/fulltext/Safety_booklets/Takeoff_Landing_GAP_05_final.pdf).

---

The IAOPA Bulletin is published quarterly 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.

IAOPA Headquarters—421 Aviation Way, Frederick, MD 21701, USA.

Tel: +1 301 695 2220, fax +1 301 695 2375. [www.iaopa.org](http://www.iaopa.org), [ruth.moser@aopa.org](mailto:ruth.moser@aopa.org).

