



# IAOPA Bulletin

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## Fuller becomes IAOPA president

*Craig L. Fuller, IAOPA President*

I am deeply honored that you have chosen me to serve as president of the International Council of Aircraft Owner and Pilot Associations. Today general aviation is facing unprecedented challenges in nearly every country of the world. Yet amongst us all, we have the talents, the skills, the experience, and most important, the passion, to move general aviation to the highest altitudes.

For me, aviation has been a passion extending more than 40 years. A close second to flying has been a lifelong professional career in public affairs. As many of you may know, I stepped into the United States' political scene as a White House official working with President Reagan, and then serving as chief of staff to his vice president, George Bush.

These years provide many stories, but the most important for my work going forward is that during my time with then-Vice President Bush, I traveled to more than 60 countries meeting at each stop with the leaders of States seeking the opportunity to strengthen bilateral relationships. That, I think, provides a working model for what we can do together as IAOPA affiliates. And I think it was most fitting that one of the first trips I made after having been selected president of AOPA-U.S. was to Zurich to meet with European IAOPA members.

You may be interested in knowing a little more about my flying background. Despite



my extensive travels around the world, I haven't yet had the chance to fly as pilot in command outside of the United States. But I look forward to doing that soon.

Truly, for me, each year since my first solo flight in 1967 from Buchanan Field in Concord, California, has been more exciting than the past. It was a seaplane ride in Oregon during a family vacation that first got me hooked. From the right seat, the sensation of lifting off the water and having a more and more wondrous perspective of land below is one that has never left me.

**The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 470,000 pilots and aircraft owners in 67 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.**



When I reached age 16, my father—a former Army Air Corps pilot—agreed to pay half the cost of my flight instruction if I paid the other half. There was never any doubt about my commitment, but I worked hard to make sure I progressed through my ground school and flight training.

There were many proud moments, such as flying my parents and brother over Yosemite National Park in California for a view that remains unforgettable, or traveling to Wichita, Kansas, with my father to pick up the first aircraft I owned—a Cessna 172RG Cutlass—and flying it back to Santa Monica, California, together.

I was fortunate to have developed a career in public affairs that allowed me to fly myself around the western United States on business from my home in the Los Angeles area. I earned an instrument rating in the Cessna Cutlass, which had the “IFR package”—dual VORs and an ADF with no autopilot.

In 1981, I flew the Cutlass to Virginia from Santa Monica as I began what was to be eight years in the White House with the Reagan administration. Four years later, I became the chief of staff to then-Vice President George H.W. Bush.

After leaving the White House in 1989, I remained in Washington, D.C. Although I was out of government, my enthusiasm for public policy was undiminished. Running and participating in organizations small and large, I worked to help clients shape their public policy arguments.

In 2003, while running a health care-related association, I purchased a new Beechcraft Bonanza A36. Flying more than 200 hours each year since then, the Bonanza has become my principal means of moving around the country on business. And, my wife, Karen, and I have enjoyed wonderful personal trips across the U.S. to places as far away as the San Juan Islands off the Pacific Northwest coast.

I count myself incredibly fortunate. I have had a lifelong passion for flying and a professional passion for advocacy, communication, and leading organizations. The opportunity to combine these as IAOPA and AOPA-U.S. president is remarkable.

Now to our challenges. Across the globe, States are seeking ways to jump start their national economies. Often, these searches examine ways to invest in infrastructure improvements. This is certainly the case now in the United States.

In meetings with President Obama’s transition team after last year’s election, we at AOPA-U.S. began talking about the importance of including aviation in any economic stimulus plan. Our voice was joined by other organizations from the aviation community and soon we were all focused on responding to requests for our ideas from the U.S. Congress as well as the new Obama administration. While much work remains to be done by a new administration, a dozen groups here in the United States came together to share our best thinking about how investments in aviation infrastructure will make important contributions to economic growth and opportunity. And, understanding that all countries approach aviation funding questions in their own way, our message here is one that I think could resonate in other places beyond our borders. In this spirit, I share some highlights.

First, here are the groups who came together to develop the aviation infrastructure initiative: The Aerospace Industries

Association, Air Transport Association, Airport Consultants Council, Airports Council International-North America, AOPA-U.S., American Association of Airport Executives, Cargo Airline Association, General Aviation Manufacturers Association, National Air Carrier Association, National Business Aviation Association, National Association of State Aviation Officials, and the Regional Airline Association. As you can see, we represented the entire aviation spectrum, from airports to airlines to manufacturing to general aviation. You may be able to develop similar coalitions.

We shared the following thoughts:

- The recommendations began with this observation, “Careful investment decisions made today will provide immediate economic relief—while preparing our national air transportation system for future growth. Moreover, many of the investments we make in our aviation infrastructure today will also reap substantial environmental benefits for years to come.”
- An investment of \$1 billion in airports was recommended. We said that investment in airports of all sizes will undoubtedly provide needed stimulus to both large cities and rural communities. Infrastructure funding would help stimulate the economy by creating approximately 35,000 high-paying jobs. It would also expedite the construction of critical safety, security, and capacity projects at airports around the country.
- A key point was made with the suggestion that the aviation infrastructure includes airports, airways, aircraft, and the air traffic management system. In order to support and stimulate the U.S. economy, it is necessary to invest in the entire aviation infrastructure. To enable many of the changes envisioned in NextGen air traffic management system, new aircraft equipment must be purchased and installed to operate in the new system. Incentives or funding to support avionics implementation would accelerate many of the economic and environmental benefits. And a \$3 billion investment was suggested in this category.

Now I recognize that what we suggested here in the United States is not completely applicable around the world. But I think there are elements in these proposals that you can find useful.

The key is to engage your regulatory and economic authorities. Establish relationships. Build understanding and trust.

And engage your members. In the United States, we call it “grass-roots” organizing. Informed and impassioned individuals are a powerful political force. But you need to help your members. Give them the tools and the information to get involved.

Again we all need to work together. Let me know how you’re doing. Shared ideas, shared experience, and shared effort are the keys to our future.

Finally, I want to close by offering my personal thanks to a great aviator, a great leader—and, now, a wonderful friend: Phil Boyer. During this transition, Phil and I have flown together, dined together, and had many memorable sessions over a period of months. We should all be grateful for the work he has done over the past 18 years and for the strong association he has built. With his frequent reminder that what we do is all about you, the members, I pledge to do everything in my power to build on Phil’s record as I lead AOPA-U.S. and IAOPA.

## Secretariat News

### IAOPA officers elected

Every four years IAOPA holds elections to determine who will lead the organization for the next term. During November and December 2008 IAOPA board members submitted ballots to determine who the next president and regional vice presidents will be. The results of the election are:

<b>President</b>	Craig L. Fuller, AOPA-U.S.
<b>Regional Vice Presidents</b>	
Africa/Indian Ocean	Tony Rees, AOPA-Botswana
Asia	Capt. Geronimo A. Amurao, AOPA-Philippines
Europe	Martin Robinson, AOPA-UK
North America	Kevin Psutka, COPA
South America	George Sucupira, AOPA-Brazil

Regional vice presidents act to stimulate the interest and expansion of IAOPA in their respective regions. Additionally, they may be requested by the president to attend and report in ICAO meetings held in their region.

Roger Myers and John Sheehan will continue to serve in their appointed offices, treasurer and secretary general, respectively.

### ICAO UAS study group meets

The second of several ICAO unmanned aerial systems (UAS) study group meetings was recently held in Montreal to create guidance for States to use for operation of these aircraft. The group will create an ICAO Circular, a high-level policy document that will address the major issues facing regulators during the introduction of these systems in to the airspace and guidance document. Among the many questions to be resolved are those on safety issues, security, licencing, airworthiness, and the limits of what ICAO Annexes permit for UAS operations.

UAS operations in civil airspace are in their infancy and few States have well defined policies, standards and guidance to accommodate their operations. Several information papers were presented informing participants regarding existing work on encryption of signals, spectrum, legal issues, and experiments planned in Europe by EASA to deal with the ability of the existing systems to communicate with unmanned aircraft pilots. During these discussions it became apparent that terminology used to describe UAS must be well defined, including an ICAO definition of UAS. This lack of definition at the most basic ICAO levels, including the Convention itself, may present a major stumbling block to this effort. The ICAO concept of "pilotless" aircraft has been brought into question since the aircraft are piloted, albeit remotely.

Frank Hofmann, IAOPA Representative to ICAO and member of the UAS study group notes, "UAS were developed in

large part to satisfy military requirements. The usage tended to confine UAS operations to military confined/controlled airspace, largely excluding civil traffic. However, it soon became apparent that UAS were commercially desirable, especially for State surveillance and civil aerial work applications. In large measure these new-found commercial/work applications will prove to be both challenge and threat to general aviation and manned aerial work applications. We must ensure protection for general aviation and aerial work operations, particularly in Class E, F, and G airspace.

"Each AOPA affiliate must work with their national regulatory authorities to define and solve the critical issues surrounding this issue. This is a very complex and extensive subject that brings many challenges for our members. We must work together to find common solutions that will continue to make our operations safe without losing our freedom to use the airspace."

Future issues requiring work include terms and definitions, taxonomy of aircraft classification, functions of a pilot and crew, registration/legal custody and control of the system, see-and-be-seen technology as per Annex 2, emergency and lost link procedures. The performance standards for sense and avoid need to be determined, and the source for those standards has to be identified. Four areas to be worked on by the study group over the next few months are: legal issues, terms and definitions, annexes review, and the Circular review.

### ICAO forecasts demand for aviation personnel

"Tomorrow's Aviation—A World of Opportunity for Skilled Aviation Personnel" is the theme for International Civil Aviation Day 2008. Celebrated annually on 7 December, this day marks the creation of the International Civil Aviation Organization (ICAO) in 1944.

"This year's theme is about the tremendous prospects available to those considering careers in aviation," remarked Roberto Kobeh González, president of the ICAO council.

"In the next few years there will be a massive wave of retirements from the current workforce. Thousands of new aircraft will be coming into the fleet and new technologies will transform the very nature of aviation jobs. The industry will be looking for pilots, air traffic controllers, maintenance personnel and managers capable of effectively meeting the demands of a challenging working environment," said Kobeh.

The rapid and sustained growth in air traffic over the coming years is another major factor. Despite the current global economic context, which will impact air traffic in the short term, civil aviation development is expected to regain momentum by 2010, according to the latest ICAO forecast.

"Human resource development is vital to a safe, efficient and sustainable air transport system," said Kobeh. "ICAO recognizes that professional competence is a critical element in achieving optimum levels of safety and is developing training strategies to ensure that the future world air transport system is supported by enough competent and qualified professionals," Kobeh emphasized.



Among these strategies is a four-point plan of action to assist member States in maintaining high standards of training. The plan includes: identifying the number of pilots, maintenance personnel and controllers needed and related training requirements; aligning ICAO Standards with modern training methodologies; identifying activities to be initiated with industry partners; and bringing all parties around a common strategy.

A report on this initiative will be presented to the 37th Session of the ICAO Assembly in 2010.

## Affiliate News

### Transport Canada makes ELT ruling

After years of deliberation, and extensive input from COPA, Transport Canada has decided to impose strict ELT requirements on all who operate within their airspace, whether it be foreign or domestic aircraft. COPA President Kevin Psutka said, "We are at the end of the long battle to bring common sense to this issue. Common sense has not prevailed. Transport Canada has decided to proceed with a multi-million dollar regulation that will require virtually all light aircraft owners to equip with a 406 MHz Emergency Locator Transmitter. Gliders, balloons, ultralights, parachute aircraft, and a limited number of other operations will be exempt.

"The proposed transition period that would have required some owners to equip by 1 February 2009 and others to equip over a two-year period will slip a bit because it was stated at the meeting that it is highly doubtful, given the state of our government and its ability or willingness to process compli-



cated issues like this one, that this will proceed to Gazette Part II [Canada's federal notification document] and into law by the end of January.

"Whether or not you equip with a 406 ELT now or wait until you are captured by the regulation, you should carry an additional device to adequately protect everyone on board and make up for the shortcomings of ELTs. Don't be fooled by the statistics that are presented by the government regarding performance. You are being presented with a false sense of security by a justification that is not based on fact," Psutka added.

The 406 MHz ELT requirement will also apply to more than 50,000 U.S. aircraft that fly into Canada each year. Currently, the U.S. does not plan to require these ELTs for its own domestic operations.

### AOPA-U.S. says GA greenhouse gas imperceptible

AOPA-U.S. has commented on a set of proposed regulations from the U.S. Environmental Protection Agency (EPA) that seek to regulate greenhouse gas emissions under the Clean Air Act, specifically targeting emissions by general aviation aircraft. The EPA's own greenhouse gas emissions inventory shows, according to AOPA, that general aviation jets and pistons generated only 5.54 percent of the total aviation contribution and 0.74 percent of the overall transportation sector contribution. Of that 0.74 percent, 0.61 came from jet-powered aircraft and 0.13 percent from piston-powered aircraft. This compares with 81.33 percent for on-road motor vehicles, 12.53 percent for commercial and military aviation, 2.4 percent for locomotives, and 2.26 percent for marine vessels. "Overall," said AOPA, "it is inherently obvious when evaluating the data that GA's impact on the global climate is currently and will continue to be exceedingly small. Any EPA requirement that would result in the installation of pollution controls on GA aircraft or require a change in how GA aircraft are operated would have safety and cost implications that cannot be ignored."

## Membership

### Seeking members from outside aviation

Obtaining and retaining members in our associations is often the largest and most significant job we have. For without members we have no association, little authority for interaction with State regulatory authorities, and few funds with which to conduct the organization's business.

Most of our members come from the ranks of existing pilots and student pilots, all seeking to maximize their investment of time and money in an enjoyable pursuit. Yet with a declining population and fewer student starts, the potential pool for membership is shrinking. With fewer prospects our marketing skills and presentations must be all the more effective and convincing.

But there may be another answer. Why not draw more people into the pilot ranks? This may sound like a daunting task, but many people know little of general aviation and, more important, the fact that piloting an aircraft is not just for supermen or superwomen. But how do we get information to those who have the potential to become pilots?

First, why do people want to fly? Studies over the years in many parts of the world reveal the flying is for those who welcome a challenge, are adventurous, and who are high achievers who are always looking for a new activity to satisfy their hunger for extending their reach to new and different activities. And they should have the means of funding this activity, at least to a basic degree.

There are other categories of activities that parallel flying, activities that will form the pool for potential pilots. Boats, snowmobiles, sports car racing, personal watercraft, skiing, mountain/rock climbing, and furniture building are all examples of activities that share the same roots as flying. Moreover, all of these activities meet the demographic and psychological profile of pilots.

Shows and exhibitions, rallies, races, training courses, and competitions are prime locations to make contact with these potential pilots. Set up a booth, put up posters, place advertisements in event programs, and make presentations are all ways to reach prospects. All of this requires prior knowledge and planning, often up to a year in advance. So plan ahead and work outside your comfort zone.

## Telling the real story of general aviation

We have all been frustrated by untrue or misleading stories about general aviation in the media. Because of this many of us have wished that we could set the record straight and tell the good news about general aviation as a full partner in the air transportation system. This wish has been fulfilled by the AAAA.

The Alliance for Aviation Across America is a diverse coalition of aviation enthusiasts and professionals, local airports, civic organizations representing rural and agriculture voices, city, county and state officials, economic development entities, non-profit organizations, small and mid-size businesses and others dedicated to protecting small and rural communities. AAAA is also dedicated to properly modernizing the nation's air traffic control system to enhance safety, promote efficiency, and expand capacity in order to ensure all Americans have access to air transportation.

Although the AAAA concentrates on US situations and events, the principle behind it is universal. See the Web site ([www.aviationacrossamerica.com](http://www.aviationacrossamerica.com)).

## Safety Corner

### AOPA-South Africa plans safety award

The December 2008 IAOPA eNews reported the concept of a safety award competition sponsored by AOPA-Africa. The following communication from Dr. J T Marais provides additional information. If affiliates have experience in this type of competition and would like to offer assistance, please contact Dr. Marais at [kosie@iburst.co.za](mailto:kosie@iburst.co.za).

The AOPA-South Africa Safety Award was created following the extraordinary series of fatal aircraft accidents in October 2008. AOPA was extremely concerned about these tragedies and realized that something had to be done. First, we were saddened by the loss of life and, second, we were also worried about the apparent standard of safety in general aviation in the country. AOPA was also troubled by the negative publicity and perceptions as a result of these accidents. It is not unthinkable that public pressure could force the authorities to ground the entire general aviation fleet or

significant sections of it. AOPA decided to act proactively and to institute the AOPA Safety Award. We hope that it will become an annual event and that it will raise the general level of safety awareness in the country. We are cognizant of the fact that the majority of the entrants will be so-called "safe" pilots. Our goal with them is twofold. First, we hope that their involvement will rub off on their non-competing counterparts and that it will create a general interest in safety. Second, we want to show them, even these "safe" pilots, that we all are human and we all can make mistakes from time to time. We are in the process of developing rigorous criteria for the judging process and identifying suitable judges. We want to find the pilot who makes the least number of mistakes. And we want to educate all pilots in the finer points of air safety.

The emphasis is on safety in all facets of flying. We strongly suggest that the pilots be given a (imaginary/hypothetical) "route to fly" 36 hours in advance, by the judge. They must then plan the entire flight in detail and the judges must then evaluate the quality of their weather info, weight and balance, nav log, ATC flight plan, documentation, emergency equipment, knowledge of applicable NOTAMs, and fuel management. The judges must also judge the competitors' pre-flight inspections, all the checks, radio work, the actual flying skills, and the precision of the landing. It is not necessary for the planned flight to actually take place in full. We will have VFR and IFR categories and IFR entrants will be judged as they operate under the hood.

The competition is planned to be conducted in April 2009.

## 'Do The Right Thing: Decision Making for Pilots'

In flying, making the right choices isn't always easy. The AOPA Air Safety Foundation's new interactive course, *Do the Right Thing: Decision Making for Pilots*, gives pilots a simple, intuitive guide to making good choices in the cockpit...and then tells them to sink or swim! This course offers some simple but effective ways to improve aeronautical decision making skills. Five revolutionary interactive scenarios let pilots make choices in realistic situations, see where those choices lead and get feedback on what they did right (or wrong). Go online (<http://flash.aopa.org/asf/decisionmaking>).

The advertisement features a central image of a small aircraft flying over a runway. The text 'DO THE RIGHT THING' is prominently displayed in large, bold, stylized letters at the top left. To its right, 'Decision Making for Pilots' is written in a smaller font. Below the aircraft, there is a call to action: 'Take a new look at decision making: This course offers simple but effective ways to improve your aeronautical decision making skills—no psychology degree required!'. A small circular icon with a play button symbol is next to this text. At the bottom right, there is a button that says 'Begin Course'. On the left side, there are several logos and a testimonial: 'Can you hear the engine running? Enable sound for the best experience'. Below this, it says 'Satisfactory completion of this course qualifies toward AOPA Accident Forgiveness and the FAA Wings Program'.

## Phil Boyer—An appreciation

**By Dr. Rudolf Gerber  
President, AOPA Switzerland**

January 1, 1991, Phil Boyer took the controls of AOPA-U.S. and IAOPA. December 31, 2008, some days after his sixtieth birthday, he leaves the left seat of the organization and takes off for his retirement. The 18 years of Phil's presidency bear many milestones of successful membership development and solutions for hard challenges threatening the general aviation community such as product liability, airport closures, restrictions after 9/11, avgas availability, new technologies, and regulations.

One of the hallmarks of Phil's tenure is to listen to the pilot members and, above all else, to serve their needs. "All I did was to translate as well as I could their concerns into actionable items for the organization. This pervades anything we do," he described his credo. And it worked perfectly: membership in the USA went up from 300,000 to 415,000 and gathers 70 percent of the U.S. pilots; the Airport Support Network, created 12 years ago, has volunteers at nearly 2000 airports; AOPA Pilot magazine is now the largest aviation magazine in the world; the Be-A-Pilot programme increased the number of student starts in the USA remarkably; the next promising initiative, Let's Go Flying, was started a month ago; and, not to forget, the number of IAOPA affiliates worldwide doubled to 67 actually.

In 1988 Phil and his wife, Lois, crossed the Atlantic for the first time in their own pressurised Cessna 340 and flew across Europe. This experience turned out to be the key for Phil to understand the specific problems and challenges GA in Europe occurs since the EU and its regulatory bodies try to harmonise the rules for civil aviation. Three years later, when he took the controls of IAOPA, Phil had his first official contacts with high level European Union representatives of aviation. Since then IAOPA-Europe, the common board of 33 affiliated organisations on the old continent and around the Mediterranean, sharpened its profile and increased its efforts to maintain GA's freedom of flight in the unnecessarily complicated and partly saturated airspace structure in the skies of Europe. Phil and the HQ quickly recognised: if Europe sneezes, the world will catch a cold. They supported and realised many actions that led to better understanding and withdrawal of disproportionate and discriminatory requirements. Also the Agenda for a sustainable future of General Aviation and Business Aviation in Europe, published by the EU Commission in January 2008, respected and implemented many inputs from IAOPA.

Nine IAOPA World Assemblies Phil chaired around the globe since 1992 passed more than 100 resolutions to pave the way for IAOPA



proposals on future aviation technology, regulations and standards in the palm of ICAO, EASA, ECAC, Eurocontrol, and the FAA. With his competence and leadership Phil Boyer won the admiration of all who attended world assemblies and the respect of the administration and industry on both sides of the Atlantic for our projects. His service and unwavering determination to improve general aviation worldwide merit our highest gratitude.

Phil Boyer, the leader, pilot in command, and friend, climbs out for his retirement. Wherever he lands he will find other passionate causes and friends who know what they owe him: gratitude for a big peace of freedom of flight. Thank you, Phil, and many happy landings wherever you touch the ground.

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