



IAOPA Bulletin

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General aviation in Israel

Yaron Efrat, chairman, AOPA-Israel

Today there are more than 6,000 licensed pilots in Israel with about 1,500 of them holding a private pilot license. Out of 700 registered civilian aircraft some 600 belong to general aviation or the light sport category. AOPA-Israel has 600 members and about 300 more in the Light Sport Aircraft Association.

AOPA-Israel is a nonprofit organization founded in 1977. Its official name is the "Israeli Association of General Aviation" (IAGA). Today it is the largest public aviation organization in Israel. The association is an active member of IAOPA (International Council of Airplane Owners and Pilots Association) and FAI (Fédération Aéronautique Internationale). All officers and committee members of AOPA-Israel act on a purely voluntary basis. The association maintains an office at the Hertzelia airport (LLHZ).

The association is active in promoting general aviation in Israel. One of the organization's key objectives is the effort to maintain GA pilots' rights to fly freely. In addition, the association is active in a number of issues:

- Safety. Organizing safety seminars, flight safety during air sport competition events, circulating safety newsletters, and other safety oriented activities
- Social flying events. Organizing social events and managing family fly-ins, professional

lectures, member benefits, and more.

- Aviation sports. Promoting aero sports activities, manage and organize rally

navigation competitions, spot landing competitions, participation in the international air rally, training, and more.

- Community activity. The association contributes to the community by helping the police air patrol, environment air watch, handicap and disabled children flights, and teaching aviation-related subjects to unprivileged children are among a few of the activities the association sponsors.

Major issues

In 2009 AOPA-Israel agenda included the following issue: Reducing the cost of flying in order to promote general aviation—it must be accessible and affordable. We would like as many people flying as many hours possible. Our philosophy is simple: the more a pilot flies the safer he becomes. In order to encourage private pilots to fly more, flying costs must be reduced.



Yaron Efrat, AOPA-Israel chairman

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.

Register now for the IAOPA World Assembly,
 Tel Aviv, 6-11 June 2009, www.iaopa2010.com

During 2009 we have focused on lowering fuel prices and landing and parking fees. We argued that reducing those costs will directly increase flying safety. Our campaign with the Israeli civil aviation authorities (ICAA) resulted in: approved use of mogas in some aircraft; the ICAA became active in the attempt to reduce the price of 100LL fuel versus what the government energy agency wanted; ICAA has looked favorably at our claim to reduce the government's general aviation fees.

Freedom to fly in Israel airspace is fully controlled—no VFR flights allowed, so in Israel we fly controlled VFR (CVFR). A flight plan must be filed for each flight no matter how short. The Air Force fully controls all air traffic over the country except IFR routes into and out of Ben-Gurion International Airport (LLBG) and Eilat International (LLET). Flying from one airport to another is allowed only along prescribed 2- km-wide air routes; any flight outside those air routes is considered a special flight and require a special clearance 48 hours in advance.

We were struggling to have a bit more freedom during the weekends and holidays. Our goal is to be able fly freely in the weekends and holidays, without any restrictions. We started negotiations with our authorities. Initial discussions with the ICAA resulted in eliminating the 48-hour advanced clearance requirement for cross-country flights outside the prescribed air routes during weekends and holidays. Today, only 30 minute advanced notice via flight plan is required for special cross-country flights during weekends and holidays.

A further freedom to fly example: the Air Force Chief Rabbi summarily declared that there should be no more civilian flights during Shabbat and Jewish holidays. This decree would have severely restricted Israeli general aviation so we were forced to petition our Supreme Court to cancel this directive. As a result the authorities withdrew the directive but the case will be fully adjudicated this year.

- New air law. The ICAA has been drafting a new air law for some years—its provisions would prove crippling for general aviation. We have submitted dozens of comments regarding the proposed laws, with little effect. However, we still hope to amend some of these proposals before they are approved by the Israeli parliament, the Knesset.
- Promoting women pilots. The government has instituted a special budget to promote women's activities, some of it is proposed for sport. As IAGA is also considered an aviation sport association, we were successful in receiving a nice share of the promotion budget. We used this to create a project to qualify women pilots as an aviation sport pilots.
- International cooperation. Aviation is all about connecting people. We love to fly out to other countries, meet other aviation people, and talk to pilots engaged in general aviation. One of our key goals is to host fly-ins and to become a general aviation destination for pilots from around the world. We strive to become an integral part of the world aviation community. We have participated in several previous IAOPA world assemblies, and we wanted to organize and host one.

We are fortunate that Tel Aviv is a wonderfully exciting city and June is just about the best time to visit it. Therefore, the next 25th IAOPA World Assembly will be held at the Sheraton Tel Aviv, on the magnificent Tel Aviv beachfront, between 6 and 11 June, 2010. You are all cordially invited.

Joining us at the assembly will also enable you to explore Israel, the Holy Land, the birthplace of the three great monotheistic religions, and a blend of ancient history and the heart of a young entrepreneurial society. Tel Aviv is only a one-hour drive from Jerusalem and not more than a three-hour drive to the lowest place on earth—the Dead Sea. This, the Sea of Galilee, and numerous interesting historical and religious sites are all relatively close at hand. We look forward to a great assembly and to welcoming you and your colleagues to Tel Aviv.

Secretariat News

Airspace restrictions grow because of sporting event security concerns

AOPA-South Africa has recently protested the proposed airspace closure for a period of one week for the sake of an event (one or two hours) where FIFA (the world soccer body) will make the draw for next year's Soccer World Cup that will take place in South Africa next June and July. The IAOPA Secretariat provided a number of documents in support of AOPA-South Africa's pending court case.

Similarly, both COPA and AOPA-U.K. are working with their governments to mitigate the effects of proposed airspace closures in conjunction with the forthcoming Winter and World Olympic Games, respectively. And, a number of States routinely prohibit aircraft from approaching major sporting events in progress. While it may not be possible to eliminate these restrictions it may be possible to either reduce the size of the airspace restriction or its duration.

First, States must be encouraged to conduct an objective detailed threat analysis associated with each specific event. Without a threat analysis concerns for potential threats from light aircraft activity may be unjustly combined with other more serious threats. Then, the size, shape, upper altitude, duration, and other specifics may be discussed in relation to defined or perceived threats. Gateway or portal airports, waivers, aircrew screenings, communications procedures, transponder codes, entry and exit points, corridors, may reduce or eliminate the overall effect of the restrictions.

In general, light aircraft are not considered a significant threat because of their low speed and payload capability. And, general aviation associations have collaborated with their State security agencies to establish airport watch programs designed to protect their aircraft at the airport and to report suspicious activity. While little information is available regarding the possible threats associated with light aircraft, two documents produced by the U.S. government have pointed out the limited threat posed by general aviation aircraft:

U.S. Department of Homeland Security Office of the Inspector General report "TSA's Role in General Aviation Security" (www.dhs.gov/xoig/assets/mgmt/rpts/OIG_09-69_May09.pdf) Excerpt: "*We determined that general aviation presents only limited and mostly hypothetical threats to security. We also determined that the steps general aviation airport owners and managers have taken to enhance security are positive and effective. Transportation Security Administration guidelines,*

ICAO airport and air navigation services economics panels meet

IAOPA participated in the third joint meeting of the Airport and Air Navigation Services Economics Panels in Montreal 30 November-4 December 2009.

This meeting was a follow-up to a major meeting last year, the Conference on the Economics of Airports and Air Navigation Services (CEANS). That meeting generated a number of policy and guidance changes which were incorporated into ICAO's Policies on Charges for Airports and Air Navigation Services (Doc 9082). This meeting was intended to review those changes and incorporate appropriate changes into the companion documents, Airport and Air Navigation Services Economics Manuals (Docs 9562 and 9161). IAOPA worked with representatives from 25 states and five associations in this important meeting.

The documents provide guidance to States regarding charging mechanisms, policies, and procedures for airports and air navigation services providers (ANSP) under their control or for which oversight is provided. Subjects of interest include:

- Charging mechanisms
- Economic oversight
- Governance
- Performance measurements
- Consultation with users

The great majority of these issues involve relationships between airports/ANSP and the airlines, having little applicability to GA interests. Yet experience has shown that if general aviation is left out of these discussions they will suffer if the few items of interest to us are altered. Therefore, our presence and comments serve as a reminder to all parties that there are other than airline users of the aviation system that have unique requirements and needs.

IAOPA representatives made the following points during this meeting:

- Airport and ANS performance indicators should include measures of performance that affect other than just airline operations.
- Consultation with users regarding proposed changes to charges for services must be mandatory, periodic and conducted in a transparent and collaborative environment.

- Weight-based factors for en route ANS charges are an important discriminant (some ANSP are proposing to do away with weight factors in en route charges, using distance as the only factor).

- The aeronautical information services (AIS) to aeronautical information management (AIM) transition (Integrated Aeronautical Information Package) is welcomed with the proviso that States/ANSPs generating the data make it available free of charge on a government Web site; this is an important safety issue.

- AIS/AIM information must be copyrighted to protect it from unlawful alternation/changes.

Nothing in the panel meeting will immediately affect general aviation operations, however ongoing work of the panel must be carefully watched to ensure this remains true. IAOPA will serve on two continuing sub-groups prior to the next meeting in September 2010. These sub-groups are concerned with overall ICAO charging document content and the progress of AIS/AIM issues.

communication forums, and alert mechanisms, coupled with voluntary measures taken by the owners and operators of aircraft and facilities, provide baseline security for aircraft based at general aviation sites."

U.S. Congressional Research Service report "Securing General Aviation" (www.fas.org/sgp/crs/homesecl/RL33194.pdf.) Excerpt: "Airspace restrictions imposed on GA aircraft have been highly contentious because they have a direct impact on the freedom of movement by air, they are costly and resource intensive to implement effectively, and their effectiveness in preventing terrorist attacks has been questioned by some."

Finally, States anticipating such airspace restrictions should be mindful of ICAO standards and recommended procedures. The ICAO Air Traffic Services Planning Manual Doc 9426 states: "3.3.1.2 Whenever such [airspace] restrictions and/or reservations have to be imposed, they invariably constitute a limitation to the free and unhampered use of that airspace with the associated restrictive effects on flight operations. It is therefore evident that the scope and duration of restrictions established should be subject to very stringent scrutiny in order to keep undesirable effects to the minimum consistent with the reasons causing their creation. To achieve this, it will be essential to create appropriate methods or organizations, in which all users and providers are adequately represented, for screening requests for airspace restrictions or reservations."

Route validator available online

Eurocontrol recently took action on the requests made by IAOPA-Europe through SESAR, in which it made its route validator available for IFR flight plan proposals. This will eliminate one of the greatest annoyances for general aviation IFR flights within Europe, that of finding a route that the Eurocontrol central flow management will accept as a valid routing. For longer trips through Central Europe this has been a task that could take hours to accomplish, even using commercial flight planning software. View online (www.cfm.eurocontrol.be/cfm/public/subsite_homepage/homepage.html).

Affiliate News

AOPA-Portugal takes action against airport obstacles

Robin Andrade, president of AOPA-Portugal, reports that it has been actively supporting a small aerodrome in Benavente, used mainly by ultralights, against a neighbor who placed



Robin Andrade, president of AOPA-Portugal

several nine-meter-high obstacles near the threshold of one of the runways, with the purpose of forcing the aerodrome to buy the adjacent land at a high price. The Portuguese aeronautical authorities reacted to this by closing the runway, and doing nothing to remove the obstructions. AOPA-Portugal criticized the government's action and publicly supported the owners of the aerodrome in their efforts to remove the obstacles, providing them with the legal reasons and arguments to demonstrate the illegality of such actions. The Benavente government and the public opinion supported the aerodrome. Fortunately, the judicial process found in favor of the aerodrome operator, forcing the removal of the obstacles. The aerodrome and all its runways are now open again.

Andrade notes, "We are pressing our aeronautical authorities to react promptly and adequately in similar cases of aerodrome obstruction control where the aerodromes have been built with government approval. We argue that obstruction cases like these are illegal and even criminal (due to the risk to the safety in aviation) and should immediately be prosecuted and terminated in order to avoid tragedies as have happened in Spain (Sabadell) some years ago."

AOPA-Portugal has also requested that INAC (the national aeronautical authority) designate a common Unicom frequency throughout the country wherever a local communication frequency has not been adopted. The rationale used is that since there are many aerodromes without a local frequency, safety can only be achieved if all pilots approaching or leaving such aerodromes use the same frequency. This frequency should be required only for approach and departure operations up to 5,000 feet, and would therefore not create any conflict with other frequencies.

Andrade continues, "AOPA-Portugal has been also very active in promoting safety in general aviation, through a weekly newsletter, *Noticias da AOPA Portugal*. This is partially based on sources from the Air Safety Foundation, but also from monthly safety seminars held at aerodromes throughout the country. These seminars are open to local pilots who are invited to attend without any cost. The theme of our seminars has been Communication and Safety and Operations at Non-Controlled Aerodromes, using PowerPoint presentations and presented by two of our members. Notably, we have gained many new members from these seminars."

AOPA-Chile activity

Guillermo Carey, AOPA-Chile chairman-president reports the following significant activities:

**Plan to attend the 25th
IAOPA World Assembly
Tel Aviv, Israel, 6-11 June 2010
www.iaopa2010.com**

The organization will soon sign an agreement with the Chilean Air Force, which also serves as the country's civil aviation authority, to collaborate with them on matters of mutual interest.

Representatives of AOPA-Chile will meet regularly with the Air Force to provide them with insights regarding the needs and desires of general aviation. Carey said, "We believe that these regular meetings will provides us both with the opportunity to express our opinions to good effect."

During the last meeting of the commanders in chiefs of all the Air Forces of the western hemisphere, from Canada to Chile, they agreed to coordinate their activities in response to natural calamities (earthquakes, floods, famines, hurricanes, etc.) AOPA-Chile will participate in these activities in concert with the military forces. An exercise will take place in October 2010 to test these arrangements.

Carey notes, "We have been active in trying to increase AOPA participation in Latin America. We are coordinating with the AOPA-Colombia and hope to do something together this year to help establish an AOPA in Argentina."

Safety Corner

Winter

In many parts of the world winter has been a fact of daily life for more that a month now, regardless of the artificial dictates of the winter solstice. The significant change in weather associated with winter will be a daily fact of life for billions of people well past the spring equinox; winter presents a series of challenges and hazards that significantly affect our flying habits and procedures.

While the majority of winter flying considerations present themselves as very evident phenomena—looking for different weather cues, pre-heating engines, taxiing hazards, changing en route weather, etc—others may not be as evident; mental preparation for subtle cold weather hazards, survival considerations, depth perceptions anomalies associated with a totally white surface picture, etc. Whatever the differences, a new set of considerations for flight are necessary for months to come.

Mental preparation for winter weather flying is a major part of the battle for safe and enjoyable cold weather operations. The Air Safety Foundation has a series of articles and briefing papers on the subject, which may be of use online (www.aopa.org/asf/hotspot/wwx_check.html and www.aopa.org/asf/hotspot/winter_preflight.html) as a starting points.

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

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