

ard. This grade would yield a 20 percent reduction in the current maximum lead level. This would be a tool for the industry to use when dealing with the States that will need to address areas of nonconformance to government *standards*. While this will not impact general aviation nationwide, it will provide airports with certain challenges. There is wide support for the VLL among the industry and avgas producers but there are also some technical concerns that a few producers could be forced into supplying fuel with lower lead and octane levels at the very bottom of the values permitted by the standard.

AOPA is working on three goals for future supplies of avgas: (1) Protect the current supply of fuel so we have it as long as we need it; (2) Develop a path for the industry to gain the information needed to make informed decisions about potential alternatives; (3) When an alternative is chosen, establish a timeline to transition to the alternative. Efforts have focused on the first two with important announcements from the Federal Aviation Administration, Environmental Protection Agency and lead producers.

Membership

The power of the media

We often hear that term, but most people think of the influence that the news media wields as being negative. What if that influence was used to reflect positive news events? Contrary to what most pilots may think, the news media can be a great friend to general aviation. For example, the media can cover and report on:

- The economic benefits your airport provides to the community;
- The services general aviation provides to the public: traffic reporting, crop-dusting, emergency medical transport, even news reporting;
- Local pilots who volunteer to fly patients and blood on emergency call; and
- Interesting locally based aircraft (such as antiques, classics, and warbirds) and newsworthy pilots, such as elderly or handicapped pilots.

GA has many good news stories to tell, and proper cultivation of the news media can be a great asset in reaching the public. How do you, the GA pilot, get your story to the news media so they will convert it into a positive newspaper article or news program on the six o'clock news? Sponsor an aviation day!

General Aviation:

Serving Every Aspect of the Community and Nation

Ideal headline? You bet, and it appeared in a local newspaper the day after an AOPA affiliate held an aviation day for the news media at its headquarters (on an airport). Although hosting such an event is only one way of reaching the news media, it is a very effective one. An aviation day for the news media enables you to:

- Tell your story at your own pace, on your own turf, without interruptions and conflicting priorities;
- Bring the news media to the airport or hangar, actually letting them see firsthand what the story is about; and
- Educate a captive audience, give them informational materials, and let them hear from aviation experts. You can even take the reporters flying if your resources are adequate.

All of this will tell the good news about general aviation and aerial work, creating a positive image for members of the media and, through them, to the public. Of particular importance, this event will get your organization's name in front of the public and pilot populations; doing so should bring new members to your organization.

Interested? See *How to Have a Successful Media Event* www.aopa.org/info/event.html. For an IAOPA handout describing general aviation and aerial work, see www.iaopa.org/doc/aerial_work.pdf.



Safety Corner

Statistical evidence

In the 2009 AOPA Air Safety Foundation *Nall Report* it was noted that, "More than 70 percent [of non-commercial aeroplane accidents] were judged to have been pilot-related. Almost one-third of all accidents occurred during landing attempts, while weather and maneuvering accidents were the most consistently lethal. Together they accounted for 34 percent of the fatal accidents even though just 9 percent of all accidents fell into those categories." Notably, landing accidents rarely yield fatalities.

What do these numbers mean?

- We need to be more proficient at takeoffs and landings.
- Better judgment is required when operating in poor weather and while maneuvering.

But, what about fuel mismanagement, mechanical failure, poor/inadequate planning, and poor judgment? These are also frequently reported accident causes and must be considered in maintaining proficiency and reducing the risk involved with each phase of flight. The prudent pilot will devise a training and awareness program to guard against and prepare for unforeseen events. This should begin with an annual hour or two with a flight instructor, working on the known hazards associated with the most frequent accident causes. Then, throughout year the pilot should establish research and proficiency tasks that target known accident causes. Finally, take one or more AOPA Air Safety Institute (note the new name) online courses that work on the worst accident causes. See www.aopa.org/asf. These are just a few ways you can avoid becoming the next accident statistic.

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

The next generation of pilots and mechanics

By John Sheehan, IAOPA Secretary General

In March 2010 ICAO sponsored a symposium to address the issue of where the following generation of pilots, mechanics, air traffic controllers, airport specialists, etc. would come from and would they be adequately prepared to meet the challenges of aviation growth beyond 2020. Specifically, the symposium agenda noted that, "The aviation industry is challenged by a difficult economic context, changing demographics, and new technologies with far-reaching potential. In this context, it becomes urgent to review existing regulations and propose a new regulatory environment for the recruitment, education, training, and retention of the next generation of aviation professionals."

IAOPA participated in the symposium bringing to it the stated goals of:

- Ensuring that all players understand the fundamental and essential role played by general aviation in the training and preparation of pilots and mechanics for professional positions within the aviation industry.
- Advising States that increasing regulations, fees, and flight restrictions all serve to discourage aspiring aviation professionals from embarking on such a career path.
- Recommending subsidies and grants should be considered for well-qualified and motivated candidates for aviation training leading to professional positions.
- Telling aviation industry officials that

Where will the next group of young pilots, mechanics, and other aviation professionals come from?



well-qualified candidates for entry-level professional positions do not necessarily need high levels of experience. Rather, the type and quality of training and level of individual motivation should be considered primary determinants of hiring suitability.

- Robust efforts to introduce young people to aviation careers should be made a priority by all States and the aviation industry.

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.

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.

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The three-day symposium explored a wide-range of topics including training organizations, methods and standards, advanced simulation technology, harmonizing regulations, competency based training methodology, and industry views. However, little was said about attracting well-motivated and qualified individuals to participate in the array of aviation occupations mentioned. Some unions briefly noted that the luster of an aviation profession had been noticeably eroded within the past few decades, but little of this line of reasoning was pursued to a logical conclusion.

While the problem and its potential dimensions were addressed, little as mentioned about how to create a pool of willing and motivated candidates for the aviation professions. The following were offered to describe the dimensions of the problem:

- In the next 20 years, airlines will have to add 25,000 new aircraft to the current 17,000-strong commercial fleet;
- By 2026, we will need 480,000 new technicians to maintain these aircraft and over 350,000 pilots to fly them;
- Between 2005 and 2015, 73 percent of the American air traffic controller population is eligible for retirement.

These are impressive numbers but they omit the tens of thousands of pilots, mechanics and support personnel to operate the thousands of charter, corporate, aerial work and State aircraft that require professionals of similar quality and experience to their airline counterparts. So, the staffing requirement for personnel is much greater than stated.

In my presentation to the symposium titled, "In the Beginning there is General Aviation," I noted that all pilots and most mechanics begin their careers in general aviation aircraft. General aviation is the cradle of aviation from which all professional pilots and mechanics get their start; no one begins by flying or maintaining an A320. Because of this special efforts must be made to first motivate young people to enter aviation and then to facilitate their training. But, it has become more difficult to take the first step because of:

- Declining prestige, industry stability and entry level costs
- Regulations, restrictions and fees placed on general aviation
- High levels of experience required for commercial air transport occupations, and
- Competing opportunities in other challenging and well-paying professional fields.

Therefore, the industry must work to rebuild the prestige and competitive pay status once an integral part of the commercial aviation world. This will not be easy given the long decline the airlines have undergone in the past few decades. But, since there is little we can do about that aspect of the potential personnel shortages, we must do what we do best, attract and train pilots and mechanics into what has always been an enjoyable and personally rewarding pastime and occupation.

Many young people are initially attracted to private aviation because of the promise of a career as an aviation professional. As a result, AOPAs and other general aviation organizations have established programs to introduce and nurture an interest in aviation to young people, attempting to implant this desire early in the life to interested and motivated individuals. First flight programs, classroom topic outlines, career counselor materials, airport field trips, mentoring efforts, scholarships

and more are being used by a number of AOPAs to capture the imagination of today's youth so they may become the aviation professionals of tomorrow. See www.copaforkids.org and www.aopa.org/path. Additionally, many States sponsor air cadet, Aviation Exploring or aviation courses in schools.

The future of aviation and the ability to attract and nurture young people to enjoy what we have experienced with it is really in our hands. We can best help attract and guide young people with a vision of a career in aviation. It's up to us.

Secretariat News

IAOPA representatives to meet with search and rescue group

IAOPA continues to have reservations regarding the effectiveness of current ELTs because of their poor record of performance during actual aircraft distress situations. While ICAO has mandated carriage of the devices for all aircraft operating internationally, the standards for system operation and the ELTs themselves are developed by the International Cospas-Sarsat Programme Directorate in Montreal. IAOPA would like to have ELT design and installation specifications reviewed in an attempt to improve performance and to gain acceptance for alternative alerting/locating devices.

The COSPAS/SARSAT Council recently denied IAOPA's request for permission to participate in the upcoming 2011 Experts' Working Group Meeting on Next Generation Beacon Requirements, with a policy banning special interest group participation cited as the reason for denial. However, IAOPA representative to ICAO Frank Hofmann and COPA President Kevin Pstuka will meet in January with Canadian National Search and Rescue Secretariat representatives to the Experts' Working Group to provide IAOPA input for those who will attend the COSPAS/SARSAT meeting.

Pstuka noted, "IAOPA and COPA have had extensive involvement with the ELT issue for many years and I am not confident that all of the facts are on the table concerning its performance and consequently whether or not a next generation beacon will adequately improve the search and rescue prospects for victims and rescuers alike. IAOPA, COPA, and I would like to ensure that the Canadian delegation and ultimately the Working Group has all of the issues at the table."

Affiliate News

EASA flight crew licensing proposals modified

The European Aviation Safety Agency has issued a notice of proposed amendment (NPA) that will effectively eliminate the concept of foreign pilot licence validation within Europe in favor of a complete re-take of the written, skills and practical tests to attain an EASA private pilot licence or instrument rating. IAOPA Europe has strongly opposed this proposal since thousands of European pilots obtained

ICAO unmanned aerial system study group meets

The UASSG is set up to provide and interface between the unmanned aerial systems (UAS) industry and ICAO Panels. The coordination with ICAO is required because UAS are considered to be aircraft and therefore the ICAO standards and recommended practices (SARPs) apply. The ultimate aim is to develop SARPs, which will permit the full integration of UAS into unsegregated airspace.

The sixth meeting of the ICAO UASSG met recently in Montreal to produce a guidance document in time for the ICAO UAS Symposium to be held in April 2013. The UASSG has produced guidance material, Circular 328, meant to serve as an interim reference document for States to use as they develop the requirements which have to be met for the carrying out of UAS operations in both segregated and non-segregated airspace and until the UAV SARPs are finalized.

The UASSG is developing new terminology and definitions, performing a gap analysis with the 18 ICAO Annexes and suggesting new SARPs. Among some of the significant aspects are that UAS operations will be considered to be commercial operations, therefore

not a GA activity. A new Part to Annex 6, Part 4, will be created to cover UAS. Other definitions include Remote Piloted Aircraft Station (RPAS) instead of cockpit and what constitutes a take-off and a landing.

IAOPA's Frank Hofmann is a member of the See and Avoid subgroup because this issue, more than Licensing, Airworthiness, Operations, and Communications is most crucial and controversial to general operations. That group decided to adopt the terminology for the requirement Detect and Avoid. The reason for the change is based on the possibility that technology may permit a UAS to detect the presence of other traffic rather than seeing it, seeing being interpreted as being a human action. As well, the requirement in the other direction, the need for pilots to detect an UAS—to see it—was identified as a possible requirement. In other words, UAS operation in an uncontrolled VFR environment, and out of line of sight, may require a UAS to be rendered visible to the same extent as are other aircraft and the UAV itself has to be able to detect and avoid other traf-

fic. Alternatively it may evolve that the responsibility to avoid collisions may be placed totally on the UAS since it may be better equipped to detect another aircraft and to maneuver to avoid it. Germany has experimented with UAS and determined that a small slow-flying UAS may not fly quickly enough to avoid collision with an approaching faster aircraft. The avoidance requirements in various airspace classifications and meteorological conditions are being studied.

The other subgroups concerned themselves with licensing issues, Annex 2 Appendix 4 dealing with special authorizations, command, control and communication requirements, airworthiness and operations. Issues dealing with airworthiness of the controlling station, the data and communication link integrity, spectrum availability, legal implications, human factors, and control handovers are among issues which will require heavy liaison with groups and bodies outside the UASSG.

Draft guidance material should be available in May 2012 and a final version ready for November 2012. Meanwhile, the meetings continue.

their original licenses and instrument ratings in the U.S. and other countries. Requiring them to essentially start from the beginning would be prohibitively expensive for most pilots, creating a great loss to the general aviation ranks in Europe. Further, the decrease in flying activity would have significant implications for small and medium enterprises providing services to general aviation interests.

IAOPA-Europe's hard work in conjunction with the European Business Aviation Association and General Aviation Manufacturer's Association has apparently paid off with an informal ruling that will delay the final comitology committee approval for the NPA until the spring of 2011 and push back the effective date from 2012 until 2014. The ultimate resolution to this important issue will be to use pending bilateral aviation safety agreements between EASA and other States to mutually recognize one another's licences with a minimum of formality.

IAOPA-Europe Senior Vice President Martin Robinson commented, "We congratulate the European Commission and EASA for working with groups like IAOPA, GAMA, and EBAA to achieve a workable interim solution to an issue that has such great impact on general aviation in Europe. We will continue to work with EASA to achieve a mutually satisfactory solution."

Eurocontrol establishes advisory group

At the last meeting of the existing Eurocontrol oversight body, the Provision Council (PC), it was agreed that a single consultation group should be established. This new Body will be known as the Agency Advisory Body (AAB). Its main role will be to give advice to the Director General as well as the eight directors of Eurocontrol. This new group will replace two oversight groups. IAOPA-Europe will have a seat in the AAB. Under the AAB there will be eight permanent Expert Working Teams whose role is to provide expert advice to the DG and the AAB. The ATM master plan is the benchmark for the work. CMC (Civil/Military) coordination will also be included. In a related matter, a new Directorate is being established and will be known as the Single Sky Pillar. The director of this body will be Luc Tytgat, European Commission head of the Single Sky and Modernization of Air Traffic Control unit.

Avgas developments

AOPA-U.S. is participating in a series of ASTM (and international testing standards organization) avgas meetings along with other interested parties seeking ways to eliminate and/or find alternatives to tetraethyl lead in aviation gasoline. Work continues on the coalition's efforts to pass a Very Low Lead (VLL) grade of avgas to be added to the existing fuel stan-