



Resolution 28/1

Gratitude for the Host and Sponsors

Whereas: the Aircraft Owners and Pilots Association (USA) has graciously hosted the 28th World Assembly of the International Council of Aircraft Owner and Pilot Associations in Chicago, Illinois; and

Whereas: the leadership, staff, and members of AOPA have given generously of their time and talents to make this Assembly a success, and have extended their warm friendship and hospitality to the delegates and guests; and

Whereas: in addition, a number of organizations have generously sponsored special events; and

Whereas: the delegates assembled wish to express their sincere appreciation to these persons and entities; therefore

IAOPA, at its 28th World Assembly, resolves:

to extend its deepest gratitude to all of the dedicated AOPA personnel and members for their work in hosting the Assembly, including President Mark Baker, EVP Ken Mead, SVP Jim Coon, SVP Tom Haines, SVP Jiri Marousek, VP Michelle Peterson, VP Melissa Rudinger, Director Mike Kline, Director Katherine Swain, and the other members of AOPA that worked so tirelessly to make the event a success. A special thanks goes out to Elizabeth Hannan and Charles Lehman without who's help this event would not have been possible. The entire organization also wants to express its appreciation to the following organizations for their sponsorship and services:

Jeppesen

Aero Space Reports

Adopted Unanimously



Resolution 28/2

Gratitude for International, Government and Industry Support

Whereas: several government and aviation industry representatives have participated in the 28th World Assembly of the International Council of Aircraft Owner and Pilot Associations hosted by the Aircraft Owners and Pilots Association (USA) from July 21 to 24, 2016 in Chicago, Illinois; and

Whereas: the delegates assembled wish to express their sincere appreciation to the representatives, officials and agencies who participated in the Assembly; therefore

IAOPA, at its 28th World Assembly, resolves:

to thank the representatives and other organizations for their cooperation, and especially the following officials for their generous and valuable participation:

Dr. Lui, ICAO Secretary General

Patrick Ky, European Aviation Safety Agency

Michael Huerta, Federal Aviation Administration

Peggy Gilligan, FAA Associate Administrator for Aviation Safety

Pete Bunce, General Aviation Manufacturers Association (GAMA)

Ed Bolen, National Business Aviation Association (NBAA)

Steve Creamer, ICAO

Adopted Unanimously



Resolution 28/3

Proposed by AOPA New Zealand

- Whereas: We further endorse resolution 27/5 proposed by the Netherlands; and
- Whereas: Aeromedical safety is maintained because of overall improvement in health standards generally and pilots properly assess their physical fitness to fly prior to each flight; and
- Whereas: Some pilots are required to undergo a flight review, conducted by a certificated flight instructor at least every two years in order to act as pilot in command. During these reviews, instructors continue to evaluate each pilot's cognitive condition, as well as his or her physical ability to safely operate an aircraft. If either is in question they will not endorse the pilot; and
- Whereas: The resources now being used on the medical certification process could be reinvested in ways that do far more to enhance safety, including increased proficiency flying and installing new safety equipment on aircraft; and
- Whereas: Regulators around the world are increasingly adopting a risk based approach proportionate to the activity when developing regulations; therefore,

IAOPA, at its 28th World Assembly, resolves:

The IAOPA Secretary General shall work with ICAO towards formal acceptance of medical requirements for private pilots, that are based on national or state medical standards that are currently used for drivers of motor vehicles.

Adopted 110 Yes, 0 No, 2 Abstentions



Resolution 28/6

Proposed by AOPA Italy

Non Certified Equipment

Whereas: demand for easier access to non-TSO Equipment on GA aircraft is recognized and accepted by the Pilot community; and

Whereas: Approved, although not certified, equipment has been used in the last few years by Light Sport Aircraft (LSA) in USA and airplanes flying with Regular Type Certificate (RTC) or Permit to Fly (PTF) in Europe; and

Whereas: such equipment has provided tremendous safety enhancement for Pilots, passengers and the community in general; and

Whereas: Cost for non-TSO equipment is currently a fraction of the price of certified equipment; and

Whereas: Affordable equipment could contribute to the renewal of the fleet of aging GA aircraft and grant pilots greater security and awareness during the flight; therefore,

IAOPA, at its 28th World Assembly, resolves:

to urge regulatory authorities to allow where appropriate the installation of non-TSO'd equipment on aircraft up to a limit of 5,700 kg (12,500lb) of MTOW, operated under Part 91 or its equivalent.

Adopted Unanimously



Resolution 28/8

Proposed by AOPA Italy

Airspace Classification

- Whereas:** demand for a safer design of airspace in Italy, in order to raise security level and allow safer navigation from European aircraft is recognized and accepted by the pilot community; and
- Whereas:** Current Italian airspace has great portion of the sky designated as Alpha airspace, above 2,500 feet MSL (Milan TMA covers a good part of northern Italy); and
- Whereas:** VFR flight is therefore confined below 2,000 feet MSL, with the double risk of high congestion and little space for security in case of an emergency; and
- Whereas:** airspace design could include greater use of Delta airspace, keeping separation from IFR traffic and increasing the level of security for VFR flights; therefore,

IAOPA, at its 28th World Assembly, resolves:

to endorse AOPA Italia request and efforts with the local authorities for greater access for VFR flights in the countries airspace and to encourage airspace designers to allow for increased access through the correct use of the ICAO airspace classifications.

Adopted Unanimously



Resolution 28/9

Proposed by AOPA Italy

8.33kHz

Whereas: a demand for additional frequency assignments in the Aeronautical VHF band is recognized and accepted; and

Whereas: Starting January 1, 2018, aircraft might not be able to operate in any EU member states' controlled airspace unless they are equipped with communications systems that have 8.33 kHz voice channel spacing capability; and

Whereas: the high number and wide range of aircraft affected by this requirement, combined with the short time available for the replacement, will not allow installation on all aircraft; therefore,

IAOPA, at its 28th World Assembly, resolves:

to urge regulatory authorities to ensure that avionics retailers and suppliers of 8.33kHz radios have the necessary capacity to meet the demand in order to achieve the January 1, 2018 deadline as set out in the European regulation. That there should be no unnecessary grounding of aircraft.

Adopted Unanimously



Resolution 28/10

Supporting Regulatory Development

- Whereas: IAOPA has for many years supported the development of proportionate risk based regulations; and
- Whereas: IAOPA has consistently requested the need for segmented cost versus benefit studies to underpin the development of new rules/regulations; and
- Whereas: the panelist, during the first panel discussion at the 28th IAOPA World Assembly called upon AOPA affiliates to support the rule making process through the provision of data and other resources that could assist in the delivery of risk based regulations for General Aviation; therefore,

IAOPA, at its 28th World Assembly, resolves:

To encourage all affiliates to provide the necessary support to regulators during the development of new regulations for the delivery of rules that are proportionate to the activity where they focus on, inter alia, positive safety outcomes.

Adopted Unanimously