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WHEN A FLIGHT PLAN GOES WITH YOU ON EVERY VFR FLIGHT

Paper required for flying in Spain

Spain has made a great change from an isolated country under a dictatorial regime to a modern democratic country and member of the European Union in only 30 years.

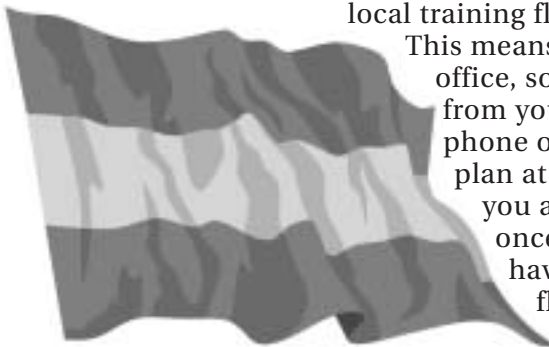
We have excellent flying weather and a variety of topography and tourist attractions to visit. Spain claims 6,000 private pilots, 4,000 microlight pilots and 1,000 glider pilots. We have much to do to promote general aviation in Spain but we believe we have tremendous growth potential and are working to change our aviation environment. This change is visible in many aspects of the country but there are a few things that have not changed. One of these things is the need to file a flight plan for every VFR flight.

In Spain you have to file a flight plan, in person at the Airport Reservation Office, by fax or telephone, for every VFR flight, even for local training flights with touch and goes.

This means you need time to go to the office, sometimes quite a long way from your airplane, you need a telephone or a fax machine, you have to plan at least 30 minutes notice before you are allowed to take off and, once back from your flight you have to remember to close this flight plan if you do not want to get a nice fine from the SAR



Marlies Campi
President, AOPA-Spain



The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 470,000 pilots and aircraft owners in 60 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.

service. Do you see how tremendously easy it is to get airborne in Spain?

Legislation states that VFR flights will need no flight plan if takeoff, flight, and landing take place in uncontrolled airspace. But—there's always a but—it adds that the final decision about the need for a flight plan belongs to the air navigation authority. Guess what their decision is: you always need a flight plan!

AOPA-Spain has been working for many years to get this legislation changed. There have been many meetings, roundtables and workshops with the Civil Aviation Authority, air traffic controllers, the Ministry of Defense, that is, with all the parts having something to say on this issue. AOPA-Spain and the administration have invested a lot of time and money in these meetings but the results are still zero.

While in neighboring countries a flight plan can be something as simple as a radio call a few minutes before entering controlled airspace, this option is not accepted by our authorities.

The Spanish authorities claim that the flight plan is necessary for security reasons. Security? How innocent! They must believe that a VFR flight plan is something like a railway you jump onto with your plane and that you do not leave until you land at your destination, no matter what weather you encounter during the flight, what terrain and what beautiful landscape you find to overfly and take some photographs. They must also believe only good people fly with a flight plan. Criminals? Oh no, never. If a pilot really has bad intentions a flight plan will not hinder him from doing what he wants to.

The flight plan is also being used as a sort of blackmail, threatening pilots with fees for search and rescue services if they have an accident and do not file a flight plan.

We will not give up in our fight of getting rid of this ridiculous restriction in the age of GPS and mobile phones. The only thing it helps is to increase the piles of papers of the authorities' offices. AOPA-Spain has plenty of arguments and examples on how to fly VFR safely and securely without a flight plan and will very soon resume negotiations with the Spanish authorities.

SECRETARIAT NEWS

2006 WORLD ASSEMBLY IN TORONTO

IAOPA President Phil Boyer announced in March that the association's 23rd World Assembly will be held 16

to 18 June 2006 in Toronto, Canada, hosted by the Canadian Owners and Pilots Association (COPA).

Every two years, IAOPA board members and other interested parties meet to evaluate the state of world general aviation and aerial work activities and to plan future courses of action.



President Boyer provides the perspective: "The work done at the World Assembly educates, informs and permits discussion of worldwide aspects of general aviation and aerial work.

Further, it provides a forum in which we can plan for the years to come, to create the future of world general aviation—the World Assembly is an important event. COPA has been a leader in articulating the needs of general aviation in their nation, therefore it is appropriate that they host this important event for all our affiliates."

International delegates to the World Assembly will participate in a wide range of discussions of importance to general aviation and aerial work activities, including air traffic services, airport and airspace access, user fees, security and the business of running their associations.

Post-Assembly activities will include a visit to a major seaplane base and an opportunity to attend the Canadian Aviation Expo and COPA convention, all held in or within close proximity to Toronto.

IAOPA GENERAL AVIATION AND AERIAL WORK DVD

All affiliates received a copy of the IAOPA General Aviation and Aerial Work DVD presentation last year. The presentation was developed to provide the public and government authorities a view of the utility and benefit that GA/AW activities bring to the community and nation.

Additionally, the presentation may be used to publicize the work of individual AOPA affiliates in an effort to obtain new members. The DVD may be reproduced providing that proper credit is provided to IAOPA.



AOPA-POLAND OPPOSES ENVIRONMENTAL RULES

AOPA-Poland is opposing the Ministry of Economy and Labor's stand on regulations that will affect the nation's entire aviation industry. In the new regulations, European Directive 94/63/EG, concerning the storage, transfer and dispensing of fuel, the Polish government has not made adequate provisions for general aviation fueling requirements.

AOPA-Poland's President Blazej Krupa said, "AOPA-Poland is the only national organization that fights for the development and accessibility for GA throughout the nation. We are officially opposed to the new regulation regarding the technical conditions for the tank farms and stations of liquid fuels, and the transportation of petroleum products as harmful and unacceptable to GA. In case the new law is signed by the Ministry, AOPA-Poland is ready to fight against it in Brussels."

(The latest official aviation statistics for Poland include 5,428 pilots, of which 2,607 are private pilots, and 1,008 general aviation aircraft.)

AOPA-NETHERLANDS NEWS

The board of AOPA-Netherlands periodically verifies its mission statement to ensure that its vision still matches the needs of its members. The result of a recent verification has restated the mission as:

AOPA-Netherlands will dedicate itself to accomplish and maintain an accessible, safe way of practicing aviation. To achieve this it endeavors to defend the interests of all who are directly or indirectly actively connected with activities in the aviation sector, particularly to defend the interests of its members.

AOPA-Netherlands seeks cooperation on an equal basis with all aviation organizations and is striving

for an open dialog with rulemaking institutions to achieve the organization's goals.

An updated edition of the Netherlands Aeronautical Information Circular VFR Flying in the Netherlands is available for download from the AOPA-Netherlands Web site at www.aopa.nl.

UK GA UNDER ATTACK

The United Kingdom's Civil Aviation Authority plans to raise its charges to operators of all aircraft weighing less than 15 tonnes by up to 40 percent.

According to Martin Robinson, AOPA-UK's Managing Director, "The hike will cripple many companies and undoubtedly tip a number of operators

over the edge. Activity in some sectors of the UK GA industry is already down by 30 percent year-on-year, while over a 10-year period the number of new pilots coming into general aviation has fallen by 40 percent.

"The CAA's new money grab is driven by the airlines, primarily British Airways, which claims it is cross-subsidizing general aviation. AOPA maintains that the claims are specious and the reverse is actually the case, but AOPA was deliberately excluded from the Joint Review Team formed to consider the structure of CAA charges, and has been prevented from putting its case.

"There is still a chance to stall these disastrous proposals. The CAA itself is not bound to accept the findings of the JRT, and it must be forcefully brought home to the Authority that an industry that is already fighting for its life on the commercial front cannot survive being stabbed in the back by its regulator. AOPA makes the following submissions:

1. If the charging regimes [for all aviation types] are to be harmonized, it can only be done if the tax regime enjoyed by the airlines is also extended to GA in the form of VAT-free, low-duty fuel.
2. Instead of raising more money from an increasingly cash-strapped industry, a full investigation should be undertaken into the work of the CAA with a view to reducing costly and unnecessary oversight, de-manning, and the possible abolition of the general aviation department, with administration being devolved onto the industry. In particular, the effects of EASA should be taken into account when finalizing the future size and shape of the CAA. There should



be no change in the charging structure until this has been completed.

3. The government should immediately review the requirement for the CAA to cover all its costs and to make a 6-percent profit for the Treasury, write off all CAA debts to the Treasury and accept that seeking to profit from safety regulation is iniquitous, foolish and counterproductive.

4. AOPA believes that there should be a judicial review of the CAA's scheme of charges in view of all the pending changes: until such a review has taken place the status quo should be maintained."

AOPA-SWEDEN SEEKS ALTERNATIVES TO REGULATIONS

The Swedish Civil Aviation Authority is proposing a complete revision of the flight operations portion of its civil aviation regulations. Some new provisions regarding aircraft performance and weather issues could severely impair general aviation IFR operations, especially for small multi-engine aircraft. Additionally, the proposal seeks separate regulations for non-commercial business aviation rather than using existing rules for general aviation business operations; this proposal would also impose significant restrictions of this type of flying.

An AOPA-Sweden working group is currently preparing a detailed response to the proposal and has initiated a dialog with the CAA on these issues. This position emphasizes the need for any regulation to be based both first on well-defined safety needs and also cost effective. Initial indications are that the CAA is listening carefully to the AOPA position and entertaining suggested alternatives.

AOPA-ISRAEL NEWS

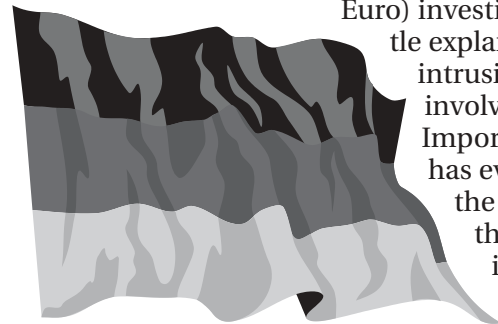
A dispute between Israel CAA and the country's private pilots regarding the definition of cost sharing on private flights could have jeopardized the ability of pilots and passengers to legitimately share flight-related expenses. Fortunately the intervention of AOPA-Israel ended in victory for private pilots after an arbitration committee ruled that if a profit not is made, cost sharing is permitted on private flights.



For the first time AOPA-Israel has registered two teams to compete on the sixth Federation Aéronautique International European Rally Flying Championship. The August 2005 competition is organized by the Slovak National Aeroclub in cooperation with the Aeroclub Dubnica at the Slavnica airfield. The team has been training in Poland and has participated in local rally flying competitions.

GERMANY REQUIRES PILOT RELIABILITY CHECKS

A January 2005 German Air Security Law (Luftsicherheitsgesetz) has introduced the concept of reliability checks for all pilots. Several German federal states have initiated the expensive (up to 125 Euro) investigations with little explanation of the



intrusive procedures involved. Importantly, no state has even explained the real meaning of the term "reliability" as used in these investigations.

AOPA-Germany's negotiations with the regulatory authorities have yielded little to date; consequently, the association has appealed to the German Supreme Court in order to stop this procedure. AOPA-Germany's Managing Director Michael Erb noted, "This is a poorly defined witch hunt. We have explained that private pilots are not a higher security risk than any automobile driver. The new security procedure is an unacceptable overreaction and not at all justified. Unfortunately, there is little agreement between the national and state governments, greatly hindering the process of rationalizing this unfortunate requirement."

CANADIAN GA ON THE INCREASE

While commercial aviation continued to struggle last year in Canada, the numbers according to Transport Canada show private aviation is currently enjoying boom times. Personal flying is growing in leaps and bounds in Canada, undoubtedly helped by the strong Canadian dollar which has made aircraft less expensive to purchase in the last year.

All told, 473 new private aircraft were added to the register in 2004, which represents total growth of 2.1 percent. The total private fleet is now 23,123 out of a total of 29,614 civil aircraft in Canada or 78 percent of the aircraft in Canada. In recent years the number of private certified aircraft in Canada has been declining slowly. In 2003, the private certified fleet reversed that trend and grew slightly by 8 aircraft. In 2004, that number took off with 99 additional private certified aircraft—accounting for 21 percent growth in private aircraft in 2004. The net change in the numbers included 75 airplanes, 10 gliders and 15 balloons.

Existing owners in Canada aren't selling their aircraft and instead, more aircraft are being imported. For example, 84 Cessna aircraft were imported into Canada last year, along with 42 Pipers, 7 Cirruses and 4 Mooneys. All told, 505 aircraft were imported into Canada in 2004.

The greatest growth in the Canadian fleet continues to be in the ultralight world with 153 basic and 48 advanced ultralights added for a total of 201 new ultralights. Ultralights accounted for 42 percent of the growth in private flying in 2004. Amateur-built aircraft added 100 new aircraft last year consisting of 95 airplanes, 4 helicopters, one gyroplane and one airship. Amateur-built gliders shrunk by one in number. New amateur-built aircraft in Canada accounted for 21 percent of the growth in private aircraft last year.



The owner-maintenance category also grew quickly in 2004, growing by 29 percent with 66 new aircraft. The total number of aircraft in the category is now 292. The 66 owner maintenance aircraft contributed 14 percent to the growth of private aircraft in 2004. It should be noted, almost all of those aircraft are former Canadian-registered certified aircraft, and thus their numbers come out of the certified aircraft fleet.

As we head into 2005, this year is shaping up to be another good year for growth in private flying in Canada. The Canadian dollar is still strong against a U.S. dollar and likely won't change much in the near future. This means aircraft prices will remain low in comparison to recent years. The stronger Canadian dollar also means raw materials for building aircraft, like aluminum and steel tube, will cost less. Also, manufactured aircraft parts should put less of a dent in your bank account.

This article was excerpted from a COPA Web article written by Adam Hunt.

MEMBERSHIP

Obtaining and keeping members is a continuous quest for all associations. This is certainly true for the IAOPA community since members form the lifeblood of each of our affiliates. In recognition of this a group of IAOPA European Region affiliates met last year with general aviation commercial providers and the IAOPA Secretariat to develop methods of finding new members and retaining existing ones. An ongoing list of suggestions arising from this meeting are listed below. This concludes a list spanning the past four issues of the Bulletin.

Internal Information from Members. Ensure that the members know they have a voice internally. Are there clear signs that they are being heard? How can they see that their ideas are being considered?

Establish Specific Metrics for Increasing Membership. Set definite membership metrics to work toward on a quarterly, biannually, or annual basis as best fits your current structure.

Sky X3 (Excitement/Experience/Exclusivity). Capitalize on the excitement you once felt on your first flight in a light aircraft, relish the experience of flight and make others realize the exclusive club they join when they participate in general aviation. In other words, sell the thrill and emotion of flight. Survey the market for exciting campaigns that may be tailored or borrowed for AOPA purposes. Design marketing efforts that hit at the romance, status, and other desires that drive people to fly.

Fly Outs. Design, schedule and consider using fly outs more effectively. Consider pilots-only fly outs, family fly outs, and perhaps fly-with-a-friend fly outs.

Training Camps. Speak and provide information to training camps. Consider offering trial memberships at reduced fees or for a few months free.

Listen to Your Average Member/What Do They Need? Survey your average member to ensure that you do not lose touch with your base while you are working to increase membership in other areas.

PERSONAL MINIMUMS CHECKLIST

All States impose limitations and restrictions on pilots and aircraft and the environmental conditions in which they operate in an effort to ensure the safe and orderly operation of civil aviation within their territories. However, these limitations are often general in nature, covering a variety of experience levels, aircraft types and operating environments. For example, a new PPL flying a small single-engine aircraft in a coastal environment could not be expected to fly a more complex aircraft in mountainous terrain in marginal weather conditions. Therefore, each pilot should develop a set of personal minimums for their safety and that of their passengers.

The following list contains a number of items that each pilot should examine and develop a set of personal minimums commensurate with their qualifications, experience, type of aircraft flown and environmental conditions anticipated:

- **Pilot**
Experience
Recency/Proficiency
Physical Condition

- **Aircraft**
Fuel Reserves
Experience in Type
Aircraft Performance
Aircraft Equipment

- **Environment**
Airport Conditions
Weather
Terrain

- **External Pressures**
Trip Planning
Trip "Importance"
Alternate Plans for Diversion or Cancellation
Personal Equipment

A formatted brochure that provides expanded detail on the above items was developed by the FAA Aviation Safety Program and is available at www.faa.gov/avr/afs/fits/practices/personal%20minimums%20checklist.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.

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