



# IAOPA Bulletin

Volume 11, Number 2

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## IAOPA President Addresses European Aviation Day Conference

IAOPA President Phil Boyer addressed the annual General and Business Aviation Day Conference on 31 March 2006 at Eurocontrol headquarters in Brussels, Belgium, calling for unity among all general aviation groups in Europe. Quoting Ben Franklin, Boyer said, “‘We must indeed all hang together, or, most assuredly, we shall all hang separately.’ All types of general aviation activities must speak with one voice if they are to realize the promise of the new European air traffic management programs; fragmented approaches weaken our efforts to provide a strong statement regarding our needs and desires regarding air-space, equipment, and air traffic management.” He was referring to the reluctance of several European general aviation segments to join IAOPA’s European Region and the European Business Aircraft Association in their annual conference with Eurocontrol officials.

Eurocontrol Director General Victor Aguado opened the meeting by stating, “We need and desire the ongoing input from the general aviation community since they are important users of the airspace and air traffic services. Without your input we will be unable to build a system that provides essential services to the various segments of general aviation.”

Most of the presentations and discussions centered on the innovative Single European Sky ATM Research (SESAR) program, now just starting a two-year definition phase. The European Commission and Eurocontrol are jointly funding an industry/air traffic services provider study that will generate an Air Traffic Management European Master Plan. IAOPA’s European Region will actively participate in this effort with the assistance of a consulting firm, providing background information regarding general aviation and its future needs. During the meeting, Eurocontrol managers also provided updates on a variety of topics, including datalink, automatic dependent surveillance-broadcast, Mode S transponders, and GPS, and invited discussion of these issues.

Boyer complimented Eurocontrol and members of IAOPA’s European Region for an excellent conference that both informed and gave voice to general aviation interests



IAOPA President Boyer addresses General and Business Aviation Day at Eurocontrol.

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**The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 470,000 pilots and aircraft owners in 63 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.**



regarding their concerns and needs. “We look forward to this annual event as a good means of exchanging views on issues of interest to all parties. I am pleased to see our European region is working to move general aviation forward,” he said.

Previously on the trip to Brussels, Boyer met with Daniel Calleja, director of Air Transport for the European Commission, the top aviation official in the European government. Boyer’s message to Calleja was simple: “General aviation forms an integral part of the European transportation system and must be considered as such when developing transportation policy within the region.” Calleja understood this proposition, stating, “We welcome the input of general aviation representatives as we move forward with our overall transportation policies. General aviation’s needs will be



Daniel Calleja, director of the Air Transport Directorate of the European Commission, and Phil Boyer.

considered as an integral part of the system.” IAOPA European representatives Martin Robinson of AOPA-United Kingdom and Michael Erb of AOPA-Germany, also attended the meeting and pledged their support to a dialogue with EC transport representatives.

## Secretariat News

### IAOPA Presents Requests to ICAO Safety Conference

IAOPA Secretary General John Sheehan and IAOPA Representative to ICAO Frank Hofmann attended the ICAO (International Civil Aviation Organization) Directors General of Civil Aviation Global Strategy for Aviation Safety Conference in Montreal, from March 20 through 22, 2006. The purpose of this conference was to assess the status of aviation safety today, plan for the improvements required, and develop a safety framework for the twenty-first century. Specifically, the conference was a vehicle to ensure that the ICAO Universal Safety Oversight Audit Program (USOAP) is working correctly. Under the program, States volunteer to be audited by ICAO experts to ensure that their regulatory authorities have the expertise and resources to exercise their oversight and enforcement responsibilities. While a majority of States has undergone these audits, corrective actions have been slow in coming. Moreover, a number of States have been unwilling to share the results of their audits with their fellow States. About 600 delegates, representing 151 States and 25 observer organizations, attended.

IAOPA attended to remind ICAO and States that while the majority of their safety efforts focus on commercial air transport, general aviation needs safety and accident-prevention

program assistance, too. Specifically, GA asks for more timely and accurate meteorological, aeronautical information publications (AIP), and notam information and consideration of the potential negative effects of added regulations and fees on pilot proficiency. Furthermore, the conference was reminded that newly emerging forms of general aviation (light sport and very light aircraft) needed appropriate levels of regulation and assistance. Finally, States were asked to provide and give support to safety programs specifically designed for general aviation activities.

The IAOPA message was well received, with Eurocontrol and France publicly expressing support for our information requirements proposal; 10 delegations privately supported IAOPA positions. And about a dozen members of various AOPAs provided positive comments regarding the IAOPA presence and message.

Noteworthy was a discussion during plenary session between the French delegate and IAOPA Secretary General John Sheehan that yielded a written conclusion, “Where further [safety program] initiatives result in additional regulation, proposed regulations should be subjected to risk assessment and cost-benefit analysis to establish full validity.”

Additionally, IAOPA and the International Business Aircraft Council (IBAC) drafted and, in November 2005 delivered to the ICAO Secretariat a complete revision to ICAO Annex 6, Part II, Operation of Aircraft, International General Aviation Aeroplanes. IBAC delivered a paper at the conference advocating swift approval of this document for safety purposes. This was approved with little comment; however, the Air Navigation Commission must now be convinced of its suitability.

### Secretariat Provides ELT Comments

IAOPA has been working with ICAO regarding emergency locator transmitters (ELTs) for many years, with mixed results. Although IAOPA, along with other organizations, has convinced ICAO to alter its requirements, some of which are in general aviation’s favor, issues remain that are unfavorable to affiliates and their members.

Prior to November 1994 no ICAO standard regarding carriage of ELTs existed. Beginning at that time ICAO Annex 6, Part II, required, “All [general aviation] aeroplanes operated on extended flights over water as described in 6.3.3(b) [100 nm from land] and when operated on flights over designated land areas as described in 6.4 [areas designated by the State concerned where search and rescue would be especially difficult] shall be equipped with one ELT.” These were to conform to standards contained in ICAO Annex 10, Volume 1, which specified that ELTs could operate either on both 406 and 121.5 MHz or solely on 121.5 MHz.

Effective November 2002 Annex 6, Part II, specified that “...until 1 January 2005 all aeroplanes operated on extended flights...shall be equipped with one ELT.” Furthermore, aircraft for which a certificate of airworthiness was issued after 1 January 2002 must be equipped with an automatic ELT. Finally, after 1 January 2005 all aircraft must have an automatic ELT. (ICAO defines an automatic ELT as one that is automatically activated upon impact—it may be either

fixed [to the aircraft structure], portable, or deployable [released on impact].)

Effective November 2003 Annex 10, Volume 3, specified, "All ELTs installed on or after 1 January 2005 shall operate simultaneously on 406 MHz and 121.5 MHz."

In December 2005 ICAO released a State letter proposing that the January 2005 equipage-requirement deadline be moved to January 2007 to "give aircraft operators more time to equip their fleets in an orderly and economical manner." This was prompted by a petition from the International Air Transport Association (IATA). A subsequent industry/ICAO meeting yielded a letter released 20 January 2006 proposing that "except as provided for in 6.12.3, from 1 July 2008, all aeroplanes shall be equipped with at least one ELT of any type." And in 6.12.3, "All aeroplanes for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT."

Perhaps because of comments made over time by IAOPA Representative to ICAO Frank Hofmann regarding the poor activation rate and reliability of existing units, the following was also proposed in the above letter: "Note. The judicious choice of numbers of ELTs, their type and placement on aircraft and associated floatable life support systems, will ensure the greatest chance of ELT activation in the event of an accident for aircraft operating over water or land, including areas especially difficult for search and rescue. Placement of transmitter units is a vital factor in ensuring optimal crash and fire protection. The placement of the control and switching devices (activation monitors) of automatic fixed ELTs and their associated operational procedures will also take into consideration the need for rapid detection of inadvertent activation and convenient manual switching by crew members."

Excerpts from IAOPA comments to the ICAO ELT proposal follow:

"While the promise of improved alerting capability and reliability of the 406 MHz ELT is initially attractive, the efficacy of these units must be questioned. Sarsat [search-and-rescue satellite] statistics proudly proclaim search and rescue (SAR) events assisted by emergency locating devices, yet they neglect to include the number of events in which either equipment or systems did not perform satisfactorily; numerous anecdotal reports

attest to these failings. Improved equipment specifications over the years have yielded incremental reliability improvements, yet ELT activation/alerting failures are all too common.

"The note shown after paragraph 6.12.5.4 in the proposal contains a discussion of various factors affecting the reliability of installed ELTs. It is these (and other) factors that have likely reduced the reliability in equipped aircraft since few specifications or substantive installation guidelines are provided by Eurocae/RTCA, ICAO or state regulator authorities. The factors mentioned in the note are critical to overall system performance and should be included in system specifications and design. The proposed note contains good advice, but will do little



to improve ELT system reliability until specified as a standard.

"Existing ICAO Annex 6, Part II, ELT requirements specify that the equipment is required on '... aeroplanes operated on extended overwater flights... and on flights over designated land areas...'. The proposed standard requires that ELTs be installed on all aircraft after 1 July 2008, regardless of flight location. This change was apparently inserted in recognition of the long-range capability of turbojet aircraft, both commercial and non-commercial. Yet, the great majority of the world's 400,000 civil aircraft do not fit this category. Rather, roughly 80 percent of world civil aircraft are slower, shorter range and propeller-driven. The new requirement therefore imposes an unreasonable burden on the majority of civil aviation [operations], which are considered to be international primarily because they cross a border into contiguous States; oceans, deserts, jungles or arctic areas are rarely frequented by this class of aircraft.

"Operational costs are quite important to our members since they are both personal and discretionary expenditures. While an airline may complain when it costs US\$100,000 to install an ELT in one of its \$100 million aircraft, it is more than an order of magnitude difference for a private owner to spend \$5,000 to install an ELT in his/her \$50,000 aircraft. Additionally, hundreds of thousands of aircraft operators have invested in 121.5 MHz ELTs and should be allowed to operate with them until the Sarsat system ceases to monitor/process those signals.

"Since the proposed standard permits existing aircraft to be equipped with manually activated and portable ELTs it seems logical that a device of similar capability be permitted as an alternative. Personal locator beacons (PLB) offer a reasonable and more economical alternative to the proposed ELTs conforming to Annex 10, III, standards, especially for smaller, shorter-range aircraft.

"Therefore, IAOPA recommends that:

1. Existing and proposed ELT standards be held in abeyance until system performance requirements have been fully defined and approved.

## New AOPA-Poland Contact Information

AOPA-Poland President Blazej Krupa has announced that the association has relocated its headquarters to the Warsaw Babice (general aviation) Airport (EPBC). Contact information is: AOPA-Poland (Krajowe Towarzystwo Lotnicze), Lotnisko Warszawa—Babice, ul. Gen. S. Kaliskiego 57 lok. 11, 01-476 Warszawa, Poland; telephone/fax 48-22-685 54 81, extension 170; e-mail [info@aopa.pl](mailto:info@aopa.pl); Web site [www.aopa.pl](http://www.aopa.pl).



2. New ELT requirements should not become effective until February 2009, the date when Sarsat VHF monitoring is scheduled to cease.
3. Specifications or detailed guidelines should be provided for all ELT installations, perhaps incorporated into state-generated technical orders or supplementary certifications.
4. Either of the following standards be enacted:
  - a. General aviation aircraft with a maximum takeoff weight/mass of less than 5,700 kg shall be equipped with an ELT of any type when operated for extended flights over water or in state-designated areas requiring survival equipment to be carried on board the aircraft.
  - b. General aviation aircraft with a maximum takeoff weight/mass of less than 5,700 kg shall be equipped with either an ELT of any type or a personal locator beacon approved by a state communications regulatory authority.”

### Affiliate News

## AOPA-Netherlands Requests More Suitable Regulations

Many Dutch general aviation operators consider their government’s aviation regulations more stringent than those imposed in other countries, causing an “unequal playing field” for Dutch operators. AOPA-Netherlands considers it of utmost importance that the country’s regulations for general aviation be improved and simplified. Specifically, the association considers that certain regulations and their

enforcement should be removed from government control and given to the general aviation sector. General aviation interests would then be responsible for those regulatory segments. Therefore, the Dutch national aviation authority has been asked to:

- Closely monitor European Aviation Safety Agency (EASA) rulemaking activity for unrealistic and excessive rules.
- Reduce costs of administration and inspections.
- Adopt the British way of procedures and rules regarding air operator certificates and flight-training organizations instead of existing regulations.
- Decentralize government regulatory oversight as much as possible, especially for airports.

## AOPA-Spain Helps Rescue Essential GA Airport

In October 2005 a tragic aircraft accident within the confines of Spain’s Sabadell Airport traffic pattern took the lives of four people. As a consequence federal and local authorities closed the airport indefinitely because of “safety reasons.” Sabadell is the principal general aviation airport serving the Barcelona area; its closure was a significant blow to local general aviation pilots, owners, and businesses.

Within days of the accident AOPA-Spain and other general aviation interests began a concerted campaign to reopen the airport. Working with local media outlets and governments these groups made a case for the continuing safety of the airport and its economic value to the community; IAOPA sent

## Welcome to Canada and the 23rd IAOPA World Assembly, from 18 through 24 June, Toronto, Canada

COPA President Kevin Psutka welcomes delegates and friends to the World Assembly:

“Toronto and the surrounding area possess some of the very best Canadian attributes in one clean, safe, friendly place. Outstanding restaurants, theatre, golf, and shopping enhance the mosaic of multiculturalism and freedom for which Canada is known. Our freedom to fly is one of our great treasures and the greater

Toronto area is home to over 3,000 aircraft and eight airports. Big Blue Canadian Skies, unrestricted airspace, a wide variety of aircraft, and economical aircraft costs make flying in Canada a dream come true. All you need is a current pilot license and a valid medical issued in any ICAO State and Transport Canada will validate your license so that you can rent a Canadian aircraft. Or take advantage of our demonstration flight program with Cirrus aircraft.

“Toronto’s International Airport is Canada’s largest and busiest airport, and the Sheraton Gateway Hotel, our World Assembly host hotel, is conveniently located overlooking the airport’s four runways. Downy beds, internet access, indoor pool, sauna and deluxe amenities combine to make this an ideal location to relax and enjoy all that the 2006 World Assembly has to offer.



“What could possibly make this any better? How about a trip to beautiful Niagara Falls, dinner in a warbird museum, the excitement of a floatplane excursion, topped off by a trade show, and an airshow along the shore of Lake Ontario while enjoying a dinner with the Canadian Owners and Pilots Association convention delegates? Please go to [www.2006worldassembly.com](http://www.2006worldassembly.com) for more information and to register. See you in Toronto.”



letters to federal and local officials supporting these positions. Within a few weeks the airport was reopened on a restricted basis and within months all restrictions had been lifted. While the airport still has some additional issues to deal with, the main threat of permanent closure has apparently passed.

*This type of concerted, enlightened action saves airports! Congratulations to the Sabadell pilots and aircraft owners. —Editor.*

## AOPA-Malta Holds Annual General Meeting

Ivan X. Gatt, president of AOPA-Malta, reports that the association held its annual general meeting in Malta on 28 February 2006. Issues discussed at the meeting included:

- The association provided input to the European Single Sky initiative through Malta's prime minister, minister of transport and communications, and director of civil aviation, expressing the position that general aviation be recognized as an integral part of the effort. The results of these meetings were encouraging.
- Discussions were held with the prime minister regarding the important role of general aviation in the nation's economy and transportation structure.
- The positive effect of having the president of AOPA-Malta on the Airport User's Committee was discussed. General aviation departures have benefited from this relationship.
- AOPA-Malta's participation in the Malta International Air Show provided a showcase for the association's activities, garnering positive publicity.

Gatt ended the meeting by saying, "AOPA-Malta has a bright future. It is finally being recognized by all the relevant authorities; we finally have a voice, and we are indeed being heard. It is therefore crucial that we have the support of our members and continue to grow as an organization."

## Italian General Aviation Gains an Airport

On March 24, 2006, the Italian Air Force had handed control of Udine Campoformido airport—LIPD—to the civil aviation authority, a move long advocated by AOPA-Italy. On the following day the airport was opened to general aviation traffic; in accordance with the Italian regulations, the airport is now contained within the domestic Schengen area and intra-European Union flights. To celebrate this event AOPA-Italy will hold its general assembly in Udine on Saturday May 27 and invites all European pilots wishing to participate. (Udine Capofornido is located in the upper-northeast corner of the country, very near to the Austrian and Slovenian borders and immediately to the south of a very comfortable VFR crossing of the Alps, and it hosts a beautiful parco del volo [flight park], a museum featuring 100 years of Italian aviation history.) For more information, contact AOPA-Italy at [www.aopa.it](http://www.aopa.it).

On March 17 at an AOPA-Italy meeting, a new board of directors was elected: Carlo Golda, Massimo Levi, Ezio Marinoni, Massimo Montanari, Eugenio Pozzo, Luca Salvadori, Giulio Valdonio, and Maurizio Viola. During its first

meeting, on March 23, the new board re-elected Massimo Levi and Giulio Valdonio, president and vice president, respectively, and Luca Salvadori as secretary general.

In related news, Roberto Manzaroli, president of Aero Club Milano, and AOPA-Italy delegate to civil aviation authority and air traffic service provider meetings, has been elected to the Italian ENAV board of directors; ENAV regulates air traffic services. This will provide a significant voice for general aviation within Italian aviation affairs.

## IAOPA's European Region Publishes E-News

The third monthly edition of IAOPA Europe e-newsletter has just been released. This newsletter reaches 23,000 pilots and aircraft owners within Europe. This publication is made possible by a number of sponsors, led by ExxonMobil Aviation Lubricants, a major supplier of products to general aviation aircraft on the continent. See [www.iaopa-eur.org/contentServlet/news\\_mar06.htm](http://www.iaopa-eur.org/contentServlet/news_mar06.htm). [note: the link is case-sensitive so set the u/c in the URL]

This informative newsletter supplements the IAOPA's European Region Web site, [www.iaopa-eur.org](http://www.iaopa-eur.org), which serves as a focal point for the AOPAs of Europe.

## Botswana Fuel Distributor Cuts Supplies

On short notice Air BP in Botswana imposed a 50-percent rationing of avgas to general aviation users, for what it says is the result of:

1. A general worldwide shortage of avgas, and
2. Supply interruptions from the Durban, South Africa, refinery because of "technical problems."

This is forecast to last for the next three months, up until the refinery resumes normal operations and deliveries begin again at the end of May 2006. This follows on the heels of four avgas price increases within the past 12 months.

Tony Rees, president of AOPA-Botswana, considers this situation a significant setback in southern Africa, especially for the aircraft owners and operators who fly for business reasons. He said, "Unfortunately, the rest of the economy does not keep pace with aviation inflation and we are forced to economize by canceling business trips or traveling the very long distances experienced in Africa by road, with the extra expense of overnight accommodation, meals, etc. In this region, an aircraft really used to be the most economical form of transport to remote locations, but not anymore."

On the positive side Rees has been appointed to the management board of the newly created Civil Aviation Authority of Botswana, which replaces the old Botswana Department of Civil Aviation. This is significant since this action acknowledges that a representative from general aviation can make a positive contribution to the aviation industry in Botswana.

## AOPA-New Zealand Elects New Officers

AOPA-New Zealand's Ian Vercoe reports that the membership has just elected Derek Edwards president and Don Ryder vice

president of the association. They may be reached, respectively, at [contrails@xtra.co.nz](mailto:contrails@xtra.co.nz) and [theyrders@xtra.co.nz](mailto:theyrders@xtra.co.nz).

## Membership

### Imagine Flying!

One of the best allies we have in obtaining new members is the human fascination with flight. Man's attempt to emulate the birds seems to be a near-universal attraction for most people. This attraction easily can be used to your association's advantage. Consider the following statements:

You've been dreaming about it since you were little—the exhilarating sensation of flight.

You've gazed into the sky and watched airplanes whisk their passengers to faraway lands. You've read about Charles A. Lindbergh and read the book *The Right Stuff*. You've always dreamed of flying. But you thought it would take too much time, or that it was too expensive. Maybe you thought only daredevils became pilots.

Flying will open up new worlds and new possibilities. How about flying to the beach for the day? Or flying your friends to a nearby town for lunch? Or visiting family without spending hours or days in a car? You may even decide on a career as an airline or corporate pilot. You can do it!

Today there are thousands of people, just like you, learning to fly. They come from all walks of life and have a variety of reasons for wanting to be a pilot. Some fly to expand business opportunities. Others, to explore careers in the aviation industry. Some are looking for an activity they can share with their family. Most fly for the sheer fun of it.

Getting your license is easier and less expensive than you think! Your local flight school can provide you with all the details.

By forming coalitions with aircraft and parts manufacturers, flight-training organizations, and aviation magazines to get people interested in flight, your association can both grow and make general aviation stronger. But first you must find ways of reaching out to the public, to help it discover aviation. See the following Web sites for more information: [www.beapilot.com](http://www.beapilot.com) and [www.gaservingamerica.com/library\\_pdfs/LEARNT\\_1.PDF](http://www.gaservingamerica.com/library_pdfs/LEARNT_1.PDF).



## Safety Corner

### Risky Business

Most pilots ask themselves, "Is what I am about to do safe?" Unfortunately, safety does not lend itself to quantification. The more accurate question is, "What are the risks involved with this flight?" First, a few definitions:

A *hazard* is a condition, event, object, or circumstance that could lead to an undesired event—like an accident. For example:

The pilot is unfamiliar with the local area, procedures, or terrain features.

Weather encountered in flight is worse than forecast.

The airport has unusual features, such as high terrain or ongoing construction.

Risk is the potential impact of a hazard that you do not control or eliminate. The level of risk is measured by the number of people or resources affected (exposure); the extent of possible loss (severity); and the likelihood of loss (probability). To simplify this relationship, it is normally expressed as Severity of Hazard x Probability of Occurrence = Risk.

The *Perceive-Process-Perform* model offers a structured way to manage risk:

*Perceive hazards* by looking at:

- Pilot experience, currency, condition.
- Aircraft performance, fuel.
- Environment (weather, terrain).
- External pressures (appointments).

*Process* risk level by considering:

- Consequences posed by each hazard.
- Alternatives that eliminate hazards.
- Reality (avoid wishful thinking!).
- External pressures (get-home-itis).

*Perform* risk management:

- Transfer—can you consult someone?
- Eliminate—can you remove hazards?
- Accept—do benefits outweigh risk?
- Mitigate—can you reduce the risk?

Considering these factors before and during flight will help you reduce risk and be safer. For more information, see [www.faa.gov/library/manuals/pilot\\_risk](http://www.faa.gov/library/manuals/pilot_risk).

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