



IAOPA Bulletin

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The Captain's Log *AOPA-Philippines Newsletter*

*By Captain Geronimo A. Amurao, President
AOPA-Philippines and IAOPA Southeast Asian
Regional Vice President*

From the Southern Islands of the Pearl of the Orient to the northern tip of the land of the Rising Sun, greetings to all our fellow AOPA members.

Your IAOPA Southeast Asian Region has been very busy in promoting aviation and tourism among its regional members and amongst our Western affiliates. Special greetings to our new IAOPA affiliate, AOPA-Ghana — as we in the Philippines would say “Mabuhay”! (Long live to all of you!)

AOPA-Philippines helped produce the 12th Hot Air Balloon Fiesta held 8-11 February 2007 at the Clark International Airport. The morning skies were dotted with an array of balloons from 27 countries. I was impressed that one of the balloons, dubbed the “Heart Balloon,” was flown by a Swiss aviator who is also an AOPA member.

During the four day event, we saw the AOPA extending its support to ensure that the event would be a success. As a show of force, several of the AOPA members flew their planes to complement the static displays already in placed. The young and the not so young attending the show were awed by the extent

and variety of planes that fly the Philippine skies. I became involved in the airshow, piloting Air Link's YS-11 turboprop transport aircraft to draw attention to the aviation educational opportunities available. AOPA – Philippines provided several flight simulators

to acquaint future aviators with the joys and challenges of aviation. Out special thanks goes to Air Link International Aviation College (www.airlinkcollege.com) for providing their simulators and aircraft.

Coincident with the fiesta, we held the Southeast Asian Regional Summit, which was joined by AOPA delegations from Korea, Malaysia,



Singapore, and Japan, and guests from the U.S.A., Indonesia, Switzerland, and Germany. A majority of delegates flew in their private planes just to join in the revelry of the Hot Air Balloon Fiesta and to renew their bonds with other AOPA affiliates. The Summit attracted a number of notable aviators, including Capt. Ismael of Malaysia and his members from Kota Kinabalu, Sabah Malaysia, and Selamat Datang plus Hae Woon Lee, President of AOPA-Korea. No summit would be ever complete without the presence of the Japanese contingent. Arriving in their usual flair, on board their Malibu's, Musketeer's and Bonanza our Japanese comrades came in full force, led by the ever active lady leader, Neruko San.

The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 470,000 pilots and aircraft owners in 66 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.



We are happy to announce that general aviation activities in Jakarta and neighboring provinces is healthy and strong despite incidents of terrorism haunting the country. So to our Indonesian brothers, we say, "Keep on flying."

The Regional Summit was graced by the presence of the Executive Secretary of the Republic of the Philippines, Eduardo R. Ermita (Maj. Gen., Ret.), discussing government aviation programs and our former Regional Vice President and former Secretary of Transportation Capt. Vicente "Jun" C. Rivera Jr., sitting as Chairman Emeritus of AOPA-Philippines (Editor's note — Jun Rivera was one of the founding fathers of IAOPA). The event was very productive. Before the main session, the leadership of AOPA-Philippines and the Federation of Aviation Organizations had the opportunity to relay to the Executive Secretary our concerns and desires for the general aviation industry in the Philippines. He immediately called several influential persons and interceded for AOPA regarding the very high rental fees at the Manila International Airport complex. With the Executive Secretary's and other government official's assistance we hope to be able to experience remarkable changes in the aviation climate in both the Philippines and in the region, especially with the signing into Law of the Anti-Terrorism Law in the near future.

In his opening speech the Executive Secretary credited AOPA and its regional affiliates for their strong support and commitment to the advancement of aviation and air safety. He underscored the importance of general aviation in the aeronautical politics of the Asia-Pacific region. He reiterated the call for the Philippine President Gloria Macapagal-Arroyo to unify and strengthen our resolve to ensure a growing and stable economy. With a strong economy, we are assured of a healthy political and social climate. He said with utmost authority that the administration had instituted strong measures to put an end to corruption.

On the aviation side, the Air Transportation Office has again emphasized the need to comply with the ICAO Annexes 6, Part 1 and II, regarding the Asia-Pacific plan for the new CNS/ATM Systems. The Philippines has been noted as being non-compliant with ICAO's call for transition to Mode S transponders. I quickly pointed that I had received firsthand information from an ICAO representative at the most recent IAOPA World Assembly that ICAO standards are not mandatory for domestic flights, only with respect to international flights. Consequently, AOPA-Philippines took a strong stand insisting that the Philippines Air Transportation Office review its position and not subject domestic operations to a expensive and unnecessary standard. While we are not opposed to clear safety initiatives, we must see the advantage prior to accepting government proposals that may have a significant negative effect on our members.

We are now working with the ATO on a proposition that will make a distinction between high and low-performance aircraft to determine Mode S equipage.

The ATO has called for series of public hearings to deliberate on these critical issues. They have yet to propose guidelines that will fit the desires of Philippine aviation operators; our lawyers are now involved in the proceedings.

We continue to work for the benefit of general aviation operators in the Philippines and throughout Southeast Asia. Please stay in touch with your concerns, desires and, hopefully, good stories about general aviation on our side of the world.

Secretariat News

IAOPA Tells Air Navigation Service Providers What General Aviation Needs

ICAO held a Worldwide Symposium on Performance of the Air Navigation System in Montreal from 26 – 30 March 2007. The symposium was held to create awareness among government policy makers and regulators, air navigation service providers, airport operators and airspace users of the need to create a performance framework for the purpose of enhancing safety and efficiency in the air navigation system. More than 400 members of the world civil aviation community attended the symposium.

IAOPA Secretary General John Sheehan addressed the group with the theme that the performance measures



ICAO Moves Forward on UAS

ICAO has agreed to move forward with Unmanned Aircraft Systems (UAS) by forming a study group of that name. It was decided that, at least initially, this effort should not be extensive, but that there was a need for ICAO to:

- serve as a focal point with the aim of ensuring global interoperability and harmonization
- develop a regulatory concept
- coordinate the development of UAS SARPS
- contribute to the development of technical specifications by other bodies
- identify bandwidth and frequency spectrum requirements for UAS activity

IAOPA's Frank Hofmann will be a member of the study group.

avored by the air navigation service providers (ANSP) did not necessarily meet the needs of the general aviation community. He told the group, "While ANSP look to business case measures of effectiveness and efficiency for their operations, the GA community is more interested in their ability to operate within the air traffic system without delays for their on-demand operations. Moreover, VFR operations depend on the air traffic system to provide uncomplicated and standardized airspace terminal area segments so that it may be easily avoided or transited. The proper design of airspace and associated procedures will provide high levels of performance for both ANSP and users."

Sheehan said that the principal lesson he learned from this symposium was that, "Close coordination and frequent communications between ANSP and user, especially general aviation, are essential to the safe and smooth flow of air traffic, whether VFR or IFR. The providers were willing to listen; we must join in a dialog with them to achieve our goals. Further, this is an ongoing and continuous process; repetition and a show of interest in the process lead to success."

Full details, including all of the presentations made at the symposium, may be found at www.icao.int/icao/en/anb/meetings/perf2007/

Affiliate News

AOPA-Ghana Becomes 66th Affiliate

On 3 March 2007 AOPA-Ghana was granted full affiliation IAOPA. The organization began its existence as Strategic Aviation Services in Accra, Ghana, as a group designed to promote general aviation within the country. AOPA Ghana President Asiwone Dzakuma says, "General aviation is virtually non-existent in Ghana, that is why I have taken personal interest in its development and the formation of the AOPA here. We believe that association with IAOPA will assist us in working with the government to grow general aviation in Ghana. There are currently no light aircraft here that are used exclusively for general or private aviation; less than 50 pilots within the country are considered true private or leisure pilots.

"Aviation in Africa is still considered a preserve of a few but some of us believe it is an important and complementary vehicle to social and economic development and poverty reduction here. We have great potential."

Contact points for AOPA Ghana are: Asiwome Dzakuma, AOPA-Ghana, P.O. Box 10931, Accra North, Ghana, + 233-244-839295, www.sasghana.org.

European Commission Forum Explores General Aviation Needs

On the 8 March 2007, for the first time since the creation of the common aviation market, the European Commission held a special event dedicated entirely to discussing the current state of general aviation in the European Community.

April – June 2007



European Commission General Aviation Meeting attendees, left to right, Dr. Rudolf Gerber, Senior Vice President of IAOPA European Region; Martin Robinson, Deputy Vice President of IAOPA European Region; Daniel Calleja Crespo, EC DG TREN; John Sheehan, ICAO Secretary General; Arunas Degutis, EU Member of Parliament and AOPA Lithuania President; Michael Erb, Director of Government and Technical Affairs, IAOPA European Region.

Over sixty participants representing European and international general aviation associations, European Parliament, EC Member States, Eurocontrol, European Aviation Safety Agency (EASA), European Civil Aviation Conference (ECAC) and different services of the European Commission met in Brussels to discuss current developments and challenges facing this increasingly important sector of civil aviation. Martin Robinson, IAOPA European Deputy Vice President, spoke on a variety of issues that affect the members of the organization's 34 affiliate organizations. IAOPA Secretary General John Sheehan provided perspective for the gathering by describing general aviation flying in North America, listing issues and conditions that supported and were conducive toward these operations.

The event was part of the consultation process that is being held by Directorate General for Energy and Transport of the European Commission, on the basis of a special Discussion Paper and which aims at analyzing the need and possible means of improving the EU policy making regarding general aviation.

Mr. Daniel Calleja Crespo, Director of the Air Transport Directorate in DG TREN, highlighted that civil aviation is not only airlines and airports but also numerous small and medium operators that play their role in the life of European citizens and contribute to the success of the EU economy. Commission members and other attendees received good feedback on the main issues identified in the Discussion Paper on General Aviation. The Forum confirmed the need to concentrate the work in particular on:

AOPA-Bermuda Receives First Aircraft



Bermuda is a popular destination for airline aircraft but has had no local general aviation presence for many years. Its remote location and lack of aviation gasoline have been the principal factors in this situation. But, 19 months of effort by a small group of dedicated pilots have recently changed this situation. While much effort was required to bring about general aviation in Bermuda members of AOPA-Bermuda report that local commercial and government representatives were very supportive of their efforts. Some regulatory changes were required to enable the aircraft operation and the Thielert diesel-powered engine solved the avgas problem. The diesel uses readily available jet fuel.

On 30 September 2006 Cessna 172 N2148R took to the air from Bermuda International Airport on its first flight in support of AOPA-Bermuda members. This was the first local general aviation flight on the island in more than 50 years. Peter Wilson, AOPA-Bermuda spokesman says, "We accomplished what began as a dream by a few of us here in Bermuda to be able to have a light airplane to fly locally. We have completed a most successful 3 months, and now have extended the lease through to Oct. 2007. We hope this initial success will lead to additional aircraft and a healthy future for local flying."

- More systematic data gathering, including safety trends, necessary to improve the understanding of the sector and enhance the quality of the rulemaking affecting General Aviation.
- Clarification of some definitions to ensure legal certainty regarding aircraft types, pilot licencing classifications and operational privileges.
- The need to have segmented Impact Assessments within the rule-making process in order to ensure the proportionality and differentiation of regulations affecting different categories of undertakings and airspace users.
- Addressing the capacity constraints and challenges for general aviation operators, including airspace constraints, environmental concerns and protecting endangered aerodromes.

IAOPA Europe subsequently submitted its comments to the EU Commission's Discussion Paper on General Aviation. It is hoped that this paper will become the central policy for the EC in moving forward to strengthen and enhance general aviation operations. Among the items mentioned in the Region's comments:

- Detailed specific types of Europe-wide GA statistical information
- Provided measures to be used in facilitating access to airspace and preserving aerodromes
- Placed more emphasis on GA's role for personal air transport and executive aviation and business aviation
- Made specific suggestions regarding environmental impacts of GA.
- Advocated conducting segmented threat analyses when deciding on security measures to protect against terrorism and other criminal acts.

Read the full IAOPA response at www.iaopa-eur.org

Kenya Proposes New Aviation Regulations

The Kenyan Civil Aviation Authority is in the process of completely rewriting the country's civil aviation regulations. This lengthy process has not been without controversy, with Kenyan aviation stakeholders frequently protesting what they consider overreaching and stringent draft regulations. While the government holds stakeholder meetings and invites comments regarding the proposals, user groups see few tangible results from their interactions.

Some proposals drawing user protests include placing fencing around all 600+ of the country's aerodromes, many of which are bush strips with little activity; ignoring the concept of light sport aircraft, which are seen as the future of general aviation within the country; stringent operational on commercial pilots not having an instrument rating; and, eliminating assistant flying instructors, who have provided the backbone of flight instruction.

Closely involved in this process is one of IAOPA's newest affiliates, AOPA-Kenya, also known as the Aero Club of East Africa. Harro Trempenau, the Aero Club's Chairman, writes that he and others within the Club, along with many general aviation pilots, owners and operators, have frequently attempted to educate CAA officials regarding the needs and reality of general aviation within the country, to little avail. Trempenau sums up the ongoing situation by saying, "Things are not good regarding our regulations rewrite. Legal recourse to rectify the situation may be the only answer. Will it be a classic case of the 'irresistible force meeting the immovable object'? Air operators still hope to avert a disaster at the last minute, praying that the authorities will not underestimate the seriousness of the situation. It will be a very interesting

year, after an already depressing 2006, when the number of aircraft flying in Kenya dropped by 15 percent.”

COPA Encourages Members to Calculate Economic Value of Their Airport

Airports, even small ones, provide a valuable purpose for the communities they serve. However small, they are an economic engine that employ people, bring revenue to the community and most importantly, help people connect with one another. But, measuring this value can seem to be a daunting process. COPA has helped several communities and pilot groups to compute the value of their airports. The methodology and several detailed examples of these studies may be found at www.copanational.org/nonmembers/index.htm

COPA's efforts to get the Canadian Government to create a policy document for general aviation has begun to bear fruit, too. The Ministry of Transport has said that they will expand their efforts to collect and analyze general aviation statistical data. This data will provide needed information to be used to develop an economic footprint made by national general aviation activities. This is a significant development since the aggregate economic impact of general aviation will prove to be an impressive number, quite useful for gaining both commercial and government support.

European Facilitation Meeting Offers Crew ID Card

Identification cards used for aircrew immigration purposes are becoming increasingly important for both airline and general aviation pilots due to the increased emphasis on security procedures worldwide. ICAO and its regions have been developing standards for a universal crew member certificate (CMC) that incorporates biometric data unique to each individual. At a recent European Civil Aviation Council (ECAC) Facilitation Meeting provisional agreement was reached on the design of a CMC.

Lars Hjelmberg of AOPA-Sweden, IAOPA and IAOPA Europe's long-term facilitation representative, reported, "The recent ECAC FAL meeting in Paris this week was a big success. The Immigration subgroup was given the mandate to draft guidelines for the introduction of the CMC with biometric data in the ECAC area. While the airlines were reluctant to endorse the concept the International Federation of Air Line Pilots (IFALPA) and IAOPA are teaming together to support the issue. However, we need a critical mass of opinion and support to move the concept forward; IFALPA and I are working on this together."

Membership

Actions Speak

Attracting, retaining, and regaining lapsed members is one of the principal tasks of each AOPA. The simple truth is, with-

out members the reason for an association disappears. But, how do we attract members? While marketing campaigns, advertisements, direct mail requests, and a desk at local airports and airshows are obvious means of attracting members, these are all costly methods that do not always yield rewarding results.

Research has shown that organizations attract and retain members best through their actions to assist and inform their constituency in achieving their collective goals. So, it is actions rather than advertising campaigns that bring members to your door. Experience indicates that the following actions are most prized by members of aviation associations:

- Constant interaction with regulatory authorities to reduce regulatory restrictions
- Lobbying/advocacy with legislative and other government bodies
- Assisting members with specific needs, including:
 - Aviation information
 - Regulatory violations
 - Pilot and medical certificate issues
 - Manufacturer/supplier disputes
 - Purchase/sale decisions
 - Flight planning information
- Working with local groups to preserve and maintain airports
- Providing services that assist members in the pursuit of their hobby/profession.

Once you've initiated or completed an action, you must find a means of telling prospective and existing members about your good works. Many organizations rely on newsletters and magazines to do this work, but time and expense may limit your ability to reach a significant number of pilots. Better yet, get to know members of the aviation press and media within your country; provide them with press releases describing your association's deeds. If you do this well, your association will literally sell itself.

Remember: Action first, then tell everyone about it!

Safety Corner

Fuel Management

Year after year pilots have difficulty ensuring that they have sufficient fuel to complete a planned flight. Whether the engine quits from fuel exhaustion or from fuel mismanagement (there is fuel in the airplane, but the pilot can't get it to the engine) a significant number of general aviation accidents result from these causes. While it is difficult to determine the worldwide incidence of general aviation fuel management accidents, 10 – 20 percent of all accidents probably stem from this cause.

Knowledge of an aircraft's fuel system and consumption, environmental factors, planning for contingencies and poor decision making are the principle factors that underlie this type of accident. Pilot disorientation (being lost), diversions due to weather, unplanned delays and diversions and just plain lack of attention may constitute the real causes.

Ways to prevent this type of accident? Here are a few to start with:

- Know how much fuel is in the aircraft
- Know your aircraft – fuel system and consumption rates
- Plan your flight carefully
- Anticipate delays and diversions
- Provide adequate fuel reserves
- Be fuel aware during flight
- Take action early in flight to protect your fuel reserve

For more information see <http://www.aopa.org/asf/publications/sa16.pdf> and www.caa.govt.nz (select “Safety Information,” “Good Practices Booklets,” and “Fuel Management.”)



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All Routes Lead To Greece



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Plan to attend the
IAOPA 24th World Assembly,
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9-14 June 2008

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