



# IAOPA Bulletin

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## IAOPA president addresses European aviation forum

IAOPA President Phil Boyer addressed the annual European General and Business Aviation Day Forum on 4 April 2008 at Eurocontrol headquarters in Brussels, Belgium, calling for unity among all general aviation groups in Europe. Boyer told an audience of Eurocontrol management personnel and general aviation advocates; "The profile of general aviation has never been higher in Europe, providing an attractive alternative to the airlines. Yet, basic general aviation, and the VFR pilot, is being squeezed out of European skies because of declining airport availability, environmental restrictions, increasing costs and ever shrinking airspace. All types of general aviation activities within Europe must work together to achieve our joint goals and objectives."

David McMillan, director general of Eurocontrol, welcomed participants from the general and business aviation community, pledging to work with them, emphasizing their position as stakeholders in the services offered to all users of Eurocontrol services. He praised the contributions made by the IAOPA Europe and the European Business Aircraft Association to the SESAR (Single European Sky ATM Research) project, which will move Eurocontrol into the second and third decades of this century. McMillan noted that Eurocontrol was an organization in



**Forum co-chairs IAOPA President Phil Boyer (center) and Eurocontrol Deputy Director of ATM Strategies Alex Hendriks with Eurocontrol Director of ATM Strategies Bo Redeborn.**

transition, following the SESAR roadmap to a modernized air traffic control system.

Presenters from the European Commission, Eurocontrol, IAOPA, and EBAA addressed topics on airspace structure, new technology and aviation safety throughout the day, presenting a diversity of views on these essential subjects. Martin Robinson, IAOPA Europe deputy vice president, told the forum that general aviation must continue to have free access to essen-

**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.**



tial airspace so we have adequate access to the aviation system. Further, general aviation operators must be able to take full advantage of the required new devices that we are forced to purchase. Citing the EC "Sustainable Agenda for General and Business Aviation," Robinson noted that there must be emphasis on more efficient airspace operations and structure.

Michael Erb, IAOPA-Europe technical director, spoke about the capabilities and limitations of proposed required equipment, including Mode S transponders, ADS-B, and 8.33 MHz. He made a humorous comparison between a locating collar designed for pet owners and all of the sophisticated and expensive equipment to be required by Eurocontrol; he concluded that the pet owner knows more about his/her pet than does either the air navigation service provider or the aircraft operator. Erb also spoke about specific desires for voice and data communications, automatic and reliable navigation radios and surveillance devices that provide both data to the ground as well as providing information services to the aircraft.

Eurocontrol Director of ATM Strategies Bo Redeborn reported that the definition phase of SESAR development was essentially complete, making way for the coming development and deployment phases. This program will provide a new air traffic management method for Europe, enhancing effectiveness and efficiency. Although the full process will not be complete until 2020 some deployment will be seen early in the next decade. The development process may be viewed online ([www.eurocontrol.int/sesar/public/subsite\\_homepage/homepage.html](http://www.eurocontrol.int/sesar/public/subsite_homepage/homepage.html)).

Ruedi Gerber, IAOPA-Europe senior vice president, provided an overview of safety statistics in general aviation, highlighting the causes and contributing factors for the most frequent general aviation accidents. He mentioned all of the European aviation safety programs available.

Each of the above topics was addressed in turn by speakers from Eurocontrol, EBAA, the European Commission, and European Aviation Safety Agency. Afternoon breakout sessions split the general and business aviation groups to allow them to concentrate on their areas of interest regarding future technologies.

Notably, Jyrki Paanajen of the European Commission told the forum that while the design of airspace would include the desires of individual States, they would be required to follow EC guidelines for standardization and proportionality when implementing the airspace structure. Further, uniform application of ICAO airspace classifications will be adhered to during this process. This was welcome news to the general aviation community, especially VFR operators.

Boyer praised the European Commission for issuing its agenda for sustainable future for general and business aviation earlier this year stating, "This document provides clear direction to the European community regarding the value and needs of our community, one that sets forth clear goals and objectives. We thank European Commission Air Transportation Director Daniel Calleja and his staff for this commendable document."

All presentations made during the forum may be viewed online ([www.eurocontrol.int/corporate/public/event/080404\\_eurocontrol\\_iaopa\\_ebaa.html](http://www.eurocontrol.int/corporate/public/event/080404_eurocontrol_iaopa_ebaa.html)).

## Secretariat News

### ICAO facilitation panel discusses IAOPA crew member certificate proposal

The fifth meeting of the ICAO Facilitation Panel was held in Montreal 31 March to 4 April 2008 to discuss developments in the field of processing passengers through the formalities of arriving and departing international airports. Of particular interest was a thorough review of the section of "ICAO Annex 9, Facilitation," concerning facilities and services at international airports.

Frank Hofmann, IAOPA representative to ICAO, presented a working paper drafted by Lars Hjelmberg advocating the use of machine-readable crewmember certificates (CMC) as a substitute for passports and visas. The International Federation of Air Line Pilots' Associations (IFALPA) and Switzerland supported the IAOPA's attempt to regularize the application and use of CMCs throughout the world, however IATA and a number of other States opposed the effort stating that CMCs would not be universally accepted and would create unnecessary expense for a number of entities. Although the panel defeated the measure the effort provided increased recognition for a need to consider the facilitation needs of general aviation flight crews at international airports.

IAOPA was more successful for gaining recognition for the difficulties encountered by general aviation operators in obtaining services from a consolidated provider/location. The new Annex 9 entry will read, "Airport operators and government agencies should provide efficient facilities for General Aviation aircraft operators such that all necessary operational and administrative requirements for the aircraft's arrival and departure can be accomplished by the flight crew or its agent(s)."

Hofmann noted, "General Aviation operations are not always considered as relevant to facilitation issues by the States. Rather, the focus almost entirely on airline operations, sometimes to the exclusion of general aviation topics. It is incumbent on all affiliates to work with their States and international airport operators to create and maintain a recognition for general aviation needs and desires in the facilitation field."

## Affiliate News

### AOPA-U.S. takes exception to FAA's ADS-B plan

AOPA-U.S. recently raised concerns in its formal comments on the FAA's plan for implementing ADS-B (automatic dependent surveillance-broadcast), the backbone technology for the Next Generation air traffic control system.



Out without providing *ADS-B In* benefits, coupled with the mandate to maintain Mode C transponders rather than replacing them with ADS-B equipment, means a more expensive system for general aviation that is little better than the current system.

“The implementation plan offers little benefit to general aviation operators. The performance requirements for ADS-B are excessive for low altitude operations. The requirement to keep Mode C transponders is unacceptable. The FAA’s contract for ADS-B services leaves general aviation wanting; incentives are needed for ADS-B equipage. But the FAA fails to provide an affordable transition from today’s radar-based system to tomorrow’s satellite-based system,” continued Boyer. “So we have no choice but to urge the agency go back to the drawing board.”

## EASA extension of scope adopted

The new “Constitution” for aviation in Europe is now a reality. European Commission Regulation 216/2008 published 19 March 2008 will have significant consequences for everybody involved in European aviation.

The regulation extends the scope of the European Aviation Safety Agency to also cover third country aircraft, operational rules and flight crew licensing. It contains several important definitions such as commercial operation, and complex motor-powered aircraft. Further it introduces a sub-ICAO leisure pilot license for aircraft up to 2,000 kg for which a general medical practitioner may issue the medical.

On the operational side the regulation specifies the essential requirements for operational rules that will be

“No one has championed ADS-B more than AOPA,” said AOPA President Phil Boyer. “After all the time, effort, and the energy that AOPA has put into promoting ADS-B and working closely with the FAA to make sure it develops in a way that’s useful to general aviation, I’m deeply disappointed with the agency’s implementation plan.”

The FAA proposal requires that all aircraft operating in Class A, B, and C airspace, plus all airspace above 10,000 feet msl must be equipped with ADS-B datalink equipment that transmits the aircraft’s position, altitude, speed, and aircraft Identification.

But, the FAA’s own data shows that the biggest cost savings would benefit the agency itself and the airlines. But the proposal’s mandate for general aviation to equip with *ADS-B*

## COPA goes to politicians on ELT issue

All aircraft operating internationally must be equipped with an approved 406 MHz emergency locator transmitter after 1 July 2008. (These devices may be any approved type—portable, fixed or automatic—for existing aircraft.)

The Canadian Owners and Pilots Association ([www.copanational.org](http://www.copanational.org))

would like to ensure that its government does not impose this requirement domestically. Kevin Psutka, COPA President states, “Our goal is to permit aircraft owners to choose an alerting option, including 406 ELTs, that best suits the type of flying they do and the terrain over which they fly. We are opposed to a regulation that

forces everyone, at considerable cost, to equip with one technology

that is not suitable for all operations.

“Unfortunately, the bureaucrats have failed to recognize the need for practical, cost-effective solutions. If we are going to stop this damaging regulation from proceeding, we need members to be politically active on this issue. To that end, I encourage everyone to study the issue thoroughly by reading the articles COPA has developed and then create a letter, based on the sample letter with the Briefing Paper and letter of dissent and send the package to your Member of Parliament.”

COPA has researched a number of alternative devices that may be better suited to their member needs.

IAOPA is still working to obtain approval for the use of personal locator beacons as an alternative means of compliance with the ICAO standard.



part of any pilots curriculum together with a set of implementing rules, which are yet to be published by EASA. Operationally the biggest change for non-commercial aviation will be for operators of non-commercial aircraft, which fall under the definition of a complex aircraft. Such non-commercial operators— even single-person operations—in the future must have a management system with internal reporting procedures, a safety program, an operations manual, and a fatigue management system. The non-commercial operator is not required to hold an air operators certificate (AOC) but must submit a declaration of compliance with the regulation.

A complex aeroplane in this context is any turbojet aircraft or any turboprop aircraft with more than one engine, any aircraft that requires more than one pilot, is certified for more than 19 seats or has a maximum take-off mass exceeding 5,700 kg. For example a King Air, an Eclipse VLJ or a Diamond D-Jet will all be complex whereas most of the single engine turboprops such as the TBM 850 or the Pilatus PC-12 will be non-complex.

An undesirable implication of this definition, as pointed out by IAOPA from the beginning of the process, is that corporate operators might feel it advantageous to switch from twin-engine turboprops like the King Air to single engine equivalents like the TBM850. By doing away with one engine they can get a larger and faster aircraft and avoid all the paperwork associated with operating a complex aircraft.

Another challenging part of the regulation is the definition of commercial operation, which implies that it includes trial lessons and flight training contrary to what now will fall in the commercial category. That clearly will have a very significant impact on flying schools that will have to satisfy a whole new set of requirements and of course must rewrite all their manuals and documentation.

IAOPA-Europe EASA Representative Jacob Pederson notes, “A lot depends on the actual implementing rules that will specify the requirements in detail. The essential regulation requires that the implementing rules take into account the scale and scope of the operation and IAOPA is represented in the EASA working groups for OPS and FCL rules committed to making sure that the small non-commercial operator is not forgotten in the big commercial game.”

EASA’s implementing rules are expected to go into consultation within a few months and the whole package will enter into force no later than 8 April 2012.

See Regulation (EC) No 216/2008 online ([www.easa.eu.int/ws\\_prod/g/rg\\_regulations.php](http://www.easa.eu.int/ws_prod/g/rg_regulations.php)).

## Pilots get new tool for protecting airports

Careful planning is the best way to prevent problems for airports, but understanding the planning process can be challenging for even the most seasoned airport advocate. Now the AOPA-U.S. Airport Support Network, in partnership with the National Association of State Aviation

Officials (NASAO), is offering a tool to make getting involved easier.

The new handbook, *Participating in the Planning Process: A Guide for Airport Advocates*, explains how airport supporters can counter the threat of incompatible development near their aerodromes.

“You can’t overestimate the importance of good zoning to the health of airports,” said Greg Pecoraro, AOPA-U.S. vice president of regional affairs. “Showing airport users how to advocate for the right kinds of land use can help them prevent the noise and safety complaints that threaten so many airports.”

While the handbook was created with U.S. government and municipal structures in mind the principles of incompatible land usage and planning are universal. The handbook may be downloaded online ([www.aopa.org/asn](http://www.aopa.org/asn)).

## AOPA-U.S. working on avgas availability

AOPA-U.S. recently responded to the Environmental Protection Agency’s publication of a rulemaking petition to limit lead emission from general aviation aircraft. The EPA’s move stems from a petition from the environmental group, Friends of the Earth.

“Any change in the current fuel standard could have a direct impact on the safety of flight and therefore must be fully tested and FAA approved before any operational changes occur,” wrote AOPA Executive Vice President of Government Affairs Andy Cebula.

“A suitable unleaded replacement fuel is one that can be used for all existing and new piston-powered general aviation aircraft. AOPA understands that for a percentage of aircraft, this may require engine and airframe modifications,”



## Membership

### Making members

We sometimes forget that in order to get more members into our organization, pilots are required. With a finite supply of pilots available our organizations will never grow unless we can either convince existing pilots to join or to find some way to get more people to become pilots. Most countries have experienced declining pilot populations in the past decade so obtaining additional members is becoming more difficult. The answer to this dilemma: grow more pilots.

Sounds simple, doesn't it? Yet we know the reality of getting more people to share our love of flying is sometimes difficult. People have many outlets for their discretionary funds, from boats to fast cars to snowmobiles. Flying can be expensive but most of us find ways to make it work, why not others?

The sad truth is that very little effort is expended to get people into aviation. Few advertisements in the popular media are devoted to getting individuals into cockpits and even fewer Internet mentions are made of the pleasure of flying your own airplane. So, it may be up to us, the pilots who enjoy aviation to educate and draw people into general aviation.

The means of doing so are many:

- Take a friend flying
- Make aviation career presentations at school career days
- Tell service organizations about the joys of flying

- Develop brochures about the joys of flying
- Arrange to be interviewed by local media outlets about your flying

- Create a Web site about flying

There are many ways of telling people about flying; your imagination will help get the word out. For more ideas, go online ([www.projectpilot.org](http://www.projectpilot.org) and [www.aopa.org/learntofly](http://www.aopa.org/learntofly)).

Remember, it takes a pilot to make a member, so make some pilots!



Cebula explained to the EPA. "Any transition plan must include adequate time for the aviation and petroleum industries to select an appropriate fuel octane and for any necessary aircraft modifications to be assessed and addressed."

The FAA announced in January that it plans to study the aviation industry's effect on the environment and correct problem areas. Currently, general aviation piston aircraft rely upon the use of 100LL, and there is no simple alternative fuel available. Removing lead from avgas without having a suitable alternative would have a negative impact on 30 percent of the GA fleet. High-compression engines on aircraft such as Bonanza, Lancair, or Cirrus would be unable to safely operate on a fuel with an octane rating less than that currently provided in 100LL.

## Safety Corner

### Spring is here!

In many parts of the world the winter has been long and hard, denying many of our members the opportunity to do

what they love best—to fly. Now that the good weather is here the urge to fly can be irresistible—but are we truly ready to fly after a long period of ground time?

**Currency vs. proficiency.** A pilot may meet the State's requirements for currency—flight time, landings, etc.—but may not be proficient. Specifically, the pilot may be legal but not adequately prepared to act as pilot-in-command of an aircraft. Which would you rather be, current or proficient? (The answer is both.)

**Review.** When was the last time you looked at the regulations governing your type of flying? Weather minimums, requirements for operating in various types of airspace, radio navigation and communications procedures, aircraft operating limitations, etc. Without a thorough review of this information you may be setting yourself up for a mistake—take time to review the important information associated with your flying.

**Practice.** This is very close to proficiency. When was the last time you made a short field or obstacle takeoff, a really stiff and gusty crosswind landing or a cross-country flight in which the weather was less than desirable? These are items that are difficult to plan for and occur when least expected—will you be ready?

**Instruction.** Most states require a proficiency check every year or two with at least a flight instructor to verify your ability to exercise the privileges of your pilot certificate. But, a year or two can be a long time when you haven't flown for a while; why not practice the items mentioned above with an instructor on board to ensure that you don't get into trouble and are performing the maneuvers correctly? This is

safe insurance that provides an investment into our flying future. Invest wisely.

While you are getting ready to do all of the above, go online ([www.asf.org](http://www.asf.org)) for some excellent online courses that will both prepare you for the above actions and provide you with additional insights that will enhance your safety while flying.



**Time is running out!  
Register today for what promises to be a memorable event.**

Registration for the 24th IAOPA World Assembly to be held 9-14 June 2008 in Athens, Greece, is now available. Assembly registration packets containing delegate, observer and accompanying persons registration and hotel reservation forms have been mailed to all affiliates. However,

you may also register and reserve hotel accommodations online ([www.aopa.gr/en](http://www.aopa.gr/en)) by clicking on the appropriate registration bar at the top of the page. This site also contains detailed program information. For more information, e-mail ([secretaryWA2008@aopa.gr](mailto:secretaryWA2008@aopa.gr)).

**IAOPA 24th World Assembly  
Athens, Greece, 9-14 June 2008  
[www.aopa.gr/en](http://www.aopa.gr/en)**

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