



IAOPA Bulletin

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IAOPA working in Europe

IAOPA is made up of five regions, Europe being one of them and within the European region we have 32 national AOPAs, almost half of the IAOPA affiliates. Of these European AOPAs 27 of them reside in States that make up the membership of the European Union, the political body driving significant changes within European aviation and having a significant impact on the rest of the world as well.

The Lisbon Treaty, entered into force on 1 December 2009, provides for a more powerful European Parliament. This means a more important role for Members of the European Parliament (MEP), in addition to the civil servants who will also have greater responsibility. As a consequence IAOPA is seeking ways to increase its political activities and advocacy in Brussels.

This is particularly relevant at this time since the European Commission and Parliament are beginning a new five-year cycle of governing. Important changes have been made that include more qualified majority voting in the council of ministers, including an extended co-decision process with increased involvement of the European Parliament. The aim of all this is to present a unified EU position, which for aviation will be particularly relevant within ICAO. Even though the EU is not a signatory to The Convention on International Civil Aviation (Chicago Convention), the new European bloc will carry added weight within the UN

and ICAO. Therefore, the role of IAOPA in Europe has never been more important to worldwide general aviation interests.

I believe that the work done by IAOPA in Europe epitomises the role for which IAOPA was formed. European national AOPAs meet twice a year to discuss proposed policies and regulations that may affect general aviation in the coming months. As regulations are proposed IAOPA Europe adopts common positions among its affiliates. Given national and regional differences, achieving common positions are sometimes difficult to achieve but authority is often granted allowing individual affiliates to accommodate these differences.

Notably, there are actually several Europes: the European Union comprises 27 States, the European Civil Aviation Conference (ECAC), 44 and the ICAO European region, 33, making rationalizing of their requirements difficult. The laws are passed by the European Parliament but they are developed and administered by the European Commission and their agencies such as



Martin Robinson, IAOPA European Regional Senior Vice President and AOPA-U.K. CEO

The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 470,000 pilots and aircraft owners in 68 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.

On the training of pilots and aviation maintenance technicians Sheehan noted, "In the beginning there is general aviation – no pilot ever made their first flight in an A320 Airbus. Likewise, few if any aviation maintenance technicians started work on transport category aircraft. Yet, while general aviation is the first rung on the ladder to an aviation career, regulatory restrictions, uncertain career prospects and high fees often stifle youthful aspirations. States, national aviation authorities and industry interests must work together to provide a welcoming environment to young people aspiring to an aviation career."

Finally, Sheehan asked symposium attendees to support International Learn to Fly Day on 15 May 2010, in which all aviation interest are asked to get people to their local airport to explore aviation careers. Aviation associations, flight training organizations and individual pilots will participate by offering introductory flights to the general public.

IAOPA asks high level safety conference for better general aviation safety statistics

ICAO High-level Safety Conferences are designed to bring together the Directors General of Civil Aviation to "build consensus, obtain commitments and formulate recommendations deemed necessary for the effective and efficient progress of key safety activities by ICAO." The most recent Conference, held in Montreal in late March, focused on three major themes: the foundations for global aviation safety; towards the proactive management of safety; and other safety issues.

IAOPA Secretary General John Sheehan presented the conference with a working paper attempting to get more States and ICAO to gather detailed data regarding general aviation operations. In part his presentation stated, "IAOPA

is quite concerned that adequate accident and incident statistical data is not always available for worldwide general aviation applications, especially for light general aviation operations (less than 2 250 kg MTOM).

"While elementary State data regarding accidents and incidents are sometimes available, it is often rudimentary, non-specific or poorly categorized to the point of being of little value in aggregate. Equally frustrating is the lack of detailed data regarding numbers of pilots, aircraft, and aircraft operations (hours/departures); without these data even elementary statistical inferences regarding accident rates and causes cannot be made. Unless a rate for various categories of accidents can be established it will be very difficult to target pilot training, aircraft performance, maintenance and infrastructure deficiencies. Without these, safety promotion and regulatory initiatives are imprecise and largely guesswork.

"International general aviation does not have access to a common and standardized accident/incident database. Having this access would improve the ability of ICAO, States and the general aviation community to better understand the nature of general aviation accidents, facilitating the improvement of safety worldwide....

"The Conference is invited to consider the following proposals:

States should conduct accident investigations of all civil aircraft accidents occurring within their borders and record the data resulting from those investigations in a publically accessible database.

State aviation accident databases should be categorized and formatted to utilize the ICAO Accident/Incident Reporting (ADREP) system.

ICAO should require that all civil aviation accidents reports be forwarded to them for archiving in the ADREP database."

International Learn to Fly Day, May 15

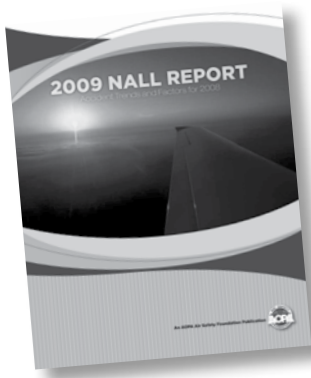
AOPA-U.S. and the Experimental Aircraft Association (EAA), National Association of Flight Instructors, Sporty's Pilot Shop, Cessna Aircraft and Remos Aircraft have collaborated to launch International Learn to Fly Day as a means of encouraging the general public to experience the pleasures and rewards of personal flying. The inaugural event is scheduled for May 15, 2010.

The concept calls for every pilot, aircraft owner and flight training organization to introduce the general public to the concept of piloting an aircraft. This may be done by all pilots taking at least one person for an introductory flight, flight schools providing a discounted introductory flight lesson and general advertising by all to get people out to an airport on May 15.

IAOPA president Craig Fuller stated, "We're always looking for ways to reach more people and get them involved



in aviation; the International Learn to Fly Day initiative is a great way of doing this worldwide. I ask all AOPA affiliates to participate in this program to help grow the next generation of pilots."



Note: The latest edition of the AOPA Air Safety Foundation's excellent synopsis of general aviation accidents in the U.S., 2009 Nall Report—Accident Trends and Factors 2008 has just been released. It may be downloaded free of charge online (www.aopa.org/asf/publications/09nall.pdf).

Affiliate News

AOPA-Chile supports earthquake relief efforts

AOPA-Chile's Board of Directors reacted promptly to the country's earthquake and tsunami by coordinating the efforts of private aviation groups with the Chilean Air Force and the Director General of Civil Aviation to provide immediate aid to victims. Relief aid was rapidly delivered to devastated and inaccessible areas by land and sea. Air links



Aircraft providing supplies for Chilean earthquake victims" (top). Chilean Air Force General Peña prepares for an earthquake damage assessment flight in AOPA Chile president Guillermo Carey's helicopter.

and networks were instituted using the available landing strips, thus allowing aircraft to transport the basic survival aid required by the devastated communities.

AOPA and the Chilean Air Force have been developing a Joint program and planning for a continental emergency rescue exercise in Chile with the Air Forces from all of the Americas. The exercise is scheduled for next October. It is the first time general aviation has been officially invited to participate. Even though the planning had not been finished or implemented when the earthquake hit, enough advance had been made, to demonstrate the benefits and convenience of an active and planned cooperation.

AOPA-Chile was part of a group visited at the Santiago Air Club by Chilean President Michelle Bachelet and the Red Cross World Director in recognition of the efficient joint operations of general aviation and Chilean Air Force. President Bachellet emphasized the need to support private aviation which accomplishes an extremely beneficial task in critical times such as the recent disaster.

8.33 KHz radio spacing is coming to Europe

The European Commission has decided to mandate the use of 8.33 kHz radio spacing at all levels across Europe, and is requiring that new aircraft be equipped with this spacing from 2012. Retrofitting of existing aircraft with new radios will begin within eight years, although there is no indication of when this will have to be completed by. In the interim, radio frequencies will be allocated in such a way that Class D and C airspace will be accessible to aircraft with 25 kHz radios.

IAOPA Senior Vice President Martin Robinson, who has been in negotiation with various bodies about 8.33 kHz radios for almost 20 years, says: "We have managed to stave off this requirement for a decade, which is something general aviation can take comfort from, but we always knew that ultimately it would be forced upon us. States will have up to 2018 to decide how to apply the retrofit requirement, and it is to be hoped that less expensive 8.33 equipment will become available in that time."

During a Eurocontrol consultation, most stakeholders agreed that the 8.33 mandate should be taken down to the ground—it didn't affect the airlines because they're all 8.33 already, and have passed the cost to passengers. But the stakeholders stipulated that Eurocontrol: "Develop a European Implementation Plan with the participation of all affected stakeholders, also taking into account the issue of funding." Exactly how that 'issue of funding' is to be taken into account is unclear. Martin Robinson says: "They're not going to pay for your new radio, but it may be that they cover some certification costs."

Editor's note: IAOPA Europe, through the good work of IAOPA Europe Deputy Vice President Michael Erb, has successfully delayed implementation of 8.33 MHz spacing in the lower airspace for a number of years. This has saved the general aviation community higher initial equipment costs while encouraging European air traffic organizations to consider more efficient use of the communications frequency spectrum.

AOPA-Japan and USAF cooperate on Midair Collision Conference

A Midair Collision Avoidance Conference was conducted on 10 January 2010 at the Yokota United States Air Force Airbase outside Tokyo. In the greater Tokyo area, there are four military airfields as well as Tokyo International Airport and the Chofu Airport, which is used by general aviation. In order to maintain flight safety, Yokota approach control is responsible for providing traffic separation within their airspace, which covers the western half of the greater Tokyo area, known as the Kanto Plain.

The 374th Air Wing based at Yokota AB hosted and organized the conference. AOPA-Japan acted as co-organizer for the civilian side. Approximately 130 pilots attended from general aviation, military and other government services.

At the conference, operation of Yokota Airspace and services available from Yokota Approach Control were explained. Military squadrons based at Yokota also outlined their operations within the area.

This was the first event of its kind and provided a valuable exchange of information and ideas between military and civilian pilots. A second conference is planned for 2011.

AOPA-Portugal appoints new president

In January at their general assembly members of AOPA-Portugal elected a new president. Mr. Luis Laureano Santos, aircraft owner and lawyer, stepped up from the association's Vice Presidency to become its new president.

Robin de Andrade had been president of AOPA-Portugal since December 2005 and was not eligible for reelection. Mr. Andrade said, "I am sure that the under president Laureano's leadership we will continue our joint project in defense of general aviation in Portugal. I believe that it is important for the health of any association to have its direction renewed periodically.

I shall continue being an active member of AOPA-Portugal and have agreed to be a member of the association's financial committee. I know that my successor will continue to work with IAOPA."

ICARUS 2010—Second International Aero Expo Athens

In June 2008, as a fitting end to the 24th IAOPA World Assembly, AOPA-Hellas presented the ICARUS 2008, the first International Aero Expo in Athens. With more than 40,000 visitors, 60 exhibitors representing 108 companies, 20 seminar speakers, 105 aircraft, and an air show with the participation of civilian and military aircrafts.

AOPA Aero Expo ICARUS 2008 rightfully gained a significant position among other European aviation expositions.



This year AOPA-Hellas will follow their initial success by presenting ICARUS 2010, 18-20 June 2010 at the Tatoi Airfield near Athens.

Yiouli Kalafati, AOPA-Hellas president, notes, "The European South is one of the fastest-growing aviation markets because of excellent weather conditions and infrastructure availability. The world of aviation now has an opportunity to introduce itself and explore the untapped potential of the region while paying a visit to Athens, at the crossroads between East and West, a bridge to the Middle East. We welcome all aviation enthusiasts to ICARUS 2010." Go online (www.icarusaeroexpo.gr).

Membership

Why join AOPA?



Why indeed? "It costs increasing amounts of money to fly, so why should I spend my precious funds just to join an association?" Unfortunately, this is a common question from prospective and renewing AOPA members around the globe.

AOPAs must advertise their advantages and prove their worth every day of the year to be able to obtain and retain members, the lifeblood of each organization. The proof of membership advantage falls into three categories:

- What does the organization do for members on an ongoing basis?
- What are the association's accomplishments?
- What has the association done for general aviation lately?

Additionally, there must be some mechanism available to get the answers to these perennial questions to potential and existing members in a timely manner. Brochures, posters, email messages, event presence (air shows, exhibitions, etc.), newsletters, press releases, magazine articles and endorsements from well-known aviation personalities are all means that should be exploited on a regular and ongoing basis.

People join associations for three reasons:

- They want to be associated with others who share their same interests
- They want to have those interests represented to organizations who can improve the enjoyment of their interest
- They want to be informed about what is happening in their area of interest and what their association is doing to improve their lot.

These are relatively simple demands of an organization that purports to act as a gathering place, advocate and informer. How well does your organization meet these demands? How could your AOPA do a better job at these tasks? These should serve as primary goals for your organization.

Above all, keep asking yourself, "Why should anyone want to join and stay with my AOPA?"

Safety Corner

Spring has sprung!

I know it's hard to believe after the severe winter weather experienced in many parts of the world, but the vernal equinox (spring to the uninitiated) officially arrived in the northern hemisphere at 1732 UTC on 20 March. In many parts of the world this fact may have gone largely unnoticed because of persistent symptoms of winter's fury. Yet, with time the transition will finally take hold, bringing with it an interesting array of sometimes very changeable weather phenomena.

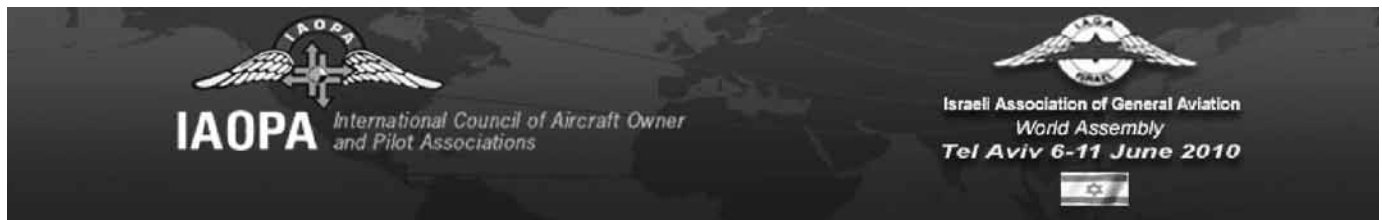
Wind, precipitation, temperature and micro/meso climates are all in transition, preparing for the next seasonal event, the summer solstice. With these variable weather patterns sometimes come rapidly changing and sometimes violent local weather, often caused by rapidly forming high

and low pressure areas, giving rise to the real weather makers, fronts.

Sudden showers and thundershowers, rapidly moving cold fronts producing gusty winds, slow moving warm fronts bringing low ceilings and visibilities and occasional destructive thunderstorms all present significant hazards to the general aviation pilot. So, a spring review of these weather hazards is in order.

The AOPA Air Safety Foundation has prepared some excellent online weather training courses to provide pilots at all experience levels with a refresher that will make you and your members better prepared to meet the challenges of spring's meteorological surprises. The *Weather Wise* series featuring titles such as *Air Masses and Fronts*, *Ceiling and Visibility*, *Precipitation and Icing* (yes, ice comes with spring, too) and *Thunderstorms and ATC* are all very good refresher courses.

Visit the Web site (www.aopa.org/asf/online_courses).



Dear Friends and General Aviation Supporters,

The International Council of Aircraft Owner and Pilot Associations and AOPA Israel invites you to participate in the 25th IAOPA World Assembly, which will be held at the Sheraton Tel Aviv, on the magnificent Tel Aviv beach front, between 6 and 11 June, 2010.

Delegates to the assembly will discuss the future of world general aviation and develop policies that will shape its future. Airports, airspace, security, user fees and the environment will all be issues discussed at this important forum. Experts on these issues will address the Assembly to provide information and perspective on these critical issues.

Joining us at the assembly will also enable you to explore the Land of Israel, birthplace of the three great monotheistic religions and a blend of ancient history and the dynamism of a young entrepreneurial society. Tel Aviv and its environs will provide a magnificent and colourful backdrop for the 25th IAOPA Assembly.

The Assembly will be held at Sheraton Tel Aviv Hotel & Towers located on the lively promenade overlooking the blue Mediterranean and white sandy beaches. The hotel is only an hour drive from Jerusalem, and couple of hours drive from the Dead Sea and from the Sea of Galilee, all interesting historical and religious sites that may be visited.

We look forward to a great assembly and to welcoming you and your colleagues to Tel Aviv.

For more information, see www.iopa2010.com

Sincerely,
Yaron Efrat
IAOPA Israel President

Craig Fuller
IAOPA President

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