



IAOPA Bulletin

Volume 17, Number 2

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SPECIAL WORLD ASSEMBLY EDITION

The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 450,000 pilots and aircraft owners in 70 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.

World Assembly Overview

The IAOPA 26th World Assembly was held at the Spier Hotel Conference Center in Stellenbosch, Western Cape, South Africa. The biennial event was hosted by AOPA-South Africa, providing delegates, observers and their guests with an enjoyable and productive six-day stay in a pleasant environment, located in the Stellenbosch winelands near Cape Town. AOPA-South Africa President Dr. Koos Marais stated, "We were very pleased to have hosted this important meeting in our country. The delegates had three days of intense and notable business discussions that yielded a number of significant resolutions. And, we were delighted to share our country with all of these wonderful people for the week." IAOPA President Craig Fuller noted that, "The enthusiasm and insights demonstrated by our delegates has yielded a very productive assembly. I am proud of the work we have accomplished and will ensure the measures developed here are actively pursued. The world of general aviation will benefit from the work accomplished here in Stellenbosch."

The assembly drew 93 delegates and observers and more than 40 accompanying persons from 23 States. This constitutes a record number of attendees and States represented at a World Assembly.

Assembly attendees were provided a day

tour of the city of Cape Town and a brief tour of historic Franschoek, not far from Stellenbosch. A highlight of the week were a number of sightseeing flights provided by members of the Stellenbosch Flying Club (and AOPA-South Africa) which included views of the Stellenbosch winelands, the Cape of Good Hope and the picturesque city of Cape Town. Companions accompanying delegates were treated to a variety of sightseeing, shopping and tourist events during the business sessions.

The traditional assembly awards banquet was held on the evening of 15 April at the Spier Hotel. This event is designed to recognize those international figures and members of affiliate organizations for their work in general aviation. The following IAOPA awards were presented by President Craig Fuller:

- **IAOPA Host Award – Dr. Koos Marais**, President of AOPA-South Africa—for Extraordinary Accomplishment in Hosting a Successful, Enjoyable, and Memorable 26th World Assembly
- **IAOPA President's Award – Kevin Psutka**, President and CEO of COPA- for Your Dedicated Years of Outstanding Service and Dedication to the General Aviation Community throughout the North America, and the Canadian Owners and Pilots Association



- **IAOPA Leadership Award – Martin Robinson**, IAOPA Senior Vice President European Region - for Sustained Leadership Excellence in European Government Affairs
- **IAOPA Service Awards presented to:**
Arinori Yamagata – Vice President AOPA-Japan for Outstanding Service and Dedication to the Members and Staff of AOPA-Japan

Pat Malone, IAOPA Europe and AOPA-U.K. Editor and Publisher for Journalism Excellence in editing and publishing the IAOPA Europe e-Newsletter and the AOPA-United Kingdom “General Aviation” Magazine

Mitchell Fox, ICAO Chief of Flight Operations Section for Exceptional Support to the Worldwide General Aviation Community and the IAOPA Mission at the International Civil Aviation Organization

John and Martha King, Co-Founders and Chairmen of King Schools for Excellence in Aviation Safety and Pilot Training Education

Three days were reserved for the business of the assembly in which a variety of subjects were addressed. These subjects were the product of pre-assembly work of the attendees in which they offered topics of interest and concern for their membership, countries, and regions.

A new concept was used this year, that of minimizing the length and scope of the presentations thereby providing more time for discussion on the major issues confronting all IAOPA affiliates worldwide. The major topics addressed this year were:

- Airspace – Allocation and use
- Regulations – Making them work for us
- Fees and Charges – Controlling and justifying
- Airports – Promoting and protecting them
- Working Together for Common Purposes

These subjects were discussed at length by delegates; some topics generated assembly resolutions, the primary product of the discussions (see “Assembly Resolutions” on (page number to be determined by Bulletin layout)

Business session highlights

AOPA-South Africa President Koos Marais opened the assembly, welcoming officials, delegates, observers and guests. He then provided a brief outline of the assembly activities, describing the structure of the days to follow, including the tour and social events.

International Civil Aviation Organization (ICAO) Secretary General Raymond Benjamin greeted the delegates via video stating that, “I want to assure all of you that I fully appreciate the significant contribution of general aviation to the overall advancement of civil aviation around the world... IAOPA has made its voice heard in the Air Navigation Commission and at conferences and the ICAO Assemblies, with positive results.



ICAO Secretary General Raymond Benjamin.



AOPA South Africa president Koos Marais with CAA SA Director Zakhele Thwala

“For the past few years, we have made every effort to integrate general aviation into the consultative process of ICAO. “For example, through IAOPA’s active involvement in the ICAO processes, we were able to update Annex 6, Part II, International General Aviation - Aeroplanes. This was the first large scale update since ICAO developed this annex in 1965, and I would like to take this opportunity to commend your Council for its forward-looking and constructive contribution.”

He went on to state ICAO involvement in a number of issues of importance to IAOPA – airspace allocation, public use aerodromes, the shortage of qualified aviation operational personnel, and the extended use of the light sport aeroplane. Benjamin assured the audience that ICAO was concerned about these issues and actively working on them.

He ended his address, saying, “But I am also counting on you to reciprocate. I would like to see IAOPA play a progressively larger role in the global consultative process. I would like to see regional affiliates and individual members take an active role in ICAO technical panels, regional planning groups and any activity that will lead to more efficient skies for all.”

After viewing ICAO Secretary General’s welcome remarks Dr. Marais introduced the South African CAA Director Zakhele Thwala.

The Director welcomed all participants stating how pleased he was that IAOPA had chosen South Africa for their assembly. He went on to note the importance of general aviation in South Africa, citing examples its activity and worth to the nation. He noted the economic contribution of general aviation, stating that it was a significant factor in that growth. The Director stated his organization’s position regarding general aviation, citing several future aspects of those programs. He stressed the close ties between the CAA and AOPA-South Africa, stating that he looked forward to a continuing positive relationship with the organization.

IAOPA President Craig Fuller opened his remarks by saying, “IAOPA’s growth, and the strong relationships and credibility we have earned with aviation authorities around

the globe, are a testament to the power of standing together and of standing up for general aviation. I want to thank each of you for your commitment to those ideals and for your willingness to work to create a bright future for general aviation.

“We can be proud of our achievements with international and regional civil aviation associations, especially at ICAO. When we first arrived at ICAO there was no set of standards and recommended practices devoted to general aviation, only minor mentions in the primary standards covering commercial air transport operations. Shortly after we arrived at ICAO we helped draft their annex to the Chicago Convention that now forms the standards for international general aviation airplanes. Since that time we have been deeply involved in every aspect of civil aviation operations, be it flight crew licencing, rules of the air, airworthiness, airports, operations or equipment requirements. Without these efforts we would have been afforded only footnote status in these important documents published by the world civil aviation standards organization. Similarly, our regional representatives have provided guidance to civil aviation authorities in their geographic areas. This is especially true for our European region where we have made marked progress with first the Joint Aviation Authorities and now the European Aviation Safety Agency.

“But, we must not rest on our laurels because of the many issues that may reduce our freedom to fly and increase the costs of doing so. Increasing amounts of closely-controlled airspace, disappearing airports, a declining pilot population, additional equipment requirements, increasing fees, environmental concerns and the availability of aviation fuels all combine to threaten our way of life.

“The decisions we make and the challenges we address here affect not only us and our IAOPA members, they affect the livelihoods of hundreds of thousands of people worldwide who are employed thanks to general aviation. In the United States alone, general aviation contributes \$150 billion to the economy each year. Globally, that figure grows exponentially. General aviation is a great economic engine and we have a responsibility to ensure that decision makers understand just how valuable general aviation is to the global economy.

“General aviation has weathered many storms in the past and will continue to do so with the knowledge that general aviation is both strong and resilient due to its passionate and resourceful advocates. Together we can successfully manage these challenges and any others that come our way.”

The topics

Each of the topics included one or more presentations which are available at www.iaopa.org. The significant results of these presentations and discussions are contained in the assembly resolutions, shown on subsequent pages.

Airspace – Allocation and use

Presentations were delivered on the following topics:

- The New Air Traffic Management (ATM)



World Assembly delegates.

- Single European Sky ATM Research (SESAR) –Martin Robinson, CEO AOPA-U.K.
- Next Generation of ATM (NextGen) – Craig Spence, AOPA-US VP Operations and International Affairs
- Allocating Airspace Fairly – Mitchell Fox, ICAO Chief of Flight Operations
- VFR Flyways in Brazil to Reduce Terminal Area Congestion –Ricardo Cosendey, ANAC Brazil

Discussions focused on:

- Ensuring that adequate amounts of unrestricted airspace would be available for VFR operations, particularly in major terminal areas which will be most affected by the new air traffic management schemes emerging primarily in Europe and the United States.
- Protecting existing uncontrolled airspace
- Standardizing the methods used in applying airspace types used by States
- The growing use of controlled VFR and its impact of VFR operations.
- Allocating airspace fairly and equitably

The session provided a good introduction and discussion of the implications and impact of new ATM initiatives. It was emphasized that affiliates must become actively involved in the airspace allocation and management process within their States in order to have an impact on ATM issues.

Regulations – Making them work for us

Presentations were made on:

- ICAO Standards and Recommended Practices – Mitchell Fox, ICAO
- Relationships with the regulator – Renee van Zyl, AOPA-SA Consultant
- Regulators from outside aviation – Phillip Reiss, President AOPA-Australia

Discussions centered on:

- How ICAO SARPS initiated and changed
- General aviation input into the regulatory process, both national and international
- Establishing and maintaining relationships with the regulator
- Cost implications associated with regulations
- Self-regulation of non-nationally certified aircraft and pilots
- When assistance from outside sources help with the regulatory process

The impact, significance and method of creation of ICAO SARPS were all aired by the ICAO representative at the assembly. Much of the discussion concerned current European regulatory practices and their impact on general aviation. Importantly, some success in working with the European Aviation Safety Agency (EASA) has been realized by approaching the agencies oversight department and through the European Parliament. Self-certification of non-State certified pilots and aircraft was considered, especially within Australia. Finally, practical and tested methods of dealing with regulatory agencies were in both advocacy and adversarial roles were discussed.

The subject of flight crew licencing was discussed at length, focusing on validation and conversion of pilot licences between states, a subject of major interests to European Affiliates. Several resolutions resulted from these discussions.

Fees and charges – Controlling and justifying

Presentations:

- Aircraft acquisition costs – Jannie Loutzis, Loutzavia owner
- Flight training costs -- Jannie Loutzis, Loutzavia owner
- Equipment and regulatory costs – Ari Stigter, AOPA-Netherlands Secretary

Discussions:

- Cost factors considered in aircraft acquisition
- Controlling aircraft operating costs and expenses
- Flight training costs and trends
- Means of reducing flight training costs
- Existing and anticipated regulatory and mandated equipment costs

Aging and expensive conventional general aviation aircraft were discussed at length, giving rise to the attractive prospect of the light sport aircraft (LSA) as an alternative, especially for flight training and recreational purposes. Methods of controlling operating costs were also explored. Managing flight training costs through increased use of LSAs, simulation devices,

computer based training and revising training curricula were discussed, with all of these methods favored. Methods of encouraging flight students to finish their training were aired, with significant input from studies conducted by AOPA-US (available at www.aopa.org). Finally, controlling equipment and regulatory costs were discussed with emphasis on flight crew licencing, aircraft maintenance and required equipment costs. Continuing dialog with regulatory agencies may be the keys to controlling these costs.

Airports – Promoting and protecting them

Presentations:

- Current state of general aviation airports – Chris Martinus, Vice President AOPA-South Africa
- Why are our airports disappearing? – Lennart Persson, President AOPA-Sweden
- Will a national airports plan help? – Frank Hofmann, IAOPA Representative to ICAO

Discussion:

- Current state of general aviation airports in South Africa
- Reasons for the disappearance of general aviation airports
- Advocacy for general aviation airports and its effectiveness
- Potential use of an regional and State airports plans

General aviation airports availability in South Africa is generally good in rural areas and under pressure the closer one gets to metropolitan areas. Most airports are subject to restrictions and some threats of extinction. Universally, airports are threatened by environmental, security, accessibility, expenses, over-regulation and land-use issues. However, airport support groups that work with neighbors, communities, politicians and the media may have the best chance of surviving – support from these groups is essential. Finally, the concept of one or more regional or State airport plans to encourage development of airport networks to ensure the future viability of individual airports was supported by delegates.

Working together for common purposes

Presentations:

- Affiliates working toward common goals – John Sheehan, IAOPA Secretary General
- AOPA Global – A service organization to meet affiliate needs – Michelle Peterson, Membership Vice President AOPA-U.S.

Discussions:

- Reasons individuals join and stay with associations
 - Attributes of successful associations
 - Difficulties of small associations coping with administrative, marketing, recruiting, publicity and advocacy issues
- A service organization designed to assist affiliates with their common needs

Delegates discussed the possibility of a single service organization, AOPA Global, to help with their needs noted above. The following concepts were attractive to delegates in their pursuit of a more viable, effective and responsive organization:

- Supporting education and safety
- Representing operational excellence
- Respecting local cultures, traditions and laws
- Forging partnership based on mutual benefit
- Promoting the community and fun of aviation

AOPA-U.S. will continue development of these concepts and periodically report to affiliates with a full report provided at the 2014 World Assembly.

Aviation safety

The concept of aviation safety has been a subset of the World Assembly for some years and was continued this year by safety presentations by the following subjects:

- Inspiring Pilots to Practice Risk Assessment— John and Martha King, King Schools
- Where Most Accidents Happen and How to Prevent Them – Bruce Landsberg, President AOPA Foundation
- Single Pilot CRM – Koos Marais, President AOPA-South Africa



Delegates at work.

Proposal to host the 2014 IAOPA World Assembly

Representatives of AOPA-China provided an in-depth and enjoyable presentation regarding their desire to host the 2014 assembly. A decision will be made regarding the location of the next assembly prior to the end of the year.

26th World Assembly Resolutions

The following resolutions are the result of discussions conducted by IAOPA delegates at their 26th World Assembly, held in Stellenbosch, South Africa 10-15 April 2012. What follows are just the resolutions without the background information leading to the action statements. The full text of the resolutions may be found on the IAOPA website, www.iaopa.org. The resolutions shown below are listed under subject headings; the

number preceding the resolution indicates the sequence in which each resolution was considered.

Each resolution is prefaced by the statement, IAOPA, at its 26th World Assembly, resolves to:

Recognition of Individuals and Organizations

1. Gratitude for the Host and Sponsors – extend its deepest gratitude to all of the dedicated AOPA-South Africa personnel and members for their work in hosting the Assembly, including President Koos Marais, Ingrid Marais, Soekie Marais, Ettienne Fouche, Peter Blaine, Chris Martinez, Alan Davson and the other members of AOPA-South Africa; as well as Seasons Travel professionals Louis Krige, Janita Storm, Lauren Field, and Megan De Wet and to express its appreciation to the following organizations for their sponsorship and services:

Jeppesen	Wings Over Africa
ExecuJet	E. C. Engineering
Ermelo Flying Club	Floppy Sprinklers
Eagles Creek Airfield	S A Mooney
Absolute Aviation	Steam and Electrical
Freedom Air	du Roi
Letaba Flying Club	Engelo and Volkers
Toyota	Mango Magic PTY (LTD)
Kalahari Flying Club	Loutzavia
Azriel Insurance	

2. Gratitude for International, Government and Industry Support—Thank the representatives of South Africa and other organizations for their cooperation, and especially the following officials for their generous and valuable participation:

- The Civil Aviation Authority of South Africa
- The Department of Transport
- Mitchell Fox, International Civil Aviation Organization (ICAO)
- Steven Brown, National Business Aviation Association (NBAA)

22. Recognizing John Sheehan - express its gratitude to John Sheehan as Secretary General for his contribution down the years and wish him well for the future.

Airspace

15. Access To Airspace for General Aviation and Flight Training -- work with ICAO, State, and military regulatory authorities responsible for airspace classification and apportionment to:

- classify airspace at the lowest possible level commensurate with the type of operations conducted; and
- involve stakeholders and use their input when developing airspace modernization and classification policies, standards, and locations; and
- ensure the principles of access and equity are an integral component of airspace classification and modernization efforts; and
- develop alternative routes for use by visual flight rules op-

erators in high-density areas, consistent with safe operating standards.

Aerodromes

4. Aerodrome System Development -- develop and promote a universal aerodromes plan that will:

- portray the value of domestic and international aerodromes as an essential part of their national transportation infrastructure; and
- provide the tools aviation groups and governmental officials need to devise and implement aerodrome policies; and
- highlight the economic, growth and strategic advantages of a State aerodrome system; and
- promote a publicity campaign to promote a strong national and regional aerodrome network.

19. Universal Aerodromes Policy -- create a universal aerodromes policy template for use by its affiliates to assist their officials in fostering creation of aerodromes within the State.

Certification

11. Universal Acceptance of Aircraft and Parts Certification -- IAOPA affiliates will work with their National Aviation Authorities to increase acceptance of other States' certification of aircraft and parts for aircraft with a MTOM of less than 5,700 kgs.

Charges, costs, fees

8. Aeronautical Information Services Provision -- urge States to regulate AIS provision in a way to provide:

- adequate cash flow from the ANS charges to provide AIS without charging for those products in excess of printing and distribution costs; and

- electronic/digital aeronautical data free of charge to enable competition between service providers. This would keep fees low for all concerned.

17. Exchange of European pilot licences at no cost --urge European national aviation authorities responsible for this conversion process to provide the new EASA licences at no cost.

18. Air Traffic Control charges for general aviation activities at aerodromes that have transitioned to commercial air service -- urge European States not to charge general aviation activities for the air traffic control services provided at aerodromes that have transitioned from general aviation to commercial service.

Equipment

10. Full Utilization of Existing Aircraft Equipment -- request that as civil aviation authorities consider equipage requirements, priority consideration must be given to policies that allow the general aviation community to fully utilize the equipment in their aircraft before additional equipage requirements are imposed.

16. European Equipment Requirements -- urge the European community to provide required equipment financial support for airspace users not afforded a positive business case, especially if positive benefits accrue to aviation system users.

Flight Crew Licencing

7. Universal Validation of Flight Crew Licenses -- urge States and responsible authorities to:

- maintain the current practice of recognising pilot licenses for the purposes of day VFR in accordance with Article 33 of the Convention, and
- seek a flexible and common recognition among States of flight crew licences based on ICAO Annex 1 standards.

Secretary General bids farewell

On 1 May 2012 I left the position of IAOPA Secretary General. I have been associated with IAOPA in one form or another since 1982 and have served as Secretary General for the past 15 years. It is time to move on to other interests in my life and allow others to fill the duties of the association's Secretary. However, I will continue to work in a different segment of general aviation, that of international business and corporate aviation, so I will not be far from your interests.

Craig Spence who is currently the vice president of operations and international affairs for AOPA-U.S. is currently serving as the Acting Secretary General, pending selection of a person to permanently fill this position. Craig is very well qualified to fill this position and has been working with me for the past year in all aspects of the position. Please give him your full support in his new role.

I have sincerely enjoyed working with all whom I have come in contact with in this job. It is always a pleasure to work with people who share common interests and passions. I am proud of IAOPA and its -- your -- accomplishments. Keep up your good work to protect and promote the general aviation we all know and love.

I wish you all fair weather and tailwinds, but most of all reduced costs, fees, and taxes!

John Sheehan
Jshee11@aol.com





AOPA UK CEO Martin Robinson receiving award from IAOPA president Craig Fuller.



Stellenbosch Airport.

6. Bilateral Agreement for Validation of Flight Crew Licenses
 -- urge States and responsible authorities to:

- seek a flexible and common recognition and validation of flight crew licenses issued in other member States, based on standards laid down by ICAO, and
- seek avenues for a speedy bilateral agreement between Europe and the United States of America on commonly recognised licences and certification of aircraft, and
- develop mechanisms to foster a future global common recognition of member States flight crew licenses.

9. Optimizing the Flight Training Experience to Grow the Pilot Population -- IAOPA affiliates will:

- develop programs to encourage people to explore flight training, and
- share research showing what kind of factors increase the probability of successfully completing flight training and earning a private pilot licence; and

advocate for:

- initiatives that reduce cost barriers to flight training; and
- greater use of flight simulation training devices that lower training costs; and
- no/lower taxes and fees for flight training; and
- low interest loans for flight training.

20. Unnecessary Additional Security Requirements When Validating Pilot Licences in Other States -- encourage all ICAO member States to accept compliant flight crew licences without delay and costly security checks.

Hazards

3. Remotely Piloted Aerial Systems - work with ICAO and State authorities to expeditiously develop RPAS standards that will:

- provide mutual protection for both RPA and manned aircraft; and
- minimize the allocation of airspace exclusively for RPA operations; and
- fully integrate RPAS into the State airspace systems; and

- create certification and continuing airworthiness standards; and
- ensure adequate training and certification for all UAS personnel.

5. Hazards Resulting from Wind Turbines -- raise awareness at ICAO and with national authorities of the potential hazards wind turbines present to the safety of flight; and

- encourage renewable energy associations and the National Aviation Authorities to take into account the following recommendations to:
- develop a national map depicting the wind turbine sites; and
- conduct a risk assessment when planning to place a wind turbines within a 30 km radius of an aerodrome or a system that supports air traffic management or weather depiction; and
- depict all large wind turbines on aeronautical charts.

Regulations

12. Emphasize ICAO Duty of Care Differences to its Member States

- urge ICAO to remind its member States of the contents of Annex 6, part II of the duty of care provisions a State owes to general aviation, which are different from the duty of care a State owes to passengers using commercial air transport services; and
- encourage ICAO at its earliest opportunity to dedicate time to emphasize the importance of these differences to its members States.

13. Regulatory Equity -- urge States to:

- give greater attention to the changing role and importance of general aviation within the overall aviation system; and
- develop markets for the growth of general aviation; and
- highlight the economic and strategic advantages of an active general aviation fleet; and
- ensure proportionate regulations for general aviation with respect to airspace and aerodrome access, application of

airworthiness standards, pilot licences and medical certification; and

- institute risk and cost benefit-based approaches in all rule-making actions pertaining to general aviation activities.

14. Prioritize Review of ICAO Annexes Pertaining to General Aviation -- request ICAO to:

- expedite the review of the Annexes to the Convention applicable to general aviation; and
- take cognizance of the different levels and types of general aviation activity in this review; and
- acknowledge that general aviation users accept a higher level of risk in the operation of their aircraft, certification of general aviation aerodromes, and certification standards

for the different levels of pilot licences and associated medical standards.

Other

21. Development of AOPA Global Membership Concept --

develop the AOPA Global concept to:

- Support education and safety; and
- Represent operational excellence; and
- Respect local cultures, traditions and laws; and
- Forge partnership with each other based on mutual benefit; and
- Promote the community and fun of aviation.

IAOPA will report on progress on a regular basis and provide updates at the 27th World Assembly.

The IAOPA Bulletin is published quarterly by the International Council of Aircraft Owner and Pilot Associations for the use of its affiliate members in representing and advocating general aviation and aerial work interests worldwide.

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