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A NEW YEAR FOR AOPA-SWEDEN

LARS HJELMBERG, PRESIDENT, AOPA-SWEDEN

The following was sent to AOPA-Sweden members earlier this year. —Ed

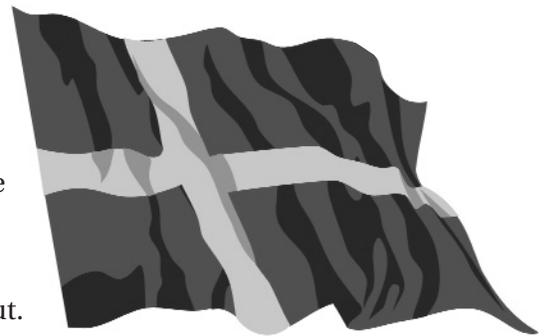
For the past few years, our information to you as a member regarding what your association has achieved, and wants to carry out, should have been better. Hence this information leaflet. I hope you will appreciate our efforts.

The expression “has achieved” is chosen deliberately in preference to do or carry out. My interpretation of achievement is something the association has brought to a successful ending, which in some cases means that an unwanted change has been stopped. To do a lot of things without realizing achievements is like treading water. Your association wants to achieve results!

The world around us is defined by our European Union membership, which has been in constant change. As in the Roman Empire, each new constellation has to centralize power and control through unified laws and rules. In due time, when the ruling power is confident in its control, delegation, simplification, and also removal of superfluous regulation will follow. Presently the EU remains in its centralization and concentration phase.

Aviation is inherently a border-crossing activity and for natural reasons, most laws and regulations in aviation are being reviewed. For our part, as users of the aviation system, continuous changes in virtually all areas of interest will be seen. These areas include, among others, flight training, licensing, aircraft maintenance and equipment, rules of the air, and operational requirements.

The EU way of working toward unanimity tends to breed compromise, and ill-conceived compromise. Only after some years, when the results of the bad compromises surface, changes will follow, but at a slow pace



The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 470,000 pilots and aircraft owners in 61 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.

and without attributing any responsibility for the original mistakes.

Changing the rules will frequently offer a chance to change activities and an opportunity for those responsible to increase the level of quality, regardless of whether this increase is requested or even desirable. The result will almost invariably be increased costs without any visible increase in the benefit provided by the specific regulation or service.



Sometimes I get the question, “What are the three most important tasks AOPA-Sweden intends to achieve this year?” My answer is 1) lowering costs, 2) lowering costs, and 3) lowering costs. If the cost spiral continues, Swedish general aviation may deteriorate into an activity for the wealthy few, in sharp contrast to the situation today when general aviation means exactly that—aviation for everybody in Sweden. The ongoing cost spiral for general aviation in central parts of Europe has already initiated this deterioration there. An obvious indicator is the number of flight hours in relation to population size.

When costs for general aviation increase, the first victims are the activities not able to cope with this increase. If GA turns into an activity only for the wealthy, it will lose its justification as aviation for everybody and turn into aviation for the very few. Once this has happened, GA will be a target in the political debate and our community will devolve into vested interests. The outcome is only one—even worse conditions and even higher costs. Therefore, it is important that all members of AOPA-Sweden actively spread our message: General aviation is aviation anyone should be able to afford.

The changes now being carried through by our politicians increase our costs and in the end there is a risk that general aviation turns into aviation for the wealthy few. Is that what the politicians want?

In this editorial I have chosen to name our associ-

ation AOPA-Sweden and not SPAF, in order to point out clearly that we are now acting in an international environment through the EU and the International Council of Aircraft Owner and Pilot Associations, representing 61 AOPAs and 470,000 members worldwide. Our common organization IAOPA is the world’s largest pilot and aircraft owner association. United we stand stronger.

Should you have any viewpoints on the use of our association’s name, feel free to write our magazine or me. I am eager to share your views.

SECRETARIAT NEWS

IT’S PEOPLE, NOT HARDWARE, BOYER TELLS SATS GATHERING

AOPA-United States President Phil Boyer recently reminded aviation leaders that the greatest technology in the world will fail unless the end users understand and accept it in the first place. At a special ceremony in Danville, Virginia, to publicly unveil NASA and the FAA’s bold technology initiative, the Small Aircraft Transportation System (SATS), Boyer said, “If SATS is to succeed on a national scale as planned, this industry needs to wake up to the fact that passengers, pilots, and landing facilities for small aircraft could all be in short supply. We all have a lot of work to do to educate the general public about general aviation. This will be a long and difficult journey—I would maintain much more difficult than the technology advancements that make up the wonderful SATS program.

“It is so important we recognize that the general public holds the keys to the SATS program—and their attitudes about ‘small planes’ must change for SATS’ ultimate reality,” he concluded. “It’s taken 100 years for the public to lose interest and understanding about small planes. We need to get the non-aviation-oriented public to return to that desire to fly in small aircraft in the next two decades if all we are demonstrating today is to become a reality.”

SATS would help create a transportation alternative to crowded highways and commercial airports by leveraging the nation’s thousands of general aviation airports and aircraft, using new technologies to make GA aircraft easier to fly, and providing advanced instrument approaches—without the need for radar or controllers—into more airports.

ICAO LANGUAGE REQUIREMENTS

Amendment 164 to ICAO Annex 1 created language proficiency standards that will be required of international pilots and air traffic controllers by March 2008. These standards hold the promise of increased safety and efficiency for international air transportation by facilitating communication within the air traffic control system. However, as with many major issues of this nature, the details associated with the implementation of these standards must be carefully devised to achieve the desired result.

A number of IAOPA affiliates have explored the implications associated with this new standard to determine the impact on their members. While some countries have done little to prepare to accommodate the language provisions, others have done more. What follows are some of their findings and concerns:

Interpretation of the standard. The required level of proficiency for pilots, Level 4, initially appears attainable until some of the attendant details are uncovered. For instance, proficiency concepts shown in the appendix to Annex 1 are subject to wide variations in interpretation:

- Communicate on common, concrete, and work-related topics with accuracy and clarity.
- Use a dialect or accent that is intelligible to the aeronautical community.
- Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete subjects.

All of these descriptors may be interpreted differently, given the liberal nature of the Annex 1 appendix statement establishing testing agencies in a "manner acceptable to the licensing authority...." Some States will scrupulously follow the letter of the standard while others will employ a more permissive interpretation. The result will be States in which pilots and controllers will be effectively penalized by their State's zeal for compliance while other will be effectively "let off" by their less attentive regulators.

Proficiency level. Level 4 proficiency may be correctly required for IFR operations in major terminal areas by both pilots and controllers. The pace and criticality of operations in those areas demand a higher level of language proficiency. However, operations outside all the busiest TMAs (terminal maneuvering areas) do not appear to demand as high a level of proficiency, especially for VFR operations.

Achieving Level 4 proficiency in many States will require a high level of effort for many applicants. Moreover, this proficiency level will prove expensive and time consuming. For the VFR pilot flying

between France and Germany, for instance, proficiency in the other State's language or English may prove insuperable, greatly restricting the activities of general aviation and aerial work (GA/AW) operators.

Availability of examiners. While examiners and their facilities may be readily available in smaller States, pilots in larger countries like Brazil, Russia, and Australia will find it difficult to readily access examiners. Some States, like Germany, currently require a rudimentary English language test for pilots to prove their ability to speak and understand ATC phrases; this is already a burden, even at this most basic level. Going beyond this to higher proficiency levels will significantly increase the burden on pilots.

While IAOPA supports the concept of effective communications in air traffic control systems, we continue to have concerns regarding the implementation of the ICAO language proficiency program. They are:

- The level of proficiency required of pilots must be commensurate with operational ATC requirements.
- Examiners and facilities providing the testing must be readily available to pilots.
- Cost associated with the testing process must be minimized.
- Language testing personnel and facilities have not yet been adequately defined and standardized.

Left unmodified, ICAO language proficiency requirements will have a significant negative economic impact on GA/AW activities, already beset with rapidly increasing operational costs and fees. Moreover, these standards will have little effect on safety and efficiency, given that the majority of GA/AW operations are conducted VFR and outside major TMAs. Ultimately, these standards will unnecessarily restrict the growth and vigor of our constituents' aviation activities.

Because of our continuing concerns IAOPA has strongly recommended the following to ICAO:

- Delay the March 2008 effective date for implementing ICAO language proficiency until the full impact of this standard has been assessed.
- Reevaluate the proficiency level requirement for pilots operating both VFR and outside major TMAs.
- Establish a system to standardize language-proficiency testing agencies to a uniform level of competency.

Simplify the testing procedures as much as possible.

Affiliates can help with this issue by appraising their State regulatory authorities of the impact of language proficiency on general aviation and working with them to petition for the above recommendations.

**IAOPA WORLD ASSEMBLY —
TORONTO, CANADA, FROM 18
THROUGH 24 JUNE 2006
WWW.2006WORLDASSEMBLY.COM**

ELT NEWS

At the end of its spring term the ICAO Air Navigation Commission (ANC) discussed the 406-MHz-ELT (emergency locator transmitter) implementation



date. In December the International Air Transport Association petitioned for an extension to the January 2005 ICAO requirement that ELTs be installed in virtually all aircraft. The discussions identified a number of issues other than the airlines' inability to meet the compliance date, including the poor state acceptance of the standard, reliability and robustness of ELTs, desirability of automatic-only activation, and poor management of the designated "difficult SAR [search and rescue] area" system.

Frank Hofmann, IAOPA ICAO representative, reaffirmed the ANC's misgivings about a variety of the device's shortcomings and reminded them of the very high costs associated with installing them in the world's 400,000 general aviation aircraft (estimated to be in excess of \$2 billion).

It appears that the ANC will commission a study group, in which IAOPA will participate, to investigate all relevant issues and make recommendations. While no pronouncement was made, it appears that the compliance date may be delayed, perhaps to sometime in 2007.

JOURNEY LOGS

While many States' regulations mandate a journey log for international operations, a number of States do not mention them. They are required for civil aircraft operating internationally under Article 34 of the ICAO Convention:

There shall be maintained in respect of every aircraft engaged in international navigation a journey log book in which shall be entered particulars of the aircraft, its crew and of each journey, in such form as may be prescribed from time to time pursuant to this Convention.

The Convention and its Annexes are silent regarding standards for the log; however, *Annex 6, Part I, International Commercial Air Transport—Aeroplanes*, contains the following recommendations:

11.4.1 Recommendation.—The aeroplane journey log book should contain the following items and the corresponding Roman numerals:

- I—Aeroplane nationality and registration.
- II—Date.
- III—Names of crewmembers.
- IV—Duty assignments of crewmembers.
- V—Place of departure.
- VI—Place of arrival.
- VII—Time of departure.
- VIII—Time of arrival.
- IX—Hours of flight.
- X—Nature of flight (private, aerial work, scheduled, or nonscheduled).
- XI—Incidents, observations, if any.
- XII—Signature of person in charge.

11.4.2 Recommendation.—Entries in the journey log book should be made currently and in ink or indelible pencil.

11.4.3 Recommendation.—Completed journey log book should be retained to provide a continuous record of the last six months' operations.

While this recommendation applies only to commercial operations, it serves as a guide for noncommercial operations as well.

AFFILIATE NEWS

AOPA-UKRAINE BECOMES 61ST AFFILIATE

On 15 June the All-Ukrainian Aviation Association became an IAOPA affiliate, assuming the title AOPA-Ukraine. The new organization has more than 70 members and cites an ambitious list of goals to achieve, from updating personnel licensing requirements to

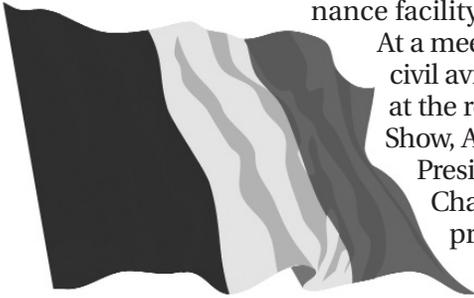


streamlining procedures and regulations for general aviation. AOPA-Ukraine President Hennadiy Khazan said, "Affiliation with IAOPA

will provide us with a firm foundation from which to operate. We look forward to working with other affiliates in our desire to improve general aviation within our country."

AOPA-FRANCE OPPOSES NEW FEES

AOPA-France has joined with other French civil aviation organizations in opposing high fees for general aviation proposed by the Director General of Civil Aviation. The fees will affect all forms of general aviation activity, from individuals seeking flight training to those seeking training for work at maintenance facility operations.



At a meeting of France's civil aviation leaders held at the recent Paris Air Show, AOPA-France President Patrick Charrier said, "The proposed fees threaten the existence of general

aviation in France." This was underscored by Claude Lelaie, prominent AOPA member and Airbus chief test pilot, who noted that the country that developed the Airbus A380 did so because of the skill and passion of numerous engineers, technicians, and pilots who had gotten their start in general aviation; the high fees proposed will prevent the formation of talent reserve required for aviation excellence. The industry group resolved to join together in opposing the excessive fees.

AOPA-AUSTRALIA CALLS FOR REVIEW OF AVIATION REGULATION

AOPA-Australia recently bade farewell to the outgoing Transport Minister Anderson, wishing him well in retirement, but said it hoped the government would urgently address the difficulties causing serious decline in general aviation. "This transport minister has presided over the biggest downturn this industry has ever seen," said AOPA-Australia President



Ron Bertram. "We look forward to a new minister with fresh ideas, but we call on the prime minister to use this opportunity to fully review aviation regulation.

"General aviation has suffered a 33-percent decline in activity over the past two years, and many regional areas are losing air services and employment opportunities as a result,"

Bertram added. "The industry is being dragged down by ever-increasing regulation that does little if anything to improve safety or security, but creates an enormous cost and bureaucratic burden not faced by similar aviation industries elsewhere in the world. AOPA would like to see the formation of a department which specifically deals with the health of this vital Australian industry sector."

CHANGES TO COPA'S 'PLACES TO FLY'

The Canadian Owners and Pilots Association's longstanding Web site, *Places to Fly*, has just undergone a major transformation. In response to user comments the site has been redesigned as a collaborative user-editable airport database project. Now anyone can update the information for any airport, upload airport photos, and even create new listings for airports not previously listed—all instantly.



Adam Hunt, COPA's manager of Member Services and Representation, said, "This project's success depends on COPA members along with the airport managers and Canadian and foreign pilots using it and updating it often. The more people who update it the more useful it will be. Pilots and airport managers are encouraged to 'adopt an airport' and update it and then check back regularly to make sure it is still up to date. COPA hopes that airport owners and managers, along with pilots, will help us create a complete list of everywhere to fly in Canada over time and help us keep it up to date. This has proved to be a popular member benefit."

See the guide at www.copanational.org/PlacesToFly/index.php. For a look at the associated users guide, see <http://copanational.org/non-members/placestofly/userguide.htm>.

MEMBERSHIP

PARTICIPATING IN EVENTS

Getting the name of your association into the public forum and keeping it there are essential survival functions for any organization. The more often your organization is seen by both members and nonmembers, the better known it will become. Most impor-

tant, people want to be associated with an organization perceived to be active in critical issues within their area of interest, general aviation in our case.

Participation in the major airshows and aviation trade shows is very important to the continued health and growth of your association. While time, effort, and resources are required for such participation, not “showing the flag” at these events will significantly reduce opportunities for growth.

While at the shows, highlight two or three issues on which you are currently working that are important to your constituents. Display these on easy-to-read posters and provide brief fact sheets for visitors to take away as a reminder of your work. It is important to note just a few issues of importance to a wide range of potential members; trying to tell them everything you have to offer will tend to dilute your organization’s message.

Will you realize a significant number of members at these events? Probably not. But you will be planting seeds destined to flourish at some future time. Start planting!

SAFETY CORNER

PERSONAL-RISK-ASSESSMENT GUIDE

In general aviation you are the pilot in command, solely responsible for the safety of the flight, including making in-flight weather decisions. In commercial air-carrier operations and corporate flight departments, these responsibilities are assigned to different persons. Air carriers are required to have standardized procedures to aid the responsible persons in accomplishing their role, and corporate flight departments typically do the same. Adopting similar safety procedures (standard operating procedures) for noncorporate GA operations could lead to similar safety results obtained by corporate and airline operations.

The FAA and an industry task force has developed a Personal and Weather Risk Assessment Guide that will assist in developing standardized procedures for accomplishing the dispatch and pilot-in-command responsibilities for an individual’s “flight department” and for making better pre-flight and in-flight weather decisions. The concept of risk assessment in aviation has been used for decades by all types of aviation operations and has yielded good success in reducing accident rates in both airline and military operations. This guide presents those principles for the general aviation pilot. Download the guide at www.faa.gov/education_research/training/fits/guidance/media/Pers%20Wx%20Risk%20Assessment%20Guide-V1.0.pdf.

2004 AOPA ASF NALL REPORT—ACCIDENT TRENDS AND FACTORS FOR 2003

The AOPA Air Safety Foundation recently published its 2004 Nall Report, an annual comprehensive compilation of general aviation accident statistics. While the statistics address only U.S. accidents, useful lessons exist for any state’s operations. For instance, the report notes that takeoffs and landings accounted for more than 50 percent of all GA accidents in 2003 and the largest number of pilot-related fatal accidents, 25 percent, resulted from maneuvering flight. Download the report at www.aopa.org/asf/publications/04nall.pdf.



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