



# IAOPA Bulletin

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## Twenty-Third World Assembly Held in Toronto

The Board of the International Council of Aircraft Owner and Pilot Associations (IAOPA) met 19-24 June 2006, at its twenty-third biennial World Assembly in Toronto, Canada, to discuss the status of worldwide general aviation and to determine ways to foster and promote the needs of its constituents. Representatives from 24 affiliates, each representing a national AOPA, gathered to discuss and establish new directions for their members, seeking a worldview for their diverse operations.

IAOPA President Phil Boyer told the delegates that they should be proud of their achievement, stating, "This world assembly is one of the best we have had in terms of the presentations, discussions, and resolutions. We have provided a way forward for general aviation in a time of significant challenges."

Delegates discussed a variety of issues of critical interest to their members, including aviation security measures, preserving aerodromes, user fees, the public perception of general aviation, aviation fuel availability, and emerging communications, navigation, and surveillance equipment requirements. (All formal presentations are available at [www.iaopa.org](http://www.iaopa.org).)

Importantly, meeting participants developed a number of resolutions that will serve as guidelines for all affiliates (see below).



### Opening Remarks

Following opening remarks by Phil Boyer, Kevin Psutka, Canadian Owner and Pilots Association President and host for the assembly, John Sheehan, IAOPA Secretary General, told delegates of the association's activities and services provided since the April 2004 Toulouse, France, world assembly. Actions in ICAO and the European Region were also presented.

William Voss, ICAO Air Navigation Bureau Director, provided the keynote address, briefing delegates on the standard-setting mechanisms used by his organization, assuring them that their voice was heard through their association's representatives. He then discussed issues of importance to general aviation interests, including ELTs, language proficiency, and general aviation operations standards and safety management systems. The Director returned later to describe ICAO's efforts to modernize communications, navigation, and surveillance systems

**The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 470,000 pilots and aircraft owners in 63 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.**



along with the evolution of air traffic management practices.

Franz Reinhardt, Director, Transport Canada Civil Aviation Regulatory Services, addressed the group regarding Canada's method of devising regulations, using ELT, pilot licensing, and global navigation satellite systems (GNSS) as examples. He emphasized the importance of general aviation operations and encouraged delegates to participate in safety programs within their countries.



### Assembly Presentations

The first panel of speakers featured Capt. Geronimo Amurao, Philippines; Massimo Levi, Italy; and Andy Cebula, United States. Their remarks focused on aviation security measures, emphasizing the more stringent and restrictive practices their governments impose on general aviation. Each described their efforts to accommodate and/or counter these measures. Emphasis was placed on voluntary measures used by general aviation interests in providing good security practices.

Protecting and promoting aerodromes is one the perennial topics of discussion at world assemblies because of the importance of retaining as many aerodromes as possible for future general aviation operations. A panel comprising Ari Yamagata, Japan; Yaron Efrat, Israel; and Arunas Degutis, Lithuania, addressed this critical issue, again describing the situation within their countries and relating ways of dealing with governments, citizens groups and commercial interests. Each of the speakers recommended early and persistent action with all interest groups in dealing with airport issues.

The different approaches to user fees was the next topic, addressed by Sebo Woldringh, Netherlands; Andy Cebula, United States; and Kevin Psutka, Canada. Panel members stressed that user fees take many forms: fuel and use taxes; air traffic services fees; pilot licensing exams, landing, and handling; medical certification fees; and noise levies. Means of mitigating these fees advocated by the speakers included well-placed political processes, negotiation, public information efforts, group pressure, and statistical research. All agreed that keeping fees and taxes in check was one of their association's major tasks.

Improving the public's perception of general aviation is another topic of long and abiding interest among IAOPA members. Derek Sifton, Canada; Gabriela Mair, Germany; and Phil Boyer, United States, described innovative and creative ways of reaching out to the public in an effort to prove the value of general aviation and create a positive image of all aspects of their activities. A consensus opinion of the panellists centered on the need for continuing creative approaches to the subject, emphasizing the need for constant attention and understanding of the public's viewpoint.

The final panel addressed the topic of obtaining and keeping pilots and members. Speakers included Dr. Rudolf Gerber, Switzerland; Ivaylo Dermendjiev, Bulgaria; and Haytham Azhari,

Lebanon. They stressed the need for continuing emphasis on service to members and publicizing the joys of flying to carefully selected target audiences.

Updates on critical issues were provided by the following delegates:

- Lennart Persson, Sweden—Aviation Gasoline Availability
- Randy Kenagy, United States—Automatic Dependent Surveillance—Broadcast (ADS-B)
- Martin Robinson, United Kingdom—General Aviation Strategic Importance Study
- Frank Hofmann, IAOPA—ICAO Activity
- Jacob Pederson, Denmark—European Aviation Safety Agency Activity
- Michael Erb, Germany—Single European Sky ATM Research

Because of the detailed and technical nature of these subjects summaries are not provided. However, copies of the speakers' presentations are available online ([www.iaopa.org](http://www.iaopa.org)).

Finally, Bruce Landsberg, Executive Director of the AOPA Air Safety Foundation, brought delegates up to date on general aviation accident trends and previewed a number of the foundation's safety presentations. While many countries have reduced their general aviation accident rates, the fatal accident rate remains a difficult number to reduce. New online safety programs feature maneuvering flight, takeoffs and landings, weather and air traffic control subjects were previewed for delegates. These and other programs may be found at [www.aopa.org/asf](http://www.aopa.org/asf).

### Resolutions

The result of these presentations and discussions is a series of resolutions that will provide affiliates with guidelines designed to meet major challenges for the years to come. The resolutions enacted in Toronto included:

#### IAOPA, at its Twenty-third World Assembly, resolves:

- To urge States and responsible authorities to:
  - recognize the value of general aviation aerodromes as an essential part of their transportation infrastructure; and
  - develop and enforce national and local land use policies and statutes designed to preserve and protect aerodromes.
- To urge ICAO, States, and responsible authorities to conduct threat analyses prior to imposing security restrictions on general aviation activities
  - continually evaluate the effectiveness of security measures
  - consider the operational and financial impact on general aviation activities prior to initiating security measures
  - recognize the value of voluntary security measures used by pilots, aircraft owners, and airport operators.
- That ICAO develop, and its member States adopt uniform standards and recommended practices addressing UAV (unmanned aerial vehicles) issues including the following:
  - system reliability and safety
  - temporary or permanent airspace restrictions that restrict general aviation

- sense-and-avoid standards
- operational control
- operator qualifications, proficiency, and liability
- coordination with conventional aeronautical activities
- abnormal operations (failure modes)
- recognition of UAVs as aircraft, meeting the same standards as other aircraft and aircrew; this will minimize airspace restrictions and safety impact on general aviation.
- That although general aviation aircraft engine exhaust emissions on atmospheric pollution are minimal, IAOPA strongly supports the enhanced production of aviation gasoline and jet fuel containing environmentally friendly materials of biological origin that will meet aviation fuel standards.
- To encourage States to streamline government administrative and security processes that will facilitate the validation of foreign pilot licenses.
- That States should give due recognition to the fact that general aviation users already pay for its environmental impact through the burden of taxation and/or fees.
- To urge governments and public authorities to:
  - require private companies authorized to operate government-owned public use aerodromes to provide general aviation fueling facilities.
  - develop and enforce policies that will simplify regulatory and procedural requirements to provide fuel at aerodromes serving general aviation operations.

## Secretariat News

### ICAO Rejects IAOPA Language Petition

At one of its final sessions prior to summer recess the ICAO Air Navigation Commission rejected IAOPA's petition to provide relief from Annex 1 language proficiency provisions. The ICAO standard requires all pilots and controllers flying internationally and using radio communications to be proficient

either in English or in the native language of the country in which the aircraft operates. IAOPA had petitioned ICAO to exempt pilots operating VFR in Class D, E, F, and G airspace, since ATC separation is not provided in that airspace.

Reasons for the ANC rejecting the petition were the need to use the radio in emergency situations and the safety advantages of traffic advisories provided to aircraft in Class D and E airspace. Frank Hofmann, IAOPA Representative to ICAO, stated, "We are naturally disappointed in this outcome, but we shall attempt to modify the language proficiency standard in another manner."

## Affiliate News

### AOPA-Finland Revived

Following the death of Peter von Walzel several years ago, AOPA Finland became inactive. Within the past few months a new group has taken steps to revive the organization, providing a reenergized group of general aviation enthusiasts. The new group is headed by Klaus Bremer, Nuijamiestentie 5 A, 00400 Helsinki, Finland. klaus.bremer@boy.fi , +358-40 9000 140.

Bremer cites the following issues facing the new organization: Aviation administration fees have been radically increased on January 1, 2006. The new fees, which in some cases quintuple the cost of the services, have been dictated by the Civil Aviation Administration without any real interaction with the aviation businesses and aviators who are affected. Comments on the increase of the fees were never requested from small commercial aviation businesses nor from maintenance and repair companies, which are most heavily burdened by the new fees. While the additional funding to support government aviation administration is understandable, the state's small contribution to the effort is not.

Aviation administration fees were already higher at Helsinki-Malmi Airport than elsewhere, but in the beginning of 2006 they more than doubled, while the fees at other airports remained unchanged. This pricing is clearly discriminatory and

### IAOPA Representative Addresses Chinese Aviation Expo

In May AOPA-UK Chief Executive Martin Robinson, representing IAOPA, provided opening remarks to a plenary session of more than 20,000 at the Binzhou General Aviation Expo. He provided greetings from the IAOPA affiliates and their members to an enthusiastic audience.

In a subsequent presentation he spoke of the enthusiasm for general aviation in China and the energy with which it is pursuing its goal of creating a general aviation industry and provided a brief analysis of the great potential for expansion and the benefits of GA as an integral part of China's transport infrastructure.

He listed some of the facts that make China such an exciting prospect: At 9.5 mil-

lion square miles, China is nearly five times bigger than Europe and has more than three times the population of the United States. It is currently experiencing a 9 percent annual growth rate and expects to have 1,850 commercial air transport aircraft by 2010. It will triple that number within a few more years and is currently building 42 new airfields.

The potential for employment and value creation is phenomenal, even if it only grows to match Europe, where there are just under 250,000 licensed pilots and 51,000 GA aircraft, excluding microlights and gliders. "In the UK alone, 31,000 people depend on GA for their income," he said.

He warned against the over-regulation of GA, saying: "Europe now recognizes that it

may have gone too far with the regulation of private pilots and is seeking ways to reduce the regulatory burden. Regulators should neither over-regulate nor under-regulate." He added that general aviation could not operate without free access to airspace and airports, and concluded: "Remember, a mile of road or rail track leads nowhere—a mile of runway leads everywhere."

In comments made about the trip, Robinson said, "It is clear that the Chinese want to learn more about GA, and IAOPA is well placed to help them. Captain Yu, President of AOPA-China, spoke enthusiastically of the future but said it would be a slow process as old habits can be hard to change."



will make life even more difficult for the small aviation businesses operating there. This is the principal flight training base in Finland, so the fee impact will be significant. Additionally, the future of Helsinki-Malmi Airport is threatened by the city of Helsinki, which intends to turn it into a new suburb.

In 2005 there were 8,188 pilots of all types in Finland. During that year there were 593 aircraft, 90 helicopters, and 386 sailplanes registered.

## AOPA-Poland Works to Revise Regulations

A new Polish Minister of Transport has created a task force to review and change the existing civil aviation statutes other laws related to the civil aviation. AOPA-Poland team is a member of a task force to revise the regulations and is strongly fighting for general aviation interests. AOPA-Poland President Blazej Krupa said, "Polish authorities finally understand that aviation is incredibly overregulated and needs to be revised to provide more reasonable and workable rules. We are working hard to help them achieve that goal."

## Membership

**At the recent world assembly a panel of delegates was asked to relate what their association had done to obtain and retain members. Notable responses included:**

### AOPA-Switzerland—Dr. Rudolf Gerber

- Our Web site underwent a significant revision, offering both public and member sections. The site offers simplified and quick access to sensitive information for our members.
- Each month an e-mail newsletter is distributed to all members, bringing essential news of our actions and accomplishments.
- A sweepstakes for the most successful promoters of AOPA membership will provide one hour of flight time in the right seat of a Pilatus PC-12, an attractive prize for a private pilot.
- Our bimonthly magazine, Position Report, reaches not only members but also politicians, government officials, and administrators.
- And our office staff is ready to support our members and friends from abroad five days a week from 9 a.m. to 5 p.m.

### AOPA-Lebanon—Haytham Azhari

- Provide targeted representation and advocacy within the Civil Aviation Authority and other government agencies.
- Keep members up to date on current issues facing general aviation.
- Provide opportunities to gather at aviation and social events.

- Make discounts and other financial advantages available.
- Make personal contact with as many members as possible.

### AOPA-Germany—Gabriela Mair

- "Start them young"
  - Involve children at training camps and fly-outs.
  - Take a child for his or her first flight.
  - Provide an aviation starter kit for students.
  - Ask members to sponsor young pilots.
  - Celebrate airshows with a program for children.
- Tow a banner over holiday crowds showing a learn-to-fly Web site address.

## Safety Corner

### Thunderstorms

It's thunderstorm season again in the northern hemisphere, prompting us to review this dangerous phenomenon carefully. Here are some practical tips from the AOPA Air Safety Foundation's publication, Weather Wise:

Stay at least 20 nautical miles away from a thunderstorm. Wind shear, gust fronts, turbulence, and hail can occur within this distance.

A storm moves in the direction of the anvil. To approximate speed and direction of the storm use winds aloft at 12,000 feet.

It's usually better to circumnavigate on the backside of a thunderstorm away from the anvil. However, the southwest corner is often where tornadoes form.

Use caution under the anvil between cloud layers. This area sometimes contains hail.

Select an altitude that will let you see the cloud buildups. Recognize that it may be higher than most light aircraft can fly and may require oxygen for the pilot.

Ask for ATC assistance in avoiding convective activity you can't visually identify, but remember weather separation is a secondary duty for controllers. As PIC, the ultimate safety of the flight rests with you. There is an art to flying around thunderstorms that can't be developed just by reading or taking courses. It must be learned by experience—very carefully.

If caught in a thunderstorm, focus on keeping the airplane right side up. If possible, avoid making turns. Adjust to your aircraft's maneuvering speed (VA). Lowering the landing gear may also help stabilize the airplane. Do NOT lower the flaps.



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