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Volume 16, Number 3

AOPA-Australia works for its members

“First to all of our colleagues in IAOPA I would like to say G’day, the universal Aussie greeting that covers all situations.

“We have been in the process of reorganisation over the last year with a revamp of our office, some staff changes and a major upgrade to our web site www.aopa.com.au.

“Facing a declining general aviation (GA) industry and tough financial times, we made some hard decisions about staffing and overheads, becoming a leaner but more effective organisation. Our membership has stabilized at 3,000-plus 140-affiliated aero clubs and flying schools. Amongst operators of certificated aircraft, we represent all sectors of GA from the recreational flyer to those who fly for business and most flying training organisations in Australia. In spite of difficult times, we remain the voice of general aviation in this country; our advocacy role is recognised by Australia’s Civil Aviation Safety Authority (CASA), the Department of Infrastructure and Transport, and Airservices Australia. We represent our members on all the major regulatory committees.

“We publish two magazines. Our flagship magazine *Australian Pilot* is now widely recognised as the best Australian aviation magazine. This magazine goes out to every member as part of their membership package and is also on sale on the newsstands to non-members. Our second magazine *Australian Pilot Extra* is exclusive to members only; we also provide coverage for the Australian Warbirds Association in our magazine and distribute copies to their members.



Phillip Reiss, AOPA-Australia president

“Maintaining top-quality magazines requires considerable effort; we are fortunate to have the services of two talented professionals, an editor and graphic designer, whose skills produce outstanding editorial content and layout.

“The magazines are our voice to the industry, government, and the general public and an essential part of keeping our members informed and publicizing issues, however we are moving to a more web-based society, with iPhones and iPads becoming part of many pilots’ flight bags. Upgrading our website is an ongoing project and will play a larger role in our future communications with our membership. Through that medium, we are able to alert our members to issues in real time, with so many of our members embracing new technology it is vital that we use this tool as a means of communication to the aviation industry.

“AOPA-Australia is fortunate in having a great team of directors who are all active avia-

The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 470,000 pilots and aircraft owners in 69 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.



tors. The board of directors are volunteers, who receive no remuneration for their efforts. Our nine directors are a very talented group who are responsible for individual portfolios that cover all aspects of the aviation industry.

“The executive comprises myself (Phillip Reiss) as president, Col Rodgers (past president and treasurer), Spencer Ferrier (secretary and legal counsel), Andrew Andersen (vice president), and Jeff Muller (vice president). Muller is the treasurer of the Australian Warbirds Association; and Andrew Andersen represents AOPA at ASTRA, a government-recognised aviation industry group, in surveillance and navigation technologies.

“Our other directors are: Peter Holstein, who represents our rotary wing members and runs a successful helicopter training school; Allan Bligh who serves us on CASA’s Standards Consultative Committee and the Airservices Australia Pricing Committee and is president of Schofields Flying Club; Dr. Tony Van Der Spek, a designated aviation medical examiner and secretary of the Comanche Society Australian Tribe, who handles medical matters and southern regional airspace issues; and Neill Rear from Western Australia who looks after the West Coast region. All of our directors give up a considerable amount of their personal time for AOPA, drawing on their considerable flying experience, which includes commercial operations in some cases.

“Back in October last year we hosted a General Aviation Revitalisation Forum over two days. This comprised a series of workshops where we discussed the problems confronting GA and identified solutions that we could convey to the regulators and government. The forum was attended by all of the industry representative groups and we developed a white paper from this forum, which we have presented to CASA and the department. Our next step is to take this paper to a political level via our elected parliamentary representatives.

“I attended the AOPA-U.S. Summit in November at Long Beach, California, on the invitation of IAOPA President Craig Fuller and Secretary General John Sheehan; as a result of that visit and discussions with both John and Craig, AOPA-Australia is once more affiliated with IAOPA. We were one of

the founding members of IAOPA, but decisions by previous directors saw that affiliation dropped. I believe we must be part of the international aviation community, as the problems that we all face require a united front. We at AOPA-Australia are glad to once more be part of IAOPA.

“Vice President Andrew Andersen has put in a tremendous effort through ASTRA on the implementation of ADS-B and Performance Based Navigation in Australia. Andrew’s efforts are intended to ensure a phased rollout, with time concessions that will allow GA aircraft time to install new avionics. AOPA is opposed to the mandatory fitment of ADS-B avionics for VFR operations in Class E and G airspace.

“The Civil Aviation Safety Authority has proposed new Part 91 (general aviation) regulations. This draconian document bears no resemblance to the U.S. FAA’s Part 91 and seems to be more concerned with creating offences and imposing penalties rather than defining pilot and operator responsibilities. A document such as this, based on fear and penalty, will erode the GA communities trust in the regulator and is therefore being strongly opposed by AOPA. It is also badly drafted with a number of errors; we have raised an objection and submitted a detailed sixteen-page analysis of the document with suggestions for improvement.

“I thank the directors who contributed to our submission, as well as our tireless volunteer David Peterson, who is a great supporter of AOPA-Australia. David’s company, Orbitec, hosts our website and he has been instrumental in upgrading and developing our online presence to its present form.

“More information about our activities can be viewed on our website at www.aopa.co.au.

“I look forward to a continuing and active involvement in IAOPA and wish you all safe flying.”

IAOPA helping to draft LSA usage standards

One of the Tel Aviv World Assembly Resolutions was to, “... call upon the International Civil Aviation Organization (ICAO)

Secretariat News

World Assembly details published

IAOPA has accepted AOPA-South Africa’s gracious offer to host the 26th biennial World Assembly. The meeting will be held 10-15 April 2012 in Stellenbosch, South Africa.

“We are pleased to be selected to host this important event,” said Dr. Koos Marais, chairman of AOPA-South Africa. “Delegates will discuss a variety of issues related to general aviation and aerial work activities, including air traffic services, airport and airspace access, user fees and security issues. And they’ll do so in one of the most interesting and beautiful areas of South Africa.”

During the World Assembly, delegates will work on issues of critical importance to general aviation and determine policies for the future. They will hear from experts representing the International Civil Aviation Organization (ICAO), CAA South Africa and industry officials. Resolutions developed from these discussions

will help guide policy decisions in each member’s country and provide direction for IAOPA in its dealings with ICAO.

“IAOPA is proof that there is strength in unity,” said IAOPA President Craig Fuller. “Together, our 69 worldwide affiliates present a formidable front for general aviation and aerial work in international forums. The work done at the World Assembly allows us to share information and ideas, and lets us plan for the years ahead.”

The IAOPA 26th World Assembly will be held at the Spier Hotel in the Stellenbosch Winelands of the Cape Town region. A number of touring events to nearby attractions and aviation events are planned for delegates and their guests during and after the meeting. Information about the World Assembly is available at iaopa2012.co.za.

to review the need for high level certification standards for Light Sport Aircraft (LSA).” This was done to reduce the cost of flying overall and for flight training activities. The measure has been reviewed by ICAO and the decision made to proceed with preliminary standards. IAOPA will assist with the research for and drafting of the proposals.

Affiliate News

IAOPA-Europe helps AOPA-Lebanon promote general aviation

IAOPA Senior Vice President Martin Robinson, together with Haytham and Hadi Azhari of AOPA-Lebanon met with the Lebanese Transport Minister and the head of the CAA in Beirut recently to promote general aviation interests within that country. The Lebanese are currently rewriting their aviation regulations and are looking to both EASA and the FAA for guidance. Robinson was able to show how FAA rules would be more favorable to a robust general aviation industry. He said, “Minister of Transport Ghazi Aridi was pleased that IAOPA-Europe was taking an interest in Lebanon and the development of its general aviation. After productive discussions we then met with the acting head of the DGAC, Mr. Haibe, where we discussed a range of issues, including aircraft certification, flight crew licencing and mogas powerplants.”

Hadi Azhari commented, “For a first visit, the achievements far exceeded our expectations. This follows the CAA’s recent formation of the Lebanese Aviation Regulation Advisory Committee (LARAC) which Haytham and I are on. They sought Martin’s



Haytham Azhari, Martin Robinson, Ghazi Aridi, Hadi Azhari

advice and expertise to help in fine tuning, especially in the area where a choice will be made between EASA or the FAA.”

General aviation in Lebanon is quite constrained. It is possible to rent a Cessna 172 in Beirut for \$275 an hour and a Piper Lance for \$400, but pilots can fly only to two military bases and are allowed only to do touch-and-goes there. While this satisfies the cross-country requirement for a licence, flying abroad means landing in Cyprus, only one hour away. However, aircraft from Lebanon are subjected to a 500 handling charge, which is not levied on local aircraft. Robinson

noted, “The Aero Club meets in Beirut every Saturday, and they have the same passion for flying that we have. Their problems certainly put our own in perspective.”

AOPA-Italy achieves CTR size reduction

After 15 long years of AOPA Italy’s negotiations for change with the Italian Company for Air Navigation Services (ENAV), a new chart of the Milan Linate CTR will be published in the near future depicting a lower class of airspace (Class D) and a significantly reduced size.

AOPA-Italy Director Massimo Levi notes, “One of the most controlled areas of the Italian airspace can now be navigated without long detours as before. For AOPA-Italy, this is a great success and, hopefully, the beginning of new relationships with ENAV. The next step is the modification of the two Class A TMAs, Milano and Rome, to Class C and a reduction in size. After the intervention of Eurocontrol in their airspace infringements prevention program, AOPA-Italy hopes to reach the result within the coming months.”

AOPA-Hellas Fly-In and Airshow successful

Anton Koutsoudakis, founder of AOPA-Hellas (Greece), reports a very successful venture in the 3-5 June Kavala Fly-In and Airshow. More than 20,000 spectators attended the event, a significant number considering that the town has 70,000 inhabitants. Many more watched the show from the town, situated on hills facing the airport and Aegean Sea.

The event featured the combined efforts of local and regional authorities, along with the Egnatia Flight Training School and AOPA-Hellas. Koutsoudakis said, “The positive financial impact on this small community is obvious. Local authorities are enthusiastic with the show’s success, announcing they will make it a yearly event.

“AOPA-Hellas shares this enthusiasm. General aviation received outstanding promotion, not only with the spectators on site, but also through TV and local newspaper coverage. AOPA-Hellas will also continue its involvement, using the success of this event as inspiration for similar events within Greece.”

Wind turbines in Canada

A matter of increasing concern to Canadian Owners and Pilots Association (COPA) members is the almost uncontrolled spread of wind turbines across many areas of Canada with, in many cases, little or no concern for the impacts on aviation.

COPA President Kevin Psutka notes, “These structures, nominally more than 400 feet in height above ground, are being established either individually, in small groups, or in much larger farms of more than 20 or more units. In virtually every instance, there is no requirement for the proponent or authorizing authority to carry out any form of an aeronautical assessment to ascertain the potential impacts on aviation resources or local flight operations, and yet the aviation safety impacts include obstacles in the vicinity of aerodromes, wake turbulence and the lack of effective aeronautical marking

and lighting in accordance with the appropriate Canadian Air Regulations and Standards.

“A particularly aggressive approach to wind turbines occurred in Ontario some months ago when the government established the Green Energy Act. Prior to the passage of the legislation, COPA appeared before the committee holding hearings and petitioned to have a requirement included in the Act that wind turbine proponents or approving authorities conduct an aeronautical study to assess the aviation impacts of a proposed development and to develop appropriate setbacks and other mitigating measures.”

COPA's petition was not accepted and the final version of the Act also removed the ability of municipalities and other lower forms of government from controlling the development of these types of clean energy projects in their backyards.

In addition to COPA's efforts to convince the Ontario provincial government to consider the effects of wind turbines on aviation when the Green Energy Act was developed and attempts to engage Transport Canada in developing standards to minimize the safety impact on aerodromes, COPA's Freedom to Fly Fund is being employed to investigate legal aspects to determine if there is some basis to prevent encroachment on aerodromes or provide compensation for the loss of use.

“Our recent win at the Supreme Court level on federal jurisdiction is being examined to see if it is applicable to wind turbine encroachment on aerodromes. The Fund is also being used to conduct a formal safety risk assessment, in which the wind generation industry, the governments and others will be invited to participate.

Psutka continued, “The end point of this exercise will be to determine the safety risks associated with wind turbines and develop risk mitigation measures that can be employed, either voluntarily or by regulation, to minimize the risks and continue aerodrome operation.

“Until a firm direction is established, members whose aerodromes are being impacted by wind turbine installations are advised to get involved early in the development process to make your concerns known. You can use the calculations from this article to point out the safety issues and encourage the proponents to minimize their liability by keeping the turbines a suitable distance away from the approach, departure and circuit areas.”

Membership

The power of the media

We often hear the phrase “the power of the media,” but most people think of the influence that the news media wields

as being negative. What if that influence was used to reflect positive news events? Contrary to what most pilots may think, the news media can be a great friend to general aviation. For example, the media can cover and report on:

- The economic benefits your airport provides to the community.
- The services general aviation provides to the public: traffic reporting, crop-dusting, emergency medical transport, even news reporting.
- Local pilots who volunteer to fly patients and blood on emergency call; and
- Interesting locally based aircraft (such as antiques, classics, and warbirds) and newsworthy pilots, such as elderly or handicapped pilots.

The fact is, general aviation has many good news stories to tell, and proper cultivation of the news media can be a great asset in reaching the public. So how do you, the general aviation pilot, get your story to the news media so they will convert it into a positive newspaper article or news program on the six o'clock news? Sponsor an aviation day!

‘General aviation: Serving every aspect of the community and nation’

Is this an ideal headline? You bet, and it appeared in a local newspaper the day after an AOPA affiliate held an aviation day for the news media at its headquarters (located at an airport). Although hosting such an event is only one way of reaching the news media, it is a very effective one.

An aviation day for the news media enables you to:

- Tell your story at your own pace, on your own turf, without interruptions and conflicting priorities.
- Bring the news media to the airport or hangar, actually letting them see firsthand what the story is about.
- Educate a captive audience, give them informational materials, and let them hear from aviation experts. You can even take the reporters flying if your resources are adequate.

All of this will tell the good news about general aviation and aerial work, creating a positive image for members of the media and, through them, to the public. Of particular importance, this event will get your organization's name in front of the public and pilot populations; doing so should bring new members to your organization.

Interested? See *How to Have a Successful Media Event* online (www.aopa.org/info/event.html).

For handouts describing general aviation and aerial work, see the website (www.iaopa.org/what-is-general-aviation/ga-serving.html).

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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