



IAOPA Bulletin

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General Aviation Under the European Single Sky

-Yiouli Kalafati, President AOPA-Hellas

Europe is moving ahead to implement the European Single Sky concept for air traffic services, but it is also moving toward a uniform aviation regulatory concept. It is a dramatic new series of operational, administrative, and air traffic concepts that will change everything in European aviation. Never before, in the short life of aviation, has the world seen such great changes.

What will be the shape of European general aviation, when all these changes are completed and given time to become established? What will shape the region's general aviation?

In order to answer this question, it is useful to look at a country similar to the European Union that already has a single-sky concept—the United States. It is a big country, with comparable size, population, wealth, technological skills, etc., and at the same time it is a country that has used a “single sky” since the beginning.

Looking closely at the evolution and at the present situation of general aviation in the United States, it is easy to see that the center of gravity of general aviation in the United States has shifted to the south, toward the states of better weather conditions. States like Florida, Texas, Arizona, and California generate a higher proportion of general aviation activity than states to the north.

This of course is related to the fact that all



AOPA-Hellas President Yiouli Kalafati with IAOPA President Phil Boyer

aviation activities must start with a VFR flight. Pilot training cannot start in IFR conditions; therefore, states with better weather conditions generate more flight hours than northern states. And that translates to less expensive costs per hour, given that all other factors remain the same. High training activity has higher maintenance requirements, providing favourable conditions for related air-taxi operations and so on; the growth spiral begins.

What will we see if we move this concept to Europe? Looking at the weather statistics, we find out that countries around the Mediterranean Sea enjoy VFR weather conditions almost year-round. In the United Kingdom and in Central Europe we expect to find good VFR conditions for only about six months per year while farther north in Scandinavia we expect to have VFR weather only three to four months per year. Weather statistics alone indi-

The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 470,000 pilots and aircraft owners in 64 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.



cate that in the near/medium future the center of gravity of European general aviation, currently in the center of Europe, will move to the south.

Up to now it has been impossible for such a shift to take place because of different state regulations and practices. Although European countries follow ICAO (International Civil Aviation Organization) standards, important regulatory differences among them have made it impossible for a pilot trained in Italy, for example, to seek a job in Germany.

The introduction of European single sky concepts has changed the picture. Under JAR-FCL, (Joint Aviation Requirements for Flight Crew Licensing) all licenses have the same legal authority no matter their place of issue. Today, a German operator cannot question the skill of a license holder just because the license was issued in Spain.

Today, throughout Europe, aviation is busy adapting to these changes. British Airways was the first European operator that dared to close down its own pilot training school in Scotland and transfer its facilities to Spain. German carrier Lufthansa followed suit to a lesser degree in creating a training facility in Zadar, Croatia. And some independent schools have transferred their business (either all or in part) to Spain. The U.K. Cranfield training establishment has recently established contacts with a new training facility in Greece.

The way ahead is not easy. An important question is, are the Mediterranean countries ready, legally and socially, to accept the coming changes? Many of these countries are not aware of the economic and social benefits general aviation will bring to them. And major changes are generally not welcomed; new and unknown activities generate suspicion and, sometimes, hostile attitudes.

Perhaps this is the time for the AOPAs in Southern Europe to play an important role in educating both government officials and the public about the benefits of general aviation. AOPAs may act as catalysts that will speed up the evolution, helping general aviation create a new aviation environment for the area around the Mediterranean Sea.

In doing so, AOPAs will provide a dual benefit, first to society and second to their membership.

Affiliate News

AOPA-Australia Decries Lack of Aviation Policy

AOPA-Australia reports that operators and service providers at some of Australia's principal general aviation airports can

Secretariat News

ICAO Aviation Security Panel Meets

IAOPA Secretary General John Sheehan and ICAO Representative Frank Hofmann participated in the eighteenth ICAO Aviation Security Panel, held in Montreal from September 11 through 15, 2006. More than 100 representatives from 25 states participated. While the panel meets annually, this session carried a special mandate from a recent emergency ICAO Council meeting to explore new threats and provide countermeasures. This emergency meeting came shortly after the August liquid-explosives terrorist threat to airliners in London.

The agenda for the meeting included the following:

- Significant aviation security events within the past year.
- Implementation of the newly revised ICAO Annex 17, Security.
- Universal Security Audit Program overview/progress.
- Recently foiled airline terrorist plot in London.

The panel developed a detailed short- and long-term list of action items to address the final agenda item, including new and emerging threats.

While much of the agenda was not directly applicable to general aviation, IAOPA representatives carefully observed the proceedings to ensure that previously realized provisions concerning general aviation were protected. Significantly, no comments regarding general aviation security threats were made during the meeting.

Importantly, IAOPA representatives were able to discuss general aviation security provisions in individual states with a number of panel delegates. These individuals are not normally people with an aviation background, but rather are security specialists and expolice. They readily admit that they know little or nothing about general aviation or appreciate our concerns. They were encouraged to contact AOPA affiliates and provided with names and contact information.

The principal message provided to these representatives was to carefully evaluate the actual threat represented by the various segments of GA/AW (general aviation/aerial work) prior to implementing security measures. Additionally, all delegates were provided copies of the IAOPA Security Guidelines for General Aviation

Aerodromes and the AOPA-U.S. Airport Watch brochure.

Many delegates who were contacted admitted that either there were too many agencies involved in aviation security or security oversight was in the hands of those who did not understand or appreciate aviation issues. Additionally, they admitted that issues like mandatory pilot background checks and general aviation aerodrome security were motivated by political concerns rather than actual security concerns.

The message from individual interaction with delegates regarding general aviation was clear: Work with both aviation and state security authorities to establish a relationship in which discussions can take place that will protect the interests of the state and general aviation. Then encourage all concerned with aviation security to carefully evaluate the actual threat posed by general aviation prior to taking regulatory action. Finally, show security officials how a general aviation aerodrome actually works; this firsthand knowledge will provide them with a better view of general aviation.

— Editor

face being locked out and/or fenced in if they have difficulties with their property-developer landlords. Operators are being forced off airports with little or no recompense for any improvements or building costs incurred. There is no effort at enhancement or assistance for existing small aviation-related businesses—instead they are told to pay more and earn less, or leave. Small business is Australia's largest employer, and the nation's continuing prosperity demands that respect and consideration of this should be paramount.

Col Rodgers, AOPA-Australia president, stated, "AOPA is concerned at the national decline in general aviation activity, which we believe needs a credible aviation policy at both state and national levels. We, along with other significant aviation groups and personalities, have identified this lack of a coherent aviation infrastructure and action policy as a major drain on the Australian community. The skill base, export capacity, and national assets are being diminished at a frightening rate. Australia was once a world leader in aviation—this is in danger of being lost for all time."

IAOPA Europe Holds Regional Meeting

The 115th IAOPA European Regional Meeting was hosted by AOPA-Poland and held in Warsaw, 30 September 2006. Thirteen European AOPA affiliates were represented at the meeting, which considered a wide range of topics affecting general aviation interests in the region, including Single European Sky ATM Research (SESAR), 8.33-kHz communications channel spacing, Joint Aviation Requirements for Flight Crew Licensing (JAR-FCL) initiatives, and European Aviation Safety Agency Recreational Aircraft and Pilot operations.

The last issue was discussed at length, being of immediate and important interest to all. EASA is attempting to gain a sense of how new categories of light aircraft and pilot licenses, not necessarily subject to ICAO standards, could be incorporated into the European regulatory structure. Jacob Pederson, IAOPA European representative to the EASA groups considering these issues, said, "This issue is of utmost importance for us since we will benefit from reasonable standards on these issues for many years to come. We must define how aircraft and pilots can fit together to make them safe while creating acceptable standards for pilots and aircraft owners."

IAOPA's European Region will submit official comments and recommendations on the issue prior to the EASA 16 October comment deadline.

Polish Aviation Growing Rapidly

Polish airline passenger traffic has grown by more than 20 percent annually over the past several years. This fact was presented by AOPA-Poland President Blazej Krupa and IAOPA Secretary General John Sheehan during a recent visit to the Polish Civil Aviation Agency (CAA). While this fact may not seem to have much significance for general aviation, it does when this rapid airline growth rate places most of the government's resources at the disposal of the airlines and airline air-

ports; few government resources remain to accommodate the needs of general aviation.

Krupa made the point to CAA, Ministry of Transport, and air traffic service officials during 28 and 29 September meetings that general aviation is an integral part of the state transportation system, feeding the major arteries of airline traffic. Furthermore, additional and improved regional airports are required to facilitate this process. Additionally, for general aviation to grow significantly it must have regulations that are tailored to its unique capabilities and not tied to airline standards.

Krupa's remarks were well received and promises were made to work more closely with AOPA-Poland.

European Regional Vice President Appointed

International Council of Aircraft Owner and Pilot Associations President Phil Boyer recently announced the appointment of Dr. Rudolf "Ruedi" Gerber as the organization's European regional vice president, filling the post vacated by Klaus Zeh, who recently stepped down as AOPA-Germany's president. Gerber joins five other vice presidents who help coordinate the association's worldwide affairs.

"We are delighted to have Ruedi, a longtime IAOPA supporter, accept this essential role in our most active region. His success as the 18-year president of AOPA-Switzerland and wide range of European contacts make him well qualified to provide the leadership required to coordinate the affairs of this important region," said Boyer.

Gerber, who has been a private pilot for 42 years and an aircraft owner, recently retired from his position as editor in chief of the Swiss regional daily newspaper *Der Landbote*. He and his wife live in a suburb of Zurich.

Gerber said, "This appointment is an honor and a commitment for the first Swiss IAOPA European regional vice president. The goal we have to pursue in Europe is to establish private air transportation with rights equal to those afforded commercial air transportation, using IAOPA and its affiliates as its main representatives.

"Free access to airports and airspace, less restrictions, and lower costs are the keys for a safe and economic future of general aviation as the cradle for any pilot career. We owe our members safer, better, and more economical opportunities to operate their aircraft; that is what AOPAs are all about."

AOPA-Germany Elects New President

On 6 August, at its annual general meeting, AOPA-Germany elected a new president, Professor Elmar Giemulla, from Berlin. He replaces Klaus Zeh as president, who had also served on the association's board of directors for more than 20 years. Additionally, a new board of directors was chosen, including members who were re-elected to their previous posts.

Giemulla's stated goals are to create a more positive view of general aviation for both politicians and within the general public, and to increase the number of pilots, especially among young people.

Membership

Communicate!

The experts discovered a long time ago why people join associations: representation and information. First, they want to have their interests effectively represented in the right places to ensure that their activities continue to be authorized and maintained. Equally, if not more important, people want to know what is going on in their field of interest and what their association is doing about it. While there are secondary reasons for membership—sociological (a sense of family), business contacts, belonging to a movement, and pride—representation and information are the greatest.

Most organizations do the representation part reasonably well, but communicating with the members is often neglected for the sake of greater representation activities. The theory goes that if the association does a good enough job of representation, the association's target audience and members will hear about the work through the trade press or word-of-mouth communication. Don't bet on it.

Humans are forgetful creatures. Just because they have heard something good about your organization doesn't mean they will remember either the issue presented or the association for more than a few days or even hours. This is because your association is but one small part of the overall life of each individual; your good news must compete with every other aspect of a person's existence. Therefore, tell your target audience frequently why you are fulfilling its needs for representation and information.

While print media provide a more lasting impression, it is expensive, must be distributed via the postal system, and may not be fully read by the recipient. The modern marvel (and curse) of e-mail has changed the way we communicate—it's inexpensive and provides an immediate and focused form of broadcast communication. The advent of the e-newsletter has provided an ideal platform with which to reach members rapidly about both single issues and an overview of association business.

Therefore, make a concerted effort to keep an up-to-date list of e-mail addresses for members and prospective members so that you can keep them informed about association activities. Ensure that you comply with your state's privacy laws, which may require obtaining permission prior to sending newsletters.

Reach out and inform all your members today—your association will be better for it. Investing one hour in creating a brief e-newsletter will strengthen your association and help it grow.

Safety Corner

Winter is Here

Unless you live between 30 degrees north and south of the equator, the approach of winter should bring a change in the way you fly. Weather systems, preflight planning, aircraft maintenance, engine and flight operations, and emergency considerations all change when the thermometer approaches zero centigrade. While most of us don't intentionally fly in areas prone to aircraft structural icing, knowing how to avoid it is an important technique. Particularly important, it's not just structural icing that can harm you. Use the following winter-flying checklist to help prepare for the cold and precipitation:

Weather review

- Winter frontal/air mass systems.
- Winter clouds and precipitation.
- Areas for probable ice formation.
- Escape routes.
- Winter winds.
- Reduced visibility conditions and causes.

Planning

- Weather.
- Terrain.
- Daylight/nighttime considerations.
- Engine operation.
- Flight operations.
- Alternative plans.

Preflight

- Ice/frost on airfoils and movable parts.
- Fuel system icing.
- Engine preheat/start.

Operations

- Taxiing on icy surfaces.
- Aircraft performance.
- Icing potential.
- Induction system icing.

Emergency operations

- Planning for the emergency.
- Foreseeing emergencies.
- What to do first.

Most of these topics may be found in basic flight-training texts, an aircraft operating handbook, an engine manufacturer's instructions, and safety texts. For a good review of the subject, see the ASF Aircraft Icing Safety Advisor at www.aopa.org/asf/publications/sa11.pdf or the FAA's Tips on Winter Flying at www.faa.gov/ats/afss/newyork/winter-t.htm.



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