



# IAOPA Bulletin

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- AUSTRALIA
- AUSTRIA
- BANGLADESH
- BELGIUM
- BELIZE
- BERMUDA
- BOTSWANA
- BRAZIL
- BULGARIA
- CANADA
- CHILE
- CHINA
- COLOMBIA
- CROATIA
- CYPRUS
- CZECH REPUBLIC
- DENMARK
- EGYPT
- FINLAND
- FRANCE
- GERMANY
- GHANA
- GREECE
- GUYANA
- HUNGARY
- ICELAND
- INDIA
- IRELAND
- ISRAEL
- ITALY
- JAMAICA
- JAPAN
- KENYA
- KOREA
- LATVIA
- LEBANON
- LIBERIA
- LITHUANIA
- LUXEMBOURG
- MALAYSIA
- MALTA
- MAURITIUS
- MEXICO
- MONACO
- NETHERLANDS
- NEW ZEALAND
- NORWAY
- PAKISTAN
- PANAMA
- PERU
- PHILIPPINES
- POLAND
- PORTUGAL
- ROMANIA
- RUSSIA
- SAUDI ARABIA
- SINGAPORE
- SLOVENIA
- SOUTH AFRICA
- SPAIN
- SWEDEN
- SWITZERLAND
- THAILAND
- TURKEY
- UKRAINE
- UNITED KINGDOM
- UNITED STATES
- VENEZUELA

## The Spirit of the Springbok

*Koos Marais, Chairman,  
AOPA-South Africa*

President Paul Kruger, leader of the Zuid-Afrikaansche Republiek and after whom South Africa's world famous Kruger National Park as well as Kruger Rands are named, lived by the credo "Take from the past the good and build the future on it."

South Africa was one of the five founders of IAOPA in 1956 and in 1992 hosted the international assembly of the organization. Yet in later years AOPA in South Africa foundered to the point where it had all but ceased to exist. Now, we are glad to report, AOPA-South Africa is back, carrying the flag of general aviation not only in South Africa but across the entire continent.

It is interesting to note that IAOPA was founded in 1956 by the USA, Australia, the Philippines, Canada, and South Africa and that not one European country had played a role in this significant event. To this day it is believed that South Africa has the world's third largest general aviation fleet, after the USA and Australia, with some 10,000 aircraft on the register. The country also had a very strong air force with a proud tradition and history.



*Caption. ©Pieter Kasselman*

These facts played a large role when it was decided to host the IAOPA World Assembly in Johannesburg in 1992 and several hundred delegates from all over the globe attended this successful convention, some arriving by private jet.

Some of the early pioneers of AOPA-South Africa were Guill Marais, Wally Seymore and Hendrik Pistorius and Josh Haldeman, a Canadian. Josh was on the African leg of his round the world flying safari in a Bellanca tail dragger when he overflew a small dirt strip near Pretoria, South Africa's capital city, liked what he saw, landed, and stayed for the rest of his life. This dirt strip later became Wonderboom Airport, which served as the spiritual home

**The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 470,000 pilots and aircraft owners in 68 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.**





*Caption*

for AOPA-South Africa and in fact still does. AOPA through the activities of Guill Marais was responsible for much of the development of Wonderboom.

Despite all of the successes, something happened after the highlight of the International Assembly in 1992 and AOPA slowly faded away. What happened was that Nelson Mandela became president in 1994 and led the country to democracy and a remarkable transformation. With it came a change of the political and economic power base of the country and the priorities of the new rulers. General aviation was relegated to the back burner and even the air force dwindled to a shadow of its former self. Membership of AOPA-South Africa dwindled and the administration became disheveled. Perhaps the very spirit of AOPA-South Africa was broken.

One year ago we decided that enough was enough. The year 1994 is a long time ago now and life goes on. Our forefathers paid dearly for this beautiful country and there is no reason to allow everything we hold dear to be discarded on the politicians' trash heap. On the contrary, South Africa is a land with a treasure house of cultural diversity and technological skills, which is without any doubt the potential savior of this sad and wondrous continent. Our European forefathers have lived here, through peace and war, with our African brethren for the same period as the Americas have been colonized and our futures are inextricably entwined. We have no other home, this is it and we have to make it work.

AOPA-South Africa embarked on the new road, working with our members and the authorities, claiming one small success after the other. Slowly but surely the signs of life are returning to organized general aviation. AOPA-South Africa is

represented on the regular Civil Aviation Regulations Committee (CARCOM) meetings with our Civil Aviation Authority and fights all unfair and illogical legislation and so far has been successful in all its endeavours. In fact the CAA has come round to the view that legislation needs to be fair as well as strict. AOPA has had two hugely successful public meetings, one in Pretoria and one in the Cape, which had attracted national coverage in the press and television and AOPA has also published three newsletters to its members. A new Web site was launched ([www.aopa.co.za](http://www.aopa.co.za)) and the old forum incorporated into it. The organization's administration has been put into order and the finances straightened out. Membership is growing fast but is unfortunately not reflected at IAOPA because of two categories. Only the premier membership are registered with IAOPA.

The successes of AOPA-South Africa has now attracted the attention of the Aircraft Maintenance Organizations (AMO) who are poorly or rather totally disorganized in the country and under enormous pressure from the CAA and the owners. They have approached AOPA to act as mediator and an initial meeting was held. We learned that AOPA has a very important role to play in this regard. A full report of the AMO's grievances were compiled and submitted to the CAA. It is believed that it would go a long way towards an improvement of the relationship between CAA, aircraft owners and the AMO.

We have contracted the services of the renowned Dr. Jerry Cockrell of the USA to be the keynote speaker at our international flight training conference on 19 March 2010. Already we have been promised the co-operation of our CAA, Air Force, and national carrier. We hope to attract delegates from all over Africa.

To this day the call sign of South African Airways, our national carrier, is "Springbok" and the Springbok is also the emblem of our world champion rugby team. Next time you hear the call sign "Springbok" on frequency in and around the major hubs of the world, think about President Kruger's credo and a small group of dedicated AOPA members keeping the spirit of the Springbok soaring over the African savanna.

## Secretariat News

### ICAO Unmanned Aerial Systems group meets

Frank Hofmann, IAOPA ICAO Representative, participated in the third Unmanned Aerial Systems (UAS) Study Group (UASSG) meeting, 15-18 September, in Montreal.

Stakeholders are pushing ICAO's Air Navigation Bureau to develop standards and recommended practices (SARP) by which international UAS operations may occur. ICAO wishes to publish a Circular, which will give States and industry guidance and an indication of the direction ICAO is taking on developing its role with respect to UAS.

ICAO Legal counsel explained that Article 8 of the Convention—Pilot-less Aircraft—governs UAS operations. Free balloons are exempted from Article 8 and are governed by Annex 2 (Rules of the Air), Appendix 4 Unmanned Free

Balloons). The group discussed using Appendix 4 as a template around which to build an Appendix for UAS. Changing or modifying an Article cannot be considered as an option because to do so requires a 30-year implementation cycle. Therefore the possibility of developing a set of SARPs, which would permit bilateral agreements to be developed for UAS operations is being pursued.

The terminology in Article 8 of pilot-less aircraft is problematic since UAS are in fact piloted, albeit remotely. The group is suggesting changing UAS to RPA—remotely piloted aircraft. Even the unmanned term is to be dropped since in the future it is foreseen that there will be people aboard these aircraft. Various other definitions were identified as being problematic in the context of current definitions in the ICAO Annexes.

Although all discussions revolved around the operation of these aircraft under IFR, the next meeting of the Study Group is going to consider operations under VFR and in mixed environments.

Various presentations were made, including a method to evaluate risks posed by remotely piloted aircraft. The next meeting of the UASSG is scheduled for February in South Africa.

Hofmann noted that, “Stakeholders in this task are being heard with every indication that safety and equitable access to the airspace will be promoted and honored. We will continue to state the needs and desires of general aviation in this complicated issue.”

## Affiliate News

### Canadian general aviation airports under threat

Kevin Psutka, President of the Canadian Owners and Pilots Association (COPA) and one of IAOPA's staunchest protectors of general aviation airports, reports the following:

“Buttonville Airport is the largest general aviation airport in the Toronto area, containing the largest city in Canada. The private owners of the public-use airport are considering their options in light of the fact that they can realize a higher return on their investment on the property if it is not an airport. They have until recently not publically considered alternatives because of funding they were receiving from the Greater Toronto Airports Authority (GTAA, managers of the main airline airport) in support of Buttonville's reliever airport role. That funding was summarily rescinded recently, prompting the Buttonville management to announce that they are intending to close the airport.

“General aviation has faced many challenges over the years. Issues bubble to the surface, such as airspace changes and security restrictions, and we ‘win’, in the sense that we deal with them as best we can to maximize our freedoms. In my opinion, being able to travel by small aircraft and experience the extensive beauty of Canada that can only be reached by small aircraft is one of the fundamental facets of Canada's quality of life. Indeed, in this 100th year of Canadian powered

flight, it is clear that general aviation helped to build Canada and continues to contribute extensively to the well-being, freedom, and enjoyment of millions of Canadians.

“There is one issue, however, that is persistent and threatening general aviation's very existence in many key areas of the country: our system of general aviation airports has no policy focus to help it remain viable. If it is not addressed soon, it will lead to the death of general aviation in Canada.

“Ensuring the availability and accessibility of landing facilities has occupied a great deal of COPA's resources over the years. From defending our right to have an airstrip on our property to ensuring that there are a sufficient number of airports with facilities catering to general aviation and conveniently located where we live, do business and play, COPA has worked very hard to fend off a deterioration of the airport system. After all, if there are no places to land and store our aircraft, there would be no general aviation. There are many other issues that can contribute to the death of general aviation, but runways and related facilities remain the most precious commodity.”

Editor's note: Psutka does not overstate this very real threat to the existence of general aviation, either in Canada or any State. The subject of a national airports plan that includes general aviation facilities should be uppermost in worldwide general aviation interests. See IAOPA Policy Manual for guidance online ([www.iaopa.org/doc/finalpol.doc](http://www.iaopa.org/doc/finalpol.doc)).

### Chilean airspace reserved for military activities

In response to IAOPA's request for information regarding military airspace usage, Rodrigo Hananías, Manager of AOPA-Chile submitted the following:

“Chilean law permits establishment of certain areas of airspace, called “restricted zones,” for military use. Civil intrusion into these areas is a criminal offence with severe penalties a possibility for general aviation pilots who do not obey them (prison, fines and license suspension for up to three years under Article 200 of the Aviation Code). Yet, these restricted zones often permit their “flexible use” by civil pilots to permit maximum utilization of the airspace.

“However, in practice, there are many restricted zones, permanent and reserved exclusively for the use of the Chilean Air Force, even in places of high population density. Notably, the nation's capital, Santiago, is the location of a military air base, which contains the air force pilot training school.

“Given this reality, general aviation pilots are forced to pass through narrow bidirectional corridors with restricted vertical dimensions and other constraints. These restrictions greatly reduce our ability to fly safely and are made all the more annoying because any infringement, even involuntarily, opens the possibility for severe penalties.

“In the past some members of our National Civil Aviation Administration, possibly without informing their superiors or justifying their actions, have imposed abusive and irrational measures on segments of civil aviation. We believe that some of these measures violate provisions of our Constitution,

internationally recognized basic rights and the most basic norms of social responsibility that the government of Chile and the Aviation Administration have committed to respect.

“AOPA-Chile has raised these concerns to aviation authorities and the reception has been good, especially with regard to reducing the use of restricted zones and relaxing regulations for general aviation. We are optimistic of the outcome of these talks.”

## IAOPA to exhibit at AOPA-U.S. Summit

In recognition of the importance of international general aviation, AOPA-U.S. has invited IAOPA to exhibit at its AOPA Aviation Summit exposition and forum, to be held in Tampa, Florida, 5-7 November 2009. Therefore, IAOPA will have an exhibit space at Summit to educate and inform attendees regarding the work of the International Council of AOPAs. All IAOPA affiliates are invited to join John Sheehan, Ruth Moser, and Frank Hofmann at the exhibit booth in Tampa. For information about the Summit, visit the Web site ([www.aopa.org/summit](http://www.aopa.org/summit)).

## Membership

### Getting the Word Out

What has my association done for me lately? What is going on in the government or aviation industry that will affect my ability to fly? Why should I continue to pay dues if they don't do anything for me?

Put yourself in the place of you members—are these valid questions to ask? Unfortunately or fortunately, yes. Unfortunately, because it places an ongoing burden on the association to communicate regularly their activities and accomplishments with their members; fortunately, because communication provides an opportunity to regularly connect with members to strengthen the bond between them and the association.

People join associations for two primary reasons: to have their collective interests protected and promoted and to be informed about those and other activities in their chosen field of interest. This means that the association must do something that meets the expectation of the membership and then to tell them what was done. Regular and meaningful commu-

**Plan to attend the 25<sup>th</sup>  
IAOPA World Assembly  
Tel Aviv, Israel, 6-11 June 2010  
[www.iaopa2010.com](http://www.iaopa2010.com)**

nication with members is an essential facet of a successful association.

Associations now have the advantage of instant electronic communications via the Internet and e-mail. Prior to the

Internet revolution the task of creating a periodic newsletter or magazine required much labor and the expense of mailing. Now, literally a few minutes at the keyboard can inform an entire membership of recent activities, opportunities or critical threats; it has never been easier. While electronic communication is fast and easy, consider a print newsletter or magazine as well to provide tangible contact with the members—electronic plus print media is a winning combination.

Also, consider communications with your membership a marketing tool, as well. Once your communications have become a part of your members' expectations, the word will spread to others—here is a group that can do something for me.

Make communication with your members a priority. Remember, too, that communication is two-way street; provide a means to answer member questions and respond to comments.

## Safety Corner

The FAA recently published its Risk Management Handbook, a tool designed to help recognize and manage risk. Some basic tools are provided in this handbook for developing a competent evaluation of one's surroundings that allows for assessing risk and thereby managing it in a positive manner. Risk management is examined by reviewing the components that affect risk thereby allowing the pilot to be better prepared to mitigate risk. Since risk may be measured, as opposed to safety, this is a useful document. It may be downloaded online ([www.faa.gov/library/manuals/aviation/media/FAA-H-8083-2.pdf](http://www.faa.gov/library/manuals/aviation/media/FAA-H-8083-2.pdf)).

The Operators Guide to Human Factors in Aviation (OGHFA) is a project of the Flight Safety Foundation European Advisory Committee. This recently released series of documents provides an extensive compendium of human factors information focused on further advancing aviation safety. Designed primarily for commercial aviation activities, it contains many items useful for general aviation. Visit the Web site ([www.skybrary.aero/index.php/Portal:OGHFA](http://www.skybrary.aero/index.php/Portal:OGHFA)). Also, this Skybrary site (an initiative of EUROCONTROL, ICAO, and The Flight Safety Foundation) contains much useful safety and operational information pertinent to all types of aviation activities.

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IAOPA Headquarters—421 Aviation Way, Frederick, Maryland 21701, USA.

Tel: +1 301 695 2220, fax +1 301 695 2375. ([www.iaopa.org](http://www.iaopa.org)) [ruth.moser@aopa.org](mailto:ruth.moser@aopa.org).

