



# IAOPA Bulletin

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## AOPA-China helping general aviation grow

### AOPA-China President Yu Yanen and Vice President Zhang Feng General aviation in China

General aviation in China today is quite different than in other countries with developed general aviation sectors having substantial numbers of aircraft owners and pilots. Virtually all China general aviation is working aviation (aerial work), including agricultural and forestry pest spraying, forest fire detection and fighting, and commercial pilot flight training. All of these operations are conducted by government-owned general aviation companies for government customers and use commercial pilots. There is a small but rapidly growing business jet charter segment and other jet operations. A few small aircraft have been imported for private use, but their usage is very limited because of limited airspace where general aviation flights can be conducted combined with no good general aviation airports and fixed base operators (FBOs) to service small airplanes.

#### Here is a snapshot:

- Total GA aircraft, about 900 including 125 helicopters. The most popular airplane type is a Chinese-made large, radial-engine biplane that is the workhorse of Chinese general aviation. These are owned and operated by about 70 commercial operators who are mainly government owned, and who mainly provide crop and tree spraying, transportation of man-

agement personnel, agriculture and forestry customers, and aerial photography, also for government customers. These aircraft operate out of 70 permanent, government-owned general aviation airports, and another 330 annually approved landing points.

- The next largest segment of general aviation airplanes are U.S.- and French-made trainers operated by the world's largest commercial pilot training school (Civil Aviation Flight University of China), which flies more than 200 airplanes at seven airports in Southwest China. This operation creates 1,000 new pilots every year to support China's fast-growing airline industry.
- Private aviation is very small, with only a handful small airplanes and helicopters. There are about 1,000 general aviation pilots in China, only about 10 of whom are instrument rated.
- The business jet sector is small, but is growing fast because it is now relatively easy to fly between the good commercial airports in all major Chinese cities.

There are several problems holding back the growth of recreational, personal, and business aviation in China, which are well understood by the Chinese government, but are not being addressed to promote the growth of general aviation.

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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.

Because 85 percent of the airspace is owned by the military, it is difficult and expensive to get approval to fly cross-country in the low-altitude airspace; the airlines and business jets use the IFR routes between cities, that comprise the 15 percent civilian airspace.

There are no good general aviation airports with paved runways and facilities, such as hangars and fixed base operators (FBOs) for fuel, maintenance services, etc.

However, all of this will change greatly in the next few years, as China begins to open up the low-altitude airspace, develop new general aviation airports and FBOs, and make regulatory changes to reduce costs for private general aviation operations. The government has announced several steps to accelerate the development of general aviation in China, some of which have already begun:

- A comprehensive plan for general aviation development will be in the next 5-year plan (2011--15), covering training, fleet development, airport construction, fuel supply, etc.
- More general aviation low-altitude airspace and a new system for managing it.
- More new general aviation airports and airstrips with new standards.
- New training and testing for general aviation pilots and mechanics, and more general aviation flight schools.

#### **AOPA-China at Work**

As the Chinese government moves to support the growth of general aviation, AOPA-China is expanding and modernizing itself to support its members who use general aviation for personal, recreational and business transportation. AOPA China was founded in 2004 by its original president, the respected pilot and former China Southern Airlines Chairman Yu Yanen. From the beginning, it has been a member of IAOPA, and has accepted the guidance and supervision of the Civil Aviation Administration of China (CAAC).

Today, while still under its original president, AOPA-China has added a new vice president responsible for day-to-day operations, Zhang Feng, and 10 new staff persons, who work in the new Beijing office where they are developing programs to make AOPA-China a vital part of the development of China general aviation.



*AOPA-China staff*

AOPA-China is organizing five committees:

- Flight
- General Aviation and Local Economic Development
- General Aviation Requirements and Standards
- General Aviation Aircraft Development

These groups will be staffed by experts in their respective fields to guide and assist the staff in the association's activities in these key areas for the proper development of general aviation in China, in support of its members.

The services that AOPA-China provides to its members are:

- Promoting the affordable and secure use of general aviation aircraft by individuals in non-commercial uses.
- Encouraging the establishment of many general aviation airports, communications facilities, weather reporting and forecasting, navigation systems, and other general aviation infrastructure.
- Establishing a strong working relationship with national authorities to promote appropriate general aviation operating rules and procedures in the best interests of general aviation.
- Providing consultation, assistance and information to its members.
- Assisting in handling permits for entering and leaving China, and other Chinese domestic flight-related services.
- Participating in IAOPA regular meetings.

Major activities of AOPA-China are:

- Conducting a survey of general aviation in China, at the request of and under the direction of the CAAC offices responsible for the development of general aviation in China.
- Creating the association's periodicals, using IAOPA affiliate publications as a model.
- Continuing to develop and expand its website ([www.AOPA.org.cn](http://www.AOPA.org.cn)) to provide technical advice, meteorological services and policy information.
- Preparing its first annual exhibition of Chinese private aircraft for its members, Chinese general aviation pilots, government officials, and the general public interested in aviation.

AOPA-China's president, vice president and key staff will be attending this year's AOPA-U.S. Aviation Summit where they will meet with IAOPA and AOPA officials, general aviation industry leaders and AOPA members. They will also tour several general aviation airports and flight schools and other facilities in Southern California, hosted by Cirrus Aircraft.

If you have questions, please contact us at [admin@aopa.org.cn](mailto:admin@aopa.org.cn), and look for us at the Summit. We look forward to meeting other IAOPA affiliate members their and learning from their experiences.

#### **Secretariat News**

### **AOPA-South Africa and Botswana help recruit Namibian general aviation group**

AOPA-South Africa President Koos Marais worked with Aviation Industries Association of Nabibia President Reinhard Gärtner for a few months, introducing him to IAOPA and describing its advantages. Gärtner said that he and his col-



*AOPA-Botswana President and IAOPA African Region Vice President Tony Rees, AVIANAM President Reinhard Gärtner and AOPA-South Africa President Koos Marais at the AVIANAM annual meeting.*

leagues were interested in the concept and invited Marais and IAOPA African Region Vice President Tony Rees to the association's annual general meeting in Windhoek, Namibia, to make a presentation regarding IAOPA. Marais and Rees flew to Windhoek on 16 September, and made the presentation and answered questions about IAOPA. This resulted in a unanimous vote of the 130 people present to join IAOPA.

Gärtner is now going through the process of applying for IAOPA affiliation and will soon submit their constitution and other documents. He notes, "We are quite pleased to join IAOPA. The strength in numbers that it represents is quite impressive.

Many thanks to Messrs. Rees and Marais for their active support of IAOPA.

## ICAO activities

IAOPA has submitted a working paper to the ICAO triennial assembly in Montreal requesting that the ICAO Council investigate the value of authorizing training in light sport aircraft/European light aircraft and the associated non-ICAO pilot licences to be used for credit in seeking a private pilot licence and a basic mechanic/engineer licence.

Additionally, IAOPA has submitted a working paper to the forthcoming Aerodromes Panel meeting in Montreal requesting that small aerodromes be exempted from rescue and fire fighting requirements.

## Affiliate News

### Irish annual general meeting held

The recently resurrected AOPA-Ireland held its first annual general meeting on 21 August 2010. Jim Breslin, AOPA-Ireland's president noted, "This was quite an occasion as we were finally able to democratically elect a Committee, this now gives AOPA-Ireland a mandate to act on behalf of our members. This may be needed very shortly as there are official meetings planned or confirmed with the IAOPA involving the Irish Aviation Authority (IAA), Department of Transport,

Aviation Clubs & Schools and several media outlets. All of this can and will strengthen our existence and our membership numbers, which are growing daily.

### Our present governing structure is:

- President -- Jim Breslin
- Vice President -- Eddie Nolan
- Technical Officer -- Sean O'Brien
- Sub Officer -- Andy Canavan
- General Secretary/Treasurer -- Kitty Cronin.

"We have established a great and informal working relationship with the IAA that for the past 11 or so years has had little or no opposition to the introduction or implementation of internal rulemaking and, as such, has had an open market on the amount of regulations introduced during that period. Because of this, we now face a period of attempting to reverse many of those rules, keeping in mind what is coming down the line from EASA and other regulatory bodies.

"AOPA-Ireland is presently in the process of negotiating a deal which will result in AOPA having its own 1,000-metre airstrip. We hope this will increase our national, local and community interest in our organization and membership numbers.

"We are committed to providing the fairest, safest, and even platform to the Irish general aviation community, regardless of what it takes."

## Netherlands VFR Mode S requirements still troubled

The Netherlands was one of the first States to impose Mode S requirements for VFR operations for certain airspace within that State. Air traffic control (ATC) officials soon discovered the heavy Mode S weekend VFR traffic in the vicinity of Schiphol airport saturated their radar presentations, creating a hazard to all traffic. Therefore a ban was placed on the use of Mode S transponders in certain low-altitude sectors surrounding the busy airport. Eventually, the problem was solved by forbidding the use of transponders at low altitudes, nominally 1,200 feet msl. As of June 2010 Schiphol ATC has modified their radar system to reduce clutter for VFR traffic outside the TMA and CTR. Unfortunately, this does not provide the low-altitude traffic with ATC traffic advisories.

But, the problem has not been totally solved. Authorities underestimated the amount of VFR traffic in less traveled areas and the same radar transponder saturation has recently reemerged in areas outside the Schiphol and under control of military ATC. This has caused additional restrictions on the use of transponders. AOPA Netherlands has protested these moves since they were forced to install these transponders and now they are prohibited from using them in much of their VFR operations.

AOPA-Netherlands Secretary Ari Stigter says, "AOPA-Netherlands is very disappointed that the introduction of the mode S transponders was forced upon us based on an EASA agreement, but without an adequate investigation of our secondary radar system capacity, both civil and military. Other EASA countries made the introduction gradually, e.g. Germany above 5,000 feet, or did not introduce it at all. Aircraft owners flying in or into the Netherlands above 1,200 feet were

obliged to invest in a transponder system which does not contribute to better service or additional safety.”

## **U.K.-CAA consults with users about charges**

The U.K.-CAA will be consulting with industry on the CAA's proposed amendments to its Schemes of Charges that are planned to be effective on 1 April 2011. The launch date for this 12-week consultation is expected to be 16 September and interested parties will be able to obtain the consultation documentation from this launch date by logging onto the CAA web site and selecting Consultations from the welcome page. Guidance on making comments to the CAA on its proposed charge amendments will be included also under the CAA Charges Consultation 2010 web page.

## **Membership**

### **Keeping Canadian aviation alive and well**

*Keeping members and serving them well is the desired art form for any organization. It is inspiring to hear what some of our affiliate leaders are saying to their members. Here is an excerpt from a lead story in The Canadian Owners and Pilots Association (COPA) monthly newspaper presented by COPA's chairman. – Ed.*

“In spite of talking about accommodating the LSA category in Canada for five years now, including forming a Transport-Canada sanctioned working group co-chaired by COPA and developing recommendations on how to proceed, Transport Canada seems to be no closer to figuring out a way to do it.

“Electronic charts are another example.

“In its great wisdom when Transport Canada privatized the air navigation system in Canada it gave Nav Canada exclusive ownership of our aviation chart data.

“Nav Canada in turn has made it difficult, as they try to protect their intellectual property rights for companies wishing to make this data available electronically. Compare this to the FAA, which provides all the U.S. chart data free of charge. Although there is limited availability of Canadian data from some suppliers, many of the smaller companies cannot justify the cost due to their small size and the relatively small market for Canadian data.

“Through COPA's efforts to educate Nav Canada on this issue, I understand that they are now studying the matter with a higher priority and hopefully a resolution will be found soon that will permit use of the data at an affordable price for the end user.

“I could go on, ELT vs. flight tracking for example, but suffice it to say for every advance in aviation technology there seems to be a push back from our regulators or we are squeezed in some other related area preventing us from moving forward.

“Some of this happens because Transport Canada is continually decreasing in size and budget, and long ago forgot one of its original purposes, which was to promote aviation in Canada, and in particular general aviation.

“What I'm getting at is something we all know. Aviation for most of us will not advance, or even remain as is, without a continuous effort by advocacy organizations like COPA watching over all aspects of aviation in Canada. It is no longer sufficient to watch developments in aviation alone since challenges come from all around us these days.

“The threats are many and it takes a cooperative effort between all the aviation organizations in Canada to move forward and take advantage of all these great advances in aircraft and equipment that we see taking shape.

“At COPA we are looking forward and trying to come to grips with how we can best steer a safe course through the minefields of our future. That's a poetic way of saying we do spend time looking for ways to improve how we do things.

“I, for one, do not believe that the challenges of the future are the same as the challenges of the past and continuous improvement is required to adapt to new challenges as they come along. I want to keep Canadian aviation alive and well, and current with technological developments as they occur.

“Meanwhile, keep your prop spinning.” --Bob Kirby, COPA chairman

## **Safety Corner**

### **Winter is coming (Northern Hemisphere, only)**

Winter again? It seems like it was here just last month – time goes by rapidly when you're having fun, I suppose. Yes, it's time to get into the winter frame of mind.

No more thunderstorms, high density altitudes, or sweltering cockpits. But, engine preheat, deicing, icing in clouds and bitter cold will be upon us in the temperate climes above 30 degrees north. But, why think about this now? It won't be here for a while.

Like anything else in aviation it is better to be prepared for what may come than be surprised by it. What is probably the most sage piece of advice I ever got from a flight instructor was, “Emergencies creep up on you; preparation for them makes the difference between survival and the unattractive alternative.” The same is true about being prepared for what winter may bring.

Take a look online ([www.aopa.org/asf/online\\_courses](http://www.aopa.org/asf/online_courses)). This is the AOPA Air Safety Institute website that describes its free online interactive safety courses. Look especially at the *Weather Wise* series: “Precipitation and Icing, Ceiling and Visibility” and “Air Masses and Fronts.” These are excellent, well designed and enjoyable. When the temperature drops toward freezing, you will be glad that you are prepared.

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