

ICAO CONFERENCE CALLS FOR MEDICAL, REGULATORY REFORMS

A proposal by the International Council of Aircraft Owner and Pilot Associations (IAOPA) that the International Civil Aviation Organization (ICAO) enact a safe and cost-effective medical certification standard for light-aircraft pilots drew support from delegations attending the [ICAO's thirteenth Air Navigation Conference](#) in Montreal, Canada.

Member countries attending the ICAO event Oct. 9-19 also supported IAOPA's recommendation that the well-being of general aviation be acknowledged as crucial to developing the next generation of aviation professionals. They affirmed that it is "to the advantage of States to assure that any impediments to GA's continued strength and existence" be minimized.



Photo Courtesy of ICAO

The ICAO is a United Nations-specialized agency founded in 1944 that works with member states and industry groups to reach consensus on international civil aviation standards, practices, and policies to support a "safe, efficient, secure, economically sustainable and environmentally responsible aviation sector." The conference's theme, "From Development to Implementation," emphasized improving aviation-system operations "from the conceptual phase until deployment," and stressed the need for guidelines that are conceived globally, developed regionally, and implemented locally "based on specific operational requirements in a cost-effective manner."

IAOPA's proposals highlighted the need for ICAO to develop a new standard that will build upon actions member states have taken to eliminate bureaucracy and manage costs of pilot medical certification, as the United States did with enactment of the [BasicMed](#) program in 2017. Approximately 36 countries have reformed their medical standards for general aviation pilots, said IAOPA Secretary General Craig Spence.

The acceptance of [IAOPA's working papers](#) proposing the medical and regulatory actions will place the proposals before the [ICAO Council](#), a 36-member body that directs the work of ICAO, and its [Air Navigation Commission](#), to gather information and perform regulatory analyses, probably in the first quarter of 2019, said Spence.

Favorable action from those bodies would bring the proposals before the ICAO Assembly, a meeting of all the ICAO member nations, scheduled for September 2019, where decisions on final approval and resource allocation would be made.

Spence noted that support for bringing the medical proposal up for discussion at the conference came from the delegations of Colombia, Italy, and South Africa, with additional backing from the United Kingdom, Denmark, The Netherlands, Germany, France, Mexico, Ecuador, and The Philippines.

“The support that the proposals received recognizes that general aviation is an enormous economic driver and plays a significant role in the world’s transportation sector,” he said, noting that ICAO “is recognized around the world for its work setting standards and supporting advances in aviation.”

According to the working paper on medical certification, “A new medical Standard would contribute to new pilot starts and help bring lapsed pilots back while improving safety and helping to revive a State’s general aviation sector.”

Overall, implementing new medical standards would emerge from a process beginning with ICAO review of national medical certification protocols to identify common elements, followed by developing a medical standard “which could be used to validate pilot licenses restricted specifically for pilots flying light aircraft.”

On promoting the growth of member states’ GA sectors, the conference backed supporting general aviation through regulatory changes and by leveraging national aircraft owner and pilot associations as industry liaisons. They noted that GA’s economic impact on the aviation sector at large, and on communities, “is rarely well understood,” with the result that some countries have been unable to modify regulations typically aimed at commercial operators.

To increase understanding of GA’s role, and to address “the growing personnel shortage in world-wide civil aviation,” the members endorsed ICAO initiating efforts to “enact measures to build and/or rehabilitate their GA sector,” proffer “differentiated” regulations “proportional to the risks presented by GA versus commercial air transport,” and encourage countries that have a national Aircraft Owners and Pilots Association “to consider using their AOPA as an industry consultative body on GA matters.”

Countries that supported the economic-initiative recommendations included Russia; Australia; New Zealand; Mexico; Colombia; Italy; Sierra Leon; Trinidad and Tobago; Germany; Korea; Ecuador; Cameroon; and India.

Courtesy AOPA US Communications team

IAOPA EUROPE/GAMA TEAM UP TO GATHER GA STATISTICS

There is agreement that Europe lacks statistical data about the General Aviation (GA) fleet which would allow for accurate safety and economic analyses. To date, most analyses of GA activity depends on estimates combined with expert judgement, which is far from ideal and could be a contributing factor to overregulation in the GA industry. In the USA such data exists, generated by both the FAA and GA User Associations. Consequently, the [NALL-report](#) as well as other Safety Analyses and Economic Impact Assessments can be based on statistical facts.



IAOPA Europe made a first attempt to capture this data in 2014 with good success, about 1,500 operators and 3,500 pilots replied. This data, however, has become outdated, and geographically only covered the European Core Area. In response, IAOPA Europe has teamed up with the European Business Aviation Association (EBAA) and the General Aviation Manufacturers Association (GAMA) in order to get the best information available on the activity and importance of general aviation in Europe.

The data will be protected and shared only with other GA Associations, European and National European Authorities, which will have confirmed they meet the requirements of the European General Data Protection Regulation (GDPR) and the information is only used for Safety and Economic Analyses. The data will not be given to other third parties.

The data collected will be crucial to demonstrate to the authorities what the real needs of general aviation pilots in Europe are and dispel unverified data used by other stake-holders that often distort negotiations with the authorities. This study is the first step towards constituting a permanent panel of aircraft pilots, owners and operators. We want to create this panel to exist to be able to poll continuously pilots, owners, and operators on the subjects that have a direct influence on their flying activities. If you are interested in participating in this panel, please indicate so at the end of the current study.

For more information visit the [IAOPA European](#) website.

BRITISH AND U.S. ELECTED OFFICIALS CALL FOR BILATERAL GENERAL AVIATION AGREEMENTS

In a Sept. 26 [joint letter](#) to the Federal Aviation Administration (FAA), the U.K.'s Civil Aviation Authority (CAA) and the European Aviation Safety Agency (EASA), members of both Congress and Parliament argued that recognition of each other's new medical standards would help benefit general aviation. Additionally, the letter urged the authorities to explore ways to issue pilot certificates/licenses on the basis of a foreign pilot license.

The letter was signed by three Members of the U.K.'s Parliament--Sheryll Murray, Mark Prichard, and Grant Shapps; and Members of the United States Congress--Sen. John Boozman (R-Ariz.), Sen. Joe Manchin (D-W.Va.), Sen. Jim Inhofe (R-Okla.), and Rep. Sam Graves (R-Mo.).

Graves, who is chairman of the General Aviation Caucus in the U.S. House of Representatives, hopes that shared goals will result in a prosperous GA community in both nations. "Third class medical reform in the U.S. was a landmark win for general aviation and we want to be sure that it is recognized when American pilots fly in the United Kingdom and Europe. We expect the FAA would grant similar recognition for U.K pilots flying in the U.S. [under the U.K.'s new rules]."

So far, 36 nations around the globe have successfully implemented their own alternative medical standards that save non-commercial pilots time and money. In the United States, BasicMed is highly popular- with more than 40,000 pilots flying under the medical certification in just over a year since its implementation. AOPA advocated to reduce the bureaucracy, cost, and red tape of the medical process because they were increasingly

pushing pilots out of aviation. Now, under BasicMed, private pilots can visit with their own medical doctor or continue to visit with a government doctor if they wish. In addition, the new program requires a medical education course for pilots that must be taken and passed once every two years. The U.K. also developed a new medical standard for its pilots giving them more freedom to assess their fitness to fly. However, neither country recognizes the other's updated medical certification, making it difficult to fly in each other's airspace.

The joint letter comes just a week after representatives from the International Council of Aircraft Owner and Pilot Associations (IAOPA) [met with officials](#) at the International Civil Aviation Organization (ICAO) headquarters in Montreal to discuss medical standards for GA pilots across the globe. The IAOPA delegation encouraged ICAO to come up with universal medical guidelines for GA pilots--especially as the industry is facing a shortage of skills.

Read AOPA's [story](#).

UPDATE ON IAOPA PARTICIPATION IN ICAO LANGUAGE PROFICIENCY

Short report of the last ICAO Language Proficiency Requirements (LPR) Implementation Task Force meeting.

The 33rd meeting of this group took place on October 9 – 10, 2018 at the EASA HQ in Cologne, as EASA recently joined the Task Force. Because ICAO and EASA together invited all EUR CAA's to attend the meeting, there ended up being 40 participants. The most important European CAA's were present, and IAOPA was represented by Philippe Hauser from AOPA Switzerland.

With the largest number of participants to date representing CAA's from all around Europe, Philippe took the opportunity to explain the burdens that General Aviation (GA) encounters with regard with the LPR implementations. Key points discussed included:

- In addition to national languages, English shall be allowed at all radio stations; and
- LPR for VFR flights shall only apply in airspaces class Delta to Alpha (and NOT in Echo, Foxtrot and Golf)

For the very first time, everybody agreed that a certain relief, especially for VFR pilots, should be discussed in future. An EASA representative stated that the requirements for GA should not be the same as for Commercial Air Transport. A Eurocontrol representative fully supported the idea about linking LPR to airspace classifications. There was not a single objection for having English language allowed at all radio stations. GA's voice was clearly heard and EASA is interested in finding a suitable solution for GA. Many CAA representatives expressed their support for the ideas expressed by IAOPA Europe.

Further discussions about the implementation of LPR in Europe showed that there is a great deal of work that remains to be done. EASA tends to introduce an English training for CPL and ATPL pilots as well as for a full IR. Romania now has introduced an English LP

check for cabin crews. Strange to see that CAT is about to rise the LPR whereas GA should benefit from a softer regulation.

The next meeting is scheduled for Spring 2019 and IAOPA will again be participating. If you are interested to learn more, or if you would like an issue raised at the next meeting please contact Philippe Hauser at AOPA Switzerland.

Zurich, October 11, 2018 / Philippe Hauser



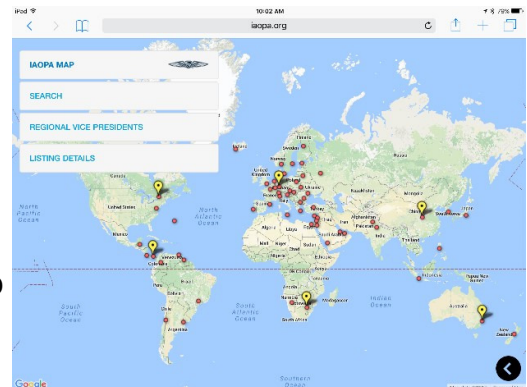
AIR SAFETY INSTITUTE RELEASES NEW ACCIDENT CASE STUDY

“When we examine general aviation accidents in detail, we can learn from the mistakes of others—and make better decisions as a result.” This principle introduced the AOPA Air Safety Institute’s first Accident Case Study (VFR into IMC), and it rings true today as it did a decade ago. Just take a look at ASI’s brand new *Accident Case Study: Traffic Pattern Tragedy*. The video examines the circumstances that lead a Cirrus SR20 carrying three occupants to perish in an accident near Houston, Texas. The three-hour flight originated on a June afternoon in 2016, from Norman, Oklahoma, to arrive in Houston’s busy Class Bravo airspace and land at William P. Hobby airport. Miscommunication in the traffic pattern, three go-arounds, and ultimately, a departure from controlled flight resulted in a fatal crash near the airport. No matter the continent we live on, flying into very busy airspace can be taxing for any general aviation pilot. ASI hopes that the analysis and lessons learned will help pilots everywhere recognize and avoid the mistakes that led up to this tragedy. Please share the video with others so they can be safe.

Video link: <https://youtu.be/mf3xhjXI454>

UPDATE YOUR SOCIAL MEDIA INFORMATION TO KEEP MEMBERS INFORMED

It has never been more important than now to make sure that your affiliate information is up to date. The IAOPA website has been updated so that your affiliate information can be found easily via a new mapping table. There is now an opportunity for your affiliate to list several of the most popular social media sites, including Facebook, Instagram, and YouTube. If you would like this information displayed, please be sure to complete an affiliate update sheet and get that information to IAOPA HQ as soon as you can. For more information, or to obtain the affiliate update sheet, please contact [IAOPA HQ](#) for details.



LINK TO IAOPA EUROPE NEWSLETTER

Read the latest information on what IAOPA affiliates are doing in Europe. AOPA's in every part of the globe are making a positive difference for general aviation and there is simply not enough room to publish all that is being done to keep you flying. For the latest updates on what is going on at IAOPA Europe check their website at <http://www.iaopa.eu/>.



SHARE THIS NEWSLETTER WITH YOUR MEMBERS

Nothing can keep existing members, and attract new members, like reminding them of the great work that IAOPA affiliates, and IAOPA, are doing on national, regional, and international levels to keep them flying. Great work is being done in all parts of the globe to advance the interests of general aviation, and the best way to share that message is to make sure that this newsletter gets to as many members, and non-members alike. So, I encourage you to publish this on your website, send on via email to your members, and do what you can to help spread the word.

Our focus with the e-News is to let the world know what IAOPA Affiliate around the globe are doing to keep general aviation flying. Each affiliate of IAOPA is encouraged to submit stories that we can post in e-News to share your successes so that others can benefit. Stories should be directed to the Secretary General, contact [IAOPA HQ](#) if you need additional information or have any questions.