



Resolution 30/11
Gratitude for the Sponsors
Submitted by AOPA United States

Whereas: The Aircraft Owners and Pilots Association of the United States has graciously hosted the 30th World Assembly of the International Council of Aircraft Owner and Pilot Associations in Washinton, D.C.; and

Whereas: A number of organizations have generously sponsored special events; and

Whereas: The delegates assembled wish to express their sincere appreciation to these persons and entities; therefore

IAOPA, at its 30th World Assembly, resolves:

To extend its deepest gratitude to all the sponsors, which includes:

Vertical Aviation International
ForeFlight
National Business Aviation Association
Reliable Robotics
National Air Transportation Association
General Aviation Manufacturers Association
Joby Aviation



Resolution 30/12

Gratitude for International, Government and Industry Support

Submitted by AOPA United States

Whereas: Several government and aviation industry representatives have participated in the 30th World Assembly of the International Council of Aircraft Owner and Pilot Associations hosted by the Aircraft Owners and Pilots Association United States from May 7th to 10th, in Washington, D.C.; and

Whereas: The delegates assembled wish to express their sincere appreciation to the representatives, officials and agencies who participated in the Assembly; therefore

IAOPA, at its 30th World Assembly, resolves:

To thank the representatives and other organizations for their cooperation, and especially the following officials for their generous and valuable participation:

Ludovic Aron, US Representative, European Union Aviation Safety Agency (EASA)

Dr. Brent Blue, M.D., Senior Aviation Medical Examiner

Ed Bolen, President, National Business Aviation Association (NBAA)

David Boulter, Associate Administrator for Aviation Safety, Federal Aviation Administration (FAA)

Greg Bowles, Head of Government Affairs, Joby Aviation

George Braly, Head of Engineering, General Aviation Modifications, Inc. (GAMI)

Brian Cable, Manager, Policy & Innovation Division, Federal Aviation Administration (FAA)

Curt Castagna, President, National Air Transportation Association (NATA)

Melvin Cintron, Director, Western Hemisphere, Federal Aviation Administration (FAA)

Chris D'Acosta, Chief Executive Officer, Swift Fuels

Jon Damush, Chief Executive Officer, uAvionix

Bruce DeCleene, Director, Office of Senior Technical Experts, Federal Aviation Administration (FAA)

Mark Giron, Group Manager, General Aviation & Commercial Division, Federal Aviation Administration (FAA)

Frank Hofmann, Representative to ICAO, International Council of Aircraft Owner and Pilot Associations (IAOPA)



Pat Horgan, President, CubCrafters

Rian Johnson, Vice President/Chief Engineer, Van's Aircraft, Inc.

Bruce Landsberg, Former Vice Chair, National Transportation Safety Board (NTSB)

Dan Lind, Senior Director Aviation Sales & Marketing, Garmin International

Dr. Kate Manderson, Principal Medical Officer, Civil Aviation Safety Authority (CASA)

Miguel Marin, Deputy Director, Capacity, Development, and Implementation Bureau, International Civil Aviation Organization (ICAO)

Ryan McBride, Head of Community, ForeFlight

Matt McCardle, Director, Global Regulatory Affairs and Strategy, Amazon Prime Air

Billy Nolen, Chief Safety Officer (Former Acting FAA Administrator), Archer Aviation

Robert Rose, Chief Executive Officer, Reliable Robotics

Tim Shaver, Manager, International Operations Branch, Federal Aviation Administration (FAA)

Josh Tahmasebi, Head of International Growth, ForeFlight

Jim Viola, President, Vertical Aviation International (VAI)

The Honorable Michael Whitaker, Administrator, Federal Aviation Administration (FAA)

Brett Wyrick, D.O., M.P.H., Deputy Federal Air Surgeon, Federal Aviation Administration (FAA)



Resolution 30/10
Gratitude for the Host
Submitted by IAOPA

Whereas: The Aircraft Owners and Pilots Association United States has graciously hosted the 30th World Assembly of the International Council of Aircraft Owner and Pilot Associations in Washington, D.C.; and

Whereas: The leadership, staff, and members of AOPA United States have given generously of their time and talents to make this Assembly a success, and have extended their warm friendship and hospitality to the delegates and guests; and

Whereas: A number of organizations have generously sponsored special events; and

Whereas: The delegates assembled wish to express their sincere appreciation to these persons and entities; therefore

IAOPA, at its 30th World Assembly, resolves:

To extend its deepest gratitude to all the dedicated AOPA United States personnel and members for their work in hosting the Assembly, including President Mark Baker, Secretary General Jim Coon, Program Manager Theresa Marr and the other members of the AOPA United States team that worked so tirelessly to make this event a success.



Resolution 30/8
IAOPA Pandemic Ratification Resolution
Submitted by AOPA United States

- Whereas:** The emergency conditions, restrictions, and disruptions associated with, or caused by, the worldwide COVID-19 pandemic, as well as its effects on the general aviation community, rendered impractical the convening of a World Assembly, certifications of accredited National Organization membership totals; and elections of officers under various By-law Articles; and
- Whereas:** The 30th World Assembly, as convened in Washington, DC in May 2024, is the first regular Article VII meeting of the IAOPA Board of Directors since the pandemic; and
- Whereas:** This Assembly presents an opportunity to ratify the actions taken by the Secretariat and officers during the period, as well as to move forward with the normal calendar of business as required by the By-Laws; therefore

IAOPA, at its 30th World Assembly, resolves:

That actions taken by the Officers and Secretariat since the last World Assembly and the pandemic to ensure continuity of IAOPA business and governance be hereby ratified and affirmed.

Impacted region: Worldwide



Resolution 30/9
Promotion of Membership of IAOPA
Submitted by AOPA United States

Whereas: IAOPA has been in existence since 1962; and

Whereas: IAOPA affiliates see the benefit of membership of IAOPA at a state level through its global approach to general aviation development; therefore

IAOPA, at its 30th World Assembly resolves:

To foster active promotion of IAOPA membership among all national AOPAs, continuing its global approach to general aviation development, fostering collaboration and progress for the benefit of pilots and aircraft owners worldwide.

Impacted region: Worldwide



Resolution 30/7

Strengthen IAOPA Relationships and Increase Influence at ICAO

Submitted by IAOPA Pacific Region

Whereas: IAOPA plays a crucial role in advocating for general aviation interests worldwide; and

Whereas: General aviation faces common challenges and opportunities globally; and

Whereas: ICAO serves as the primary international body governing civil aviation; and

Whereas: IAOPA's presence and influence at ICAO are vital to represent the interests of the international general aviation community effectively; and

Whereas: Collaboration and collective action among aviation organizations enhance the industry's voice and impact at ICAO; therefore

IAOPA, at its 30th World Assembly, resolves:

To strengthen IAOPA's relationships with the general aviation international community, including other aviation associations, regulatory bodies, and governmental organizations, to amplify its influence at ICAO; and

To prioritize engagement with ICAO and work towards establishing a stronger presence and influence within the organization to ensure that the needs and interests of the general aviation sector are adequately represented.

Impacted region: Worldwide



Resolution 30/5

Global General Aviation Pilot Identification Card

Submitted by IAOPA Pacific Region

Whereas: The importance of maintaining the highest standards of safety and security for access to general aviation aircraft at airports is acknowledged; and

Whereas: There exists a concern that the identification requirements for general aviation pilots to access their aircraft established by each state may not always be consistent with those of other states, resulting in general aviation pilots facing challenges in efficiently accessing their aircraft at airports; and

Whereas: It is proposed that the challenges and inefficiencies created by the lack of a uniform system of general aviation pilot identification may be alleviated by a standardized identification document, recognized globally, that identifies the holder as a certificated general aviation pilot; and

Whereas: Adoption of such a document would be complicated by a dependency on acceptance by individual states; therefore

IAOPA, at its 30th World Assembly, resolves:

To call for a working group to be established to study the feasibility of establishing a globally recognized document for identifying general aviation pilots; and

To direct the working group to:

- (1) assess inconsistencies among current state requirements for the identification of general aviation pilots;
- (2) identify potential challenges and opportunities in implementing a global general aviation pilot identification document;
- (3) develop a potential framework for the document's design, issuance, and verification that could be proposed to ICAO;
- (4) propose recommendations for the establishment and adoption of such a document by states in collaboration with affiliates and relevant international organizations;
- (5) issue a report of its findings for further consideration; and

To urge IAOPA regions to actively participate in the study and support the efforts of the working group by collecting information from states in their respective regions as needed.

Impacted region: Worldwide



Resolution 30/1

ADS-B Out/UAT Standards Recognition and Deployment in Europe

Submitted by AOPA France

- Whereas:** All European countries are ICAO members, and general aviation adheres to ICAO standards, both in Europe and worldwide; and
- Whereas:** General aviation aircraft are used in all regions of the world and move from one region to the other regularly, requiring the use of systems enhancing the safety of flight, regardless of where they are flying; and
- Whereas:** EASA has written a mandate for general aviation aircraft to make themselves electronically conspicuous to unmanned aircraft in the newly created airspace classification called U-Space; and
- Whereas:** Multiple regions of the world have adopted the ICAO recognized standards for ADS-B Out and 978 MHz UAT to enhance flight safety (providing traffic alerts, weather data, airspace information, and NOTAMs); and
- Whereas:** Multiple countries in Europe are currently deploying ground-based UAT stations, despite EASA's refusal to consider UAT in Europe, and have published road-maps mentioning their intention to make ADS-B Out mandatory for all aircraft flying in controlled airspace; and
- Whereas:** The number of recreational and professional drones is increasing on a daily basis, creating additional hazards for general aviation at low altitudes and increasing the necessity to provide deconfliction service between manned and unmanned aircraft; and
- Whereas:** General aviation pilots should not solely bear the cost of equipment needed to deconflict manned and unmanned aircraft; and
- Whereas:** The general aviation and drone communities should benefit from existing equipment (adhering to ICAO standards) that is already certified and being used in other regions of the world, as they offer a proven, reliable, and economical solution for all types of aircraft; therefore

IAOPA, at its 30th World Assembly, resolves to support IAOPA Europe in petitioning EASA and all national Civil Aviation Authorities (CAA) across the world:

To move forward to allow for the deployment of ADS-B Out and UAT in their airspace, observing ICAO standards and recognized protocols, and aviation protected frequencies: and

To avoid the development and usage of new standards not recognized by ICAO.

Impacted region: Worldwide



Resolution 30/3

Supporting the Implementation of Unleaded Avgas

Submitted by AOPA Germany

- Whereas:** The goal of eliminating the use of leaded aviation fuels for general aviation piston-engine aircraft by the end of 2030, without adversely impacting the safe and efficient operation of the existing fleet, is a challenge that general aviation, the petroleum industry, and government bodies must face together; and
- Whereas:** Lead emissions are no longer acceptable; and
- Whereas:** The worldwide industry is currently dependent on a single supplier for the lead additive TEL, resulting in an Avgas supply chain risk; and
- Whereas:** Approximately one-third of the worldwide general aviation fleet, equipped with piston engines, requires an Avgas with 100-octane, which constitutes approximately two-thirds of the total fuel consumption of the general aviation piston engine fleet; and
- Whereas:** Development of 100-octane unleaded Avgas has made significant progress, with one fuel having received approval from the Federal Aviation Administration (FAA) for nearly every spark ignition piston engine in the fleet and other 100-octane unleaded fuel candidates are also under testing and evaluation protocols; and
- Whereas:** The U.S. Environmental Protection Agency has released an endangerment finding on the use of lead in aircraft and the European Commission has discussed limiting the future use of TEL as part of the European Chemicals Agency's REACH project; therefore

IAOPA, at its 30th World Assembly, resolves:

To support the Elimination Aviation Gas Lead Emissions (EAGLE) initiative to find a high-octane unleaded fuel replacement; and

Civil Aviation and Environmental Authorities should coordinate their activities with the general aviation industry to safely and smartly phase-out the use of TEL internationally with a goal of removing lead in Avgas by 2030; and

It is vital to the general aviation industry that airports and communities maintain a supply of 100LL during the transition period to operate legally and safely until no later than the end of 2030 or when an unleaded fuel solution is widely available.

Impacted region: Worldwide



Resolution 30/2

General Aviation Air-to-Air Frequencies

Submitted by AOPA Switzerland

Whereas: The 123.45 MHz frequency has historically been used by general aviation pilots for air-to-air communication, but will be re-purposed and not useable for this purpose any longer; and

Whereas: General aviation adheres to ICAO standard dedicated air-to-air radio frequencies as a safety-critical tool for air crews, especially when a group of aircraft is flying in uncontrolled airspace, in bad weather conditions, or other circumstances requiring such communication; and

Whereas: Two new frequencies have been allocated by Eurocontrol in 2023, in accordance with the ICAO Frequency Management Group, for air-to-air communication - 123.065 MHz and 123.135 MHz; and

Whereas: There is a transitional period, extending through the end of 2028, for implementing those two frequencies, during which time the civil aviation authorities of each state may release one or both channels at their discretion; and

Whereas: A release of these frequencies before 2028 will allow more time for adjustments by pilots and will improve general aviation safety; and

Whereas: A table of the actual release status will be published on <https://www.iaopa.eu/air-to-air>; therefore

IAOPA, at its 30th World Assembly, resolves to support IAOPA Europe and their efforts:

To encourage all Eurocontrol member states to petition their civil aviation authorities to release one or both frequencies at the earliest convenience; and

To encourage all European states to petition their civil aviation authorities to release air-to-air frequencies.

Impacted region: Europe



Resolution 30/6

Proposal for a European-wide harmonization of mutual recognition for Annex II aircraft and European Ultra-light Leisure flight across Europe

Submitted by AOPA Luxembourg

- Whereas:** The International Council of Aircraft Owner and Pilot Associations (IAOPA) is dedicated to advocating for the interests and safety of general aviation and
- Whereas:** Addressing environmental concerns in aviation, particularly regarding energy consumption and noise pollution, is increasingly imperative, and
- Whereas:** Technological advancements have led to the development of more modern and efficient aircraft with reduced environmental impacts and
- Whereas:** In Europe, Annex II aircraft and ultra-light aircraft are regulated by national civil aviation authorities.
- Whereas:** All European countries are ICAO members, and have integrated ICAO recommendations into their national laws, applying very similar rules to Annex II aircraft and ultra-lights in their countries.
- Whereas:** Small differences in national regulations regarding Annex II aircraft and Ultra-lights are creating unnecessary barriers and bureaucratic hurdles preventing these aircraft from easily flying across European borders for leisure trips.

IAOPA, at its 30th World Assembly, resolves

IAOPA Europe petitions European Civil Aviation Authorities to mutually recognize Annex II and ultra-light aircraft permits to fly while registered in other European countries, allowing cross border operations of aircraft already approved in another European country for leisure purposes, provided that the pilot in command holds a European pilot certificate or license, valid for the class of aircraft considered and, additionally, and holds a valid liability insurance policy.

IAOPA supports allowing free circulation within European countries for these aircraft, nonetheless, the National Civil Aviation Authorities should continue to decide under which conditions a foreign registered Annex II aircraft or ultra-light should be allowed to be permanently based in their country.

Impacted region: Europe



Resolution 30/4

Language Proficiency for Private Flights Under Visual Flight Rules

Submitted by AOPA Switzerland

- Whereas:** Under current ICAO requirements, general aviation private pilots operating VFR must fulfill the same conversational English language proficiency requirements as airline pilots responsible for carrying hundreds of passengers; and
- Whereas:** These requirements do not differentiate between PPL, CPL, and ATPL licenses; and
- Whereas:** The past experience of general aviation private pilots operating VFR only in Europe suggests these pilots may be able to safely and effectively communicate with standard phraseology only; and
- Whereas:** Some civil aviation authorities have prohibited the use of any English language at on some radio stations, eliminating the ability of general aviation private pilots flying VFR to communicate with any English language; and
- Whereas:** IAOPA acknowledges that a working group has been established at ICAO Paris, the Language Proficiency Requirement Implementation Group, to study mutual recognition between the states for English proficiency and whether the conversational English proficiency requirement burdens VFR pilots to an unnecessarily high degree; and
- Whereas:** IAOPA recognizes the positive impact that successful working groups at the ICAO regional level can have on achieving common goals that promote General Aviation; therefore

IAOPA, at its 30th World Assembly, resolves:

To commend the ongoing efforts of the ICAO Paris Language Proficiency Requirement Implementation Group and express IAOPA's encouragement for member states in the region seeking: 1) the ability of general aviation private pilots flying VFR in Europe to communicate in English standard phraseology for private, VFR only flights and 2) the acceptance of English standard phraseology on all radio stations, in addition to any national language.

Impacted region: Europe



Resolution 30/13
Enhancing Global Policy Engagement
Submitted by AOPA United Kingdom

- Whereas:** Unified advocacy on critical matters regarding General Aviation and Aerial Work Operations is essential to the purpose of IAOPA; and
- Whereas:** IAOPA engagement at the policy development level may be bolstered, recognizing that shaping policy effectively can reduce the need for subsequent regulatory amendments and help ensure policy is effectively implemented through regulations; and
- Whereas:** It is advisable that new or amended government policies be periodically reviewed, including a cost versus benefit study to assess their impact, to identify corrective measures; and
- Whereas:** There is a need to advocate for risk-based rule making supported by qualified data, to ensure regulatory equity; and
- Whereas:** IAOPA has a commitment to enhancing through improved advocacy engagement with policy-makers at the regional and global levels, necessitating coloration with Transport Departments of Governments and National Civil Aviation Authorities; and
- Whereas:** IAOPA recognizes the importance of addressing complex global challenges facing General Aviation through collaborative efforts among IAOPA affiliates who possess diverse expertise and perspectives; therefore

IAOPA, at its 30th World Assembly, resolves:

To form a working group to develop a strategy and plan, taking into account regional variations, to: strengthen IAOPA's engagement with ICAO and governmental bodies at the regional and national levels, including promotion of IAOPA resolutions; bolster advocacy for better rulemaking and regulation; and strengthen support for the sustainable growth of General Aviation worldwide.

Impacted Region: Worldwide