

## IAOPA eNews – April 2015

### ICAO Names New Secretary General

Dr. Fang Liu of China Becomes First-Ever Woman Appointed Secretary General of ICAO. The Council of the International Civil Aviation Organization (ICAO) has appointed Dr. Fang Liu of China as the new Secretary General of the Organization for a three-year term, beginning 1 August 2015.

Dr. Liu succeeds Raymond Benjamin of France, who has held the position for two consecutive terms since 2009. She becomes the first woman ever to be appointed to the prestigious global position heading the United Nations specialized agency for civil aviation, and only the second ICAO Secretary General from an Asia Pacific State.

As Director of ICAO's Bureau of Administration and Services since 2007, Dr. Liu has led many improvement initiatives in ICAO in recent years and served as the Chairperson to some of its most important internal committees. Dr. Liu has also represented ICAO at the High-Level Committee on Management under the UN Chief Executives Board for Coordination, and separately served as Chairperson of the Security Advisory Group and Vice-Chairperson of the Security Management Team for all UN Organizations in Canada.



*Dr. Fang Liu of China (left) accepts the thanks and congratulations of the ICAO Council after being appointed the first woman to serve as ICAO Secretary General, commencing 1 August 2015. She is seated beside current ICAO Secretary General Raymond Benjamin of France (center) and ICAO Council President Dr. Olumuyiwa Benard Aliu of Nigeria.*

Between 1987 and 2007, Dr. Liu held the posts of Legal Counsel, Deputy Director, Director and Deputy Director General in the Department of International Affairs and Cooperation of the Civil Aviation Administration of China (CAAC). In these capacities, she has either led or was integrally involved in the areas of international affairs and cooperation at bilateral and multilateral levels including ICAO, aviation policy, international air transport regulation and development, and bilateral and multilateral air services negotiations for the Chinese government. She also served for four years as Chair of the Aviation Group for the region's premier forum on Asia-Pacific Economic Cooperation (APEC).

Dr. Liu is fluent in Chinese and English and has a good command of French. She holds a PhD in international law from Wuhan University, and has an extensive educational background in the areas of both international and air and space law.

IAOPA welcomes Dr. Liu to her new position and is looking forward to working with her in the future to ensure that interests of general aviation are well represented at all levels of ICAO.

### **AOPA India Fighting to Ease Restrictions on Recreational Flyers**

MICROLIGHTS/POWERED HANGLIDERS/BALLOONS – AOPA INDIA, at several meetings with the DGCA, has been stressing on easing the policy for Recreational Flyers and Hobby pilots. At a meeting of AOPA members with the new Director General, M. Sathiyavathi on the 25th of February, we were assured that this was a matter that the DGCA was seized of and we were told to await a new CAR that would be published within a few weeks.

The Draft CARs have been notified and members may access it on the DGCA website at:

[http://www.dgca.nic.in/misc/draft%20cars/D2F-F14\(Draft\\_March2015\).pdf](http://www.dgca.nic.in/misc/draft%20cars/D2F-F14(Draft_March2015).pdf)

[http://www.dgca.nic.in/misc/draft%20cars/D2O-O6\(Draft\\_March2015\).pdf](http://www.dgca.nic.in/misc/draft%20cars/D2O-O6(Draft_March2015).pdf)

[http://www.dgca.nic.in/misc/draft%20cars/D2F-F15\(Draft\\_March2015\).pdf](http://www.dgca.nic.in/misc/draft%20cars/D2F-F15(Draft_March2015).pdf)

Unfortunately, while we have been hoping for a comprehensive policy that addresses the various issues of Pilots, the published CAR Draft at first glance seems to address the manufacturing and operational issues. Worse, it seems to add more complexity and additional layers of supervision by the District Magistrate / local police.

The Permit to fly will now require a Security Clearance for renewal every year!

It is of great concern to us that the DGCA has introduced requirements such as "For each flight, operator shall file the flight program to District Magistrate" and submission of log books to the District Magistrate. This has serious implications to operations and brings in layers of

unnecessary supervision by local authorities.

AOPA India has submitted comments and all were well received with the exception of increasing the weight limits for microlights. AOPA India will continue to engage the DGCA to ensure the interests of general aviation in India are protected.

### **IAOPA Participates in ICAO RPAS Conference**

IAOPA Secretary General Craig Spence and ICAO representative Frank Hofmann attended an ICAO sponsored Remotely Piloted Aircraft Systems (RPAS) Symposium to reinforce that the safe integration of RPAS is paramount and that the needs of general aviation operators must be part of any plan moving forward. The conference was well attended with over 500 participants, 50 States, and 11 International Organizations attending. During a session on Operations, IAOPA's position was presented to the symposium attendees highlighting that integration can only occur so long as there is a maximum focus on safety and that the integration cannot result in decreased access or new costs for general aviation pilots and that RPAS activity must not endanger the lives of current users. Pointing out that many general aviation flights occur in the same operating environment as RPAS, and that general aviation operators enjoy considerable freedom of movement when operating under visual flight rules, we remained concerned. Proof exists that RPAS operations will generate restrictions for manned aircraft and if not done correctly, could endanger the lives of today's airspace users. Unfortunately, today, in many states, the impetus supporting the proliferation of RPAS and their missions is strong, often outstripping the ability of safe airspace allocation and regulatory authorities to integrate these new operations fairly and safely. IAOPA has been an active participant on the ICAO working group that is examining how RPAS will be integrated and will continue to do so in the future. For more details on the symposium or to obtain a copy of the presentation, please contact IAOPA headquarters.

### **EASA presents new regulatory approach for Remotely Piloted Aircraft (RPAS)**

The European Aviation Safety Agency (EASA) presented its new regulatory approach for safely operating remotely piloted aircraft systems (RPAS). This marks a significant change in the way aviation safety regulations are developed, thus becoming proportionate to the risks they aim to address.

Called 'Concept of Operations', this new approach foresees safe and proportionate rules for the integration of RPAS into the European civil airspace. It gives flexibility to the new industry to

mature and innovate, while at the same time ensures the right level of protection for citizens and goods. For example, the concept defines three RPAS categories, with an ‘open category’ at the lower end. For these drones, the intention is to have no specific regulations, with the exception of possibly mandating equipment which would implement ‘no-fly-zones’, like cities or critical sites. The safety rules that will be developed at the European level will be based on this ‘Concept of Operations’ and on the regulations already adopted in some EU Member States. They will be harmonized at the global level with international standards.

“This concept is the first tangible result of the new regulatory approach in EASA, where we first listen to the users and then we draft rules proportional to the risks” said Patrick Ky, EASA Executive Director, “these rules will ensure a safe and fertile environment for this much promising industry to grow”.

You can read more about the Concept of Operations [here](#)

IAOPA Europe has been following these developments closely and will continue to ensure that RPAS are integrated into the national airspace system with the highest levels of safety and without the need for additional equipage or segregated airspace.

### **Vision 2020: EASA presents its Vision for the Future of the Aviation Regulatory System**

The European Aviation Safety Agency published today its proposals for the future of the aviation regulatory system. These proposals, presented as an ‘EASA Opinion’, are the outcome of consultation with stakeholders which started in September 2014.

Among others, EASA proposes that when national authorities have a lack of resources or expertise, they should be able to delegate some of their oversight functions to other authorities or to EASA, in order to make sure that no safety risks are overlooked. The Agency also proposes that, on a voluntary basis, Member States can decide that their State aircraft (excluding military) can be covered by EASA. The proposals also include the extension of the Agency’s scope of intervention in new domains, such as airport ground handling, RPAS (drones) and security, in order to cover in a comprehensive way all aviation safety related topics.

“EASA, that means the Agency and its sister national authorities, need to be prepared for the challenges ahead. With these changes, we will be more proportional, flexible and proactive to increase the level of safety in European aviation”, said EASA Executive Director, Patrick Ky. “I believe that although our proposals are ambitious, they are also reasonable. There is nothing wrong with being ambitious about safety”.

Next step, the Opinion will be sent to the European Commission which will use it as an input for the amendment of the Agency's current Basic Regulation within 2015. You can read more about the Opinion and the change proposals [here](#).

## **AOPA Guyana Hosting Safety Conference**

The Aircraft Owners' Association of Guyana Inc. will be hosting a Safety Symposium on the Theme: Safety in General Aviation, with special emphasis on Guyana and its neighbouring countries. This is a Private Sector Initiative with the Guyana Civil Aviation Authority's approval and endorsement and in partnership with the Caribbean Aviation Safety and Security Oversight Systems, Flight Safety Foundation, International Aircraft Owners and Pilot Associations, National Transportation Safety Board of the USA.

Topics for Discussion are:

1. Loss of Control in Flight
2. Controlled Flight into Terrain and Runway Excursions and Overruns
3. Flight into areas of no Nav aids/Communications and Scanty Weather Reporting
4. Pilot decision making
5. Use of FRAT (Flight Risk Assessment Tool)
6. Establishment of a National Safety Programme
7. Establishment of a Safety Management System in each Operating Certificate Holder, ATC, AMO and AOC's.
8. Flight Planning, Flight Following
9. Search and Rescue
10. Use of 403 MHX ELT, transponder; Use of ADSB, Terrain Mapping and Charting
11. Emergency Medivacs

Registration Website: <http://www.eventbrite.com/e/safety-in-general-aviation-symposium-guyana-tickets-16143167649>

Email: [info@aesguyana.net](mailto:info@aesguyana.net)

Tel: Nalini Chanderban - 592-222-2155/592-222-7045

**Get ready to taxi with the AOPA Air Safety Institute's new Runway Safety course**

*Optimized for use on mobile touchscreen devices*

Globally, the majority of runway incursions caused by general aviation pilots result in airport surface accidents and incidents due to a single miscalculation or a host of slip-ups coming together at the wrong time. These mishaps are often the result of communication mistakes, unfamiliarity with an airport layout or its operations, poor weather, and pilot inattentiveness.

To improve our chances of avoiding such predicaments, we should observe a sterile cockpit procedure, watch what's going on outside the cockpit windows, and complete checklists before moving on the airport surface areas—this pays dividends in better situational awareness during taxi, takeoff, and landing. But we also need improved communication between pilots, air traffic control, and ground vehicle crews, based on a profound understanding of ramp, runway, and taxiway systems and signage, and air traffic clearances.

Enter the Air Safety Institute's new *Runway Safety* online course (<http://www.aopa.org/lms/courses/runway-safety/#splash>). Building off 14 years of educating pilots on runway safety through its original online course, the Air Safety Institute takes a fresh look at the subject that will challenge pilots of all skill levels. The course is chock-full of tips, exercises, and realistic interactive scenarios where you decide the best outcome. You are in control at all times, and you are able to change your decision to improve the outcome if you're not happy with the result.

Could you use a runway safety refresher? Test your knowledge right from your desktop or tablet and come prepared to cope with tricky situations next time you maneuver on the airport surface.

### **Link to IAOPA Europe Newsletter**

Read the latest information on what IAOPA affiliates are doing in Europe. AOPAs 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/>

### **Pass on This Newsletter to Your Members**

Nothing can retain 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 the 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.