

ICAO SECRETARY GENERAL CONFIRMED FOR 29TH IAOPA WORLD ASSEMBLY

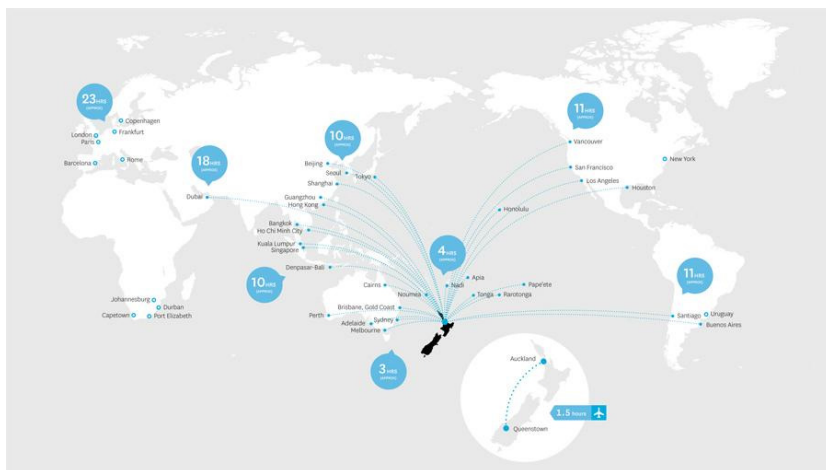
ICAO Secretary General, Dr. Liu is the latest to confirm their participation in the IAOPA World Assembly. She joins the distinguished panel of industry leaders that will kick off the program Monday morning and examine the challenges and opportunities facing general aviation. New speakers are being added weekly so be sure and check the website for the latest revisions to the program.

Now is the time to secure your registration for the event and your hotel! Remember that the first cut-off for rooms is November 22, 2017, meaning that a percentage of unsold rooms will be turned back to the hotel for use by other guests. Our hosts have arranged a room price that is unbeatable (if rooms are even available) so don't miss out on this opportunity by delaying.

When you're ready to book your airfare, you'll be glad to hear that AOPA New Zealand has arranged for ***discount code for travel booked on Air New Zealand***. These rates are exclusively for IAOPA registrants and cannot be booked until the registration form is completed.

The discount is available for travel when booked between 1st September and 30th November 2017 for travel between 12th March and 11th April 2018.

New Zealand is approximately a 10-hour direct flight from most places in the Pacific Rim, including Singapore, Hong Kong, Tokyo and the west coast of the USA. It is only a 3-hour flight from the eastern seaboard of Australia. Options to fly direct to Auckland (New Zealand's main international airport) or directly to Wellington both exist, with direct Singapore to Auckland services in operation. Numerous daily flights connect Auckland and Queenstown with a 1.5-hour flight time.



AOPA-US, AUSTRALIA URGE MEDICAL REFORM

MEDICAL REFORM: THE LIFELINE FOR PILOTS DOWN UNDER AOPA AND AOPA AUSTRALIA URGE CASA TO UNDERTAKE MEDICAL REFORM

In a joint [letter](#) to Shane Carmody, CEO of the Civil Aviation Safety Authority (CASA) in Australia, AOPA and AOPA Australia requested that CASA undertake reforms similar to BasicMed to revitalize general aviation in that nation.

With a steady decline in active aircraft and dwindling pilot numbers, the future of GA in Australia remains bleak, and policies such as BasicMed could be just what the doctor ordered to keep GA alive and prosperous in the Outback. AOPA and AOPA Australia believe that new medical standards for GA pilots in the country will contribute to improved safety and be a catalyst for growth in the aviation sector—just as it is in the United States.

The success of BasicMed in the United States provides an excellent example for Australia to follow for GA pilots in the country. Just 100 days into BasicMed, [more than 15,000 pilots](#) are operating under the new medical alternative. In the next few years, BasicMed is expected to reach hundreds of thousands of pilots.

According to AOPA Australia, the country could use a boost in the GA sector. AOPA warned that GA pilot numbers have fallen by 34 percent in the past decade, while the number of GA aircraft not flying has increased by more than 50 percent, meaning that more than 3,000 aircraft are parked.



In the [letter](#) to CASA, AOPA and AOPA Australia wrote about their concerns of overregulation, which is a big inhibitor to GA. “We believe reforming medical certification regulations and applying risk-based standards would benefit pilots in Australia and save time, resources, and money that could be reinvested in ways that do much more to enhance safety including increased proficiency flying and installing advanced safety equipment in aircraft.”

AOPA Australia CEO Benjamin Morgan echoed statements made in the letter regarding the red tape hurting the industry, especially for flight schools and small businesses. Morgan said that bureaucratic burden is a contributing factor to the decline of GA in Australia as operators are forced to spend more time on paperwork than they do in the cockpit. Reducing the rules and regulations would likely contribute to an increase in flying and boost the industry from the downward spiral it's currently in.

AOPA and AOPA Australia believe that making flying more affordable through medical reform and reducing the regulatory burden would encourage thousands of people to start flying, get back to flying, and keep flying.

Courtesy, AOPA Communications Staff. [Click here to read in its entirety.](#)

AOPA JAPAN MEMBERS WORK WITH US MILITARY ON MID-AIR COLLISION AVOIDANCE

Members of AOPA Japan joined their US counterparts to minimize the risks of Mid-Air Collisions. This is the 6th year in a row that AOPA Japan has worked with representatives of the Yokota Air Base to improve aviation safety on the Island Nation. In his letter to AOPA Japan, Lt. Col Robert Cureton, Chief of Safety 374th Airlift Wing stated *“Once again Yokota Air Base was honored to host the AOPA-Japan members for our sixth Mid-Air Collision Avoidance (MACA) Conference on 15 April 2017.*

We were excited to see the level of participation and even with the changing weather situation, we had 26 aircraft and 106 aviators in attendance. We are being told that this was the largest safety focused fly-in on mainland Japan! Mid-air collision remains a concern in the Kanto Plains, but events like the MACA conference minimize the risks being accepted by pilots each day.

This year we had briefers from many facilities, both U.S. and Japanese. The variety of personnel shows the dynamic environment where we all operate. Additionally, the number of aviators in attendance increased, and we had the opportunity to tour the Yokota RAPCON/Tower as well as the new C- 130 J Super Hercules.



I would like to say Thank You to all who participated, and especially the AOPA-Japan staff. Without your partnership and community engagement, this event would not have been a success. We are starting a number of initiatives over the next year to include a quarterly survey where you can ask us questions about flight operations and high risk areas around Yokota Air Base.

I look forward to seeing you all at the next conference in 2019. I am excited to see the growth in our relationship and the Yokota safety staff stands ready to support the community to make the skies safer for both our civilian and military aviators.”

AOPA Japan’s Vice President Arinori Yamagata echoed the sentiments stating, *“I am very pleased to have had the Yokota conference this year. It is very significant for US Military pilots and Japanese general aviation pilots to get together and discuss air traffic safety as we share the same air space. I’d like to thank Lt. Col. Cureton and all US servicemen and women for giving us this kind of opportunity. I look forward to the next conference. Thank you very much.”*

AOPA AUSTRALIA CESSNA 152 AEROBAT REFURBISHMENT UNDERWAY!

JUNE 28, 2017 BY MARK SMITH

The Aircraft Owners and Pilots Association of Australia, today received an exciting ‘sneak-peek’ regarding the refurbishment of its Cessna 152 Aerobat, managed by AOPA Australia member and Orange Aero Engineering proprietor – Daniel Thomas.

The works to date have seen the aircraft fully disassembled, with all the major aircraft components enjoying a well-earned refurbishment, including a complete Cessna SIDS

workup, along with full replacement control cables. Daniel's team are now preparing the airframe for a full set of new windows, prior to paint preparation. The aircraft will also receive a completely new interior and avionics upgrades!

Orange Aero Engineering have generously donated the refurbishment services to AOPA Australia, valued at over \$50,000 AUD.

"I am really pleased with the progress that Daniel and his team are making, they're going above and beyond to ensure that the airplane presents as new. Both our

membership and our future 'Junior Pilots' will appreciate their passion and dedication to detail." – Executive Director, Benjamin Morgan.



The Cessna 152 Aerobat is the first of a number of candidate aircraft planned for refurbishment, and on completion will become part of the soon to be launched AOPA Australia 'Junior Pilots' program, a national initiative with the goal of developing and cultivating the next generation of pilots and aircraft owners. Members and industry supporters can expect to see the brightly colored aircraft at airshows and events across Australia.

"Almost all aviators remember taking their first flight, the experience so thrilling that the memories last a lifetime... the 'Junior Pilots' Cessna 152's will have a very special responsibility, helping forge powerful impressions on the next generation whilst imprinting the importance and value of the AOPA Australia brand.

"We have a great opportunity to showcase our association's ability to develop a program that will inject excitement and opportunity into the general aviation industry, encouraging youth across Australia to reach for the skies in pursuit of their aviation futures.

"Already, I have received a great deal of interest from members and industry supporters, asking if the Cessna 152 Aerobat refurbishment program is a prelude to a future aircraft sweepstakes giveaway. My answer to that question is – why not?

For more information about Orange Aero Engineering, please visit: www.orangeaero.com.au

Courtesy AOPA Australia. For more information visit their [website](#).

CHINESE DELEGATION GETS A LOOK AT AMERICAN-STYLE GA

Sarah Deener, Managing Editor AOPA Pilot and Flight Training

Of 5,178 civil public-use airports in the United States, just 559 are set up to serve air carriers. The remainder are general aviation airports that support communities and businesses across the country, International Council of Aircraft Owner and Pilot

Associations (IAOPA) Secretary General Craig Spence told a delegation from Chengde, China, during the group's visit to Frederick, Maryland, July 25.

The city hosted Chengde Vice Mayor Li Jinyu and other area officials at Frederick Municipal Airport to demonstrate how GA works in the United States—and how GA airports can benefit communities in China. Spence's briefing was part of a day that included a tour of airport businesses and education on flight training, community outreach, and air traffic control.

Representatives from the city of Frederick and the FAA also spoke to the Chengde officials about how small airports support U.S. communities, and about resources that are available to municipalities looking to build an airport.



While the United States has a long tradition of open skies, China is working to grow its aviation infrastructure in an airline-dominated, highly structured environment. Spence said he has worked with both the Civil Aviation Administration of China and AOPA China, a member of IAOPA, and representatives of the groups have told him, “We will have general aviation, but it will be consistent with the Chinese culture.” That autonomy—in which member countries learn from GA in other countries and can adapt the lessons to their own circumstances—is the strength of IAOPA, he added.

Differences between GA in the United States and in China were on display as officials sought to understand the United States' unique aviation freedoms: Must private pilots submit an application to take off? What percentage take off on time?

“There's no schedule,” Spence said. “I go when I want to go.” Spence explained how smaller airports allow businesspeople to arrive close to their destination and often return home in a single day, when security lines and waits at a commercial airport would make for a longer trip.

One universal aspect of GA is the need to generate support from the government and community, and Chengde officials are considering that as they study how the municipality may play a role in GA.

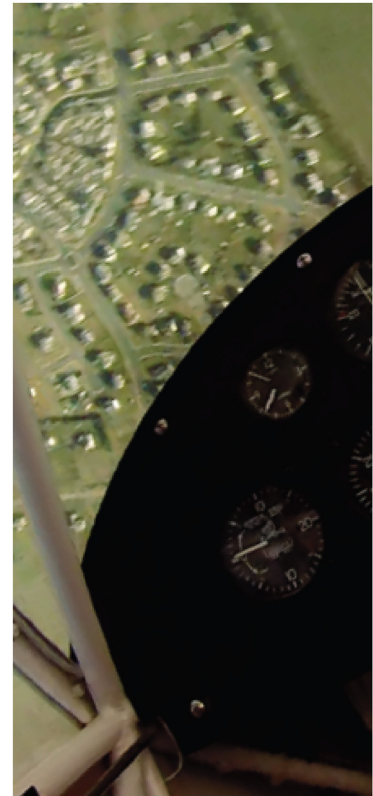
“This will not just benefit the people who will use the airport, this will help the whole community,” Spence said.

[*Courtesy of AOPA*](#)



AOPA AIR SAFETY INSTITUTE FOCUS ON STALL AND SPIN ACCIDENT CAUSES

ASI's new [Stall and Spin Accidents: Keep the Wings Flying](#) study () analyzed 2,015 accidents involving stalls in the United States in GA aircraft. The study covers a 15-year period ending in 2014. Nearly 95 percent of the accidents (1,901) occurred on non-commercial flights, including 911 of the 945 fatal accidents (96 percent). While a reduction in their frequency in recent years has contributed to an overall improvement in U.S. general aviation accident rates, those involving stalls still led to almost 200 fatal accidents between 2010 and 2014. The report offers suggestions to minimize risk of an unintended stall through improved equipment, training, and procedures. For example, stall training in the U.S. is practiced in a controlled, coordinated scenario at a high altitude. By design, the training teaches pilots how to stall the aircraft—most often wings level—and then recover by reducing pitch (and adding power as needed). But when not deliberate, like in an unexpected power-on stall during takeoff or a go-around, it will be a sudden, sharp, and frightening event. Under those circumstances, at a low altitude, even a brief loss of aircraft control may be unrecoverable. So, the study recommends improvements in stall recognition training through a more realistic approach that emphasizes how quickly angle of attack increases with added bank and G-forces and that raises awareness of the dangers of distraction.



Please take a moment to read the report and watch ASI's *Margins of Safety: Avoiding Power-On Stalls* video, which shows how vastly different training and real-world scenarios can be (<https://youtu.be/EnvtwqsnVKI>). Consider sharing these tools with your flight instructor during flight reviews.

ARE YOUR AFFILIATE DUES UP-TO-DATE?

IAOPA is representing general aviation around the world, and making a difference every day. Without representation in the international aviation community, our industry will surely lose valuable positions we have fought so hard to secure in the past. We are at mid-year and there are still some affiliates that have not remitted their 2017 dues. Without the funds to support the work of our many representatives, we will be unable to continue our advocacy throughout world aviation. Your contribution to IAOPA is so important, please submit your payment as soon as possible. If you don't have a copy of your invoice or you have any questions, please contact [IAOPA HQ](#).

SHARE THIS NEWSLETTER TO 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 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.

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.