



MEDICAL REFORM GOING GLOBAL, AUSTRALIA INTRODUCES NEW CLASS 2 MEDICAL

December 6, 2017 By AOPA Communications staff

Nations across the world are moving forward to improve the medical qualification process for general aviation pilots. In what appears to be the "shot heard around the world," medical reform continues to expand across borders. Australia is the latest country to adopt new medical qualifications and allow GA pilots to visit a general practitioner, similar to the United States' BasicMed.

The Civil Aviation Safety Authority (CASA) announced that the "Basic Class 2" medical would apply to piston aircraft with up to five nonpaying passengers, during daytime visual flight rules. The medical will be valid for a maximum of five years for pilots under 40 years old and a maximum of two years for pilots over 40.

As part of the new rules, pilots conducting flight training and aerial agriculture flights can hold a Class 2 medical, instead of operating under the same rules as commercial airliners with a Class 1 medical.



Australia's Basic Class 2 medical comes just six months after BasicMed went live and already has nearly 25,000 U.S. pilots flying under the new program. After seeing such success in the United States, AOPA and AOPA Australia teamed up and [sent a joint letter](#) to CASA CEO Shane Carmody, urging the organization to undertake reforms similar to BasicMed to help reduce costs and streamline the medical process for GA pilots. But it's not just pilots on this side of the pond who have rejoiced in medical reform. Just last year, the United Kingdom took steps to review medical regulations, and, as a result, pilots in the country are now able to self-certify their fitness to fly. After a public consultation, 96 percent of respondents agreed to the proposal thus validating the regulations set forth by the Civil Aviation Authority.

Luckily, the recent announcement from CASA paints a much brighter future for GA in Australia. For many pilots, burdensome medical requirements and red tape have contributed to a decline in the pilot population, and news of this reform is an exciting win for the GA community down under.

According to AOPA Australia, GA pilot numbers have fallen by nearly 34 percent in the past decade but CASA expects thousands of pilots to take advantage of the new medical certification when implemented in 2018.

IAOPA EUROPE JOINS EUROCAE AS FULL MEMBER

EUROCAE, the European leader in developing worldwide-recognized industry standards for aviation, and the International Council of Aircraft Owner and Pilot Associations (IAOPA) formalized and signed agreements in a memorandum of understanding concerning the inclusion of general aviation in the development of aviation standards.

The collaboration between EUROCAE and IAOPA Europe will focus on exchanging general and technical information; sharing expertise and best practices; participating in each other's working groups; and coordinating communication activities.



The cooperation will take various forms, including but not limited to exchange of general and technical information; sharing of expertise and best practices; participation in each other's working groups; coordinated communication activities. It will be further supported by a Memorandum of Understanding, which is currently being finalized between our two organizations.

IAOPA REPRESENTED AT ICAO GANIS SYMPOSIUM

IAOPA Secretary General Craig Spence and IAOPA ICAO Representative Frank Hofmann represented the interests of general aviation at the ICAO Global Air Navigation Industry Symposium (GANIS). The symposium emphasized the need for global harmonization, and identified ways and means to ensure interoperability, and maximum utilization of available and emerging technologies and concepts of



operations in the future air navigation system. IAOPA has been an active participant in the planned evolution of the next editions of the Global Aviation Safety Plan (GASP), the Global Air Navigation Plan (GANP), and the Aviation System Block Upgrades (ASBUs) framework foreseen to be endorsed by the 40th session of the ICAO Assembly in 2019.

The symposia provided a crucial networking and knowledge-sharing opportunity, and included presentations from ICAO, international and regional organizations, standards-making organizations and leading industry stakeholders. The meeting was an opportunity to chart the next steps to achieve a seamless global aviation system. The event is a precursor for the Thirteenth Air Navigation Conference which will be held in October 2018.



NEW ACCIDENT CASE STUDY FROM THE AOPA AIR SAFETY INSTITUTE EXPLORES VACUUM FAILURE IN IMC

It sometimes takes an accident to raise our awareness of how an emergency can develop and affect us. For example, a vacuum pump failure on a sunny day is no big deal, but in instrument meteorological conditions—and especially without backup instrumentation—it's a serious emergency. Not being adequately prepared can test our proficiency and hamper our ability to grasp the gravity of the problem when it's most needed.

Accident Case Study: Single Point Failure reviews a pilot's decision-making process, including actions the pilot should have taken before he was forced to deal with an impossible dilemma in instrument meteorological conditions. The flight was on an instrument flight plan en route from the United States' southeastern state of South Carolina to the northeastern state of Connecticut. The trip concluded a long weekend getaway for the Bonanza pilot and his two friends. About two hours into the flight the aircraft had lost its only vacuum pump, and without a backup system, the pilot was now forced to fly partial panel. Although the pilot realized the importance of staying in visual meteorological conditions, he did not effectively inform air traffic control of the dire situation.



As pilots, we want to enjoy every flight, improve our skills, and share the fun of flight with others. But we should also take a moment and think of how we can be better prepared for each flight before we hop into the cockpit. Please share the video <https://youtu.be/7sfHlzv6Rlk> with others so they too can learn from the mistakes that were made on this flight.

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 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 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.