

In this issue:

[IAOPA Files Opposition to ICAO Proposal on Upset Training](#) | [AOPA-Trinidad & Tobago Secure Donated Aircraft](#) | [IAOPA at the ICAO Airworthiness Panel](#) | [Data on RFF Impact Needed](#) | [Update from Europe – by Martin Robinson, IAOPA Senior Vice President](#) | [AOPA-Colombia Participates in F-Air 2013](#) | [FAI World Games 2013 Underway](#) | [Air Safety Institute Accident Case Study—Everyone’s Problem](#)

IAOPA Files Opposition to ICAO Proposal on Upset Training

The International Civil Aviation Organization (ICAO) has released a letter to member States encouraging comments on a proposal that will add a requirement for upset prevention and recovery training (UPRT) as part of the commercial pilot license. This action was taken following events involving commercial air transport airplanes which led to an examination of current training practices of several organizations. In its recommendations, ICAO is adding a requirement for upset recovery training to be included in the curriculum for the commercial pilot’s license and the multi-crew license level that must be accomplished in an aircraft, training that is proposed at the ATP level can be conducted in an approved simulator device. IAOPA recognizes that several recent high profile air carrier accidents most likely led to this recommended change. However, we have very serious concerns that this training is included at the CPL level, as the costs will be born solely by the applicant pilot which would significantly raise the cost of their training. Additionally, to expand the use of existing aerobatic aircraft and add additional aircraft for many flight training providers would prove difficult as today aircraft most capable of being used for the UPRT training are either experimental or aging aircraft. IAOPA has sent a formal response to ICAO outlining our concerns, and would strongly suggest that you share with your local civil aviation authority your concerns as well. If you would like a copy of our state letter please contact Ruth Moser at: ruth.moser@aopa.org.

AOPA-Trinidad & Tobago Secure Donated Aircraft

AOPA-Trinidad & Tobago has teamed up with the Trinidad & Tobago Civil Aviation Authority (TTCAA) to secure an aircraft for use by the training staff for developing aviation personnel. And they were successful! AOPA-Trinidad & Tobago reached out to Federal Express to take advantage of a program in which FedEx donates aircraft that they are retiring, rather than just scrapping or parting out the aircraft. In a letter to FedEx, AOPA-Trinidad & Tobago and TTCAA stated *“I can think of no better way to do that than by making an official request for assistance in having a retired FedEx Boeing 727 donated to our organization. I would like to see it become the first hands-on exhibit of this new era of education at the TTCAA. This equipment would be the center of every single lesson from science, technology, engineering, math, and business. My ultimate goal is to open the plane for public education and potentially creating a living history of your company within the cargo portion which they have served with dignity for more than a decade connecting us with the rest of the world.”* FedEx will deliver the retiring B-727, named “Natalie” on Friday, August 16th at 11:30 am in a delivery ceremony hosted by the TTCAA. IAOPA submitted a letter of support to Federal Express encouraging them to consider Trinidad & Tobago and we are certain that the aircraft will be put to good use. For more information contact AOPA Trinidad & Tobago directly.

IAOPA at the ICAO Airworthiness Panel

IAOPA petitioned ICAO to find a way to have non type-certificated aircraft recognized for international travel and sales. The driver for the request was the recognition of a shrinking certified fleet of aircraft used for training both pilots and mechanics.

At the root of the problem is the compliance cost associated with certification. Even conforming to the ASTM and ESA industry standards is proving to be a major economic barrier for manufacturers. The cost to certify an aircraft to either the very costly FAR 23 and CS23 standards or to the supposedly less costly industry standards have resulted in relatively few certificated aircraft being added to the fleet.

Since ICAO only recognizes aircraft for certification weighing more than 750 kg, IAOPA sought to have that weight limit lowered. Additionally, IAOPA is working with the Airworthiness Panel to determine if existing standards and guidance material for the lower weights can be altered to permit a less costly

approach to certification. ICAO calls that principle “risk-based proportionality” and it is hoped that lower cost certification methods may be found.

Panel members are now studying the existing standards and guidance material with the view of simplifying certification and will report their findings by the end of this year.

Data on RFF Impact Needed

IAOPA continues to work with ICAO in order to lessen the impact of Rescue and Firefighting (RFF) requirements at general aviation airports, but we can't do it without you! Following up on the resolution adopted at the 2010 World Assembly in Tel Aviv, IAOPA's representative to ICAO Frank Hofmann has been working to have ICAO and States remove the requirement for rescue and firefighting services at aerodromes classified as ICAO Class 1 or those with a runway length of less than 1,000 meters. He has been successful at getting an ICAO working group to examine the issue but in order to support our argument we need facts on the impact that current RFF requirements are having on general aviation in your State. Details such as the impact on operations (does the field close because of no RFF) economic costs both in terms of GA operators and local business, etc. Without this data it becomes much more difficult to effect a change. Please forward your information to Frank Hofmann at fhofmann@sympatico.com.

Update from Europe – by Martin Robinson, IAOPA Senior Vice President

I recently attended the EASA/FAA Aviation Safety Conference in Paris. The main benefit in attending this meeting is in the networking activities with key people in our industry and getting IAOPA on the world stage in front of those key decision makers within the regulatory authorities. There were 300 attendees with a much wider participation list from Brazil to Canada, Australia and New Zealand to Africa, Russia and India. In looking at the title it would be more beneficial if the event was renamed the global aviation safety conference or airline safety conference because like so many high level conferences, there was very little discussion relevant to GA. It was similar to an ICAO conference since many of the nation's attending, particularly the smaller ones, expressed frustration and difficulties implementing new emerging requirements such as SMS, let alone airspace modernization efforts and block upgrades. The EU/US bilateral agreement was discussed but not in any great detail. A formal update on the progress is expected soon and will most likely be published jointly on the FAA and EASA websites. We will continue to monitor and report and developments in that arena.

On pilot licensing, the FAA said that they hope to be able to make a positive announcement next year—this relates to GA because it's the GA PPL issue that is the only licensing issue being disused under the BASA — this may complicate the EU time table on EASA FCL transition.

One hot topic discussed was the concern over the impact of automation on airline pilot handling skills which have come about due to less manual flying. An airbus test pilot commented the only value of flying a GA aircraft for an ATP is the ability to experience G! As for training of professional pilots emphasis was put on prevention rather than the cure. With many of the world's main manufactures attending particularly Boeing and Airbus the requirement for global harmonization through ICAO was the main message of the conference.

AOPA-Colombia Participates in F-Air 2013

AIR COLOMBIA 2013 is about promoting the development of the aviation industry in Colombia with the participation of 25 countries, more than 200 companies in technology, industrial and commercial areas of civil aviation, defence, technical maintenance, airport equipment and aerospace technology, with social contribution to the region and recognition of the country internationally. This exhibition which is led by the Civil Aeronautics of Colombia and has the support of the Colombian Air Force, seeks to promote the development of the aviation industry, energizing the sector as an entity serving transport users and generating for Colombia and the region a new trading platform in the complex world of aviation. AOPA-Colombia wished to thank the support of the FAC, the Aerocivil and Corferias, that were present with a modern and significant sample of AG aircraft LSA category. The sample was additionally decorated with the legendary DHC-2 "Beaver", the modern acrobatic Vans RV-4 and the classic Cessna 172 trainer. AOPA-Colombia extends very sincere thanks to Sr General Tito Saul Pinilla Pinilla COFAC, Sr MG Flavio E. Ulloa Echeverri, Sr MG Juan Carlos Ramirez Mejia, Sr MG Hugo Acosta Téllez, Sr BG William Leon Lion, Sr CO Alfonso Lozano, Sr T.C. Diego Cubillos, and Sr Andres Gonzales Chief of OPR Corferias. Without your competition and help our participation would have not been possible. Finally, thank you to

our AOPA-Colombia members for their dedication and contribution to the exhibition with their latest and classic aircraft: Iván F. Agudelo, Oscar Gallo, Rafael Betancur, Ramiro Arango, Esteban Saldarriaga, Alexis Sabet, Felipe Martínez, Diego Peláez, Francisco Jiménez, Camilo Villegas, David Jiménez, Gabriel Mejía, Filipo Tedezco, William Street, Fabio Montoya, Adolfo Correa and Claudia Escobar.

FAI World Games 2013 Underway

The World Games 2013 are officially underway in Cali, Colombia, after the Opening Ceremony at the Pascual Guerrero stadium in front of more than 35,000 spectators. Colombian President Juan Manuel Santos opened the event in the presence of the FAI President John Grubbström, IOC President Jacques Rogge and International World Games Association President Ron Froehlich. 22 FAI officials and 66 air sports athletes are gathering in Cali to get ready for the training flights starting on 30 July, ahead of the competitions which will take place from 1 to 4 August. The pond where the canopy piloting parachutists will swoop down is now in place, as well as the paragliding accuracy landing pad and the winch that will lift the pilots up in the air, and the World Games organizers and volunteers are putting the finishing touch to the competitions areas at the Marco Fidel Suarez Air Force Base. Two aero modelers will also be present at the Games to showcase their sport from 29 July for five consecutive days in between ju-jitsu and wushu events, as aero musicals have been selected to be part of the program of the Games as an invitational sport.

Air Safety Institute Accident Case Study—Everyone's Problem

Flight instructors have the awesome privilege of sharing and teaching the joy of flight. With this privilege comes the significant responsibility to protect their students from harm while developing new skills. But what happens when a flight instructor disregards safety and responsibility? The Air Safety Institute's "[Accident Case Study: Everyone's Problem](#)" delves into a tragic flight training accident that unfolded on the 15th of November, 2007, when the tranquility of a central Texas afternoon was shattered when a Piper Arrow fell to the ground in pieces, killing a flight instructor and two students. It had been a routine training flight in a well-maintained aircraft on a calm, clear day. How could things have gone so badly wrong? ASI's latest video seeks to shed light on the tragedy, and the unsettling circumstances that led to it. Originally developed for ASI's new [online Flight Instructor Refresher Course](#), it's a tale of extraordinary recklessness and irresponsibility, but one that still holds lessons for all of us—not only as pilots and CFIs, but as friends, peers, and co-workers.

The International Council of Aircraft Owner and Pilot Associations represent the interests of more than 450,000 pilots and aircraft owners in 71 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.

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