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IAOPA Activities in ICAO

ICAO held its 37th triennial Assembly in Montreal during September and October. This is a very busy meeting during which representatives from ICAO's 190 States converge on Montreal for two weeks of deliberations and decisions about the future of worldwide civil aviation. IAOPA presented a working paper asking that the new non-certificated light sport/European sport aircraft (LSA/ELA) be permitted to provide flight and mechanic training that could be credited for use in obtaining a private pilot or aviation mechanic licence. This is being done in support of the Next Generation Aviation Professionals (NGAP) program which is attempting to promote new entrants into aviation occupational fields to forestall an anticipated shortage in this field. The IAOPA working paper has been assigned to the NGAP Study Group of which IAOPA is a member.

The second ICAO Aerodromes Panel met in Montreal in early October to consider changes to ICAO Annex 14, Aerodromes. IAOPA submitted a working paper to request that existing aerodromes standards exempt smaller international service airports from a long-standing requirement for these airports to maintain a rescue and fire fighting (RFF) capability. The panel accepted the working paper and assigned it to the RFF committee for action.

ICAO aerodrome standards and recommended practices is one of the few annexes in which IAOPA has not previously worked with because of its sole focus on international airports. This experience made it clear that IAOPA must be more involved in international aerodromes since the concepts of general aviation, public use facilities and integrated operations are not covered in the existing annex.

The Committee on Aviation Environmental Protection (CAEP) is the body that considers proposed noise and environmental issues for ICAO. A recent CAEP meeting yielded a large report containing a number of issues of significance for large and turbine-powered aircraft but left light general aircraft untouched by emissions standards and made no attempt to change existing noise standards. However, propeller-driven aircraft with a MGTOM in excess of 8400 kg. (18,500 lbs.) will incur some added regulation.

IAOPA Europe Works to Clarify EASA Regulatory Issues

EASA and their supporting national aviation authorities are attempting to impose post-certification instructions for continuing airworthiness on light general aviation aircraft. This effort will impose many costly and largely unnecessary maintenance procedures on aircraft that received a type certification years ago. In so doing the authorities are adopting virtually all manufacturers' recommended preventative maintenance practices. IAOPA Europe has prepared a white paper for presentation to EASA to have this requirement rescinded or to publish clarifying language that will mitigate the effect of these measures. Additionally, EASA is attempting to impose third-country flight crew licencing rules that would require the holder of a valid pilot licence from outside the European Union to completely retake the licencing tests, including skill test, theory and air law examinations and to obtain a EASA medical certificate. Since many European pilots obtain their private pilot licences and instrument ratings in other countries this proposed rule would have a significant impact on European general aviation flying. Therefore, IAOPA Europe has initiated a high-level campaign to block this EASA regulatory attempt.

Eurocontrol/NATO Meeting Recognizes General Aviation as a Security Partner

IAOPA through its close working relationships with security agencies seeks to influence security discussions, be they at ICAO or in Europe. At a recent combined NATO /Eurocontrol meeting IAOPA Europe was able to provide an input to the discussion on security in air traffic management. The group at its Second Airspace Security seminar concluded, among other things, that general aviation is a security partner not a security threat. The risk analysis presented during the seminar noted that general aviation presents a low risk to aviation security. IAOPA Senior Vice President Martin Robinson said, "IAOPA Europe is the only general aviation group involved in this important task of ensuring that any security response to general aviation is proportionate to the risks involved. We are pleased with the meeting's conclusions."

IAOPA Europe Holds 123rd Biannual Meeting

The biannual IAOPA Regional Meeting was held on October 2 in Amsterdam, attracting representatives from 16 States. These meetings are designed to provide a forum for IAOPA affiliates to discuss current and future issues affecting general aviation in Europe.

There was much discussion about avgas – available alternatives, environmental concerns, availability and what the future may bring. Current initiatives within North America regarding the phase-out of leaded fuels and substitute fuels were discussed at length. Avgas availability may become a problem in some areas of Europe.

EASA's failure to respond to comments made by system users regarding rulemaking seem to be growing. Segmented impact assessments are not being performed and EASA officials give the impression that they know best, regardless of what the users say. Additionally, States appear to choose to interpret EASA rules differently, causing confusion and discontent among both users and States. The third-country flight crew licencing issues mentioned in the EASA article, above, was of great concern to the group who endorsed strong action to counter its enactment.

IAOPA Europe will take the lead in building a consortium of general aviation organizations to oppose EASA's practices which are restricting general aviation activities and driving the cost of operations upward.

The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 470,000 pilots and aircraft owners in 68 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.

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