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Costly Transponder AD Rescinded

IAOPA has saved aircraft owners millions of euros by successfully petitioning for the removal of an Airworthiness Directive which was as costly as it was unnecessary. The AD concerned Mode C and S transponders and should have applied only to commercial air transport aircraft. Instead, it was extended to all aircraft, and over the last six years owners have spent something like €20 million unnecessarily to comply with it. Now, thanks to the work of Dan Akerman of AOPA-Sweden, EASA has agreed to cancel the AD. George Done, Chairman of AOPA-UK, explains the background:

"On 30th August 2006, EASA issued an Airworthiness Directive No. 2006-0265 that concerned Modes C and S transponders. It was to address a problem of false advisory altitude reporting that had led to a loss of aircraft separation during TCAS maneuvers. It followed on from a much earlier AD issued by the FAA in 1999 that applied to Transport Category aircraft with Mode C and was subsequently modified to apply only to aircraft above FL240. As a result of test data that had been collected in the meantime showing that the repetitive testing required for compliance was unnecessary, the FAA AD was cancelled in April 2000."

The UK CAA issued their own equivalent AD as a result of a TCAS incident involving two Boeing 747 aircraft shortly after the FAA one. This was superseded in 2000 by an AD that applied to all aircraft [\[Read More\]](#) (IAOPA Europe e-News, Sept 12)

AOPA-Australia Comments to CASA on Proposed New Passenger Charter Rules

AOPA-Australia has written to CASA about its proposal for a new regulatory framework for passenger charter operations. AOPA-Australia President Andrew Andersen explained that this proposal, which would become Part 135 of the new Australian regulations, has merit as a starting point, but that AOPA-Australia is deeply concerned about the potential effect of these regulations on general aviation.

"AOPA-Australia has no doubt that CASA genuinely seeks to establish regulations that would improve the safety of low-capacity charter operations and certainly does not dispute the importance of the safety of those operations, particularly for rural and regional communities, but great care will be needed in framing these regulations if the current customers of charter services are to continue to have access to any services at all." Andrew said.

"These changes will be particularly onerous on small operators of up to three or four aircraft, in terms of cost, time, extra training, additional expertise and extra personnel." he added.

Contrary to many expectations, AOPA-Australia's members and other contacts within the Australian charter industry had few problems with the proposed IFR equipment requirements and operational procedures. However, there was considerable disquiet about potentially top-heavy requirements for safety management systems, and unnecessary prescribed roles for personnel in even the smallest organizations, with related costs.

If you would like to obtain a complete copy of the comments submitted you are invited to e-mail mail@aopa.com.au.

AOPA-Spain proposes 19 No-Cost Measures to Save GA

AOPA-Spain has proposed to the Spanish government a program of 19 urgent measures that could be taken to save general aviation without involving the government in significant investment or cost. GA in Spain is suffering particularly badly in the current economic crisis. It is about 20 times smaller than GA in France, the UK, or Germany, and as Rafael Molina of AOPA-Spain reports, today survival has become the first priority of AOPA-Spain.

The lack of alternative airports to state-run AENA network, increased airport charges and new rates applied on a per-passenger basis has come as a blow to general aviation. But the government's announcement that the operating times of 17 airports are to be reduced could be a fatal blow to small operators and flying clubs.

AOPA's package of 19 measures has been presented at a Workshop on aviation chaired by the Director General of Civil Aviation, and has been well received by the Ministry and the Director General. The full list is available on the [AOPA Spain website](#).

They include the elimination of minimum landing fees, the immediate abolition of the tax on GA passengers, relief from mandatory handling, the extension of operating hours of airports, and the breaking of fuel provisions monopolies. The list also seeks changes in access to airspace, the removal of the obligatory flight plan filing requirement for VFR, more flexible application of the EASA's Part M maintenance requirements and more.

Rafael Molina writes: "These measures do not involve any investment and would generate an increase in activity of GA and those companies that rely on GA."

In the meantime AOPA-Spain suggests that all pilots flying to Spain after August 23 check carefully the AIP information on airfield operating hours, or contact AOPA Spain for updates. (IAOPA E-News, Aug 2012)

AOPA-Australia Welcomes New Rules for ADS-B, Mode S Transponders and GNSS Navigation

AOPA-Australia President Andrew Andersen has welcomed new Australian rules published this week for ADS-B, Mode S transponders and GNSS navigation systems.

The new rules represent the industry-agreed position that the Australian Strategic Air Traffic Management Group (ASTRA) promoted and which AOPA-Australia, an active member of ASTRA, supported.

"The whole Australian aviation industry will benefit from the introduction of new ATC surveillance technology, in which Airservices Australia is the recognized world leader", Andrew said. ADS-B ground stations can be installed for a fraction of the cost of radar installations, enabling more efficient and complete ATC services for general aviation and airlines. It requires an investment by IFR GA in new technology, but by aligning the ADS-B and Performance Based Navigation (PBN) requirements, the impact on GA will be manageable and spread across a period of years. Existing transponder exemptions for certain vintage and sport aircraft, including gliders, continue to apply.

AOPA-Australia's successful arguments against mandatory ADS-B fitment in VFR aircraft and ensuring a reasonable transition period are particularly significant. Further discussions within ASTRA and with CASA are anticipated for further requirements for the 2020 timeframe. AOPA-Australia, however, has made it clear that it will not support any mandatory VFR ADS-B requirements until low-cost 1090ES ADS-B avionics solutions emerge that are within the financial reach of VFR general aviation operations. Australia

has not and does not intend to implement ADS-B over the UAT protocols and frequency band.

The rules themselves and an explanatory statement may be downloaded from <http://www.comlaw.gov.au/Details/F2012L01739/Download>

AOPA-U.S./IAOPA Sponsor Think Global Flight

AOPA-U.S. and IAOPA have joined as sponsors of the upcoming Think Global Flight that is designed to promote the importance of STEM (Science, Technology, Engineering, and Mathematics) Education and the boundless opportunities in aviation and aerospace industries worldwide. This international *in-flight* effort will cultivate and promote a greater awareness and interest in STEM in classrooms by way of an around-the-world flight of adventure taking off in the Fall of 2013.

Objectives of the flight are:

- Circumnavigating the Earth bridging international classrooms across the globe through the use of virtual venues called Student Command Centers (SCC) for ages 4-16 years old.
- Creating a greater awareness for the importance of international green technologies.
- Empowering parents with their child's educational development through a greater awareness of STEM education as related to aviation and aerospace.
- Increasing the number of children across the globe, interested in and inspired by aviation and aerospace, especially among under-represented groups such as girls and minorities as they follow the ThinkGlobal Team on their journey around the Earth.

Organizers of the flight need the help of AOPA affiliates around the globe in completing this daunting challenge. Those states interested in sponsoring or assisting with the flight can help by providing:

1. IAOPA's outreach support for contacts across the globe interested in participating as a SCC (educators, youth groups, flight schools, others)
2. Support along their route with lodging; transportation to lodging
3. Support easing for landing permit process, as well as, communicate with them on fuel availability; and other flight needs as required.

The route of the flight can be located at <http://www.thinkglobalflight.org/route/the-route>, please check to see if your country is on the list.

If you can assist in any way, please contact Captain Judith Rice at judy@thinkglobalflight.org.

IAOPA at the 2012 International Air Transport Forum (IATF), Ulyanovsk, Russia, Aug 23-25

The organizers of the 2012 IATF invited Frank Hofmann, IAOPA's Representative to ICAO, to participate as guest speaker on General Aviation issues at their Forum. The request for IAOPA's participation was to provide information to the attending officials and industry not only concerning ICAO expectations of GA but also for IAOPA to present an overview of how countries with strong GA activities have approached GA.

The venue was Vostochny Airport where the huge Russian AN124 transport aircraft is constructed and a new MRO facility is being built. A variety of smaller GA aircraft flew in revealing a wide cross-section of aircraft types operated in Russia. An Air Show and public displays attended by thousands were featured on the last, cloudless day.

The 3 day event included, among other things, an important series of discussions on General Aviation as it might develop within Russia. IAOPA's presentation included this issue, and was helped significantly by the behind-the-scenes input of AOPA-Russia President Vladimir Turin. The message delivered emphasized the need for a GA friendly aviation policy as well as for adequate access to airports. It was noted that airports constitute the source of young people's initial interest and are the eventual entry path into the diverse field of aviation, all of which is necessary for generating the pool of aviation manpower. As well, airports serve as the training centers for all necessary aviation related trades. Costs to train and to fly must remain within the reach of sufficient numbers of people and companies to create an effective

General Aviation infrastructure. Stress also was placed on regulations not being the primary source to answering safety problems. Instead, safety was explained as being a result of a wide variety of factors—accessibility of spare parts, mechanics' training, costs, access to airports, fuel, information, and a willingness of pilots and owners to abide by existing well-thought-out regulations.

IAOPA also stressed how important to the development of a thriving General Aviation industry is a robust support for the activity from industry, government, and the public. Of particular interest to Hofmann, and important to the continued development of General Aviation in Russia, was how involved and committed to General Aviation the District of Ulyanovsk has been in the past and continues to be. This kind of support is crucial to the success of GA. Without support from industry, the public, and from the government as demonstrated in the kind of regulations it requires, it is not possible to generate the kind of growth which Russia hopes to achieve. All of the components must be functioning together—no one sector (industry, public, or government) can achieve success alone. Encouraging is that Ulyanovsk appears to be showing leadership in resolving long-standing aviation-related limitations.

This IATF forum provided the opportunity to discuss openly the need for a thoughtfully controlled development of the General Aviation industry so that it will evolve safely and be in conformance with the standards and practices that exist in countries that already have a highly developed General Aviation market. To become accepted and active on the world market Russia, as well as any other country in the process of developing its GA industry, must assure that it adopts or exceeds the existing world norms—particularly the norms of ICAO, EASA and the FAA. But how a country goes about this is of the utmost importance.

IAOPA stressed that Russian regulations, in meeting these standards, must be created in such a way that they separate the General Aviation sector's standards from the standards of commercial airline operations. ICAO standards and recommended practices make it clear that General Aviation operations are *not* expected to operate to the same level of safety as do airline operations. Regulations should be proportional to the risk of the operations and should be performance based, not prescriptive. Such changes that distinguish between standards of General Aviation and those of the airlines may require a change in outlook by those involved in creating regulations. AOPA-Russia is very active in its advocacy role to help achieve this result.

All such changes are a major challenge, will take time, and will take an enormous cooperation between the various active players – organizations such as AOPA-Russia, industries and their associations, regional governments, and national government.

The value of this 2012 IATF lies in the fact that these elements —organizations, industry, and government each had a strong presence in Ulyanovsk. That fact presents a major opportunity for advancing General Aviation in Russia.

The organizers of the Forum must be congratulated for the extensive displays of aviation products and services evident both in their hangar and outside. The very fact that it was possible to achieve this level of participation is noteworthy. Demonstrating the importance of General Aviation in Russia is a first step toward building a strong General Aviation infrastructure.

It was a unique opportunity for IAOPA to be a participant and to elaborate a larger view of GA.

EASA Publishes Notice of Draft Amendment on UAS

The European Aviation Safety Agency (EASA) has released a notice of draft amendment on Transposition of Amendment 43 to Annex 2 to the Chicago Convention on remotely piloted aircraft systems (RPASs) into common rules of the air. The purpose of the Notice of Proposed Amendment (NPA) is to propose the alignment of the European common rules of the air (SERA) with Amendment 43 to Annex 2 to the Chicago Convention. The largest part of Amendment 43 is devoted to remotely piloted

aircraft systems (RPASs), but it also includes revision of some provisions for 'manned' oceanic traffic.

All European AOPA's are encouraged to review the document and submit official comments. The document can be found at http://hub.easa.europa.eu/crt/docs/viewnpa/id_166. To place comments please logon at <http://hub.easa.europa.eu/crt/>.

AOPA-Italy Helps to Move PBN for GA Forward

AOPA-Italy will participate at the AIRET Air Excellence and Technologies convention in Rimini on Sept. 6th.

During the two days of seminars of the convention, dedicated to the future of Air Navigation using EGNOS (European Geostationary Navigation Overlay Service), AOPA-Italy President, Rinaldo Gaspari, will underline the importance of accelerating the testing and implementing of the SBAS/LPV procedures based on the use of the EGNOS satellite technologies (system similar to the already operating American WAAS/FAA system) to allow General Aviation the use of new, necessary routes, to re-vitalize the sector so strongly hit by fuel cost and tax increases.

The complete "small airports" network available to GA in Europe not equipped with an ILS approach will, in the future, have the possibility to be given "safe" instrument approach procedures not based on expensive ground infrastructures, no longer competitive in terms of costs/benefits and the possibility to operate with DH around 250 ft will make most airports usable to GA traffic creating new operational possibilities to our fleet, not too tightly depending on met conditions and with high safety standards (error possibilities should be lower than 2 meters).

A real technological revolution defying the Civil Aviation Authorities of the 27 Countries with the aim of simply passing through technology.

"We hope all this will be accepted without too much bureaucratic opposition and useless complications" Gaspari said confirming the engagement of AOPA-Italy to press our National Authority in a Country foreseeing the first test only on 3 airports and beginning only in 2013.

IAOPA Talks to Chinese Leaders on What GA Needs to Develop

IAOPA Secretary General Craig Spence traveled to China at the invitation of AOPA-China to make a presentation at the Second China Low-altitude Economy Summit that was held in Shenyang, China. The summit was well attended by key representatives of the Chinese government, both national and local, and focused on "breakthrough and innovation" that will be needed to get China's general aviation industry off the ground. In the presentation, Spence provided an overview of IAOPA and its accomplishments in both ICAO as well as the individual efforts of many of the affiliates. Additionally, he stressed the following five areas that China should focus on as it moves forward in its effort to develop a robust GA infrastructure:

First, you are in a great position to build general aviation but you need to build it on a foundation of safety. IAOPA through the AOPA Air Safety Foundation has the largest library of pilot safety training and education material and you should work closely with the Air Safety Foundation and AOPA-China to tailor that material for the needs of GA in China.

Second, recognize the differences that exist between commercial and general aviation and regulate accordingly. Regulations that are appropriate, even necessary, for commercial aviation would unnecessarily burden general aviation.

Third, pave the back roads. Commercial aviation goes from large city to large city, similar to the system of highways that connect major cities. General aviation reaches all of the other cities and connects them with the large and smaller cities throughout the country. They use the back roads. It is just as important to make sure that the tools needed to make GA safe and effective are in place. ADS-B and performance based navigation provide the opportunity to open GA airports to all weather capability at a fraction of the

cost of conventional systems.

Forth, understand the differences between general aviation and plan accordingly. GA airports do not need many of the complicated and expensive systems in place at commercial airports. Imposing too many additional requirements will unnecessarily burden GA and raise the cost.

Finally, embrace the joy that is flight.

The Shenyang conference was one of numerous activities scheduled as part of AOPA Week, which also featured the first AOPA-China fly-in event Aug. 25 to 27 in Faku, and the 2012 AOPA Shanghai International General Aviation Show, Aug. 28 to 30 in Shanghai.

AOPA Summit Activities Planned

AOPA-U.S. will be holding its annual Summit in Palm Springs, California from October 11th through the 13th, and this year's event will have a renewed focus for international members and IAOPA Affiliates. In addition to the multitude of display's, seminars, and other special events this year's Summit will focus a special meeting in which all international guests in attendance will be invited to participate in an IAOPA International Open Dialog, to be held Friday, October 12th, from 10:30 to 11:30 AM in the Hilton Hotel located adjacent to the main exhibit hall.

The ever popular Parade of Planes will be held on Wednesday, October 10th from 10:00 am until noon traveling through the streets of Palm Springs, and then the return of the planes on Saturday around 3:00 pm.

An International Member/Attendee area is set aside in the Hilton Hotel for the duration of the Summit that will have internet connectivity (bring your own computer or device) so that our international participants have an area to go to and check emails or catch up with other pilots from around the globe.

For a full list of activities and information regarding Summit, visit <http://www.aopa.org/summit/schedule/schedule.cfm>.

Cross Canada Solo Challenge –Donor agrees to match any Donations that the Challenge Generates, up to \$10,000

By: Kevin Psutka, COPA

On July 10th, 2012 sixteen year old Matthew Gougeon, of Sudbury, Ontario, fulfilled a dream when he embarked on a solo flight across Canada in an amphibious Cessna 182 and consequently he became the youngest pilot to fly this type of airplane solo from Canada's West to East coasts.

Matthew has been flying all his life, taking the controls of his father's aircraft at only seven years old. He began flight training at age 13 and by the age of 15 had completed his first solo flight.

In the summer of 2011 he received a recreational pilot permit and, soon after, he achieved his seaplane rating. Since then he has been logging time in the Cessna he used to fly across the country. For safety, his father was nearby in a chase plane.

Details of Matthew's adventure can be found on his web site <http://crosscanadasolochallenge.ca/>

Matthew's adventure is called a challenge because he challenged himself to fly solo across the country but there is also an additional challenge. He wants to help young people less fortunate than himself to realize their aviation dream by challenging everyone he meets to make donations to COPA's Neil Armstrong Scholarship Fund. <http://www.copanational.org/NAScholarship.cfm>

An anonymous donor has agreed to match any donations that the challenge generates, up to \$10,000.

This adventure provides excellent nation-wide publicity for the Fund, whose purpose is to provide flight training to worthy young people who might not otherwise be able to pursue their love of flight and who exemplify the fine character, optimism and love of adventure which were epitomized by former COPA President Neil J. Armstrong.

I challenge all members to get behind this enthusiastic young man as he achieves a personal challenge and helps COPA, through the Neil Armstrong Scholarship Fund, to help our youth aim high. Make a donation to the Neil Armstrong Scholarship Fund today and mention that it is in honour of Matthew's Cross Country Solo Challenge.

Correction to Last Month's Article on IAOPA Efforts at ICAO Reference to Rescue and Firefighting

Last month's e-News article on IAOPA's efforts at ICAO to introduce changes to Annex 14 Rescue and Firefighting incorrectly listed IAOPA's specific request of the committee. The formal request is "Once the results are known, the ICAO Secretariat will consider how best to address concerns expressed by IAOPA. IAOPA will work with the Secretariat to prepare another Discussion Paper to present to the Airports Panel of the whole meeting in December. IAOPA's thinking at this point is that the addition of a paragraph in the Annex stipulating that the requirements should not be applied to airports serving Category 1 aircraft (fuselage length under 9 m) may have a chance for acceptance, depending on what the replies to ICAO's survey from States instruct the Secretariat to do. Although most States already appear to have some exclusion for GA to the requirements, a number of States insist strongly that RFF has to be on the field if/when the airport is open." I apologize for the confusion.

The International Council of Aircraft Owner and Pilot Associations represent the interests of more than 450,000 pilots and aircraft owners in 70 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.

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