

**AOPA AUSTRALIA HOSTS GA SUMMIT**



AOPA Australia, in coordination with the Australian General Aviation Alliance, gathered the 34 general aviation industry associations in Australia together for the first General Aviation Summit, July 9th and 10th in Wagga Wagga New South Wales. Participating associations at this summit represented 26,500+ members across a broad spectrum of general aviation interest groups in the country.

The purpose of the Summit was to bring together the leadership of Australia's general aviation industry associations in order to develop a consensus proposal for a change to the Civil Aviation Act. The Summit was chaired by independent representative Mr Geoff Breust, former Managing Director of Regional Express.

Both the Deputy Prime Minister, the Honorable Michael McCormack, and the Shadow Minister, the Honorable Anthony Albanese, attended and spoke at the conference and pledged to work together in a bipartisan approach to the general aviation sector's proposed reforms.

Over the coming weeks, the AOPA Australia and the Australian General Aviation Alliance will seek to hold meetings with the Deputy Prime Minister, Shadow Transport Minister, the Senate Rural and Regional Affairs Transport Committee, along with several independent senators to help communicate the Summit Resolutions.

The Summit was seen by all as a landmark achievement for the general aviation industry in Australia and has now opened the door for closer working relations between many of the associations and regulators, proving that working together makes our industry stronger.

The full communique and resolutions can be read on the AOPA Australia [Facebook](#) page.

## EUROPEAN PILOTS FIGHT SKYROCKETING FEES

It's not just U.S. pilots who are digging into their pockets to pay outrageous airport fees. European pilots are getting fed up with astronomical handling, parking, and landing fees. For years, rising costs have deterred many pilots away from recreational flying and nearly killed GA operations in Europe. But now, pilots are fighting back, and things are getting legal.

Taking a page from AOPA's fight for airport access and fair pricing, a grassroots crowdfunding campaign was introduced to finance a legal battle to ensure fair airport fees for GA operations in Europe. Backed by AOPA Greece and led by Polish pilot Bartlomiej Kasinski, the campaign has already garnered enough support to meet its [6,500 euro goal](#).



Kasinski initiated the crowdfunding campaign following multiple reports of GA airport closures and high fees making landing unfeasible. But GA operations in Europe have been rocky for quite some time. While the U.S. makes up about 60 percent of the [global GA fleet](#), Europe only accounts for about 26 percent. Still, for the roughly 140,000 GA aircraft that call the EU home, fighting for fair airport fees is a cause every pilot can get behind. To get a more systematic view, Kasinski decided to run a survey of pilots and found that the problem is spreading throughout all of Europe.

While it varies from country to country, many pilots have seen GA take a backseat to commercial air traffic at several European airports. Once an airport manages to attract airline traffic, GA fees are [significantly increased](#) as part of the airport's "capacity management" program.

The higher fees are having an effect on safety. According to the [survey](#), one-third of respondents reported that high landing prices pushed them to less optimal aeronautical decisions, degrading the safety of their flights. Eleven percent reported serious safety degradation as a result of overcharging airports.

Kasinski says that if the trend is not reversed, GA flying in Europe will cease to exist. "This will mean a loss of jobs in the GA sector, loss of companies manufacturing GA and a decrease in innovation of Europe as a whole. We need to stand up and fight for this scenario to not become a reality," he said.

But enacting provisions to protect GA in Europe is no easy task. Pilots found aid in AOPA

Greece, which backed their campaign to engage attorneys and challenge the increased costs and handling fees.

Greek pilots know all too well the fate of other European countries if something doesn't change. High costs of training, privatized airport models, and exorbitant servicing fees have contributed to the decline of GA flying in Europe, and similar problems are beginning to arise in the United States.

AOPA's ongoing campaign to fight [egregious FBO fees](#) showed that operations at top complaint locations fell faster than at all other airports over the past decade. Specifically, turboprop operations fell 18 percent more, piston traffic fell 11 percent more, and the decline in jet operations remained the same. In the United States, the majority of complaints pointed to Signature Flight Support, a subsidiary of BBA Aviation, which is traded on the London Stock Exchange.

Following similar business practices as Signature, [Fraport Greece](#), a private company, has taken over operations at 14 regional airports; immediately after the acquisitions, prices began to skyrocket. Kasinski says be prepared to shell out a few hundred euro if visiting a Greek airport operated by Fraport.

The organized fight in the EU is just beginning. The next steps are to analyze the legal situation and apply for an intervention at the European Commission.

(Courtesy AOPA US, Amelia Walsh, 7/17/18) <https://www.aopa.org/news-and-media/all-news/2018/july/17/european-pilots-fight-back-against-skyrocketing-fees>

## **AOPA GERMANY FIGHTS FOR ADS-B PRIVACY**

Presentation of the movement data of private aircraft on Internet portals no longer allowed under the new EU General Data Protection Regulation.

Since May 25, 2018, the new European Data Protection Regulation (GDPR) has been in force and is currently being heavily discussed in the media. Its aim is to uniformly protect the personal data of natural persons across Europe. For this purpose, wide areas of electronic data processing are regulated, perhaps over



regulated. The new regulations also have an impact on the very popular so-called ADS-B portals on the Internet, which can track scheduled air traffic online and, as a by-product, can often retrieve the data of privately operated aircraft.

Last year, before the entry into force of the GDPR, AOPA Germany was approached by a number of their members that they did not agree with the presentation of the movement

data of their aircraft on these ADS-B portals. A "stalker" only needs the registration of their aircraft and they can understand their flight activities from anywhere on the globe. Imagine if one observes a person getting into a car and then tracks that license plate online. The social outcry would be guaranteed. They discussed the topic with their members and decided, after a legal examination by their lawyers, to take action.

Privacy advocates have also quickly confirmed that they consider this representation of private aircraft data illegal under German law, but that they see little legal leeway over foreign operators. Now there is the GDPR, it now provides across Europe, a legal handle against unlawful data collection, even on aircraft movement portals.

Let's take a closer look at the GDPR Regulation text:

According to Article 1, the GDPR only protects data of natural persons. Businesses cannot have their data protected, unless a natural person need to be protected, such as their customers. So, an airline that flies according to published schedules, cannot claim protection against publication of their flight data, just as the operators of bus or train lines do not have protection status. It should be somewhat more difficult to define the protection status of commercial air taxis or company airplanes and their passengers, but we do not want to deal with the exploration of these gray areas here.

Article 4 quite broadly stipulates that "personal data" worth protecting is all information relating to an identified or identifiable natural person.

Also important is Article 6 on the lawful processing of data. Data processing shall be lawful only if either the data subject has given his consent, if there is a contract, if vital interests of the data subject or of another natural person are to be protected, or if the processing is necessary for the performance of a task in the public interest or in the exercise of official authority. It should therefore be beyond dispute that the processing of transponder data by air traffic control is required for the performance of public interest tasks and that it may be received in other aircraft for the purposes of collision avoidance. The data may be received and processed for these purposes, but not published. The commercial website operators have neither sovereign tasks, nor contracts or a protector function.

Some sites such as [www.flightradar24.com](http://www.flightradar24.com) currently offer to block the data at the request of the operator. They estimate that there will be 30 days processing time, a faster 24-hour service is available for a fee.

AOPA Germany would like to see a change where the identification and the movement data may only be published with the express consent of an aircraft operator: this approach is called opt-in. In the case of an opt-out, the burden would be on the side of the person to be protected. But given that an aircraft operator would have to constantly check which new internet portals are currently publishing their data, this process would become unworkable.

What to do in the interim? AOPA Germany has no interest in a tough and protracted legal battle. They are informing all concerned and working towards a friendly solution. One conceivable compromise would be that the Internet portals continue to display the movement data of private aircraft, but only in conjunction with an anonymous identifier, instead of DEABC about D ----. They have approached the internet portal providers and the relevant supervisory authorities with this idea but are still awaiting an answer. *(Courtesy AOPA Germany).*

## AOPA JAPAN HOLDS FLY-OUT TO RUSSIA

On 6 July 2018, an AOPA-Japan group flight of 7 single engine airplanes departed Bibai GA airport in Hokkaido, Japan, landing at Yuzhno-Sakhalinsk/UHSS, Russia. Although it was a short hop, the thickness of the documents required to make the flight made it a long flight.

A local resident of 28 years, and senior member of AOPA-Japan who had crossed the border on a C-172 in the past, Honorary Citizen Mr. Miyanishi welcomed the group, with by assisting with the necessary procedures.



Video clips are available:

<https://www.youtube.com/watch?v=86xwSu3wAsA>

<https://astv.ru/news/nash-den/2018-07-09-nash-den-6-iyulya-2018>

(from 13:22)



## AOPA AIR SAFETY INSTITUTE LAUNCHES FOCUSED FLIGHT REVIEW PROGRAM

FREDERICK, MD – The Aircraft Owners and Pilots Association (AOPA) Air Safety Institute (ASI) has launched its much-anticipated [Focused Flight Review program](#), providing pilots a more individualized opportunity to sharpen skills, proficiency, and knowledge through carefully designed flight scenarios.

Taking a flight review every 24 months is a requirement for most pilots, and for many, it is the only opportunity to hone skills or zero in on piloting areas needing some brush-up. But many know from experience that despite their best intentions, setting up a flight review that satisfies regulatory requirements and also includes ground and flight activities tailored to those training goals isn't always practical.



That obstacle has now been removed: The AOPA Air Safety Institute, in collaboration with industry partners, has introduced the [Focused Flight Review](#), a series of ready-to-use scenarios complete with preflight study material and flight profiles that focus on a variety of familiar operational areas.

Built into each scenario are ways to improve fundamental stick-and-rudder skills, decision making, understanding of aircraft operating envelopes, technologies, aircraft performance capabilities, and loss-of-control avoidance.

“Focused Flight Review is a comprehensive flight review program, designed by an Air Safety Institute-led consortium of influential instructors, pilot clubs, and government agencies,” said Air Safety Institute Executive Director Richard McSpadden. “The profiles and preflight preparation materials were created to deal with historical problem areas and help make us all better pilots.”

The flight profiles and preflight study resources offered in the [Focused Flight Review](#) which are downloadable as pdf files, include Positive Aircraft Control; Weather and CFIT (controlled flight into terrain); Fuel, Engine, and Other Systems; Instrument Proficiency; Takeoffs, Landings, and Go-Arounds; and Mountain and Backcountry Flying.

“Don’t just wait for your next flight review, try this any time,” McSpadden said. “It’s easy to select the flight profile that focuses on your needs from the Focused Flight Review website. Before your flight date, share the profile with your CFI, and review the preflight materials. Then fly your Focused Flight Review.”

You can share how it went by clicking the feedback tab on the [Focused Flight Review](#) home page to give the Air Safety Institute ideas for fine-tuning the program.

“Feedback is critical to the program’s success. We encourage pilots and flight instructors to let us know how we can make improvements to ensure the program remains relevant and insightful,” McSpadden said.

Pilots can use the [Focused Flight Review](#) website to find a flight school or additional flight review resources.

Also, a detailed and comprehensive recurrent review of your flying skills can be a plus when you seek to renew your aircraft insurance—especially for older pilots, for whom insurance premiums are rising, as discussed in ["As Good as I Once Was,"](#) in the August 2018 issue of *AOPA Pilot*.

See the answers to these [Frequently Asked Questions](#) to find out how to receive credit under the FAA Proficiency Wings program; how to accomplish an instrument proficiency check along with your Focused Flight Review, and other information.

Collaborators who worked with the Air Safety Institute to develop the Focused Flight Review include the Society of Aviation and Flight Educators; the National Association of Flight Instructors; the General Aviation Manufacturers Association; the Canadian Owners and Pilots Association; the American Bonanza Society; the Experimental Aircraft Association; PilotWorkshops; the FAA Safety Team, and the General Aviation Joint Steering Committee, in which AOPA participates. Read AOPA's [story](#).

## 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 WITH 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.*