

IAOPA Joins with GAMA and ASD to Comment on CS-23

IAOPA joined forces with the General Aviation Manufacturers Association (GAMA) and the Aerospace and Defense Industries Association of Europe (ASD) to submit comments on European Aviation Safety Agency (EASA) Notice of Proposed Amendment (NPA) on the CS-23 rulemaking for the light end of the general aviation market. IAOPA agrees that the proposed rule will make it easier for the general aviation community in Europe to design, develop, and deploy safety-enhancing technologies and products for the current fleet as well as future small airplanes.



EASA's draft rule has been closely coordinated with the U.S. FAA's Notice of Proposed Rulemaking (NRPM) for Part 23 aircraft, which was issued in March. The two agency proposals both remove current overly prescriptive design requirements and replace them with performance-based airworthiness standards, while also recognizing the use of consensus-based standards to establish acceptable methods of compliance for specific designs and technologies. In its NPA, EASA noted its high-level coordination with the FAA on this issue, as well as its work with the aviation community in developing consensus-based standards.

The joint comments stressed that EASA's reorganization of CS-23 is critical to securing the future of general aviation in Europe and allowing the European general aviation manufacturers to succeed globally. EASA's leadership in assuring close harmonization with other key aviation authorities as the design requirements evolve has been well coordinated with the European aviation community over the past several years. The resulting NPA 2016-05 generally represents a proposal which allows for new safety enhancements and innovations to be incorporated in an efficient manner.

Additionally, IAOPA called on EASA to quickly implement the proposed amendment in as short a timeframe as possible, hoping to see the new CS-23 in place by the end of this year. If you would like to obtain a full copy of comments submitted, please contact [IAOPA Headquarters](#).

IAOPA EASA GA Safety Conference

IAOPA secretary general Craig Spence and AOPA Germany Managing Director Dr. Michael Erb represented IAOPA at a recent General Aviation Safety Conference hosted by the European Aviation Safety Agency (EASA) at its headquarters in Cologne on 5-6 October, 2016. The purpose of the conference was to gather key regulators and stakeholders together to identify what the priority safety actions should be for general aviation aircraft in Europe that have the potential to effectively improve safety in general aviation without increasing regulations.



It became evident with the initial discussions that the lack of consolidated data on general aviation activities within Europe is making it difficult to implement a truly risk based approach, something that the Agency vowed to correct. This issue is further complicated by the fact that accident categorizations in use by multiple National Aviation Authorities (NAA) are not standardized making it more

challenging to identify the key safety issues. However, using the data that is available, EASA provided a data-based analysis on the fatal occurrences that occurred during the past few years, in relation to four main safety issue areas that have served as the structure for the workshop discussion:

- Preventing mid-air collision (air-space infringement, see & avoid, airspace complexity)
- Coping with weather (entering IMC, icing conditions, carburetor icing, weather information)
- Staying in control (flying skills, pilot awareness, intentional low flying, engine failures, stall in final turn or during take-off)
- Managing the flight (navigation, fuel management, forced landings)

Breakout sessions were formed to examine these areas in greater detail and brainstorm on new or reinforced safety actions to address these problems. It was not surprising that education, increased proficiency, and emerging technologies were key areas

identified by each of the subgroups. IAOPA committed to working with EASA and the National Authorities to ensure that the vast amount of safety education materials developed by the AOPA's in Europe and from around the globe are available to all general aviation pilots. Full details of the conference can be found at the [EASA website](#).

The European GNSS Agency (GSA) is seeking your input for its 2016 EGNOS User Satisfaction Survey.

The GSA, along with the European Satellite Services Provider (ESSP), is conducting the 2016 EGNOS User Satisfaction Survey. It only takes 10 minutes to complete.

The deadline to complete the survey is December 1st. Access the survey [here](#).

In establishing close relationships with both current and potential users of EGNOS, we are dedicated to meeting the customers' highest requirements and expectations.

The results of the survey will allow the GSA and ESSP to better understand EGNOS' value to users, improve the EGNOS technology and provide better customer service.

The survey covers all market segments and services, including the Open Service and Safety of Life signal. It also assesses the ESSP's management of EGNOS User Support Services. *All EGNOS users are strongly encouraged to participate, regardless of which market segment they operate in.* (<http://www.gsa.europa.eu>).



PROPOSED REGS THREATEN SOUTH AFRICAN AVIATION

October 20, 2016 By Thomas B Haines

Lest you think that government over-regulation is purely unique to your country, consider this from South Africa: Government officials want to require manned crash, fire, and rescue forces at up to 3,000 of the nation's landing fields.



Aircraft park on the ramp at Ngala in South Africa. Photo by Tom Haines.

It's all a part of a government move to require licensing and registration of airports, according to AOPA South Africa President Chris Martinus. Such licensing and registration brings with it a host of requirements, including all of the CFR mandates currently in place at the nation's large, international airline airports.

AOPA South Africa has beat back two previous attempts at such over-regulation. "This third attempt is even more onerous and requires full licensing of any airfield 'related to tourism' and imposes liability upon the owner for any mishaps that may occur. To date, there have been no accidents attributable to a lack of registration or licensing," according to Martinus. "The Civil Aviation Authority proposal seeks to enforce this plan by making it illegal to take off or land at any place other than a registered or licensed aerodrome." Not surprisingly, the outcome for small airports, some of them farm strips, would be devastating. "This implies major costs and inconvenience, which will simply result in such airfields being closed, since few (if any) of them are profitable in themselves and are usually maintained by flying clubs, farmers or various tourist attractions such as game lodges and other resorts."

Martinus has noted that many of the on the proposal are from foreign pilots who have experienced the wonders of flying into small strips in South Africa to view game. As one who has had that experience, I can say for sure that there is no way that the airstrip at

Ngala Lodge, for example, could support CFR. As I wrote after a [2012 flying safari](#) in southern Africa, the biggest danger to the paved strip carved out of the bush is dodging the piles of elephant dung on the ramp. The small airports in South Africa are a stepping stone for flights throughout southern Africa, with flying safaris stretching into Botswana, Zimbabwe, Zambia, and Namibia, for example.

The impact on companies that organize and thrive off this tourist trade would be catastrophic, as supported by comments to the proposal by AOPA South Africa and the Airfield Owners Association. “Any prohibition on the use of unlicensed aerodromes by pilots and aircraft will destroy an entire industry overnight. Private unlicensed aerodromes and landing strips have served aviation for over a century with no adverse impact on safety. This aspect has been well ventilated before the Civil Aviation Appeal Committee with considerable input from CAA, with no adverse safety issues having been identified.”

Over 2,447 pilots from all corners of the globe had joined the petition by the Oct. 24th deadline. AOPA South Africa is submitting comments to the proposed rules on behalf of their members. For a copy of the comments submitted contact [AOPA South Africa](#).

Courtesy of AOPA US – Tom Haines

<https://www.aopa.org/news-and-media/all-news/2016/october/20/proposed-regs-threaten-south-african-aviation>

AOPA France Announces New Officers at Recent Board Meeting

The board of directors of AOPA France, during its last session elected the officers of the association. For the next three years, the association will be led by the following officers:

Jacques Callies: Executive Vice-President. Jacques has been immersed in GA for the last 40 years. He is the publisher of the largest French speaking aviation magazine (Aviation et Pilote, distributed worldwide). Owner of a Mooney Ovation 2GX, he holds a CPL/IR.

Patrick Charrier: Vice-President, Patrick has contributed to General Aviation during his whole career in aviation insurance. He is the owner of a Piper Arrow and holds a CPL/IR.

Pierre Beria: Treasurer, Pierre is a long-time member of AOPA, a CPL/IR and flies professionally.

Yves Leipert: Secretary General, Yves is an expert in avionics and maintenance, having worked as an executive in companies such as Bendix King and various PART-145 organizations. Yves is an experimental builder and holds a PPL.

Emmanuel S. Davidson: President, Emmanuel works full time in aviation (Global Marketing and Communications Director, Continental Motors Group) and shares his time between Europe and the USA. He owns a Cessna 182 and holds a CPL/IR.

Some members of AOPA France have been elected to the board and became officers of the association.

Marc-Olivier Mehu, ATPL, CFI, CFII FAA and ATPL, CRI, CFI EASA. He is a recognized specialist in the regulation field both European and American.

Gilles Rosenberger, PPL. Gilles is a general Aviation Expert and worked for companies such as Socata and Airbus group in executive positions.

Anne-Celine Martel, CPL, is a long time pilot with more than 1700 flight hours. In everyday life she is a transition executive, leading companies through transformation projects.

Laurent Ignaciel is a PPL that uses his plane to travel to the European locations of the companies he owns.

For more information, contact [AOPA France](#).

Nominations for Regional VP

Every four years the IAOPA board elects its officers for the next term (president, senior vice president, and regional vice presidents). The current term expires December 31st, 2016 and the new term will begin on January 1, 2017 and run through December 31st, 2020. Members of the nominating committee are: Ken Mead, IAOPA Legal Counsel and Committee Chairman; Ian Andrews, AOPA-New Zealand; Bernard Gervais, COPA; Lennart Persson, AOPA-Sweden; and Zdravko Stare, AOPA-Slovenia.

In accordance with the IAOPA Constitution and Bylaws, the president appoints a five-member nominations committee to develop a slate of candidates (not more than two for each position) from which the board (chief executives of each IAOPA affiliate) will select the next term's officers. A candidate for regional vice president must be a pilot member of one of the organizations affiliated with IAOPA and must be put forth to the nominations committee by his or her national organization in the region.

Please send your nominations for qualified individuals to serve as VP's of your region directly to the IAOPA Nominations Committee via email at iaopa@aopa.org with the subject line: Regional VP Nominations.

All suggestions should reach IAOPA Headquarters no later than November 4th, 2016, to allow the nominations committee adequate time for deliberation. If there are any questions regarding this process, do not hesitate to contact [IAOPA Headquarters](#).



Learn from flight instructors with ASI's free *CFI to CFI* publication

The AOPA Air Safety Institute (ASI) provides tens of thousands of certificated flight instructors (CFIs) with a pertinent, focused, and digital newsletter aimed at sharing knowledge and offering aviation safety information.

Enter *CFI to CFI*, ASI's tablet-friendly newsletter. The digital format includes flight training industry news items, how-to articles, and shared wisdom from one flight instructor to another. Since it is digital, it's also a perfect platform for viewing safety videos and offering comments and suggestions to readers all over the world.

[CFI to CFI Volume 7 Issue 3](#) has a nice array of articles, whether you're an instructor, learning to fly, or just curious about what CFIs find important and like to share. For example, AOPA's Air Safety Institute's Chief Flight Instructor recently joined the ranks of small unmanned aircraft systems (sUAS) remote pilots, and he shares memorable moments in this latest newsletter. Also in this issue are tips for lasting proficiency

training and Rod Machado's technique to help student pilots anticipate the next steps during a flight.

Pass on 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 the 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.