

IAOPA eNews – October 2016

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 being finalized but it is not too early to consider and submit nominations for the vice president position within your region.

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 October 31st, 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](#).

IAOPA Represents General Aviation at the ICAO 39th World Assembly

IAOPA Secretary General Craig Spence and IAOPA ICAO Representative Frank Hofmann are on site in Montreal protecting general aviation's interests as leaders from around the globe gather to attend the ICAO 39th World Assembly. The ICAO Assembly is the Organization's sovereign body and it meets at least once every three years. This year over 170 Member States and a 46 international organizations



attended the Assembly which establishes the worldwide policy of the Organization for the upcoming triennium. During Assembly Sessions, ICAO's complete work program in the technical, economic, legal and technical cooperation fields is reviewed in detail. Assembly outcomes are then provided to the other bodies of ICAO and to its Member States in order to guide their continuing and future work. IAOPA remains engaged at the workgroup level throughout the year protecting the interests of general aviation.

IAOPA Joins Industry Calling for Safe Integration of UAS

IAOPA has joined with 25 additional aviation organizations calling for the safe integration of Unmanned Aerial Systems (UAS) and supporting the effort of the European regulator to produce a robust harmonized EU-wide regulatory safety framework for drones. In the [Joint Statement](#), the sector parties A4E, ACI EUROPE, ATCEUC, CANSO, EBAA, ECA, EHA, EHAC, ERAA, ETF, IACA, IAOPA, IATA, IFALPA, IFATCA, and IFATSEA expressed their serious concern about the safety of manned aircraft in controlled and uncontrolled airspace. As a result of growth in both commercial and recreational markets, drone manufacturers and operators are seeking greater access to airspace, including that in which manned aircraft are operating.

The Joint Statement calls for:

- Compulsory registration of all drones at time of purchase or resale: This allows the owner/pilot to be traced, and will encourage compliance with rules & regulations.
- Mandatory training and a certificate/license for drone pilots, depending on the properties and performance of the drone and the nature of operations. This would enhance knowledge of the regulations and restrictions and help to develop necessary skills.
- Built-in Technical Performance Limitations such as geo-fencing and altitude / distance restrictions, to reduce the safety risks concerning critical airspace, terrain, and buildings.
- In-depth research into the impact of collisions between drones, incl. smaller ones, and manned aircraft.
- Integration of recreational drones into national Model Aircraft Flying Regulation, applying the same high safety standards for recreational users.
- Increase in the effectiveness of rule enforcement by national authorities, including training and technical equipment for their staff to be able to monitor and ensure compliance.

IAOPA continues working to ensure the safe and efficient integration of UAS serving on the ICAO RPAS Working Group, [JARUS](#), and similar groups in the US and Europe.

COPA Reaffirms Importance of General Aviation to Canada's Transportation System

The Canadian Owners and Pilots Association (COPA) has filed a response to the Transportation Review Act ([Emmerson Report](#)) reaffirming the importance of general aviation as a vital component of Canada's transportation infrastructure. In its [comments](#), COPA points out that the Emmerson Report has made no mention of GA's multi-billion contribution to Canada's ability to provide a myriad of other crucial services, but instead only focused on the commercial and scheduled services carriers' role. COPA President and CEO Bernard Gervais stressed that the report failed to recognize and exploit the existence and importance of general aviation in the assessment of Canada's transportation need.

Gervais goes on to let Transport Canada know that "for general aviation to continue to fulfill this vital role in Canada's transportation infrastructure, its special needs require to be acknowledged, formalized and satisfied. An aviation policy for Canada should include not only enabling legislation and support for commercial aviation but just as importantly also specifically and separately for general aviation. For regulators at all levels to benefit most, COPA offers to work collaboratively with all levels of government on matters affecting GA. Continued areas of concern for the GA sector include:

- a) The lack of a land use policy which will assure airports have a safe, obstacle free and neighbor-friendly operating environment.
- b) The frequent application on GA of regulations designed for commercial operators and the inability of regulators to distinguish regulations proportionate to the risk GA operations pose.
- c) The lack of an airports policy encouraging municipalities to define land areas where airports may be built, including privately funded aerodromes.
- d) Regulatory compliance costs which are not proportionate to the risks GA operations present.
- e) The lack of an Aviation Policy specifically addressing regulations from a GA perspective."

For more information and to see the entire response please visit [COPA's](#) website.

IAOPA represents General Aviation at JARUS Meeting

IAOPA, in coordination with FAI, is serving as the general aviation stakeholder representatives to the Joint Authority for the Regulation of Unmanned Systems (JARUS) and IAOPA Secretary General recently attended the Plenary session held in Washington, DC. JARUS is a group of experts gathering regulatory expertise from all around the world. At present, 46 countries, as well as the European Aviation Safety Agency (EASA) and EUROCONTROL, are contributing to the development of JARUS work products. At the end of 2015, the Stakeholder Consultation Body (SCB), representing all industry communities of interest, was established to allow stakeholders the opportunity to support JARUS activities, IAOPA is actively engaged as the general aviation representative on the SCB. The purpose of JARUS, as stated in our Terms of Reference, is “to recommend a single set of technical, safety and operational requirements for all aspects linked to the safe operation of the Remotely Piloted Aircraft Systems (RPAS). The JARUS guidance material aims to facilitate each authority to write their own requirements and to avoid duplicate efforts. IAOPA remains committed to the safe and efficient integration of unmanned aerial systems in the airspace that we use on a daily basis. UAS must be integrated into this airspace in a manner that maintains the level of safety to people and property in the air and on the ground that is currently provided. If you are interested in finding out more information on [JARUS](#) or IAOPA’s involvement, please contact [IAOPA HQ](#).

AOPA Italy hosts Fly-in

In July, the first AOPA Italy VFR Meeting was hosted at the G.Paolucci Pavullo Airport in Rignano (LIDP), near Maranello, the historic home of the Ferrari factory. Flying, people, friendship, music, Italian food, and workshops populated the airport for two days filling all the hotels of the area. The fly-in was attended by over 250 aircraft and 15 exhibitors from the aviation sector. In addition to institutional guests, VIP's attending the event include astronaut Maurizio Cheli, and EFA test pilot and 2015 World Aerobatic Glider Champion Luca Bertossio. Among the memorable guest, and arriving from Naples flying a Tecnam P-92, was the engineer and aircraft designer Luigi "Gino" Pascale owner of Tecnam Aeronautical Constructions. Professor Pascale congratulated AOPA Italy's president for the important work that AOPA Italy and IAOPA are carrying out. The success of the event has reinforced the important work and renewed the image and presence of AOPA Italy in the world of Italian flight. AOPA Italy will soon announce the date and venue of the next Annual Meeting; to which they hope to see pilots from all over Europe.



AOPA China Congratulates First Chinese Woman to Fly Solo Around the World

A Florida pilot touched down on U.S. soil Sept. 19 after circumnavigating the globe, and her team claims it is the first time a Chinese person has flown a single-engine airplane solo around the world. Zheng (Julie) Wang of Palm Beach, Florida started her journey on Aug 19th and completed the westbound circumnavigation in 155 hours over 17 days. Wang said she worked closely with AOPA China, and that one of her goals for the trip was to communicate to Chinese citizens that "if they have dreams, to go forward." She also said she hopes her journey inspires other young women to pursue aviation. AOPA China released a statement saying "We whole-heartedly congratulate Julie Wang for her heroic and historic solo flight around the globe. We are so proud that Julie is a member of AOPA-China. Her passion and devotion to aviation is very impressive, and she is keen on helping more Chinese citizens to learn flying and get into aviation. We believe more young Chinese citizens will be inspired by her, and China's general

aviation needs more people like Julie to be role models in its development. Thanks to Wei Chen for his generosity in setting up the award for the first Chinese female pilot to Fly Round-the-World, and also thank to AOPA's around the globe for all the support. AOPA China will present Wang with a 1 million Yuan Renminbi prize (about \$150,000) for being the first Chinese woman to complete an around-the-world flight. A date for the award ceremony will be announced soon."



AOPA ASI RELEASES VIDEO ON AVOIDING TRAFFIC PATTERN STALLS

Airport traffic patterns for light aircraft are generally about 800 to 1,000 feet above the airport elevation, providing a process to separate departures and arrivals. But it also puts airplanes at close proximity to the ground—and sometimes to each other.

It's that closeness to the ground that should give us pause when we're flying to and from the pattern, setting up for landing, or doing multiple takeoffs and landings during flight training. The airlines adhere to a sterile cockpit below 10,000 feet agl, meaning no chitchat, no distractions, and no extreme maneuvering when flying in that sacred region during climb out, descent, approach, and landing. But in general aviation, it is up to the individual pilot to incorporate rules that protect us from mishaps at low altitudes and in the pattern.

The Air Safety Institute (ASI) regularly analyzes accidents and their causes to pinpoint safety lapses in the aviation community that could benefit from deeper insights. ASI recently discovered that despite repeated practice of stall recognition and recovery in primary training, unintended stalls at low altitude continue to be a leading cause of fatal accidents among general aviation pilots. This may well be because the stalls we practice in training often look and feel different than stalls in real-world scenarios. Cockpit distractions, pilot and/or air traffic control miscommunications, and plain, sloppy stick-and-rudder skills also precede mishaps that snag airplanes in the traffic pattern.

In response ASI developed *Margins of Safety: Avoiding Traffic Pattern Stalls* (www.airsafetyinstitute.org/safetyvideos/trafficpatternstalls) to help pilots understand the complexities of flying a traffic pattern, and the ways in which our actions or inactions can land us in hot water—all at an altitude where an inadvertent stall or spin may be unrecoverable. ASI thinks of this altitude as the “red zone” where you must concentrate on keeping the airplane, you, and your passengers safe. Consider this statistic: Hard landings because of energy mismanagement resulting in a landing stall are usually survivable. However, uncontrolled descent from a stall at 100 feet agl increases the impact force drastically: Half of these accidents are fatal compared to less than two percent of landing stalls.

Develop your own sterile cockpit rules and implement them 10 minutes before arrival and below 2,500 agl.

Please share this video with others on social media and at your flight school or flying club, so they, too, can increase safety in the traffic pattern.

Video made possible by The Tom Davis Fund.

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.