

NOVEMBER 22ND, 2018 IS THE CLOSING DATE TO SECURE YOUR HOTEL ROOM!!

Now is the time to register, don't delay! Remember that the first cut-off for rooms is November 22, 2017, meaning that a percentage of unsold rooms will be turned back to the hotel for use by other guests. Our hosts have arranged a room price that is unbeatable so don't miss out on this opportunity.

5 Reasons to attend the 29th IAOPA World Assembly:

- SHAPE THE PRIORITIES for IAOPA, and make a difference for General Aviation globally
- DISCUSS YOUR ISSUES first-hand with Government and industry leaders
- GET THE LATEST INFORMATION on global initiatives to strengthen membership
- FIND THE TOOLS TO GROW your organization
- KIWI HOSPITALITY, our hosts have arranged a mix of business meetings and social activities that will make this trip one to remember.



When you're ready to book your airfare, you'll be glad to hear that AOPA New Zealand has arranged for a **discount code for travel booked on Air New Zealand**. These rates are exclusively for IAOPA registrants and cannot be booked until the registration form is completed. The discount is available for travel when booked between 1st September and 30th November 2017 for travel between 12th March and 11th April 2018.

UNITY NEEDED TO REVITALIZE GA GLOBALLY

IAOPA President Mark Baker and AOPA Australia President Marc De Stoop recently published a joint article appearing in the October edition of Australian Pilot. In the article, both leaders highlighted the advantages of international unity in the fight to revitalize GA globally. Both articles appear below and provide an insight into what is possible by working together.



***Unity is now the key,
here and overseas.***

In the past month, I have been working at building stronger links with AOPA in the US. Why? Harmonization. At this time, it is vitally important to work with as many lobby groups as possible to demonstrate to CASA that Australia is a small fish in a big pond, and that our unique take on aviation regulations is incredibly out of step with overseas best practice.

The restrictions that CASA impose on our aviation industry through our unique regulatory framework continue to cause serious decline in GA activity across our wide brown land. The government's own BITRE Report has confirmed this fact. The elephant in the room being that despite our cumbersome regulations the US still enjoys a far better GA safety record. The Part 61 changes are an excellent example that still dog the training industry.

The BITRE report has again demonstrated that the GA industry is in decline, with the hours flown by the recreational sphere not making up the historical shortfall. The minister needs to come out and state just what he intends to do. So far all he has done is to announce another committee - with AOPA excluded I might add. A dead-set fine for us publicly criticizing his lack of any action. No good being a compliant Canberra committee member if you don't get positive actions and outcomes. I'd much rather be resolute and true to our cause. General aviation has its back against the wall and it needs bold initiatives from government to turn it around. AOPA is determined to force outcomes rather than win friends in Canberra. Many say to me: "Marc you need to do things the Canberra way to get anywhere with government". I respond by saying that approach has got us nowhere in the last 30 years. It's actually been the catalyst for our decline. Maybe it's time Canberra changed its ways. You wonder why we have the BREXIT and Trump phenomena? Ordinary people are fed up.

Part 149, governing self-administration, needs a



***AOPA US President and
CEO Mark Baker voices
his support for a unified
approach to GA
regulation.***

The issues facing general aviation across the globe have never been more challenging. Over-regulation, increasing costs, fuel availability, ageing aircraft, airspace access, public perception regarding noise and safety, and many other factors challenge pilots around the world. And while it's important to focus on the challenges, we must also celebrate success, progress, and opportunity.

Electric propulsion is progressing quickly in Europe and showing great interest in the United States. Reducing emissions, decreasing noise, and the potential of lower costs make this a technology worth paying attention to. In the US, we are close to delivering a new fuel that removes lead with minimal impact on performance and aircraft systems.

Also in the US, we are benefitting from the Federal Aviation Administration's willingness to consider risk-based certification methods. This major policy change allows the installation of modern avionics and autopilots from the Experimental category in certified airplanes in a manner that was not thought possible 18 months ago.

The ability to infuse new technology into our airplanes is a great first step that we hope will propagate across the globe. However, there's still much to be done when it comes to reducing unnecessary and burdensome regulations that don't improve safety. Our ageing fleet presents its own challenges as we look for ways to modernize and continue flying aircraft that are on average nearly 50 years old. It's important that we as a group require regulators to act with reason, reminding them that no pilot wants to fly an

safety spotlight. The safety record needs a serious, open and transparent audit. As an industry, we are entitled to know if this unique Australian model has improved or decreased GA safety. Under the CAA act governing CASA there can't be a change to regulations that have a detrimental impact on safety. I'm all for less regulation, if the right outcomes are achieved. It time for all the facts to be released. CASA must have the data. Greg Hood from ATSB was quoted in *The Australian* saying there had been a tenfold increase in the number of safety incidents reported involving recreational aircraft between 2006 and 2015.

CASA's decision in the 1990s to dump the FARs and adopt EASA based regulations was a mistake for GA. EASA executive director Patrick Ky has admitted the EASA regulations are airline-centric and not set up for GA.

US AOPA president and chief executive Mark Baker has joined with me in calling on CASA director of air safety Shane Carmody to expedite the aviation medical reform agenda in light of the success of the change to BasicMed in the United States. More than 15,000 pilots have shifted to the simplified system, and I'm sure many of them are people returning to flying after being unjustifiably concerned about their ability to pass their medical, even though the US class 3 system is nowhere near as draconian as our class 2.

But there is far more to be gained in working with AOPA in the US than just support for medical reform. I have asked Mark Baker to address our members on the benefits of closer ties with the US. His response is adjacent. AOPA US has full-time resources that are dedicated to helping general aviation not only survive but grow. DAS Carmody has expressed his willingness to listen to evidence based arguments regarding regulation. With all the resources of AOPA US we will be able to demonstrate the handbrake effect of our regulatory processes versus the accelerator that seems to be part and parcel of the FAA.

However, this isn't a takeover of your AOPA. We intend to share information to help with outcomes, but maintain our own independence and identity. It's much more a joint venture, where we get access to their expertise as well as become a

unsafe airplane.

The truth is, there is a lot of life left in the aircraft we already have. AOPA US has seen great success in encouraging remanufacturing of older airframes and increasing the use of new safety-enhancing equipment. AOPA Australia is working to refurbish a Cessna 152 Aerobat as a first in a series of aircraft to get upgrades. This refurbishment will become part of AOPA Australia's Junior Pilots program - a national initiative with the goal to inspire the next generation of pilots and aircraft owners.

Like our ageing fleet, pilot medical certification also needed an overhaul. BasicMed is a new FAA medical alternative that allows a pilot to visit his personal physician once every four years and take an online medical course created by AOPA US every two years.

Since May 1, some 17,000 US pilots are flying with BasicMed. While it comes with some restrictions, BasicMed is a great alternative for many pilots who faced mountains of paperwork to fly under traditional third class medical certificates. Modernizing medical certification is a subject being discussed in many countries. At the urging of AOPA US and the Canadian Owners and Pilots Association, authorities in both countries are considering ways to allow cross border flights with varying types of medical certificates. The Bahamas already recognizes BasicMed. AOPA US and AOPA Australia recently contacted CASA to urge similar reform Down Under. New Zealand too is working on medical reform.

While the challenges loom large, we have new allies who are beginning to recognize the importance of general aviation from an economic and training standpoint. With wealth increasing around the world, the demand for airline travel is skyrocketing. By 2036 the world will need 2.1 million new aviation industry jobs including 637,000 commercial aircraft pilots, 648,000 technicians and 839,000 cabin crew

closer part of an organization with more than 330,000 members in the US and 400,000 worldwide.

The Australian Defense Force has very close ties to the US military yet Australian troops have a strong national identity. We are no different. *Australian Pilot* is called that because it's for Australian pilots. It reports on Australians, and will continue to do so.

One red tape area that is a huge problem for GA is the lack of reciprocal rights between the major aviation countries regarding recognition of qualifications. US, NZ, Canada and the UK all have strong flying training and maintenance standards yet it's incredibly difficult for someone from those countries to get recognition for their skills in Australia. Australian pilots who went to Oshkosh found out just how aviation friendly the US is. The average time taken to issue a reciprocal license was two to three days. The reverse involving CASA is far from that. Why?

Opening our skies to efficient competition from around the world can demonstrate to CASA just how smoothly systems from overseas can work. To this end we'd like to see aircraft registered in the countries above allowed to fly charter in Australia. Protectionism doesn't work, as has been shown in so many other industries where international competition has led to productivity increases that have assured their long-term survival.

The next international AOPA conference will be held in New Zealand in March next year to coincide with the Wanaka Air Show. Past AOPA president Phillip Reiss is IAOPA vice president and will be there along with Australian AOPA board members to continue to build the IAOPA into a truly global powerhouse that can lobby on behalf of GA worldwide

It's time to confidentially engage with our fellow AOPA organizations worldwide to help rebuild GA globally.

Marc De Stoop
President-AOPA Australia

members, according to a recent Boeing study. This means that to meet demand, every nation will need to start creating more pilots and that begins in general aviation.

The initial training of pilots, mechanics, and other aviation professionals starts with general aviation. Often overlooked, general aviation is a huge asset and one that we cannot allow to be undermined.

Among the biggest opportunities for general aviation is in China, where the burgeoning population and wealth are demanding improved transportation. Recently a Chinese aviation delegation visited the US to learn more about general aviation and its benefits to the community and the nation in hopes that it will provide the same for China. The visit included a tour of airport businesses and education on flight training and how general aviation airports serve the community. Many other countries can also benefit from general aviation growth, but the differences between airlines and general aviation must be recognized for that to happen.

While the challenges are great, so are the opportunities. On March 25, 2018, in Queenstown, New Zealand at the IAOPA 29th World Assembly, we will have the opportunity to meet industry leaders from around the world to discuss these challenges and to formulate solutions. IAOPA is focused on advancing general aviation on national, regional, and international levels. As leaders in the industry, we are and will continue to work together to represent the aviation community and provide insight, support, and solutions around the globe. I look forward to seeing you in Queenstown.

Mark Baker
President – IAOPA
President and CEO – AOPA US

IAOPA EUROPE HOLDS 137th REGIONAL MEETING

Thirty-three delegates, representing nineteen European affiliates gathered in Madrid at the end of September to for the 137th IAOPA Europe regional meeting. AOPA Spain hosted the event and provided a fantastic venue and active program that was both productive and entertaining. Prior to the event, I joined Dr. Michael Erb, IAOPA SVP and Regional Vice President, and senior leadership of AOPA Spain in a series of meetings with key representatives from the Spanish Aviation Safety Agency (AESA) and the Ministry of Public Works and Transportation.

I was delighted to be able to spend time with Ms. Isabel Maestre, the Executive Director and Ms. Marta Lestau, Flight Safety Director at AESA. The highlight of the meeting was a robust discussion on changes brought about with the implementation of EASA's General Aviation Roadmap, and the opportunities for engaging with AESA on creating a regulatory environment that was friendlier to the development and promotion of general aviation in Spain. Additionally, I provided a briefing on the many general aviation safety resources available through the AOPA Air Safety Institute and offered our support working with AOPA Spain to assist AESA as they move forward promoting general aviation in Spain.

Next, we traveled to the Ministry of Public Works and Transport and sat down with David Benito, Deputy Director General for Air Transport in Spain. It was a very positive meeting in which we showed Mr. Benito the potential economic and social impact that a vibrant general aviation sector would provide Spain. As well as how growing the sector could be a substantial win-win for all. He was particularly interested in general aviation airport development and protection, as these airports can provide a valuable link to the population of Spain and if managed correctly, can be a significant economic engine for the population.

Minutes of the regional meeting and additional details will be provided in the IAOPA Europe newsletter which is due out shortly. In the interim, if you would like additional information please feel free to contact me. Thanks again to our hosts for a job well-done!

Craig Spence – IAOPA Secretary General

GA AIRPORTS, A BEACON OF HOPE IN TIMES OF DISASTER

Everyone involved in general aviation understands how important airports are, but all too often we struggle to get that message to non-pilots and government officials. Frequently the non-flying public has a hard time recognizing that the airport is a vital, vibrant, and valuable asset to the community. Tragically, it is often during times when disasters strike, that the true importance of these public assets are recognized and appreciated.

The events of this summer have driven that point home for many in the United States and the Caribbean, as the areas suffered through 3 major hurricanes and devastating wildfires in the west. As is often the case following a hurricane, earthquake, or other disaster, most roads, railroads, and ports often become unusable. Yet airports are resilient and are quickly able to rebound to become the lifeline for first responders and relief supplies that are so urgently needed. This same scenario has repeated itself around the globe, and all too often the needs of these airports were overlooked by the local and national governments until it was too late. The importance of maintaining all weather access to these vital airports, most not served by air carriers, has been demonstrated time and time again. Relief flights head

for the areas hardest hit only to find that the approaches have not been flight tested due to a lack of funding, causing a delay in delivering rescue teams and much needed supplies.

David Tulis, Associate Editor Web/ePilot has done a fantastic job capturing the importance that general aviation and general aviation airports play in the days/weeks, and sometimes months, following a natural disaster. In his story entitled "[GA AIRFIELD PLAYS CRUCIAL ROLE IN PUERTO RICO -ISLA GRANDE AIRPORT 'CENTER OF OPERATIONS'](#)" he chronicles how this general aviation airport has been pivotal in relief efforts on the island since the devastation of Hurricane Maria. Other similar stories are captured and listed in a separate section on [Public Benefit flying](#). I urge you to take the time to review these stories and strive to educate national and local officials of the importance of general aviation airports to the safety of the public.



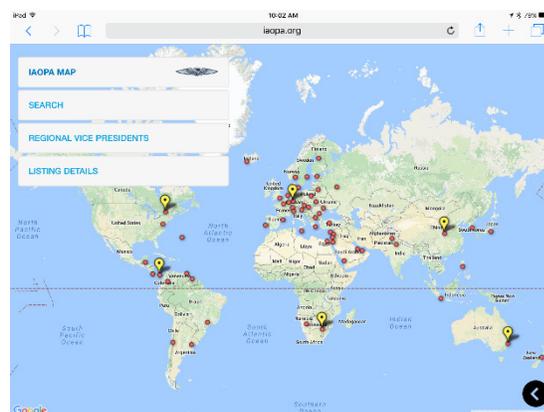
'THE IMPOSSIBLE TURN'

Early in flight training, pilots are warned that it is dangerous to attempt a return to the airport after an engine failure during takeoff. Especially at low altitude and close to the ground, it's advisable to land straight ahead or a couple degrees slightly to the left or right of course to avoid stalling and spinning the aircraft into the ground. David Keller understood these risks, but when his Mooney's engine began to fail soon after takeoff, he quickly analyzed the situation and made the decision to turn back to the airport. In the AOPA Air Safety Institute's *Real Pilot Story*: [The Impossible Turn](#), Keller provides a personal account of what happened and why he made the decision he did. Take the Mooney's right seat as things happen quickly only seconds after takeoff. Experience the entire event through the panel mounted camera lens, including the glide back to the airport, and explore the lessons learned from this flight. The pilot's and air traffic controller's perspectives and advice may prove invaluable should you ever face a similar situation. Incidentally, the video camera installed only days before the troubled flight was spurred-on by a previous flight during which Keller wished he could have captured the pretty sight of a night approach to a ski resort. As it turned out, that modification also helped document the danger associated with executing the impossible turn.



DOES YOUR AFFILIATE HAVE A FACEBOOK PAGE, TWITTER?

It has never been more important than now to make sure that your affiliate information is up to date. The IAOPA website has been updated so that your affiliate information can be found easily via a new mapping table. There is now an opportunity for your affiliate to list several of the most popular social media sites, including Facebook, Instagram, and YouTube. If you would like this information displayed, please be sure to complete an affiliate update sheet and get that information to IAOPA HQ as soon as you can. For more information, or to obtain the affiliate update sheet, please contact [IAOPA HQ](#) for details.



SHARE 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 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.