

COPA Fights Regulatory Proposal that Threatens Airports

The Canadian Owners and Pilots Association (COPA) is mounting an all-out fight against a proposed change to the Canadian Aeronautics Act that threatens the viability of the national airport infrastructure in Canada. The amendment which appeared buried deep in a separate budget bill would allow the Minister to “make an order prohibiting the development or expansion of a given aerodrome or any change to the operation of a given aerodrome, if, in the Minister’s opinion, the proposed development, expansion, or change is likely to adversely affect aviation safety or is not in the public interest.”

COPA is concerned about the manner in which the amendment was developed, without consultation, and how far the powers of the Minister would extend given the one-sided nature of imposing consultation requirements and prohibitions on aerodromes when no corresponding restrictions exist for local authorities. According to COPA “if the amendment passes into law, the Minister will be able to avoid all consultation processes, such as would be the case when a regulatory change is made, and unilaterally issue an order to prohibit the establishment of any aerodrome, development of any aerodrome and any operational changes at any aerodrome whenever the Minister deems it to be necessary.” “With no policy to protect and encourage most of aviation and with a flawed National Airports Policy that puts the future of smaller airports and aerodromes in the hands of local interests.”

Given the lack of transparency and the failure to consult with affected stakeholders, COPA is calling the proposed amendment to be withdrawn and the issue brought back to the Transport Committee for further discussion and consultation with stakeholders. For more information see COPA’s website at <http://www.copanational.org/>.

US Loss-of-Control Working Group Issues Final Report

Two FAA and industry working groups that utilized a data-driven process to study and learn from past fatal loss-of-control accidents issued their combined [final report containing 29 safety enhancements](#) that "have the potential to reduce the likelihood of similar loss-of-control accidents in the future."

The report to the U.S. General Aviation Joint Steering Committee (GAJSC) was submitted Oct. 29 by the Loss of Control Working Groups. The panels analyzed National Transportation Safety Board reports and dockets from accidents in the approach and landing phase, and the takeoff and departure phase of flight. The working groups were co-chaired by David Oord, AOPA U.S.

manager of regulatory affairs, and Kevin Clover, representing the FAA's General Aviation and Commercial Division.

Oord urged pilots and members to study the safety recommendations and apply them in their personal flying to lower their risk of losing aircraft control—the cause of 40.2 percent of fatal accidents between 2000 and 2010.

The safety enhancements emerged from over three years of evaluation and analysis, and constitute a wide-ranging plan of action identifying needs from the [increased use of angle of attack indicators](#) in GA aircraft to transition training for pilots; reducing regulatory roadblocks to aircraft certification; and improved pilot medical education.

"Everyone involved focused their resources on the accepted data-driven process of analyzing the accidents, coming up with interventions to solve the identified risks, and implementing agreed upon safety enhancements to better manage those risks," Oord said, emphasizing the importance of devising and applying methods that assured "analytical credibility" for the project.

To make the final list of recommendations, safety enhancements were ranked for overall effectiveness, and evaluated for the likelihood of successful adoption.

"Only the interventions which scored the highest for each parameter were recommended, better utilizing and focusing the limited resources of both government and industry," he said.

Two of the recommended safety enhancements addressed the limited use of angle of attack indicators in general aviation aircraft. The general aviation community should install and use angle of attack technology "for better awareness of stall margin," the report said.

A safety program focusing on improved aeronautical decision making should be developed for general aviation, and flight training should make pilots aware of a link between over-reliance on automation and loss of control, the report said in two other individual safety enhancements.

Improved transition training—which the report noted is "not uniformly applied"—and leveraging aircraft type clubs to disseminate critical safety information about specific makes and models of aircraft were also urged.

Other safety enhancements among the 29 published in the report covered topics ranging from the risks faced by inactive pilots returning to the cockpit to advances in the availability of real-time weather information. Additional safety enhancements addressed cockpit resource management, flight testing of experimental aircraft, [airman certification standards](#), and a variety of aviation medical education topics.

For each safety enhancement, the report identifies an organization expected to take the lead in coordinating its enactment, and specifies a completion goal.

The General Aviation Joint Steering Committee, first formed in the 1990s under a "Safe Skies" initiative, was reactivated in 2011 after several years of dormancy to refocus the joint government-industry effort to reduce fatal GA accidents. The committee is co-chaired by the AOPA Air Safety Institute and the FAA. (By Dan Namowitz, Courtesy of AOPA US)

CAAC Delegates Visit IAOPA HQ

On Friday, October 31st, IAOPA in conjunction with AOPA US hosted a visiting delegation from the Civil Aviation Administration of China (CAAC) at the headquarters in Frederick, MD (USA). Over 21 CAAC delegates participated in a series of briefings detailing the importance of a healthy and vibrant general aviation sector all designed to provide the delegates a first-hand look at what general aviation is. All of the delegates were able to take flight, for most it was their first experience flying in GA, and everyone agreed that the experience was the highlight of their three week trip.

The delegation's visit (all from the airport sector of the CAAC) was sponsored by the US/China Aviation Cooperation Program (ACP).

Martin's Article

Franks UAS Article

ASI's Article

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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

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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.