

## IAOPA eNews – February 2017

### Registration Now Open for 2018 IAOPA World Assembly

AOPA New Zealand started life as the Kittyhawk Flying Club in 1969, adopted the AOPA banner in 1978 before joining IAOPA in 1985. It has an active membership totaling just over 1,000 members and not only organizes regular fly-ins that can attract 100 planes, but also plays an active and leading role in advocating for the pilot's rights with our Government regulator.

New Zealand is a country with a proud history of flight and has played its part in aviation activities throughout the world in both the civil and military arenas. We are a country with a population of just 4.5 million but have an aircraft register with over 4,700 aircraft including 870 helicopters. That is one aircraft for every 965 people. We have a strong vintage aircraft collection based at several museums and an approved aircraft restoration and manufacturing company whose primary aim is to build WW1 aircraft, engines and propellers to the same exacting standards they were originally made to over 90 years ago. Warbirds over Wanaka is a world-renowned air show set in the most spectacular scenery you could imagine.



We are delighted to be hosting the 2018, 29th International AOPA Assembly in our world renowned resort of Queenstown. This most scenic of destination resorts has a reputation for providing the best recreational facilities in the world where everything from bungee jumping to white water rafting or just relaxing is at your fingertips. Omarama, one of the world's best gliding areas, is a short one-hour drive from Queenstown and is a place where the excellent soaring has set many records. Fiordland National Park is the largest of the 14 national parks in New Zealand, with an area of 12,500 km<sup>2</sup> protected heritage landscape housing Milford Sound and many other renowned scenic places which are all within one hours flying of Queenstown.

AOPA New Zealand has put together a great program and by choosing Queenstown as the venue, we will be locating you right where all the activities are. Starting on 25th March 2018 and finishing on 29th March 2018, the 29th World Assembly coincides with the start of the

“Warbirds over Wanaka” air show. We have organized a follow-on event for the two-day air show.

On behalf of our AOPA New Zealand organizing committee I invite you to join us in New Zealand for the 29th IAOPA World Assembly and enjoy our hospitality in stunning surroundings while working to achieve some more milestones for our general aviation community. For more information and to register go to [www.iaopa2018.com](http://www.iaopa2018.com).

Ian Andrews  
President, AOPA New Zealand

### IAOPA Joins in Calling for Better GA Data in Europe

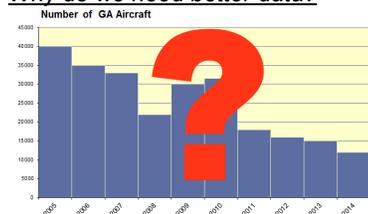
*In 2008, the EU Parliament called upon the Commission to address the lack of basic statistics available to analyse Europe’s diverse general aviation (GA) fleet – a prerequisite for effective regulation, and ultimately better safety. Years later, the issue remains unresolved. The Parliament has restated the need to address this in its 2015 position on the implementation of White Paper on Transport. IAOPA joins other associations calling for this issue to be urgently addressed in the EASA Basic Regulation update, currently being debated by the Parliament (Marinescu Report) and the Council.*

#### The Status Quo is not acceptable

A key aspect of appropriate safety regulation is knowing what actually needs to be regulated. Currently there is almost no data available to understand GA activity across Europe. National Aviation Authorities already collect basic information on aircraft, pilots, etc. but many do not publish it, do not analyze it, or do not archive it.

Many Member States are reluctant to pool existing statistics – despite the value for safety and the negligible cost impact. Voluntary attempts to share this data with Eurostat, ECAC, etc. have proven unsuccessful over many years. Without data, how can authorities effectively regulate this sector? This is completely at odds with the Commission’s priority of ‘Better Regulation’.

#### Why do we need better data?



Better regulation can only be achieved by knowing what to regulate. Currently, we do not have a good idea of GA activity, so we cannot measure

the impact of the regulation. Furthermore, a good data picture aids safety analysis; 1 fatality for every 100,000 hours flown is doubly safe as 1 fatality for every 50,000 hours flown.

#### What is needed?

Only aggregate data (i.e. no individual information) need be shared:

- Number of aircraft, categorized by type
- Number of registered pilots, in logical categories
- Hours flown, by model of aircraft where possible (depending on each Member State)

This existing data, sent to a repository by national authorities' statistical departments once a year would already be enough to begin to improve safety.

#### How can we achieve this?

- The update of EASA's Basic Regulation 216/2008 provides the best means to address this through the proposed Repository of EU-wide safety Information (Art. 63).
- Parliament's position supporting a specific reference in the proposal (Art. 63.1.ma) is essential to guide the future detailed implementing rules.
- The GA Community, having suffered from over-regulation for many years, would supplement this data with an annual EU-wide survey. However, no new reporting mandates for the community would be appropriate.

For more information, read the report [online](#).

### **IAOPA Representing GA on ICAO Language Proficiency Requirements Task Force**

Philippe Hauser (AOPA Switzerland) is representing IAOPA and the interests of general aviation on the ICAO Language Proficiency Requirements Implementation Task Force (LPRI TF) and provided this update of the work that he and the committee are doing.

The LPRI TF has been in existence since 2009, but no GA representative ever took part at their meetings, although IAOPA was invited as from the beginning and listed as a regular member. In fall 2014, all of that changed as I was nominated to represent GA interests on behalf of IAOPA.

**Commented [1]:** who is I? Should this whole section be in first person?

To my biggest surprise the group was absolutely not aware about GA needs and their operations. The fact that the English language is banned from many French and German aerodromes was not known to the other group members. So it was about time to give them an idea what GA is all about.



Please find below the mandate of the Task Force:

The COG Task Force on Language Proficiency Requirements Implementation (COG LPRI TF) works within the terms of reference of the EANPG, to raise the awareness on safety-related language issues among stakeholders concerned: regulators, national LP focal points, training organizations, airspace users, ANSPs and test service providers through various ICAO activities, including multiregional workshops.

The Task Force shall undertake necessary actions to closely liaise with other regional groups/bodies (e.g. EASA), in order to streamline the relevant processes/procedures across the Region and cover the following non exhaustive list of activities:

- a) develop a check-list for the status of the implementation and maintenance of LPR and maintain it up-to-date through regular communication with States;
- b) develop a standardized set of information to be included in each format (LP certificate, assessment body approval) and encourage States to use it;
- c) define a five-year work plan for issues related to the LPR implementation, fostering a culture enabling State authorities to share best practices in language test maintenance, on-going development, examiners training and research by sharing best practices and bringing together the relevant stakeholders in research, industries and authorities;
- d) bring together the relevant stakeholders by coordinating and organizing regional workshops as required; and
- e) support all stakeholders in coordinating research projects related to the issues listed above.

The task force's biggest concern right now is the harmonization of LP testing and the recognition in between the ICAO member States, as the differences are huge. We try to inform and encourage the member States to use an ICAO approved testing procedure. Many States elaborate and use their own systems which are sometimes quite useless. Workshops like the last one in Kuwait should support the States to use better and harmonized testing procedures.

The discrepancies within Europe are subject of discussion in the Task Force. Right now there is only 1 (one) ICAO approved testing system on the market available. All other 18 applications failed - one of the most important reasons why a Task Force must support the

States.

My role in this Task Force is to ensure that the LP checking procedures burdens for GA pilots remain at an acceptable level. Not only the initial testing procedures are to be discussed, but also those for renewals.

And when it comes to regulations, I defend the position of IAOPA:

- a) Beside any national language, English must be acceptable at all stations worldwide
- b) Language Proficiency Requirements shall be applicable to airspace A to D only.

If you would like to find out more about the Task Force and the work being accomplished by IAOPA please email [IAOPA HQ](#).

### **IAOPA Activity 2016 Report Released**

The 2016 IAOPA Secretaries Report was recently sent to all affiliates, and from all accounts 2016 was indeed a very productive year for the association. Last year, our membership increased to a total of 78 affiliates with the conditional approval of AOPA-Qatar, AOPA Indonesia, and AOPA Costa Rica. A total of 12 new Board Members were announced as many of the affiliates hosted elections in connection with their annual meetings. If you have not received your copy, please contact [IAOPA HQ](#) via email.

The 2017 dues invoices were also sent, for those of you that have already responded your continued contributions are greatly appreciated. The dues that you pay allow IAOPA to continue to work on your behalf. Without the funds to support the work of our many representatives, we will be unable to continue our advocacy throughout world aviation.

### **AOPA Cyprus Elects New Officers**

Following elections at AOPA Cyprus a new committee and president were elected.

The new President is now Mr Vasilis Koushappas and is taking over duties from Mr Ioannis Papaiaacovou.

The new AOPA Cyprus committee is now also comprised of the following members:

Mr Demetrakis Hadjidemetriou, Secretary  
Mr Angelos Apostolides, Assistant Secretary  
Mrs Anastasia Neokleous Avgousti, Treasurer  
Mr Demos Ektoros, Assistant Treasurer  
Mr Socrates Karamichalis, Member  
Mr Emilios Kassianides, Member

For more information, please visit their [website](#).



### Lessons from ‘Cross-Country Crisis’ accident case study

The pilot and his five passengers were on a VFR flight en route from the Chicago area to Raleigh, North Carolina, when the Piper Seneca II encountered deteriorating weather in the mountains near Huntington, West Virginia. But the pilot ignored the weather and pressed on—a decision he soon would regret. As the Seneca pilot struggled to maintain control of the twin-engine airplane in half a mile visibility and heavy snow, the situation worsened when the aircraft also became low on fuel.

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*Accident Case Study: Cross-Country Crisis* examines where things went from bad to worse on this ill-fated VFR flight. The flight’s recreation provides a clear understanding of how faulty decision-making can jeopardize a flight’s outcome. This accident case study highlights the critical and lifesaving role a 180-degree turn can play to escape unforecast or deteriorating weather. Watch the video ([https://youtu.be/\\_wsa3vhnowk](https://youtu.be/_wsa3vhnowk)).

### Winter tips for GA and air transport operators flying to airports in the north

Airports in northern Finland experience extremely severe conditions in the winter, placing great demands on pilots and operators alike. The Finnish Transport Safety Agency Trafi and Finavia have jointly published a bulletin to help operators who have little experience in operating at airports in winter conditions.

“Exporting Finnish know-how, or snowhow in this case, and giving practical tips is important with a view to safe air operations. We hope that this concise info package will help operators flying to airports in the north,” says Senior Advisor **Jussi Sorsa** from Trafi.

“This winter in particular has seen an upsurge in direct flights from Europe to Lapland, making the region more accessible than ever and bringing in record numbers of passengers. Our aim is



to ensure that air traffic can operate safely and smoothly despite the sometimes challenging weather and ground conditions at airports in northern Finland. By issuing guidelines for pilots and operators, we hope to make sure that all information required for ease of operation is available to operators," says **Heikki Heinijoki**, Head of Airport Engineering at Finavia Technology and Environment Services.

Pilots are requested to check the content and effect of [SNOWTAMs](#) before operating to airports in Northern Finland. It is important to understand how the reported weather conditions actually affect the flight operations. Operators must ensure that pilots have received appropriate SNOWTAM training. Detailed information is presented [here](#).  
*Courtesy of AOPA Finland, Finnish CAA and national ANSP Finavia.*

### **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 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.*

*Editor's note: Effective January 2017, IAOPA eNews will be distributed on the last day of the month, versus the first day as has been done in the past. This will allow for the capture of news in the month that it occurs and should facilitate an orderly story archiving and retrieval process. I hope that this change has not caused you any inconvenience and that you will find that this format works better for you and your members.*