



## IAOPA BOARD MEETING NOTIFICATION

As specified in Article IX of the IAOPA Constitution and Bylaws, I am notifying you that there will be a meeting of the IAOPA Board on Thursday, March 29, 2018, beginning at 13:30 hours at the Rydges Hotel in Queenstown, New Zealand.

I hope you are planning to personally attend the Board meeting and the World Assembly. However, if you are unable to attend, please advise IAOPA Headquarters via email (IAOPA@AOPA.ORG) if you have nominated a delegate to represent your national association and its members. We have provided sufficient space for any number of representatives from each national association and look forward to full participation by you and your advisors at the Board meeting.



I am looking forward to seeing you in Queenstown and continuing our efforts to improve general aviation worldwide!

## CALL FOR NARRATIVE REPORTS

In preparation for the 29th World Assembly to be held in Queenstown New Zealand, March 26 -29, 2018, please send [IAOPA Headquarters](#) any Narrative Report that you are will be presenting at World Assembly. While it is not a requirement that you prepare a report, sharing your triumphs and tribulations will assist other affiliates and foster a culture of information sharing throughout the organization.

The report that you submit will be distributed electronically to all delegates at the Board Meeting in Queenstown. As well, the reports will become a part of the final World Assembly Report. Please remember that if you are attending the Board Meeting and will be presenting your report in person, time constraints only allow for a maximum of five minutes for your presentation. If you are not attending the



### 28th WA, Chicago, NARRATIVE REPORT FROM AOPA-SWEDEN

**Significant events**  
AOPA Sweden, have been representing IAOPA during the development of Part-M Light at EASA in Cologne. There were in total about 10 people from the industry together with 2-3 EASA staff representatives.  
Bromma Airport in Stockholm is now closed to General Aviation except for large business jets. But there has been a positive but minor change in the attitude from the airport, we are now talking about to have some re-establishments. Airport authorities wanted to upgrade the status and have told us there is no more space at airport for GA. Stockholm is still worst in Europe regarding GA airports. The city doesn't have any airport with hard surface runways for small GA-planes. There are some small soft fields around. Our closest EBS airport (except Arlanda) is now 100 km away from downtown Stockholm. We continue to fight.  
Accessibility to other government airports are also restricted, due to that the airport operator wants to see revenues from the business and that impacts GA. The airports close when there is no commercial traffic, and not allowing landing and takeoff for security reasons.  
We are participating in a working group for GPS-approaches to non-tower airports, and we are concentrating on mid-sized (Swedish) and a smaller airports.

**Regulatory environment**  
In recent years we have got so many changes, so that neither pilots nor mechanics know what rules apply. We are really looking forward to the implementation of PartM Light. We are also trying to inform about NCO.  
Otherwise, the risk is obvious that the new rules are not read and therefore not followed. We are now in a situation where we have members and other pilots react: "Who cares?"  
AOPA-S is working together with other organizations in Sweden to convince our NAA in order to develop a more user-friendly regulatory framework. A working group is established, but the progress is so far, very limited. An urgent need is to adjust the national rules for drones in conjunction with EASA rules. It is not a good thing to fly a Piper Cub in the morning and then a PA-28 in the afternoon, two different sets of rules are valid.

World Assembly, an electronic version of your written report will be provided to all IAOPA Board members and will be included in the final report.

When preparing your report, please focus on the following items:

- Describe significant events that occurred in your organization over the past two years.
- What action have you taken within the past two years to provide a better regulatory environment for your members?
- Summarize benefits and new services your Association provides to members.
- Provide a description of the programs you have in place to acquire new members.
- How do you promote general aviation to the public and news media?

Many thanks for your cooperation and we look forward to receiving your report by March 15, 2018.

## **AOPA AUSTRALIA AND WAGGA CITY AERO CLUB SCORE AIRPORT VICTORY**

*By Benjamin Morgan (AOPA Australia)*

January 2018 marked a big start to the year with AOPA Australia partnering up with the Wagga City Aero Club to tackle unfair and discriminatory airport charges in the Riverina. Both organizations worked tirelessly to build a powerful media campaign that highlighted how private aircraft owners and pilots were being discriminated by the Council.

Wagga City Aero Club President, Mr. Geoff Breust, and his members and local general aviation industry supporters put in an incredible effort, building media awareness and momentum on the issue.



At any time of the year Australians are encouraged (via local and state funded marketing initiatives) to drive into the Riverina to enjoy Council's managed public parks, public spaces, art projects, camping grounds along with lakes and rivers – all of which are free to use. The regions public facilities cost the City of Wagga millions maintain, and each play an invaluable role in helping attract the 1.3 million tourists and visitors who invest some \$340 million locally and keeping some 35,000-people employed.

The AOPA Australia and the Wagga City Aero Club highlighted that local and visiting boat owners are not required to pay any landing charges at ramps nor are they required to pay parking fees for their vehicles and trailers. Nor are Caravan owners required to pay landing fees or parking charges at council owned and managed camping sites.

Central to the argument was the clear fact that should a tourist or visitor choose to fly their private general aviation aircraft to Wagga Wagga, they are required to pay landing fees and

parking charges – simply because they used a runway not a highway.

On Monday, 22nd January, both associations, along with 30 local pilots and general aviation supporters attended a meeting of the City of Wagga Wagga Council, and presented our case. During the meeting a number of councilors spoke in strong support of our argument and agreed that Council's attitude towards charging aircraft owners and pilots was unfair and out of step with Council's general policies with respect to attracting tourists and visitors to the city.

A resolution was put forward to council to remove the discriminatory parking charges, along with re-establishing the airport community stakeholder committee, which is be directed to undertake a review of airport operations and management. The resolution was unanimously agreed to, marking a major victory for AOPA Australia and the Wagga City Aero Club.

[Click to view](#) a copy of the AOPA Australia letter to the City of Wagga Wagga

## **EASA PUBLISHES THE 2018-2022 EUROPEAN PLAN FOR AVIATION SAFETY**

The European Aviation Safety Agency published the [2018-2022 European Plan for Aviation Safety \(EPAS\)](#), which also includes the Agency's rulemaking program. The EPAS, a key component of the European Aviation Safety Program, provides a coherent and transparent framework for safety work at European level, helping the identification of major safety risks and defining the actions to take. It also supports the Member States of the European Union to implement their State Safety Programs and facilitates the sharing of best practice and knowledge.

This year's edition of the EPAS includes EASA's strategy in the areas of International Cooperation and Technical Training. Patrick Ky, EASA Executive Director declared: "safety actions need to be coordinated more than ever at regional and international levels, which explains the growing role played by regional safety oversight organizations in the field of aviation and the pivotal activity of EASA in this domain".

In addition, the EPAS 2018-2022 includes several new research projects, which illustrates the growing importance of Research in the EU policies as an enabler to enhance safety.

The implementation of the plan is already extended to European states not under the EASA umbrella. EASA is working closely with the International Civil Aviation Organization (ICAO) of the United Nations to extend its scope to the 56 States that are part of the ICAO European and North Atlantic region.

The EPAS and related materials are available on the [EPAS page](#) on EASA's website.



## VINTAGE AIR RALLY BEACH STOL COMPETITION

### World's first aircraft Short Take Off & Landing competition on sand announced

*Precision, if sometimes hair-raising, aviation action and visually stunning vintage biplanes expected!*

The World's first aircraft Short Take Off & Landing (STOL) competition on sand is set to take place in Belgium in the Summer. Organized by one of the world's top aviation adventure companies it is expected to attract pilots from all over the globe and establish some new world records. This first event, the VintageAirRally International STOL Competition' will be attended by thousands of spectators who will witness some hair-raising if not gut-wrenching flying on this unusual day out on the beach!



*Photo Courtesy of Beatrice de Smet and VintageAirRally*

The 'VintageAirRally International STOL Competition' will take place on the beach of the fashionable spa town of Knokke-Heist, Belgium. Pilots will engage in precision if sometimes hair-raising landing and takeoff maneuvers with the shortest distance the winner. The ultimate goal is to establish some new world records at this spectacular aviation event!

Set to take place from the 14<sup>th</sup> to 17<sup>th</sup> June 2018, this world's first ever vintage STOL competition is not only for modern specialized 'bush planes' it is also for the iconic visually stunning vintage biplanes. The STOL aircraft taking part are designed to land where there is essentially little or no runway.

And while the pilots and planes will be used to the rough and tumble of bush flying they will have relatively smooth landings on the sand of a fine Belgian beach.

Throughout the event there will be exhibitors on the beachfront at Knokke-Heist for competitors and the thousands of spectators expected to attend the event. VintageAirRally will also establish a temporary exclusive 'Pilot's Club' on the sand. The Pilots' Club will be holding a series of events during both the day and the evenings with guest speakers from the world of aviation in Belgium and around the world.

There will be numerous categories for entries from vintage biplanes last seen in action in the 1920's and 30s to up-to-date aircraft ("bush planes") that can land in wildest locations. The winner of each category will be awarded a prize at this first ever STOL and beach landing competition in Belgium. This event is organized with the assistance of Knokke-Heist Municipality & Tourism. For more information or to register visit their [website](#).



## AOPA AIR SAFETY INSTITUTE TOP 10 FOR 2017

***Are you passionate about aviation safety? Since 1950, the AOPA Air Safety Institute has served all pilots and aviation enthusiasts—not just AOPA members—by providing safety education, research, and data analysis. We believe that Air Safety Institute pilots are safer pilots, so we want to make sure that you and your pilot friends are using our free safety programs.***

*By Machteld Smith, ASI*

Photo by Mike Fizer.



We also like to ask for your help in reaching others, who for one reason or another don't consume safety information, but would benefit from being made aware of its availability and tapping into it. We call this initiative the "find one, bring one" campaign and hope you will be on board to help us save lives and reduce airplane accidents. To get started, here are the Air Safety Institute's Top 10 safety products in 2017. Share, enjoy, and fly safely!

[Accident Case Study: Single Point Failure](#). A vacuum pump failure on a sunny day is no big deal, but in instrument meteorological conditions—and especially without backup instrumentation—it's a serious emergency. This Accident Case Study reviews a flight situation for which the pilot was ill prepared. Learn how you can do better, and share the video with others so they too can learn from the mistakes that were made.

**Safety Tip videos.** These short clips provide easy-to-remember techniques for flying safely. Does your landing spot wander in the windshield on short final? [Aiming Point](#) can fix that. The [4 Ws of Communication](#) help you broadcast clearly when keying the mic. [Box the Controls](#) shows a clever and efficient way to check that flight controls operate as they should. Also, [Taxi Controls](#) explores proper control placements to help you navigate taxiways when the winds kick up.

[There I was... podcast series](#). Tune into unpredictable flying dilemmas when you hop into the cockpit with our podcast series, which honors the hangar-flying tradition of sharing experience and knowledge. From weather problems to airplane emergencies, skilled pilots share how they evaluated their predicaments and took action.

[In-person seminars](#). Feed your flying passion with captivating aviation safety seminars offered throughout the United States. Find your favorite location in the online schedule. Symbols identify whether the seminar is held at an aviation-themed location or at an airport or both. Participation qualifies for the safety seminar portion of the FAA Wings program.

**New Ask ATC series.** How do you approach an air traffic controller who rattles off instructions so fast you don't understand? [Fast Talkers](#) explains. [Traffic Alerts](#) comes to the rescue if you need help requesting traffic advisories, while [Bothering ATC](#) debunks the notion that talking to flights squawking 1200 is an inconvenience for ATC. [Calling Up a Busy Controller](#) offers VFR pilots advice on the most important thing to tell ATC, and [Flight Following vs. Flight Plan](#) explains the difference between the two VFR services.

[Stall and Spin Accidents: Keep the Wings Flying](#). While aerobatic training can help with unusual attitude recovery, it is unlikely that it will help pilots recover from an inadvertent spin in the traffic pattern. This study explores accidents in GA aircraft that occurred in a 15-year period ending in 2014. Find out where fatal stalls are more likely to occur—it may surprise you.

[Safety quizzes](#). Did you know that the Air Safety Institute has updated its popular 10-question quizzes and produced them in a mobile-friendly format? Take on the Air Safety Institute quizmaster and test your VFR and IFR skills on your phone or tablet, anytime and anywhere.

[Medical Self-Assessment: A Pilot's Guide to Flying Healthy online course](#). When it comes to your health and flying, it pays off to *be in charge*. How? First, get a medical checkup—regularly. Then, between doctor visits, take stock of your well being, using the tools in this course. Get a better grasp of aeromedical matters and physiology—including risk factors of significant medical conditions and how these affect your ability to fly, and fly safely. This course qualifies for the FAA's BasicMed alternative to medical certification.

[Online Flight Instructor Refresher Course](#). Learn with the best when you sign up for the most comprehensive FAA-approved CFI renewal program (cost \$124). If you're a flight instructor, aspiring to become one, or interested in advancing your aviation skills, you'll enjoy this popular course, which has been updated with fresh content and a new design.

[CFI to CFI newsletter](#). No need to be a CFI or AOPA member, but you [must subscribe](#) to receive this free quarterly newsletter. Trade flight-training tips, and explore the challenges and opportunities flight instructors face.

The Air Safety Institute has you covered—from flight planning to proficiency training. Next to courses, videos, quizzes, and digital and online publications, the institute also produces the AOPA Fly-In procedure videos and the *Joseph T. Nall* report.

These safety programs were made possible by generous contributions to the AOPA Foundation from pilots like you. The AOPA Air Safety Institute thanks you.

## LINK TO IAOPA EUROPE NEWSLETTER

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 enough room to publish all that is being done to keep you flying. For the latest updates on what is going on at IAOPA Europe check their website at <http://www.iaopa.eu/>



## 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.*