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IAOPA Adds Trinidad & Tobago As Its 71st Affiliate

The International Council of Aircraft Owner and Pilot Associations (IAOPA) has approved the Island Aircraft Owners Association -- AOPA Trinidad & Tobago -- as its seventy-first affiliate.

"General aviation plays a vital role in the economic and transportation needs of the Caribbean, and particularly in Trinidad and Tobago," said AOPA President and CEO Craig Fuller. "We are pleased that the Island Aircraft Owners Association is committed to building a strong GA community in the island nations with the support of IAOPA and its affiliates worldwide. We warmly welcome them into the AOPA family."

The initial membership of the Island Aircraft Owners Association is made up of 15 aircraft owners plus 50 additional pilots and aviation enthusiasts, but will certainly grow as the organization matures. Members are involved in recreational and personal transportation flying, and they take part in monthly fly-ins that are held across the Caribbean in locales such as Barbados, Martinique, Grenada, St Lucia and French Guyana. Aircraft range from a Beechcraft Duke to a restored 1947 V tail Beechcraft Bonanza and a Pitts Special.

The group is also working with the local Civil Aviation Authority to formulate legislation to create Light Sport and Experimental aircraft classifications in Trinidad and Tobago and to develop an airport dedicated to general aviation.

"The Island Aircraft Owners clearly represent the dedication and belief that general aviation can do great things for their country and the region," said Craig Spence, secretary general of IAOPA. "This is a very dynamic group of owner-operators and a valuable new addition to IAOPA's efforts to keep international general aviation healthy."

With the addition of Trinidad & Tobago, IAOPA is a nonprofit federation of 71 autonomous, nongovernmental, national general aviation organizations. IAOPA has represented international general aviation for nearly 50 years. The combined total of individuals represented by the constituent member groups of IAOPA is over 470,000 pilots, who fly general aviation aircraft for business and personal transportation.

General aviation is defined by ICAO as "All civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire."

It's all in the Numbers

Two recent publications highlighted the importance of accurate statistical data as it relates to the safety and economic impact of general aviation. And once again showed that when it comes to accurate statistics for general aviation worldwide, that this is an area that as an industry, we have room for a great deal of improvement. In October 2012, the European Business Aviation Association (EBAA) released a report on *The Role of Business Aviation in the European Economy* and the AOPA Air Safety Institute released its *22nd Joseph T. Nall Report, General Aviation Accidents in 2010*. Both documents are packed with valuable statistical information that can be used to advance general aviation on the world stage and provide concrete statistical analysis to justify the economic importance of general aviation and also target areas for safety improvement. But a worldwide data-base to collect statistical data on general aviation activity (both safety and economic) still remains elusive.

Every year, the United States Federal Aviation Administration compiles statistical data on general aviation activities through voluntary on-line survey's completed by aircraft owners and pilots in the United States. The purpose of the Survey is to provide the Federal Aviation Administration (FAA) with information on

general aviation and on-demand Part 135 aircraft activity. The information obtained from the Survey enables FAA to monitor the general aviation fleet so that it can:

- Anticipate and meet demand for National Airspace System facilities and services; and
- Evaluate the impact of safety initiatives and regulatory changes; and
- Build more accurate measures of the safety of the general aviation community.

The data collected is also used by other government agencies, the general aviation industry, trade associations, and private businesses to pinpoint safety problems and to form the basis for critical research and analysis of general aviation issues. The Survey uses sophisticated data-analysis techniques to extrapolate the activity of the fleet based on the responses submitted by those responding to the Survey. This data proves invaluable in estimating the economic importance of general aviation when advocating for general aviation both at the national and the local level, as well as providing sound statistical evidence of safety trends, both positive and negative.

Other organizations such as EASA compile activity data and use it in analysis of safety trends, but to date no central repository exists to collect and analyze operational, economic, and safety statistics relative to general aviation. The International Civil Aviation Organization (ICAO) used to collect some of this data relative to general aviation; however, it stopped this back in the late 1990's. Today, the only statistical data being collected by ICAO is directly related to commercial air transport, leaving the needs of general aviation relatively unfulfilled.

IAOPA has been collecting statistical information from participating affiliates for years and despite its inaccuracies remains the only central collection of operational, economic, and safety data that exists for general aviation worldwide. (The most recent version of the report can be found on the IAOPA website.) Until such time as we can convince ICAO, or some other world aviation regulatory body, that parity with the commercial air carriers on the collection of statistical data is vital to general aviation, it becomes increasingly important that all affiliates strive to obtain the most accurate and up-to-date figures possible and transmit them to IAOPA Headquarters staff so that we can continue to capture general aviation activity on a global scale.

ICAO Update

by: Frank Hofmann, IAOPA Representative to ICAO

ICAO has just hosted the two-week long 12th Air Navigation Conference, attended by over 1,200 delegates from 140 countries. The purpose of the conference is for States to agree on the way forward to improve the efficiency of the air transport system. A cornerstone for those needed improvements relies on a more efficient global air navigation system based partially on new performance-based navigation capabilities. States are considering the proposal by ICAO to introduce new measures and equipment in stages and packages which ICAO is naming ASBUs, or Aviation System Block Upgrades. The ASBU's implementation is being planned in stages, blocks, as far into the future as 10 years from now. IAOPA presented papers which remind States that whatever is done, airspace access for GA has to remain a fact and allocation must be equitable. At the same time States are reminded that the standards created for international commercial operations should not necessarily apply in their entirety to international General Aviation (GA) operations or necessarily to domestic GA operations. Unfortunately for GA it is easier for a State to concern itself with only a single standard since creating a scaled standard for GA takes time, expertise, money and manpower. The other aspect to more elaborate procedures relying on new technology is that it is likely that at some point in the future those aircraft which are best equipped may be the ones that will be best served by the Air Traffic Management (ATM) system. IAOPA is working to make sure that the interests of general aviation are taken into account in the crafting of this policy document. At this time of economics driven policies which focus on 'efficiencies' it presents ever increasing challenges to make sure that the interests of general aviation continue to receive the attention of regulators and air navigation service providers.

IAOPA is also a participant on an Operations Panel sub-group for GA whose task it is to scrutinize the attempt to harmonize the Standards and Recommended Practices of Annex 6 Part I, Commercial Operations, with those standards in Part II meant to apply for GA operations. IAOPA is participating to assure that the GA point of view and GA's requirements are addressed properly as wording is transferred from Part I into Part II.

As well, IAOPA remains active on the Remotely Piloted Aircraft Systems (RPAS) study group as that group works on creating ICAO standards which the RPA industry world-wide seeks. In the interim, RPAs are finding their way in increasing numbers into airspace traditionally occupied by GA even before that industry has demonstrated that it has the detect and avoid capability needed for safe operations.

IAOPA has also worked closely with the ICAO secretariat to attempt to find a way to make it possible for LSA style aircraft to achieve some international recognition and operation. The problem as identified is that currently the only way aircraft can fly internationally and be recognized internationally is if they have a Certificate of Airworthiness, (CofA), which means that they have to first be type certificated (TC'd). The TC process is complicated and costs millions. IAOPA is hoping to find a lower cost way of achieving international recognition for aircraft of a mass lower than 750 kg. The project is ongoing.

In March 2013 ICAO is hosting an English Language Proficiency symposium in an attempt to draw the testing industry closer to a universal standard. IAOPA's own survey indicated a wide disparity in testing costs as well as a great diversity in what is considered to be proficiency at any of the levels. As was predicted by IAOPA, when English Language Proficiency was first discussed at ICAO, the whole process of testing has caused many pilots extensive cost and grief.

Language is of course a perennial problem, particularly since the ICAO Standards are discussed and written in English and are then translated, not only into the other five ICAO languages but also into the many other languages world-wide. Translations are time-consuming, costly, and are likely at the root of the many exceptions to the standards as first conceived by ICAO. However, many of us are guilty of making understanding even more difficult when we either do not use what is known as 'Simple English' or we turn to abbreviations as we try to save time.

To illustrate my point I have copied part of an email which I received today: *"In order to support the use of FSS systems for UAS CNPC links in non-segregated airspace, the technical and regulatory actions identified by studies under Resolution 153 (WRC-12) must satisfy the following conditions."* Other than some very common abbreviations such as ICAO, VFR, IFR, VHF, we would all be wise, given that only a small proportion of the world's population are native English speakers, and even a smaller proportion with a technical aviation vocabulary, to not use abbreviations. Please let IAOPA know how we can communicate best with each other as we look for ways to get our messages out with maximum effect. As we draw nearer to the end of this very busy year we wish you an aviation-filled holiday time and all the best for 2013.

IAOPA presents two Working Papers at ICAO Conference

IAOPA Secretary General Craig Spence and IAOPA Representative to ICAO Frank Hofmann participated in the ICAO 12th Air Navigation Conference held in Montreal from November 19th through November 30th. The purpose of the conference was to gain consensus, obtain commitments and formulate recommendations to achieve a harmonized global air navigation system for international civil aviation. Since the results of the conference will set the ground rules for airspace modernization efforts worldwide it was essential that general aviation was represented. Through our work with the commission, IAOPA was able to get the following language inserted into the conference report:

11.5.2 As a result of its deliberations, the Committee agreed to the following recommendation:
Recommendation 1/10 – Performance monitoring and measurement of air navigation systems, that the Conference:

a) Request States to ensure, as part of the aviation system block upgrade implementation, the principles of access and equity are included in all airspace modernization and redesign efforts;
b) request States to detail how they will monitor the service providers to ensure that they are providing fair, equitable, and efficient access to their services for general aviation operators; and
In working paper two, covering aerodromes, IAOPA was successful in getting the following language inserted:

d) Determine operational requirements in support of their airspace concept in accordance with the

processes described in the Performance-based Navigation (PBN) Manual in order to select the appropriate PBN specification;

e) including regulators, airport authorities, air navigation service providers, commercial operators, General Aviation and the military, work together at all levels and in close coordination to ensure successful performance-based navigation implementation.

Once finalized the summary reports will be published on the IAOPA website for your ease of reference.

New Integrated JAA Instrument Rating and Cirrus Transition Training Program/Pilots Training in Europe Can Now Complete Both in Less Than Three Months

Poznan, Poland and Duluth, Minn., USA (November 5, 2012) Cirrus Aircraft announced today that Cirrus Training Center (CTC), Aero Poznan, is now offering holders of a JAA/EASA pilot license an opportunity to add instrument rating in less than three months and get full Cirrus Transition Training at the same time – all in one, attractively priced package.

Aero Poznan, one of the leading Cirrus Training Centers in the world and operator of the European Cirrus Simulator Center, has introduced a new and unique training program. Their Integrated Instrument Rating Training with Cirrus Transition Training Course (IIRT/CTTC) is designed for JAA/EASA licensed pilots who wish to meet the demanding European Instrument Rating standards and get in-depth transition training for the state-of-the-art Cirrus SR22/SR22T at the same time.

The IIRT/CTTC syllabus combines all aspects of the required training:

- Ground training in the format of the distance learning.
- 35 hours of simulator training in one of the most advanced Cirrus full motion simulators in the world.
- 15 hours of in-the-air practical training on a fully equipped, newest Cirrus SR22 or SR22T.

Pilots who have successfully completed IR ground training with other JAA/EASA certified training organizations may opt to join Aero Poznan's Instrument Rating Training course at the practical part of the program.

More details of IIRT/CTTC can be found on Aero Poznan's website at poznan.aero or by emailing info@poznan.aero.

Ageing Aircraft in Australia

AOPA-Australia has recently responded to a call by the Civil Aviation Safety Authority of Australia (CASA) for comments about how it should best address the ageing GA fleet in Australia. AOPA-Australia representatives met several times with CASA's Continuing Airworthiness manager and a senior professional engineer from that section, and by the end of the process, were satisfied that CASA's intentions are genuinely motivated. CASA's discussion paper canvassed options for future action that would increase awareness among owners, operators and LAMEs, to the potential for problems as aircraft get older. Unsurprisingly, AOPA Australia shares the same goals as AOPA-USA on this question; that is, to maintain the safety of our aircraft, and protect our investments. AOPA-Australia told CASA that it would support an effective education and awareness program, particularly for licensed aircraft maintenance personnel, who are the best people to advise an owner about the airworthiness of their aircraft. President Andrew Adersen said that AOPA-Australia will not support one-size-fits-all regulations, and would be very concerned if other regulatory changes in the maintenance arena resulted in further requirements on the Australian GA industry that were not fully justified. A central question is the choice of maintenance schedules for GA aircraft owners in the future, if the CASA-sanctioned general schedule used by most private GA aircraft is withdrawn. AOPA- Australia pointed to the extremely high cost of developing and gaining approval for alternative maintenance schedules, given the general unsuitability of manufacturers' schedules for aircraft that fly less than 400 hours per year.

AOPA Responds to Proposal on New Regulations in Australia for Charter Operations

AOPA-Australia has also recently responded to CASA about proposed Australian regulations for parts 119 and 135, which cover the administration of air operators' certificates and the rules governing charter operations. AOPA-Australia is concerned that the proposed Part 119 might work for large airlines, but not

for small GA operators. Whilst some of CASA's proposals for regulating the air charter industry make good sense, particularly for IFR passenger-carrying operations, other aspects would be very onerous on small businesses that operate fewer aircraft, including many under the VFR. AOPA-Australia reminded CASA that small aviation businesses would not gain any benefit from mountains of paperwork that could threaten the industry. CASA has also sought comments about the idea of a "light touch" regulatory regime for scenic flights and freight in small aircraft. AOPA-Australia sees great merit in relaxed regulatory rules and standards for scenic flights, but it expressed caution about lowering the bar too far in freight operations. "Younger pilots don't always react correctly when commercial pressures and the weather clash in these types of operations, resulting in tragic accidents. We won't support arrangements that would put the most vulnerable of our members at risk", Andrew Andersen said.

Airservices Australia Sponsors AOPA-Australia Flying Scholarships

During November, AOPA-Australia secured the support of Airservices Australia, the air navigation service provider in that country, for a three-year sponsorship agreement worth almost AUD \$70,000 to support education of the next generation of pilots. Airservices will fund six scholarships per year to assist with costs associated with gaining post-Private Pilots Licence qualifications for aviation devotees. Airservices Executive General Manager Government and Industry Affairs, Unni Menon said the agreement recognised the essential role played by AOPA-Australia as part of a vibrant, growing Australian aviation industry. "We're proud to support the work of the organisation as they help young people progress their flying skills and to operate safely and pursue a career in the industry," Mr. Menon said. "This agreement is part of our wider contribution to the aviation industry in general and we look forward to building on this association with AOPA." Airservices and AOPA-Australia scholarships will assist recipients to further their flying training at minimal cost. Through the Airservices sponsorship, AOPA will provide each successful student with \$3,000 to subsidise the cost of post Private Pilots Licence qualifications such as an Instrument Flight Rules rating or a Commercial Licence. "We hope these scholarships will encourage young pilots to become active, long-term members of the aviation community and beyond," Mr. Menon said. AOPA-Australia will also be offering 20 Trial Instruction Flights to young people to start them on the path to becoming a pilot.

Further news about AOPA-Australia's activities is now available on its website, www.aopa.com.au and key events reported via Facebook and Twitter.

World Bank Exert Blogs on the Significant Contributions of General Aviation

A recent blog by Dr. Charles E. Schlumberger, Lead Air Transport Specialist with the World Bank and fellow GA pilot, highlighted the importance that general aviation plays on the world stage particularly when it comes to responding to natural disasters. The blog highlights general aviation's response in the wake of super-storm Sandy that hit the east coast of the United States in October. In the closing paragraph of his blog, Dr. Schlumberger reminds the readers that the efforts of projects to improve air transport around the world should be for the benefit of all users of the system. He states "many of the World Bank's air transport projects aim at improving air traffic surveillance infrastructure, enhancing regulatory oversight, and developing sector policies that are conducive to the sustainable development of air transport services in client countries. These efforts are not only aimed at air carriers, but also include GA". These are important words to remember when talking with your regulators. The entire blog can be read at: <http://blogs.worldbank.org/transport/general-aviation-and-disaster-relief>

Information on Seaplane Operations Needed

Anton Koutsoudakis, Board Member of AOPA-Hellas is looking for support in his fight to ensure appropriate levels of regulation for seaplanes in Greece. Greece has some 2000 small islands and good VFR weather, but there are no seaplanes, due to overly restrictive laws. Just recently, the Minister decided to have a new look on seaplane legislation. AOPA-Hellas noticed that there is currently very little understanding of the operational needs and capabilities of seaplanes within the Ministry and is looking to find information that will allow them to generate regulations that will promote, not hamper, the development of seaplanes within the country.

They are requesting information on the following subjects:

- Legislation for environmental protection from seaplane pollution.

- Safety as it relates to obstacle clearance surfaces for seaplane aerodromes.
- Safety procedures as they relate to crash, fire and rescue for seaplane operators. Officials are considering banning seaplane landings, unless there is a boat of six meters in length with outboard engine readily available.

Are there any applicable regulations in your country related to these topics? If you have any information please send to info@aopa.gr.

Air Safety Institute's Comprehensive Passenger Briefings/Better Survival Chances

As pilots, whenever we take up passengers we have the awesome privilege of providing them with a safe and pleasant flight. But aside from a quick "fasten-your-seatbelt" briefing do we frankly discuss what might happen in case of an emergency that could possibly end in a crash landing? After all, we don't want to frighten anyone. Unfortunately, accidents happen—and when they do, a little information can sometimes make a big difference. The Air Safety Institute's new video, [*Critical Information: The Passenger Safety Briefing*](#) may help broach this sensitive issue. The video covers often-overlooked items that should be part of every passenger briefing and provides helpful survival tips from NTSB and CAP experts, including the single best way to increase your odds of rescue.

Here's a scenario to think about: Imagine yourself as a non-pilot passenger in an aircraft that's just crash-landed. The pilot is unresponsive. The other passengers are gravely injured. Your only hope of survival is to be rescued soon...but will anyone know where to look? How can you call for help? See:

www.aopa.org/asf/video/passenger-safety-briefing.html..

Stories on AOPA-US Website with an International Flavor

Our electronic publications staff suggests the following stories on the AOPA website with an international flavor that may be of interest to you and your members.

Women of Aviation Worldwide Week 2013 to focus on aerospace:

<http://www.aopa.org/training/articles/2012/121115women-of-aviation-worldwide-week-to-focus-on-aerospace.html>!

Flight Design celebrates 25 years with special models:

<http://www.aopa.org/aircraft/articles/2012/121115flight-design-celebrates-25-years.html>!

New faces, familiar challenges after election:

<http://www.aopa.org/advocacy/articles/2012/121108new-faces-familiar-challenges-after-election.html>!

Pass on This Newsletter to Your Members - *Nothing can keep existing members, and attract new members by reminding them of the great work that AOPA 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.*

The International Council of Aircraft Owner and Pilot Associations represent the interests of more than 470,000 pilots and aircraft owners in 68 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.

IAOPA eNews is published monthly by the International Council of Aircraft Owner and Pilot Associations for the use of its affiliate members in representing and advocating general aviation and aerial work interests worldwide.

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