

[Plan to Attend the Eurocontrol General & Business Aviation Forum](#) | [EC Publishes Sustainable Agenda for General Aviation](#) | [IAOPA Europe Communicates Expectations to EC Conference](#) | [IAOPA World Assembly Features Day Trip to Santorini](#) | [AOPA-Israel Offers New Web Site](#) | [ELT Changes are Coming](#) | [IAOPA Input at ECAC Paris Facilitation Meeting](#) | [Online GA Security Course Offered](#) | [Jack Meinl — In Memoriam](#) | [Plan to Attend the 24th IAOPA World Assembly in Athens, Greece, 9-14 June 2008](#)

Plan to Attend the Eurocontrol General & Business Aviation Forum

This annual forum brings Eurocontrol, EC, and EASA personnel together with general aviation airspace users to discuss the current status and plans for European air traffic management. The 4 April 2008 event to be held at Eurocontrol headquarters in Brussels will be co-chaired by IAOPA President Phil Boyer and senior executives from Eurocontrol and EBAA and will feature a wide-ranging look at airspace access, future equipment requirements, and safety programs. Attendance at the day-long event is free but participants must pre-register at <http://www.eurocontrol.int/> or +32 2 729 3283.

EC Publishes Sustainable Agenda for General Aviation

The European Commission has adopted an agenda for general and business aviation in Europe. For the first time the Commission has studied this sector, quantified its value and identified the challenges that it is facing, proposing to integrate general and business aviation into the EU air transport policy. Improving data gathering, screening of legislation to ensure proportionality, and integrating general and business aviation into the capacity optimization initiatives are the main elements of this agenda.

EC Vice-President Jacques Barrot, Commissioner for Transport, said, "We fully recognize the value of non-commercial aviation and intend to work with this sector in Europe, as it is a large source of employment, expertise, technology and revenues".

Martin Robinson, Deputy Vice President IAOPA Europe, noted, "For the first time within Europe coherent and insightful policies have been formed for general aviation at the highest levels of government. This document provides an excellent blueprint to move forward with. We will work with the transport ministry and other government agencies to realize the promise of this agenda."

More information may be found at: <http://ec.europa.eu/>

IAOPA Europe Communicates Expectations to EC Conference

On 22 January 2008 the European Commission Director General of Transport held a high-level conference in Brussels to discuss future policies and regulation to support the theme "Towards a More Performing European Aviation System." The conference explored aspects of a European air transport industry dependent on an environmentally sustainable air transport system which must be supported by a safe, efficient and cost-effective air traffic management infrastructure.

IAOPA Europe's Martin Robinson told the 400 conferees that, "General aviation expects the Single European Sky and SESAR initiatives to deliver improved safety and efficiency while providing lower costs for using the airspace, airports and air traffic system.

"We support the stated principles for better regulation but need assurances that impact assessments are developed proportionately regarding regulations, fees and charges. EASA will need to vigorously follow these principles if their regulatory remit is to be successfully extended into the realm of airspace and ATM.

"The challenge for airspace users is how to refine the current collaborative decision making process within SESAR, ICB and EAB for overall improvement. We hear about "engaging with all stakeholders," yet there is a need for more engagement with GA – we want an equal opportunity to participate."

IAOPA World Assembly Features Day Trip to Santorini

After a heavy two-day schedule of business meetings, the IAOPA World Assembly registered delegates and their accompanying guests will be treated to a day-long trip to what is perhaps the best known of all the Greek islands, Santorini (Thira). Aegean Airlines will carry participants to the storied isle for a day of touring and relaxation.

While the serious work of determining IAOPA's policies for the future is the principal purpose for attending the World Assembly, the trip to Santorini and a number of other events will give participants a glimpse of Greek sights and culture in and around Athens and general aviation activities. More information about the 9-14 June 2008 Assembly is available at www.aopa.gr.

AOPA-Israel Offers New Web Site

Yigal Merav, AOPA-Israel Webmaster, notes that their redesigned website is available at www.aopa.org.il. The attractive new site features easy navigation and an expanded English language section.

ELT Changes are Coming

Reminder: All aircraft operating internationally must be equipped with an approved 406 MHz emergency locator transmitter after 1 July 2008. Note that these devices may be any approved type—portable, fixed or automatic—for existing aircraft.

COPA (Canadian Owners and Pilots Association) is faced with a slightly different problem, that of a Transport Canada proposal requiring all aircraft be equipped with a 406 ELT or an “alternate means of notifying the Rescue Coordination Center” at some future date, likely to coincide with the February 2009 cessation of 121.5 MHz monitoring by the search and rescue satellite system.

COPA has prepared an excellent article on the subject that will provide a useful perspective for those contemplating the switch to 406. See “ELT Options” at www.copanational.org/non-members/index.htm

IAOPA Input at ECAC Paris Facilitation Meeting

Lars Hjelmberg of AOPA-Sweden represented IAOPA at the recent European Civil Aviation Conference January Facilitation—Immigration Subgroup meeting in Paris. One purpose of the meeting and Hjelmberg’s comments had to do with the universal acceptance of an ICAO authorized crew member certificate (CMC).

The CMC is designed to provide faster and easier access to international airports. Additionally, IAOPA feels that it should provide a means of properly identifying the crew member to government authorities for administrative tasks in conjunction of the execution of his/her flight related tasks. Unfortunately, some States do not believe that this additional purpose is warranted or justified.

Hjelmberg told the meeting, “IAOPA believes that the CMC should serve as both a crew identity document (card) for the purpose of obtaining exemption from visa requirements and as an identity document (card) for security and access purposes. With access we include authorization data to be communicated by computer card readers for internet access to computer systems of authorities when performing required air crew duties. If not the crew will have to obtain various identification documents (cards) based on specific needs, adding to cost and complexity.”

IAOPA statements regarding CMCs include:

- They should be optional for non-commercial aircraft operations.
- The cost for the aircraft operator shall not exceed the cost of obtaining a similar governmental identity card.
- If a CMC is issued by an EU State it may be used as a substitute for the national identity card of that State, if one is already produced.
- Any required background checks should be funded by the State of issuance.
- Contracting States should include features on CMCs to grant Internet access to computer systems required in the performance of pilot duties.

IAOPA will be represented at a meeting of the full facilitation panel to be held at ICAO in Montreal in March.

Online GA Security Course Offered

General aviation security is a top priority for AOPA-US. To ensure pilots, flight schools, airport tenants, and businesses do their part to secure their aircraft and airports, AOPA teamed with the U.S.

Transportation Security Administration to develop the new online course, General Aviation Security. “AOPA and its members take GA security seriously,” said AOPA President Phil Boyer. “We’re working to make sure everyone associated with the industry understands the importance of security and why it is critical that we all play an active role in securing our aircraft and airports.”

The interactive course is divided into tracks for aircraft owners, renters, flight schools, and FBOs. For flight school and FBO employees, the custom tracks take you through the TSA’s annual recurrent security awareness training. Adopting principles from AOPA’s Airport Watch program, the course shows you examples of suspicious activity at airports and ways to handle a variety of scenarios.

The principles presented in this course have worldwide applicability and can be accessed at <http://flash.aopa.org/asf/gasecurity/gasecurity.cfm>

Jack Meisl — In Memoriam

One of Austria's most experienced pilots and longstanding president of AOPA-Austria passed away on 4 January 2008. Julius (Jack) Meisl, born on 27th October 1930, got his first flying lessons in a de Havilland Tiger Moth during the late 1940s with the British Royal Air Force. On his last birthday his son presented him with a de Havilland Tiger Moth, commemorating the first airplane he flew during this training.

When he returned to Austria in 1953 to become president of the family owned coffee business, he started using his aircraft for business trips throughout Europe. He was known for setting high standards both for his company and for himself while flying. His technical skills and knowledge often surpassed those of even experienced mechanics. This interest led him to set up and successfully develop his own aircraft maintenance organization, Gate V.

Jack Meisl never believed blindly in authority or rules. He was a true liberal, always open minded for new and intriguing ideas; the unusual and adventure attracted him. He proved this by enjoying intercontinental flying, including an around the world trip. Air rallies were also one of his many passions. He always combined business with his passion for flying: looking after the interests of Meisl Coffee on the shores of the Lake Baikal, in Uzbekistan, or negotiating in a tent in Saudi Arabia, he always succeeded to combine business with new experiences and flying. And he never missed the opportunity to deal with coffee producers in Brazil, the Touaregs in Algeria or just with Meisl interests at his place, the Graben in Vienna.

Jack Meisl, the co-founder of AOPA-Austria and their president for more than 30 years, rarely missed an IAOPA Europe Regional Meeting. His advice was respected; his interventions on the national or European level were effective. His keen humour always provided a portal for many enjoyable evenings of general aviation discussions. The values he demonstrated, his openness and his desire for adventure were enviable qualities. We know he is still seeking new horizons on this, the last leg of his fascinating journey.

Plan to attend the 24th IAOPA World Assembly

The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 470,000 pilots and aircraft owners in 66 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.

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