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### **27th IAOPA World Assembly Location Announced**

The International Council of the Aircraft Owner and Pilot Associations announced today that its 27th World Assembly will be held in Beijing in 2014. Craig Spence, secretary general of the council and vice president of AOPA's Operations and International Affairs, said that a fall date in Beijing is under consideration. The IAOPA World Assembly in Beijing will mark the first time that IAOPA has convened in China.

"The selection of China as our Assembly location highlights just how important Asia has become to the growth of general aviation," Spence said. "A number of aircraft manufacturers now have operations and partnerships in China, and there are promising signs that China itself is embracing the broader use of GA as part of its transportation system and economy. We think this is a perfect time to convene in China and demonstrate just how vital general aviation can be."

Delegates to the Beijing conference will discuss a wide range of general aviation issues and take part in aerial activities. Those issues will include airspace and freedom of flight, air traffic control services, user fees, security and just how AOPA chapters throughout the world operate.

Final venue location and exact dates will be finalized soon. Recent past assemblies have been held in South Africa, Israel, Greece, France, Brazil, U.K., and Switzerland. The last IAOPA assembly held in Asia took place in Japan in April 1995.

Interest in general aviation has expanded with the Chinese economy, and a 2012 study by the consulting firm Booz Allen Hamilton found a latent demand for at least 400 private business jets in China that each could be expected to fly 60 to 80 hours annually.

### **Monthly ICAO Report**

Six Air Navigation Commission (ANC) meetings were held in addition to a work planning meeting and a deliverables meeting. The ANC has felt the need to schedule its work more realistically so that the proper background work can be accomplished before decision-making meetings are held. The Commission decided to put the question of an increased age limit, 65 years, to States. If States agree, it will have an impact on the employment requirements and therefore on the economic welfare of flying schools, airports, and General Aviation.

IAOPA provided input into the discussion of the role of translation and interpretation for proceedings at ICAO. Language services are costly and account for over 40% of ICAO's expenses. The question before the ANC is whether to increase these services to cover more of the meetings and written material.

As a member of the General Aviation Study Group (GASG), IAOPA has provided input into the work of aligning the SARPS of Annex 6 Part II with those of Part I. The requirement of fuel reserves for GA aircraft was addressed. Similarly, the use of Electronic Flight Bags for GA aircraft was discussed. IAOPA made a submission to the GASG to allow GA aircraft less than 5700 kg and carrying four occupants or fewer exempted from the requirement to equip with flight recorders. As well, IAOPA continues to work with the Secretariat to have the firefighting requirement in Annex 14 removed from the Annex for airports serving primarily GA aircraft.

IAOPA attended the two-day New Generation Aviation Professionals Task Force meeting where a new vision was developed following four years of existence with little accomplishments. IAOPA's role will consist of helping in the outreach portion of the mission.

The Unmanned Aerial Vehicle Study Group met for a week to advance the work of generating guidance and SARPS for the operation of Remotely Piloted Aircraft (RPA). The group's aim is to complete its work on guidance material by the end of this year. It is unusual for ICAO to write guidance material before the Standard is put into place but the reverse procedure was forced by the attempt to have States produce their own standards in a harmonized fashion. To meet the 2013 deadline, the Study Group is defining its scope for the work it needs to complete, limiting itself strictly to the guidelines which will be used for the international operation of RPAs. .

## **2012 IAOPA Activities Report**

The summary of IAOPA activities accomplished during 2012 is complete and will be mailed to IAOPA affiliates (along with their invoice for 2013 dues). This report highlights the many activities undertaken by the organization to protect general aviation around the globe. An excerpt from the report:

*IAOPA continued to gain strength in the international aviation arena from an increased membership base when the Board approved and welcomed AOPA-United Arab Emirates and AOPA-Trinidad and Tobago, ending the year 2012 with 71 affiliate members. IAOPA staff continued an active membership campaign by providing affiliation information and guidance to interested pilot groups in Andorra, Argentina, Costa Rica, Mongolia, Morocco, Qatar, and Sri Lanka.*

If you would like an electronic version of the 2012 Activity Report, please contact IAOPA Headquarters.

## **IAOPA in Brazil**

Last month IAOPA Secretary General Craig Spence had the pleasure of visiting Brazil as the guest of Mr. George Sucupira, APPA/AOPA-Brazil President, and Humberto Branco, APPA/AOPA-Brazil Vice President and observe the efforts being undertaken to protect and grow general aviation by APPA/AOPA-Brazil. The brief visit was packed with meetings at the highest levels of the Brazilian Government including the President and Directors of ANAC, the Executive Secretary and Chief of Staff of the Secretariat for Civil Aviation, as well as the Deputy, DECEA and it was obvious that APPA/AOPA-Brazil, and George in particular, are extremely influential in advocating for their members and general aviation at every key level of government. In our conversations we discussed how IAOPA working in conjunction with APPA/AOPA-Brazil can work together to educate pilots in the country and raise the safety conscience through targeted analysis of accident and incident data and then utilizing existing training programs available through the Air Safety Institute to improve the overall safety culture. Additionally, we explored ways that working together in the future to offer APPA/AOPA-Brazil members additional benefits and services and other areas of cooperation. Overall, the experience was fantastic and I truly believe that working together both organizations will become stronger, and that general aviation in Brazil, and around the world, will benefit as a result.

## **Hearing on Single European Sky II Plus**

On Monday, 21 January 2013 at the European Economic and Social Committee a hearing was held in respect of single European Sky II Plus. IAOPA Europe Senior Vice President Martin Robinson attended the meeting representing the interests of general aviation, and IAOPA affiliates in the region. The European Commissioner for Transport Mr. Siim Kallas gave the opening address in which he referred to the cyclic nature of commercial air transport pointing out that both growth and downturn of activity happens quickly in this business. Therefore ensuring capacity for a future return to higher levels of commercial transport is seen as important in the future of Europe. As well, SESAR is vital for future success. He said, "Europe is still a long way from achieving a single European sky but we do have the tools". Full details of the meeting and IAOPA's take on how the single European sky program is, or is not going, can be found at [www.iaopa.eu/](http://www.iaopa.eu/).

## **AOPA-Australia Speaks Up on Medical Proposals for Mature Pilots**

*Submitted by IAOPA Europe* - Last month IAOPA Secretary General Craig Spence had the pleasure of visiting Brazil as the guest of Mr. George Sucupira, APPA/AOPA-Brazil President, and Humberto Branco, APPA/AOPA-Brazil Vice President and observe the efforts being undertaken to protect and grow general aviation by APPA/AOPA-Brazil. The brief visit was packed with meetings at the highest levels of the Brazilian Government including the President and Directors of ANAC, the Executive Secretary and Chief of Staff of the Secretariat for Civil Aviation, as well as the Deputy, DECEA and it was obvious that APPA/AOPA-Brazil, and George in particular, are extremely influential in advocating for their members and general aviation at every key level of government. In our conversations we discussed how IAOPA working in conjunction with APPA/AOPA-Brazil can work together to educate pilots in the country and raise the safety conscience through targeted analysis of accident and incident data and then utilizing existing training programs available through the Air Safety Institute to improve the overall safety culture. Additionally, we explored ways that working together in the future to offer APPA/AOPA-Brazil members additional benefits and services and other areas of cooperation. Overall, the experience was fantastic and

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### **COPA for Kids tops 10K Mark**

The Canadian Owner and Pilots Association (COPA) For Kids aviation program is a success, with more than 10,000 Junior Aviators flown since the start of the program, thanks to the efforts of COPA member pilots and volunteers across Canada. To recognize COPA For Kids pilots, COPA National will be providing lapel pins to COPA Flights that hold these events for distribution to pilots flying Junior Aviators. The 2012 COPA For Kids Aviation Program was a great success with 3,149 children flown. That's more than double the children introduced to aviation in 2009 when COPA members provided 1,365 children ages 8-17 to a free flight. In 2012 there were 70 events scheduled by 43 COPA Flights and some Flights organized up to four events during the year.

### **AOPA-Australia Safety Seminars Continue**

AOPA-Australia continues to support aviation safety through its program of seminars around the country. 52 people attended the seminar in Adelaide, South Australia, on 17 November. AOPA-Australia Vice-President Phillip Reiss and CEO Steve Crocker gave presentations about the importance of flying safely. The seminar was supported by the Australian Civil Aviation Safety Authority (CASA), and Airservices Australia, who provided interesting speakers on topics of great interest to the attendees. Also well received was the presentation made by Bevan Anderson, the developer of Avplan, a popular iPad flight planning and EFB app in Australia. AOPA-Australia thanked Flight Training Australia, one of the country's leading pilot training academies, which provided the venue and helped support the event at Parafield general aviation airport.

AOPA-Australia says that these seminars are intended to help the GA community make the most of their aircraft and flying activities. Another seminar is being held in Melbourne, Victoria, on Saturday 16 February, at the Royal Victorian Aero Club at Moorabbin Airport. All GA pilots are welcome at these events.

### **Air Safety Institute Real Pilot Story - Underwater Escape**

You're inverted, suspended by your safety harness, as water floods the cockpit. Your brain scrambles to understand the situation: You need to escape, but how? Nothing looks the same upside down. Your trembling fingers have trouble undoing the seatbelt latch and grabbing the door handle. And, where is your life vest?

Would you know what to do—how to get out of the airplane and reach the water's surface? For pilots all over the world, the prospect of crash landing in water is one of the scarier emergency scenarios to imagine and prepare for in aviation. Vancouver native Bryan Webster says pilots are right to be afraid. In the Air Safety Institute's latest [\*Real Pilot Story\*](#) he recounts a wild flight as a passenger in a Cessna 150—one that went from "normal" to "unconscious in an inverted, flooded cockpit" in fifteen seconds flat. He also shares some of the extensive knowledge he's amassed while training more than 5,000 people in water egress techniques. Hear the rest of the story, and find out what should be on your mind before your next overwater flight.

*Produced with the generous support of the COPA Flight Safety Foundation and Donner Canadian Foundation.*

### **Discontinuation of International Insert**

Those of you that are subscribers to the *AOPA PILOT* magazine (AOPA-US) will notice a change in the February 2013 edition as the international insert has been discontinued effective with that issue. The costs associated with production of the special two page insert that was focused on our international subscribers became too excessive which resulted in the decision being made to pull the plug. The staff at *AOPA PILOT* (US) is exploring alternative ways to get that information out to pilots around the world, including the possible inclusion of an "International News" section that could be distributed to all subscribers, not just those that live outside of the United States. More information will be detailed as plans unfold. As always, your suggestions are greatly appreciated.

***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.*

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The International Council of Aircraft Owner and Pilot Associations represent the interests of more than 470,000 pilots and aircraft owners in 71 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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