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### **Regional Officer Election, Regional Reorganization**

As mentioned in IAOPA eNews – November 2012, the IAOPA Nominating Committee met at AOPA-US Summit in Palm Springs in preparation for selecting candidates for regional vice president positions. After extensive discussion, and soliciting input from all active IAOPA affiliates, the following were nominated and duly elected to serve as regional vice presidents:

- Kevin Psutka, President, Canadian Owners and Pilots Association – North America Region • George Sucupira, President, APPA/AOPA-Brazil – South America Region
- Hua Jianhua, Vice President, AOPA-China – Asian Region
- Andrew Andersen, President, AOPA Australia – Pacific Region
- Koos Marias, President, AOPA-South Africa – Africa-Indian Ocean Region
- Martin Robinson, CEO, AOPA-United Kingdom – European Region and Senior VP IAOPA

These individuals will serve in this capacity for the term effective 1 January 2013 and expiring on 31 December 2016.

As IAOPA looks to the future and explores ways to engage ICAO at the regional level, the importance of the regional VP program will increase. In order to increase our effectiveness there have been slight changes to the regional alignment to more properly correspond with ICAO regions and regions adopted by other associations with similar size and scope. The most noted change is the separation of the Asia-Pacific region into two separate entities, taking into account the diversity of general aviation within this broad geographic area. We are in the process of updating the IAOPA website to reflect this new regional breakdown but anticipate that the work will not be completed for several weeks. If you have any questions in the interim, please feel free to contact IAOPA Headquarters for more details.

### **A Year of Progress on International Freedom to Fly**

*by: AOPA-US e-Publishing Staff*

The core issues remain much the same as they were 50 years ago, when AOPA joined forces with a handful of counterparts to create an international organization representing general aviation. Onerous fees, taxes, and other costs remain a barrier to many; there remain many threats to airspace access, and unnecessary burdens imposed by regulations that benefit no one.

Times have changed, and progress is being made. The International Council of Aircraft Owner and Pilot Associations grew to 71 member organizations with the addition of the Island Aircraft Owners Association representing pilots in Trinidad and Tobago. The IAOPA World Assembly convened in April in Stellenbosch, South Africa, with members passing a series of resolutions including initiatives to develop universal airport policies, optimize flight training, create standards to minimize the risk of sharing airspace with remotely piloted aircraft, expand international pilot certificate reciprocity, ensure GA access to airspace, and reduce the cost of flying imposed by equipment mandates.

Collective action produces results, and there were several examples during the year. European regulators rescinded a costly transponder mandate that dated to 2006 and was appropriately applied to transport aircraft, but unnecessary for GA operations. The tendency of regulators to apply the same rules to commercial and GA operations has been a theme throughout the 50-year existence of IAOPA, a trend that the organization has made progress in reversing.

IAOPA continued to groom leaders within the member organizations who can draw on the long experience of the collective organization to develop relationships with the decision-making bodies, and raise awareness about the value of GA to communities and nations around the world. This year, IAOPA helped shape the agenda of the International Civil Aviation Organization with the addition of major initiatives with potential to benefit pilots worldwide.

IAOPA participated in the ICAO 12th Air Navigation Conference in November, and succeeded in including language in the conference report that urges national-level regulators to ensure "principles of access and equity" are included in all airspace modernization efforts. The report also calls on ICAO member States to

detail how they will monitor service providers to ensure those principles are followed, and include GA interests and organizations in a collaborative and coordinated effort to implement modern navigation systems and procedures.

In addition, the ICAO Air Navigation Commission is studying a “risk-based approach” to airport firefighting that could reduce costs, and ICAO, at IAOPA’s urging, also moved to create a standing forum for GA issues. Individual national-level organizations marked progress in various efforts to enhance the understanding of GA and its value.

IAOPA also marked 2012 with a leadership transition, with the retirement of John Sheehan after 15 years of service as secretary general. In an interview shortly before the World Assembly, Sheehan noted that the organization is “coming of age,” with its member groups no longer bystanders subject to the whims of their governments. They have become a real powerhouse in determining their own destinies,” he said. Sheehan was succeeded by Craig Spence, named to the permanent post in October after taking over for Sheehan on an interim basis in May.

### **AOPA-China at AOPA-Philippines Air Link College 29th Anniversary**

AOPA-China was welcomed to participate in AOPA-Philippines Airlink International Aviation College 29th Foundation Day Celebration by President and Airlink International Aviation College founder, Captain Geronimo Amurao, along with Chief Legal Officer Attorney Gomer Amurao, Treasurer Elizabeth Castillo and all of their team. The event enhances students’ social, cultural and practical skills development while providing an opportunity for industry related partners and guests to meet and participate in not only an educational but very entertaining celebration.

Airlink International Aviation College is one of Philippine’s top aviation institutions with emphasis on academic excellence, values management, efficiency, effectiveness, safety, and a technologically-based quality education. They are committed to serve the Filipino industry with top pilots, technicians and aviation related professionals, as well as serving as a fixed platform for promoting GA in the Philippines. The college has over 900 students, and a fleet of 28 Cessna aircraft, including a 64-passenger YS-11. Captain Amurao, AOPA-Philippines President, along with AOPA-Philippines Vice-President Crisostomo Abanes, Airlink Director Raymundo Cocjin, Air Safari Managing Director Captain Joy Roa, and the entire team of AOPA-China had the opportunity to deeply analyze the Philippines’ general aviation history and current situation. The passion and dedication witnessed throughout the event from both educators and students gave us the certainty that through everyone’s hard work and unity Asian GA is constantly improving and expanding.

The Philippines is one of the founding members of IAOPA along with USA, Canada, Australia and South Africa. Their extensive GA history has led to making this wonderful country the crib of GA and GA related industry. Every year they organize different events to promote and develop aviation in the region and AOPA-China assures they will become a constant participant in these future events. AOPA-Philippines annual events include: Hot-air Balloon “Fiesta” (2013 February 21-23), annual International Aviation College Anniversary Celebration (October), regular fly-ins to the surrounding islands, among others.

### **Multi-National Group Looks at Ways to Cut Certification Costs**

The goals of lowering costs and increasing safety are driving a government-industry effort to revise the certification rules for aircraft from simple piston-engine airplanes to highly complex twinjets. Streamlining certification under Part 23 of the federal aviation regulations could make it simpler and cheaper to bring new aircraft and products to market. Pilots could experience the benefits first in the form of more affordable equipment available by supplemental type certificate.

The current regulatory structure makes it more difficult—and costly—to bring new innovations to the cockpit. The Part 23 Reorganization Aviation Rulemaking Committee is developing recommendations that would put more of those devices within reach for pilots and reduce the cost of bringing aircraft to market, paving the way for new and innovative designs to enter the GA marketplace. The goal: improve safety by a factor of two while reducing costs of bringing a new product to market by 50 percent.

The working group’s recommendations would define airplanes by complexity and performance rather than weight and propulsion, making it easier for simpler GA aircraft to come to market. It also would give manufacturers an alternative to today’s prescriptive certification requirements. The FAA would set

standards based on safety and accept industry consensus design standards as one means of compliance.

Light sport aircraft illustrate the cost benefit of using consensus standards in lieu of today's cumbersome Part 23 requirements. The industry may not have delivered the \$60,000 airplanes many pilots hoped for, but consider the price tag of the two-seat Cessna 162 Skycatcher compared to the Part 23-certificated Cessna 172 Skyhawk. The LSA's \$149,900 base price is less than half of that of the four-seat version. The industry is looking to develop standards through ASTM, which developed the standards for light sport aircraft, although the FAA could accept standards from other bodies. Aviation authorities from around the world have worked together and are expected to accept the certification standards, so Part-23 certificated aircraft could enter the worldwide market easily.

Consensus standards such as those developed by ASTM require involvement from consumers as well as manufacturers. Type clubs and other industry organizations could provide valuable insight into what pilots need from aircraft certification; and AOPA urges those interested in participating in the process to join the [ASTM F44 committee](#), which will create these new standards, so you can voice your opinion on what is needed.

The working group, which meets regularly, will deliver its recommendations to the FAA in the spring of 2013. The FAA will consider the recommendations as it develops a proposed rule for rewriting the certification rules of Part 23; pilots are encouraged to bring their suggestions to their representatives such as AOPA.

Link to the full story: <http://www.aopa.org/advocacy/articles/2012/121129better-equipment-for-less-reg-rewrite-targets-cost-saf.html>

### **Air Safety Institute Real Pilot Story - "Ambushed by Ice"**

If you fly in colder climates, or plan to visit an area prone to cold temperatures, you should learn all you can about avoiding inflight icing, lest its weight bring you down. The Air Safety Institute looked at an event that took place in the United States, where pilot Dean Clark was on a flight he'd made hundreds of times. He knew the airplane well and there was no serious weather in the forecast.

But, that didn't keep him from coming close to being one of the 13 icing-related accidents that occur each year, on average, in general aviation aircraft. Find out what happens in this latest Air Safety Institute's Real Pilot Story. Listen as Clark tells the gripping story of his unexpected struggle in ice-filled clouds—enough ice to nearly bring down his Cessna 182. The chilling tale will make you think twice before taking any risks with ice this winter. Watch aircraft photos taken after the flight, and take the opportunity to [review some critical facts](#) before flying this winter. Funding for "Ambushed by Ice" was made possible by the Donner Canadian Foundation and the Canadian Owners and Pilots Association's Flight Safety Foundation.

Need more information about flying in cold weather? Check out the [Air Safety Institute's Cold Weather Operations Spotlight](#) to better understand the practical side of winter flying. The spotlight includes award-winning courses and relevant safety quizzes all gathered in one easy place.

***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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