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AOPA-Australia Welcomes New President

AOPA-Australia welcomed a new president, Andrew Andersen, at its 2012 Annual General Meeting (AGM) in Bankstown in May. Andrew took over from Phillip Reiss, who stepped down after three successful years in the top job.

Phillip took over as President of AOPA-Australia at a difficult time for the organisation, following the resignation of the CEO and as a result, his work encompassed both the President's role and management of the organisation for an extended period. Management improvements at AOPA under Phillip's leadership have resulted in reduced costs and assured the ongoing financial viability of the organisation.

Phillip was also the driving force behind the new AOPA Safety Seminars which are now in place across the country. He also re-affiliated AOPA Australia with IAOPA. "Aviation is a global industry and decisions made in the international arena influence regulations in Australia", Phillip explained.

New President, Andrew Andersen, thanked Phillip for his outstanding service to AOPA. "The huge contribution Phillip has made to the organisation makes even the finest words insufficient. Thank you, Phillip, and congratulations on a highly successful Presidency."

Andrew said he expected to continue to build on the successes achieved by his predecessors. "The changing regulatory landscape is a constant worry for us, but it is a significant opportunity for AOPA as well. With the support of everyone in our extended team, I believe we can positively influence the direction of GA in Australia."

AOPA members who attended the AGM learned of the Association's recent successes in its representation activities, which include forcing a re-think on the unsatisfactory proposed Part 91 regulations, new aircraft fitment rules for surveillance and navigation, encouraging the development of the Recreational Pilot Licence proposal, and participation in all key industry consultative forums. "AOPA is frequently the only non-airline industry voice in many situations", Andrew added. "If you are involved in GA but not a member of AOPA, you're unrepresented".

Andrew also thanked Office Manager, Kylie Lovell, and CEO, Steve Crocker, for organising the AGM. "We are fortunate to have such committed people, prepared to dedicate much personal effort for the Association, and I would like them both to know that their excellent work is always and very much appreciated", he said.

New Leadership at AOPA-New Zealand

IAOPA has just recently learned that AOPA-New Zealand has a new president; Stuart Clumpas replaces the retiring Hamish Ross. Our thanks and best wishes go out to Hamish for his service and support for general aviation over the years. And a warm welcome aboard to Stuart!

IAOPA at ICAO – Major Initiatives Underway to Protect GA

IAOPA's representative to ICAO, Frank Hofmann has succeeded in getting two very important items on the agenda for the Air Navigation Commission which would benefit General Aviation pilots worldwide.

First, note an item of importance for all GA pilots but especially for member States who are saddled with the burden of rescue and fire-fighting requirements at GA airfields. IAOPA has been active with the Commission and has been instrumental in getting them to reexamine the requirements for rescue and firefighting services (RFF) and to strive for a “risk-based approach to providing RFFS at aerodromes”. Two weeks ago IAOPA asked for your input on the subject and asked that you provide information letters which detail your States’ requirements which your AOPA feels are unnecessary and are very costly to the users. To date, responses have been few and we need more examples to strengthen our argument for less stringent RFF requirements. An opportunity to ask for change to RFF requirements comes around once every ten or twenty years and so it is important that you provide input not only to IAOPA, but also with your national authority or transport agency. (A separate email message to all Affiliates detailing suggested actions is being sent.) As part of the discussion on the subject, ICAO will be sending a survey to your State seeking input on existing RFF requirements, particularly at GA aerodromes. For the IAOPA initiative to be effective, you need to make personal contact with your authority in an effort to explain the effect stringent RFF requirements have on the benefit and subsequent costs to GA operations. If you have not responded already, please consider this an urgent request to respond. Remember, we need you to:

- indicate if your airports require RFF services on standby during airport operation hours,
- comment on whether airports may stay open when RFF services are unavailable (nights, holidays),
- comment on the resulting landing charges devoted to RFF, if known, and
- comment on what types of airports do not require RFF services.

A second item is equally important and highlights the importance of being part of IAOPA and how working together we can make a difference. ICAO is considering opening a standing forum for issues related to General Aviation through the creation of a sub-group with adequate expertise, to deal with the alignment of provisions and other issues relevant to GA. Through IAOPA’s work at ICAO and the dedication and commitment expressed by key leaders of the Commission and Secretariat the importance of General Aviation in the global air transportation system is being realized. IAOPA will continue to engage with affiliates and ICAO and keep you updated on all developments.

FAA and EASA Meet in Cleveland

During the week of June 12th through the 14th IAOPA Secretary General Craig Spence had the pleasure of joining IAOPA Senior Vice President Martin Robinson for the 2012 U.S./Europe International Aviation Safety Conference that was held in Cleveland, Ohio. The 28th such conference held. The theme for this year’s conference was “Maintaining the Course for International Collaborative Success” and as most of you would guess was focused on providing an avenue for the regulators and the regulated to get together to discuss accomplishments and challenges not only from the past, but also what lies ahead. Of course the big elephant in the room for many of the regulators and airlines was the European Emissions Trading Scheme and its implications, but remarkably this was not discussed in any great detail. Instead many of the issues discussed were central to general aviation such as pilot training and over-regulation.

A common theme among both the regulated and the regulators was that both sides feel stressed because resources are strained and all face multiple priorities vying for those limited resources. Despite this limitation, there was a great deal of discussion, both on the program and in the halls during the breaks, that we must undertake the challenge of increasing the pilot population and reducing the regulatory burden imposed on the industry if we are to move ahead.

Almost 20 percent of the program focused on pilot training, the pilot supply and finding the aviation professional of the future. The aviation industry faces a “Perfect Storm” of conditions that are coming together to make the job of finding qualified pilots willing to satisfy the needs of airlines, let alone other segments such as business aviation or aerial work. In the US, the pending retirement of many pilots currently flying, new rules that will up the minimum number of hours required before you can step into the right seat of a commercial airliner, the cost associated with training to reach that level, and the fact that

the industry has been battered by bankruptcies resulting in changes to work rules, the elimination of pensions and low pay for entry positions all combine to make solving the problem that much more difficult. This situation is playing out all over the globe.

If there is a single bright spot in all of doom and gloom it is that a healthy and robust general aviation infrastructure is critical to solving this problem, and that getting youth involved in aviation is a must if we are to succeed. General Aviation airports are the best places where kids can get an up-close view of what it is like to fly and almost every pilot needed will get their first flights in a GA aircraft. Programs need to be undertaken that will get kids involved early and provide an opportunity for youth to experience firsthand the freedom and excitement of taking to the air. Many of these exist today, but it will take a redoubling of effort on the part of industry and the regulators to solve this problem. IAOPA and affiliates around the world will be key in making this succeed.

Equally encouraging were discussions that focused on the proportionality of regulation and the safety continuum in aircraft standards. That's a fancy way of saying that a PA-28 or a C-172 doesn't need the same certification standards as a Gulfstream 650 and that a common sense approach to aircraft certification could cut the cost of bringing new aircraft to the market and would stimulate innovation and new ideas. But these efforts cannot be undertaken in a vacuum and must be openly communicated with other nations so that changes made in one region don't impact the ability to certify the aircraft in another.

What I took away from the meeting is that the importance of general aviation is recognized on the world stage and that a strong IAOPA is now more important than ever. Coordination and collaboration not only on a regional scale, but also in a global context is essential to solving many of the problems we are facing and we can influence the outcome. We have our work cut out for us but together we can and will make a difference.

New Hope for AOPA-Lebanon Pilots

Following a series of meetings with AOPA-Cyprus and IAOPA, the authorities in Cyprus have removed obstacles which had the effect of making it impossible for pilots from Lebanon to fly into Larnaca and on to other destinations worldwide. The blockages, many of them security-related, have been relaxed to the point where any Lebanese pilot, pre-cleared by AOPA-Lebanon, can fly to Cyprus with 72 hours' notice. The Cypriots have agreed to work on reducing this to 24 hours. At the same time, moves have begun to reduce landing and handling fees at Larnaca from €450 to around €112. While these fees are still on the high side, they will have the effect of encouraging private flights between Lebanon and Cyprus, which have been almost moribund for several years. The new head of the Cypriot CAA is a former general aviation pilot with some 800 hours experience and an understanding of the problems GA faces, and the low risk it represents. At a time when Cyprus is taking over the Presidency of the European Union, it is good to be able to report some positive aviation news from the island.

Clearance to fly into Cyprus at an affordable cost is a huge boon to AOPA-Lebanon pilots, who have effectively been confined to their country because of problems at Larnaca. Pilots have been reduced to flying local sorties from Beirut - the two other airfields in Lebanon are military-only. With the prospect of being able to fly only one hour to Cyprus opening up, the Lebanese have ordered two brand new glass cockpit Cessna 172s. AOPA-Lebanon will do the pre-entry clearances, sending the names and details to Cyprus three days ahead for flights to be pre-authorized.

Martin Robinson, who took part in the negotiations, said: "We are now working with the airport to get the landing and handling fees down from €450 to a more sensible level, and the target price is €112. The airport wants a couple of weeks to sort this out with the handling agent and we believe we will get some progress there.

"The Cypriot authorities, from the Minister of Transport and the Head of the CAA on down, have been very helpful and there is a lot of goodwill between all parties. The airport is keen to see more traffic

coming through, so everyone is a winner. To pilots outside Lebanon it may seem onerous to have to arrange on a Wednesday to fly on the Saturday, but that is a huge improvement on the situation before today, and we will be working to reduce the notice period further." (See IAOPA Europe e-News for more details <http://www.iaopa.eu/contentServlet/IAOPA-Europe-Enews-July-2012#More2>).

Cheaper Medical Certificates for Members of AOPA-Greece

AOPA-Greece reached an understanding with a number of AME's who volunteered to offer new reduced prices for the required Medical Certificates. The offer is open to all AOPA-Greece members, with valid AOPA member cards. It also includes all members of European AOPA's who have the same medical standards.

This cost reduction is more than welcomed, especially by PPL members, due to the difficult economic situation of the country. Renewal of a PPL medical certificate previously cost €180-200 and now will be only €80. Initial PPL medical cost was more than €200 and now will be €110. Renewal of CPL medical will now cost €120. The sum saved by each pilot, is actually greater than the annual subscription to AOPA-Greece at €48 per year. (Contact AOPA-Hellas for more information info@aopa.gr).

KAVALA Air Show 2012

More than 65 light and micro-light planes gathered at Kavala airport for the International Air Show, on June 22-24, 2012. More than 30,000 spectators from all over Greece were there for the event. Red Bull with an acrobatic helicopter and a micro-light seaplane were the highlights of the evening. At the same time, impressive was the performance of military helicopters that participated.

Kavala Air Show is now an established yearly event. It is actually the only general aviation event of South East Europe. It is hoped that in the next few years it may grow up, and get a place between the General Aviation events of the continent. (Contact AOPA-Hellas for more information at info@aopa.gr).

AOPA-Sweden's 50th Anniversary Fly-in at ESMG Getting Closer!

Pilots all across Europe are invited to help AOPA-Sweden celebrate its 50th anniversary at their fly-in at Ljungby Feringe GA airport (ESMG) on August 4th and 5th. You are promised a warm welcome and an interesting weekend in the Land of the Vikings! AOPA-Sweden was founded in 1962 and has made a huge difference to general aviation in Scandinavia over the past 50 years. AOPA has set the standard in communications with Swedish authorities and has established itself as a respected partner in aviation. Jan Stridh of AOPA-Sweden says: "Having enjoyed the hospitality of AOPA members all over Europe during our fly-outs down the years, we have decided it's time for a little payback. Now it is our turn."

The European Aviation Safety Agency (EASA) has Certified the First Types in a Newly Created Certification Category for Light Aircraft

EASA has been actively working to address feedback from industry and operators stating that the regulatory framework applying to recreational aircraft is too burdensome.

Following the PS-28 Cruiser from Czech Sport Aircraft and the Flight Design CTLS-ELA, the Evektor SportStar RTC is the third aircraft type to be certified under new specifications designed specifically for Light Sports Aircraft (LSA). Aeroplanes in this category have up to two seats and a mass of less than 600kg.

EASA has been actively working to address feedback from industry and operators stating that the regulatory framework applying to recreational aircraft is too burdensome. The publication in June 2011 of new Certification Specifications for LSA (CS-LSA), based on international standards, was the first result of this work. It has now allowed LSA to be certified and operated in Europe.

Commenting on this development, EASA Executive Director, Patrick Goudou, said "I am very pleased to see the industry make use of these new Certification Specifications for LSA, which will benefit manufacturers, operators, and pilots. Going forward, LSA and other light aircraft are likely to become an economic and environmentally friendly replacement for part of the aging General Aviation fleet."

The PBN Approach Map Tool has Gone Live

The Performance Based Navigation (PBN) approaches map tool is a major step forward to see in one single overview where and what kind of PBN procedures have been implemented and can be used (depending on aircraft airworthiness and operational approvals).

This new tool, developed by EUROCONTROL, illustrates the implementation status and plans for performance based navigation (PBN) final approaches in ECAC area.

PBN approaches include RNAV (GNSS) and RNAV (RNP) approaches, which comply respectively with RNP APCH and RNP AR APCH navigation specifications of the ICAO PBN manual. Implementation status information is based on the publication of approach procedures in national AIPs. Implementation plans are collected from individual countries. Please note that implementation may be subject to delays due to a number of factors (e.g. difficulties to collect obstacle data for procedure design, unforeseen issues faced in the procedure design phase or delays in the approval for publication by the supervisory authority). These publication plans should not be considered as commitments by a country.

The PBN Approach map is accessible to all users of the EUROCONTROL extranet via the [Onesky Online services](#) (username and password required).

If you do not have a Login ID and Password for the EUROCONTROL Extranet, please register yourself using this [self-registration form](#).

GA Manufacturers' Log 'Mixed' Performance

By: Dan Namowitz

General aviation shipments and billings fell 2.1 percent in the 2012 first quarter, as segments showed mixed performances and industry leaders monitored congressional action that could improve availability of financing.

The General Aviation Manufacturers Association (GAMA) [released figures showing](#) that in the first three months of 2012, worldwide GA airplane shipments declined from 377 units in 2011 to 369 units. Billings of \$3.39 billion marked an 8-percent decline from \$3.68 billion.

Manufacturers shipped 184 piston airplanes, down 2.1 percent from 188 units delivered during the same period in 2011, GAMA said. Turboprop shipments rose 3.3 percent, with 63 delivered compared to 61 in the 2011 first quarter. Business jet shipments totaled 122 units, down 4.7 percent from 128 delivered during the 2011 first quarter.

EASA Safety Conference 'Safety Oversight: Managing Safety in a Performance Based Regulatory Environment' to be held in Cologne from 10 – 11 October 2012 at the Maritim Hotel

This Conference will enable the aviation community to meet and to share the most updated information related to this issue with highly knowledgeable aviation experts from various sectors of Aviation Industry and Regulators from around the world.

For further details please visit <http://easa.europa.eu/conferences/pbo/>. To participate in the Safety Conference, please complete the [online registration](#) before Friday, 14 September 2012. The workshop is only accessible to registered participants, who will receive a confirmation. The Agency levies an administrative fee of €80 from all conference participants (speakers and press free of charge).

If you have any questions please contact Ms Carmen Andres at +49 221 89990 2205 or by email at asc@easa.europa.eu

IAOPA E-News now 12 Times Per Year

In order to provide an easier avenue for IAOPA affiliates to let their members know what IAOPA and other AOPA's around the world are doing to protect their ability to fly, IAOPA will now be producing the e-News 12 times per year versus the current 8. We surveyed AOPA's around the world as to the effectiveness of the IAOPA Bulletin that was produced 4 times each year and if it would be beneficial to eliminate the bulletin and concentrate on transmitting the news via the e-News format. The overwhelming response was that the bulletin was cumbersome and difficult to share with members and thus the information never reached the member. As our focus with the e-News in the future will be on what local AOPA's and IAOPA are doing to make it easier for our members to fly. Each affiliate AOPA is encouraged to submit stories

that we can post in e-News to share your successes, and failures, so that others can benefit. We will also be covering each month IAOPA's activities at ICAO and regional regulatory engagements as well so we encourage you to pass the information onto your members.

Links to Stories with an International Flavor posted on AOPA-USA Website

Flying/flight planning

Bahamas Island hopping offer

<http://www.aopa.org/flightplanning/articles/2012/120531island-hopping-ga-style.html>

Mexico overflight fees

<http://www.aopa.org/flightplanning/articles/2012/120531mexican-atc-fees-catching-pilots-off-guard.html>

TFRs for UK Olympic games

<http://www.aopa.org/flightplanning/articles/2012/120508uk-prepares-ga-for-olympic-games-restrictions.html>

AERO coverage

<http://www.aopa.org/aircraft/articles/2012/120420flight-design-ctls-earns-easa-certification.html>

<http://www.aopa.org/aircraft/articles/2012/120418china-revives-cirrus-sf50.html>

<http://www.aopa.org/aircraft/articles/2012/120418diamond-shows-off-new-airplanes-and-powerplants.html>

http://www.aopa.org/aopalive/?watch=VneGZpNDrlASdT9iGBc0o87oRv_FdY0#&category=Aircraft
(AOPA Live)

News

AirShares Elite expands to Australia

<http://www.aopa.org/aircraft/articles/2012/120621airshares-elite-expands-down-under.html>

TBM 850 Elite delivered to Thailand

<http://www.aopa.org/aircraft/articles/2012/120620tbn-850-elite-racks-up-sixteenth-delivery.html>

Solar Impulse crosses Gibraltar Strait

<http://www.aopa.org/aircraft/articles/2012/120607solar-impulse-crosses-gibraltar-strait.html>

EASA LSAs

<http://www.aopa.org/aircraft/articles/2012/120607easa-certifies-first-three-light-aircraft-under-new-ru.html>

Turboprop takes flight in Australia

<http://www.aopa.org/aircraft/articles/2012/120523new-turboprop-flies-in-australia.html>

Jetman flies over Rio

<http://www.aopa.org/aircraft/articles/2012/120503jetman-makes-rio-flight.html>

China Caravan production

<http://www.aopa.org/aircraft/articles/2012/120503china-to-produce-caravan-for-in-country-sales.html>

Diamond in Austria

<http://www.aopa.org/aircraft/articles/2012/120403new-diamond-in-austrian-sky.html>

Advocacy

AOPA Italy

<http://www.aopa.org/advocacy/articles/2012/120502aopa-italy-reverses-government-luxury-tax-on-private-a.html>

World Assembly

<http://www.aopa.org/advocacy/articles/2012/120501aopa-generates-resolutions-at-world-assembly.html>

New Zealand feature

http://www.aopa.org/members/files/pilot/2012/may/f_new-zealand.html

<http://www.aopa.org/aopalive/?watch=RwdnVnNDqs67ABfvW32HXa2O1f-yPStD> (AOPA Live video)

AOPA Live ICAO interview with Fuller

<http://www.aopa.org/aopalive/?watch=U5OWU3NTqsnqw-fjX2mjjgLzp3yl78jG>

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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