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Fuller to Step Down as AOPA President and CEO - AOPA Board of Trustees to Conduct National Search for Successor

Frederick, MD - Craig L. Fuller, president and chief executive officer of the Aircraft Owners and Pilots Association, the world's largest aviation association, has notified AOPA's Board of Trustees of his intent to step down from his position and from the Board. He plans to remain in his current role until a successor is ready to assume the position. The Board will conduct a national search for his successor. Following the decision to leave AOPA, the succession process was developed by working together, said William C. Trimble III, Chairman of the Board.

Fuller, who took office January 1, 2009 and is only the fourth president of AOPA since the association's founding nearly 75 years ago, will assist with the search for a new president and the transition to a new administration.

In conveying his decision to the Board of Trustees, Fuller, 62, noted that he made a five-year commitment to AOPA when he was appointed president. As he approaches the fulfillment of that commitment, he said he is looking forward to taking on new challenges and opportunities. "I have flown since age 17, and flying has been part of my life ever since. I will always be grateful to the AOPA Board of Trustees for having given me the opportunity to serve the general aviation community and AOPA's 385,000 members in a leadership position," said Fuller. "It has been a privilege to work with my colleagues on a strong set of initiatives that have built on the decades of hard work by AOPA Trustees and members of the management team. With the end of my five-year commitment approaching, this is an appropriate time for me to consider new opportunities and allow the Board time to recruit a successor."

"The process of finding a new leader can now go forward as all of us at AOPA roll up our sleeves to fight the day to day battles that seem to keep coming our way," said Fuller. "The team will not miss a beat this year as we lay the groundwork for the future."

"During his more than four years as president of AOPA, Craig served nobly and professionally. He has advocated strongly on behalf of the general aviation community in Washington, built bridges with the other aviation associations, improved member communications and generated promising ideas for tomorrow," said Trimble. "We recognize the importance of finding a leader who can continue to inspire all of us in these challenging times. We are focused on finding a leader who shares our vision and convictions as well as the talent and capabilities necessary to achieve our goals." Trimble, who has chaired the AOPA Board of Trustees since 2005, said the Board will form a search committee shortly and retain an executive search firm to begin looking for AOPA's new leader.

Since 1939, AOPA has protected the freedom to fly for thousands of aviators and aircraft owners. From its headquarters in Frederick Md., offices in Washington, D.C. and seven regions of the U.S., its representatives interact with local, state and federal elected officials and government representatives to ensure the safe and steady growth of general aviation. AOPA offers members a variety services, including flight planning products, safety seminars and studies and publications, as well as insurance, legal, aircraft financing and title services.

Air Safety Institute President visits AOPA-Switzerland

AOPA Foundation President Bruce Landsberg was a featured speaker at AOPA-Switzerland's annual Flight Safety Seminar held in Zurich in February. More than 170 pilots attended to hear about safety issues that are the same the world over: fuel mismanagement, VFR into IMC, airmanship issues during takeoff and landing are some of the challenges facing pilots of technologically advanced aircraft. While in Switzerland, Bruce had the opportunity to fly over the Alps in a Pilatus PC-7 that belongs to the Fliegermuseum based in Altenrhein.

Bruce also visited with the Executive Director of EASA, Patrick Goudou and Deputy Director for Strategic Safety John Vincent to discuss how different light GA operations are from the airlines and how different regulatory approaches have been so successful in the United States. Copies of the Nall Report which allows the U.S. AOPA Air Safety Institute to target its programs to specific problem areas were presented.

Seaplanes Operations in Greece

Next time you may come to Greece, remember to take a seaplane flight. A new law is now in front of the Parliament that allows seaplane operations to start. AOPA-Greece fought hard to make that happen. "We made a lot of contacts with Government Officials, Members of Parliament, etc. On technical matters we made presentations based on technical information provided by other AOPA's whom we would like to thank", said Anton Koutsoudakis, President AOPA-Hellas. He added, "Especially we would like to thank Mr. Kevin Psutka of the Canadian Owners and Pilots Association (COPA) for his valuable assistance." Although the new law is still in the Parliament, flying schools, air taxi operators and the like have started preparations for the new business opportunities that are coming. General aviation in the country is expected to get a big boost as a result. This victory shows the power of AOPA's working together and that local efforts can really pay off not only for general aviation within your state, but for the industry as a whole.

AOPA-Australia Concerned about Withdrawal of Terminal Area Forecasts

Following a review, the Australian Bureau of Meteorology has issued a draft paper that proposes major changes to the provision of Terminal Area Forecasts (TAF) in Australia. AOPA-Australia is most concerned by the Bureau's intention to withdraw TAFs from 78 GA airports and downgrade the forecast service at an additional 29. This would mean that more than 40% of Australia's airports will receive no forecast service, or substantially less than they do now. The changes are being driven by the Australian airline industry, which under that country's cost recovery policy exert a heavy hand over aviation services and infrastructure and related government policy. AOPA-Australia is studying the recommendations and will be responding in detail to the Bureau's proposals in March.

AOPA-Australia Engaged on GA Aircraft Maintenance Rules

AOPA-Australia is busy developing a response to a package of documents issued by the Australian Civil Aviation Safety Authority (CASA) that discuss options for new rules for maintenance and airworthiness management of non-airline aircraft.

CASA introduced new Part 42 and 145 regulations in Australia in 2011, but these apply only to airlines. Andrew Andersen, President of AOPA-Australia, notes that maintenance regulations that are designed for airlines, don't work for GA. "Airlines fly routine operations and have large organizations and complex management structures", Andrew said. "GA works on flexibility. We know from our friends in IAOPA-Europe that airline rules simply don't work for general aviation. GA operations are based on flexibility and corporate bureaucracies are not necessary to maintain and operate GA aircraft safely."

To its credit, CASA has acknowledged that GA needs separate treatment and has begun an extended period of consultation with the Australian GA industry. AOPA Australia has already shared its preliminary views with CASA and is liaising with leading type clubs and other non-airline organizations. Of particular concern to AOPA Australia are options that would make manufacturers' recommended component time limits mandatory and require even small GA maintenance organizations to implement Safety Management Systems and complex organizational structures.

"Our overall goal should be to get GA flying more and increase aircraft utilization. That will create economic capacity for fleet renewal, equipment improvements, pilot currency and many related safety benefits", Andrew concluded.

IAOPA Secretary General Attends the World ATC Conference

IAOPA attended the first World ATM Congress jointly hosted by CANSO and ATCA. The show was attended by over 5,000 people and 100 Air Service Navigation Providers from around the globe. While the conference was intended to address air traffic issues globally, a majority of the issues centered on NextGen and SESAR and the conference was extremely airline centric. It is clear that IAOPA has a great deal of work ahead of us to make sure that airspace modernization efforts, particularly in light of the ICAO Aviation System Block Upgrades, take all airspace users into account and that a positive business case can be found for general aviation.

Memorial Flight in Remembrance of Hans Gutmann

The Austrian and Luxembourg Aero-Club has taken up the organisation of the 1st Memorial Flight Rally in Remembrance of Hans Gutmann. The flight will be departing on 16 June 2012 from Gragnano Trebbiense, Italy, and the pilots will stop in France, Spain, and Portugal before arriving in Bitburg, Germany, on 23-24 June. The Flight Rally will honour the memory of Hans Gutmann who was a well-known pilot and event organiser who held several positions within the FAI including President of the FAI General Aviation Commission. This was the position he held when he tragically died on board his plane near Piacenza, Italy, on 18 June 2011. Further details and information are available at www.airshow.lu and on the [FAI Events Calendar](#).

Presentation at ICAO Next Generation Aviation Professionals (NGAP) Conference

IAOPA Secretary General Craig Spence attended and made a presentation to the ICAO Next Generation of Aviation Professionals Conference that was held during the first week of February. The regional conference is the first of four being held by ICAO to examine how to close the gap on the pilot and mechanic population around the globe over the next two decades. Over 280 attendees from 26 different countries participated in the event. Overall, participation by IAOPA in the event was enthusiastically supported and a desire for greater regional participation by IAOPA was encouraged. For more information on the program and a list of follow-on regional meetings go to www.icao.int/safety/ngap.

AOPA-Guyana Celebrates 23rd Birthday

The Aircraft Owners Association of Guyana will be celebrating its twenty-third birthday on March 26, 2013 in conjunction with the formal opening of Ogle International Airport after a series of improvements that were just completed at the airport, bringing it up to the latest ICAO Standards and Practices. In addition to representing general aviation in dealings with the Guyana Civil Aviation Authority, AOPA-Guyana owns and operates the only fully certified aircraft maintenance training organization in the Caribbean, the Art Williams & Harry Wendt Aeronautical Engineering School (AWHWAES). The school is certified to ICAO, EASA, and CAA (UK) standards and has graduated over 211 students since it was founded.

Aging and the General Aviation Pilot—Research and Recommendations

There's no denying it: The pilot population is growing older. It's a shift that poses real challenges for the industry, and raises important questions about GA safety. And eventually the question arises if you should be flying the same way you did when you were younger. How much does aging impact pilot performance? Does it affect certain skills more than others? And what's the bottom-line impact on safety? If you're young at heart but concerned about the effect of aging on your flying ability and safety, examine the Air Safety Institute's new report, [Aging and the General Aviation Pilot: Research and Recommendations](#). The study looks to the past 20 years' worth of scientific research on older pilots for answers. Based on a review of more than 30 published studies, the report summarizes both the overall impact of age, and effective ways pilots can minimize or delay any negative effects. One of the key research insights reveals that different pilots experience the aging process very differently. In some respects this is an oversimplification, but it also reflects a basic truth we see around us in our daily lives: There is chronological age, and there is "true age," and the two do not always correspond. As pilots, we play a major role in making important, and sometimes difficult, decisions about our own fitness to fly. This is not a responsibility to be taken lightly. Together, this publication and its companion piece—the Air Safety Institute's *Aging Gracefully, Flying Safely* [online course](#)—provide sound guidance to make good, well-informed choices.

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 71 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.

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