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IAOPA Europe Regional Meeting

IAOPA European Regional affiliates held their first meeting of 2009 at the Aero Friedrichshafen general aviation exhibit on 4 April 2009. Representatives from 16 affiliates participated in the meeting chaired by IAOPA Europe Senior Vice President Martin Robinson.

Highlights:

- IAOPA Secretary General John Sheehan presented outgoing IAOPA Europe Regional Senior Vice President Ruedi Gerber with a plaque recognizing his exceptional service to regional affiliates and to AOPA-Switzerland.
- SESAR is progressing slowly; IAOPA Europe will have another opportunity to participate in its further development, with consulting assistance funded by the European Commission.
- EASA proposals for flight crew licencing, operations and maintenance continue to be a major area of focus. EASA appears to impose regulations without sufficient rationale or need. A number of these proposals will affect aircraft and pilots registered and licenced outside of Europe.
- Protecting airports is an ongoing issue in most European countries; affiliates are working to ensure their survival.
- A recitation of issues and concerns were common to most affiliates: airport preservation and access, airspace restrictions, excessive fees and taxes, overbearing regulation and non-responsive governments. IAOPA Europe has been working with the European Commission for three years to gain support for general aviation within the EU. It was successful in having the EC create a major policy paper on the sustainability of GA within Europe last year. Now, the European Parliament has released a preliminary statement that supports the EC document in some detail, using many of the issues/statements created by IAOPA Europe. The EP document will require EASA and national aviation authorities to report on the progress of GA support within their spheres of influence. This is a major and welcome breakthrough, but the document must go to final form and gain recognition within all branches of government. See [2008/2134\(INI\)](#)

How Valuable is Your Airport?

It's worth more than you think. This subject arose during discussions about preserving and protecting airports at the recent IAOPA European regional meeting. Unfortunately, hundreds of general aviation airports worldwide are threatened by municipalities, real estate developers and people who just don't like airports. But, when shown the actual value of the airport in terms of cash flow and its ability to attract business to the community, people's minds are often changed. While determining the value of one's airport may seem to be a daunting task, it is not really that hard. The simple formulas and methodology contained in the AOPA-US web page, "What's Your Airport Worth?" make the task easier than you think. This methodology has saved scores of airports in North America and may work for your airport, too. See www.aopa.org/asn/apsup03.html.

IAOPA Featured in International Publications

The first 2009 issue of the ICAO Journal features articles written by Craig Fuller and John Sheehan of IAOPA, describing the challenges and possibilities for worldwide general aviation. This publication is provided to thousands of readers, notably State ministries of transport and civil aviation authorities from around the world. This issue of the Journal is available at www.icao.int/icao/en/jr/2009/.

The entire 2009 edition of the Eurocontrol Yearbook features general aviation, including a number of articles written by IAOPA European officers and others presenting IAOPA European positions. It may be found at [here](#).

Policy Manual

A completely revised edition of the IAOPA Policy manual is now available on the IAOPA web site – www.iaopa.org. The manual will be available only on the web site in an effort to incorporate policy changes in a timely manner. All known and current world assembly resolutions have been included in the

manual as have policies arising from documents submitted to ICAO and agencies of the European Commission.

This document contains a wealth of information developed over the years by IAOPA affiliates and through situations and cases arising from international initiatives and cases. Please take a careful look at its contents; there are many good ideas developed by affiliates and members faced with challenging situations that are not too different from those we face today.

Netherlands Mode S Missteps

The Netherlands was the first country to mandate Mode S transponder equipage for VFR operations in Europe. However, these additional S transponder returns soon overwhelmed the ability of the Schiphol TMA surveillance equipment's ability to sort out the greatly increased number of returns. The Netherlands Air Traffic Control authority stated in their AIP Supplement: "The radar clutter is increased to such an extent that Schiphol Approach cannot properly provide air traffic control. This radar clutter is a safety problem and is, therefore, not acceptable."

The first move made by the government was to ban all VFR traffic from underneath the TMA, however that proved to be unacceptable for AOPA-Netherlands and others. After a week of intensive meetings with the Department of Transport, AOPA-Netherlands representatives convinced them that closing this area due to radar cluttering is the wrong action to guarantee safety. Therefore, the ATC authority decided to ban the use of Mode S transponders for a wide area underneath the TMA and "permit" VFR traffic to operate below 1,200 feet in this area.

The irony of this is that the Netherlands imposed the unpopular requirement for Mode S equipment on VFR operations without exploring the negative consequences of their actions. Ultimately, the airspace below the Schiphol TMA was made less safe due to the authorities' lack of foresight.

IAOPA Asia Regional Meeting

IAOPA Regional Vice President Capt. Geronimo Amurao presided over the IAOPA Asia Regional Forum on February 12, 2009 which was held in conjunction with the 14th Philippine International Hot Air Balloon Fiesta (PIHABF), 12-15 February 2009, at the Clark Field Economic Zone. Representatives from 18 countries of three (3) IAOPA regions (North America, Europe & Asia) participated in the forum, discussing a wide range of general aviation issues. The meeting was opened with an address by Ruben F. Ciron, Director General, Civil Aviation Authority of the Philippines, welcoming participants to the forum and stating his support for general aviation.

Energy concerns were a major issue discussed at the forum with Capt. Amurao calling for a "...starting point to be innovation, conservation and collaboration to ensure the building of a new world for energy consumption. The next energy era should be lead by scientists, educators, politicians, policy makers, environmentalists and leaders of industry to ensure success in avoiding the coming energy crisis."

Capt. Amurao noted that, "Discussions held at the forum provided a common growth outlook of general aviation and strengthened the resolve of everyone to act in harmony in pro-actively responding to common challenges and opportunities towards mutually beneficial and sustainable relationships."

World Assembly Dates Set

The 2010 IAOPA World Assembly will be held in Tel Aviv, Israel 6-11 June 2010. A website providing details of the assembly will be established in the near future by the host organization, AOPA-Israel.

The document containing all of IAOPA's comments may be viewed in the Current IAOPA Activities section of the IAOPA web page at www.iaopa.org.

New Website for AOPA-South Africa

See www.kwikwap.co.za/aopa/wmenu.php for an improved and more comprehensive web site for AOPA-South Africa.

Kenyan Civil Aviation Regulations Challenged In Court

The Kenyan CAA recently imposed a new set of civil aviation regulations that features a one-size-fits-all system. AOPA-Kenya President Harro Trempenau notes, "It's simple to apply, but its grinding aviation to a halt. Operators and pilots are unanimous that the bureaucracy created by KCAA is not only unnecessary, but fundamentally fallacious and counter-productive."

Kenyan aviation stakeholders have gone to the High Court over the KCARS, pointing out that operators and pilots are not against regulations, per se, but that the regulations must be reasonable and not damage their livelihood and injure the economy. Because of this the KCAA recently approached the stakeholders and a committee was established to review the KCARS and come up with a set of parallel

regulations for domestic operation of aircraft under 5700 kg. MTOM. The Committee, consisting of KCAA, Kenya Association of Air Operators, aero club and AOPA delegates, will deliver its report to KCAA Director-General within three months. Trempenau said, "It is hoped that this will lead to a more reasonable approach toward regulating light aviation in East Africa and bring some hope into the industry."

ICAO Aviation Security Panel Meets

IAOPA participated in the 20th ICAO Aviation Security Panel meeting 30 March – 3 April 2009. The agenda primarily involved bringing the panel up-to-date on the progress made by the Implementation Support and Development Program on the mandate given it by the ICAO Assembly Resolutions of 2007. Meeting issues concerned the effect the Universal Oversight Programme (USOAP), the Regional Safety Oversight Organizations (RSOO) and the Cooperative Aviation Security Programme (CASP) has had concerning the sharing and exchange of safety and security information, transparency and the establishment of partnerships and alliances. Other issues discussed dealt with the training aspects of security personnel, the trend toward implementing a Security Management System (SeMS) at airports, new and emerging threats (e.g. cyber attacks), the positive effect of building unpredictability into the security system.

Of the several Security Strategic Objectives reviewed the one regarding general aviation and aerial work operations was of greatest interest. IAOPA Representative Frank Hofmann reiterated the position that GA/AW be differentiated from the risks experienced by airline operations. Additionally, GA/AW interests must remain aware of the potential security effects on facilitation issues, contained in ICAO Annex 9. The annual high level security conference will be held 19-21 October 2009 to deal with the issues raised by the panel so that appropriate resolutions may be prepared for the 2010 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.

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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