



### **IAOPA Mourns the Loss of Captain Geronimo “Gerry” Amurao**

Capt. Geronimo “Gerry” Amurao, former President of AOPA Philippines and IAOPA Regional Vice President died July 12.

AOPA Philippines Sec. General Gomeriano Amurao, Gerry’s son, paid tribute to Amurao’s life and contributions saying “we the members of AOPA Philippines mourn the loss of one of the driving forces of our association in the person of Capt. Geronimo ‘Gerry’ A. Amurao who has succumbed to his illness. He will surely be missed.”

Amurao went on to say that Gerry’s memory will serve as an inspiration to all young aviators in the world. “Thank you to all our friends in IAOPA who touched his life and were touched by his.”



AOPA Japan also spoke fondly of Amurao saying that his enthusiasm in international flight encouraged them to take many over-water flights to the Philippines.

“Gerry was a driving force and true believer in general aviation and his impact on the organization was profound. Our condolences go out to his family and friends, our thoughts and prayers are with them at this difficult time,” said AOPA President Mark Baker.

### **AOPA-US, COPA URGE RECIPROCITY FOR GA MEDICAL REQUIREMENTS**

AOPA and the Canadian Owners and Pilots Association (COPA) sent a joint letter to the FAA and Transport Canada, urging their respective governments to develop certain

reciprocities with regard to each other's medical certification regimes.

As more pilots choose to operate under new medical alternatives, reducing the regulatory burden will benefit general aviation and each country's economy—especially the travel and tourism industries.



“AOPA welcomes Canadian pilots to fly in the United States, and I believe a new partnership will not only benefit both countries' economies but will also allow general aviation to thrive well beyond U.S. borders,” said AOPA President Mark Baker. “Qualifications to obtain U.S. and Canadian pilot and medical certificates are similar, and I see no reason as to why we can't operate safely in each other's airspace.”

More than 11,000 pilots have taken advantage of the new BasicMed medical alternative in the United States. Not long after its launch, the [Bahamas agreed to allow pilots flying under BasicMed](#) in their airspace.

Many U.S. and Canadian pilots would like to travel in bordering countries but are restricted because of these limitations. Leaders at AOPA and COPA hope the FAA and Transport Canada will come to an agreement.

COPA is asking the FAA to expand the special flight authorization (SFA) regime to include Canadian certified, limited, and amateur-built aircraft operated by Canadian recreational pilots. “We are pleased to be collaborating with our partners, including AOPA, FAA and Transport Canada, to reduce cross-border regulatory burden faced by general aviation pilots,” said COPA President Bernard Gervais. “Developing a reciprocal agreement around our two countries' medical regimes will create opportunity and facilitate general aviation, contributing to economic growth for communities on both sides of the border.”

*([Story](#) by AOPA Communications Staff, July 7, 2017)*

## **AOPA Portugal Secures Changes on GA Entry Requirements**

Pilots flying to Portugal from Spain, France, Germany, and other countries in the EU belonging to Schengen were taken by surprise by the issuance of a NOTAM (number A1919/17 or DO296/17) that required they land at international airports to clear customs. Pilots were informed that General Aviation aerodromes in Portugal, such as Cascais, Coimbra, or Portimão for example, could only receive such flights if prior authorization by ANAC was obtained.

The restriction was based on Portuguese law concerning the operation of aerodromes and airports. Under its provisions, based on national security considerations, only international airports, such as Lisboa, Porto and Faro, were exempted. IAOPA Europe wrote a letter to the Portuguese minister of Planning and Infrastructure, stating that these airports are not accessible to General Aviation due to their high tariffs and intense commercial traffic.

IAOPA Europe understands that reasons of national security may require that pilots of non-commercial flights should send all required information concerning the identity of travelling people, matriculation and insurance of aircraft, by email and beforehand, as it is presently required by ANAC. However, the need of prior formal authorization by ANAC (closed after 6 p.m. and during weekends), seems an unnecessary burden seriously compromising the viability of many flights.



On July 7th, 2017 that decision was reversed and the NOTAM cancelled. In an email to IAOPA, the Portuguese Civil Aviation Board announced such cancelation, and consequently the imposition of restrictions to flights on to and from Schengen countries have been lifted. IAOPA applauds the decision by the Portuguese CAB and their swift action once the problem had been identified. For more information or additional details contact AOPA Portugal or check at [AOPA Portugal's website](#).

## **ICAO Mid Year Update – July 2017**

What we all want is freedom to fly. For that we need our regulators to understand GA's needs. And the result has to be aviation regulations that are risk based and appropriate to our GA sector, not made for commercial air transport.

So, where do national regulators get the standards that their countries' regulations have to meet? The International Civil Aviation Organization (ICAO) for the most part, is where.

IAOPA has had a continuous presence at ICAO since 1964. It has lobbied to help assure that the standards which are developed result in fair and equitable access to airports and airspace at an affordable price. Our world-wide 79 affiliate AOPAs need to work with their own countries' authorities to make sure they implement the intent of the ICAO standards, keeping GA in mind. At the same time, these affiliates engage in continuous communication with IAOPA headquarters and its ICAO representative to keep their concerns prominent at ICAO and with its delegations.

While it sits at ICAO's table, IAOPA behaves as a good citizen and provides expertise on matters of concern to all of aviation, while simultaneously keeping the issue of GA in its sights.

IAOPA's typical day at ICAO includes participation in the regular meetings of the Technical Commission made up of experts from 19 countries and 8 industry groups, of which IAOPA is one. Here all manner of aviation issues are discussed and decided. Some of the more intense discussions of recent months have involved dropping unnecessary and costly rescue and fire-fighting requirements at airports, remotely piloted aircraft (drone) safety, creating performance-based navigation regulations, personnel identification cards, the need for regulatory cost-benefit analysis, lithium battery carriage, safety and security, cockpit video recording, runway lighting, international acceptance of aviation documents, fatigue management and ADS-B.

The Technical Commission itself relies on advice from many ICAO-approved expert



groups. Besides contributing at the Technical Commission, IAOPA sits on several of these expert panels. The Flight Operations Panel recently discussed performance based navigation. The concern here for GA is that more accurate navigation performance should be required only where necessary and not automatically in all airspace nor at all airports. The coming of GPS has been great, but that technology is enabling service providers such as Air Traffic Control units to squeeze more airplanes into a finite airspace. That of course affects GA pilot training requirements, on-board equipment and airport access.

For 8 years IAOPA has sat as expert advisor on the special groups creating the rules for international drone operations. (ICAO labels drones 'Remotely Piloted Aircraft', RPA). Specifically, IAOPA provides expertise regarding drone airworthiness matters. IAOPA continues to fight to assure that the airspace traditionally used by GA remains safe.

As well, IAOPA recently joined an advisory group whose goal is to develop safe operating practices for smaller drones flying domestically, particularly at altitudes under 500 feet.

The multitude of issues facing ICAO continues to increase in numbers and complexity. So, too, does the work required of IAOPA as it seeks to satisfy the needs of GA and of the regulatory body. IAOPA's active presence and contributions at ICAO ensures that GA's voice is being heard and its relevance and importance maintained.

## **COPA Launches GA Safety Campaign**

The Canadian Owners and Pilots Association (COPA) and Transport Canada have announced the launch of a new campaign aimed at educating pilots, passengers, and the general public on key areas related to safety in general aviation. Through an investment by Transport Canada over the next three years, the General Aviation Safety Campaign will highlight important topics in several areas of general aviation.

The announcement was made at a panel discussion at COPA's 2017 Convention and Trade Show held in Kelowna, B.C. June 24.

Aimed at both pilots, industry stakeholders, and the public, the campaign will address: promoting compliance with safety regulations, building awareness of safety hazards and risks, enhancing collaboration on safety strategies, promoting Canada's State Safety Program and safety objectives, and increasing public confidence in civil aviation. The safety campaign represents a partnership between Transport Canada and COPA, supported by an advisory committee comprised of partner associations from across Canada.



“COPA is proud to partner with Transport Canada in launching this exciting initiative to not only inform members of the general aviation community, but also the public on some of the important safety topics relevant to general aviation,” said Bernard Gervais, president and CEO of COPA. “As general aviation pilots, we take pride every day in committing ourselves to the highest standards of safety

both for our passengers and ourselves. COPA is pleased that Transport Canada has chosen to work with us in this educational context in order to avoid imposing costly and unnecessary regulatory burdens on Canadian pilots.” Full details can be found on [COPA's website](#).

[2018 World Assembly, stay for the Show and get WOW'ed](#)



## 29<sup>th</sup> IAOPA World Assembly Update Warbirds Over Wanaka (WOW)

Our hosts in New Zealand have assembled a top-notch business and entertainment package for participants in the upcoming [29<sup>th</sup> IAOPA World Assembly](#). When making plans, be sure to include a few extra days at the end to enjoy the world-renowned Warbirds Over Wanaka (WOW) International Airshow. In 1988 aviation entrepreneur Sir Tim Wallis shared his passion for Warbirds and Classic Aircraft with the public by creating an Airshow that is now a biennial center piece of Central Otago's tourist attractions. The first airshow and country fair attracted 14,000 visitors to Wanaka Airport. Delighted with this success, he decided to expand on the theme and hold a biennial event over the long Easter weekend. As the show grew so did its support and now around 50,000 people make the pilgrimage to Wanaka for their weekend of excitement. Now acclaimed as the largest Warbird Airshow in the Southern Hemisphere and one of the world's top four Warbird airshows, celebrating 30 years of operating Airshows in 2018.



## AOPA Air Safety Institute (ASI) releases Safety Tip video series

Need an easy to remember technique for flying safely? Get started with ASI's new Safety Tip video clips for a quick brush up. [Here are the first three in the series](#). Look for more to come.

#1: Do you box or fight the controls? Before taking off, one of our checklist items should be to confirm that the flight controls move freely and operate correctly. *Box the Controls* offers a practical and quick way to do this.

#2: Drawing a blank about the order of announcing your whereabouts on the radio?

Remember the *4 Ws of Communication* and your broadcast will be clear every time you key the mic.

#3: Should you dive into a headwind? *Taxi Controls* can help if you get confused about positioning the flight controls while taxiing, You'll learn why consistently practicing the proper control placement in crosswinds on the ground builds an excellent habit that will kick in when the winds kick up.

Once you've watched the videos, let ASI know what other topics you'd like to see covered. You can email your suggestions to [cfinewsletter@aopa.org](mailto:cfinewsletter@aopa.org). Thanks for participating! By the way, don't keep these tips a secret, share them with others!

### **Are Your Affiliate Dues Up-To-Date?**

IAOPA is representing general aviation around the world, and making a difference every day. Without representation in the international aviation community, our industry will surely lose valuable positions we have fought so hard to secure in the past. We are at mid-year and there are still some affiliates that have not remitted their 2017 dues. Without the funds to support the work of our many representatives, we will be unable to continue our advocacy throughout world aviation. Your contribution to IAOPA is so important, please submit your payment as soon as possible. If you don't have a copy of your invoice or you have any questions, please contact [IAOPA HQ](#).

### **Share This Newsletter to Your Members**

*Nothing can keep existing members, and attract new members, like reminding them of the great work that IAOPA 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.*

*Our focus with the e-News is to let the world know what IAOPA Affiliate around the globe are doing to keep general aviation flying. Each affiliate of IAOPA is encouraged to submit stories that we can post in e-News to share your successes so that others can benefit. Stories should be directed to the Secretary General, contact [IAOPA HQ](#) if you need additional information or have any questions.*