

## **IAOPA eNews – June 2015**

### **AOPA Bulgaria Now Active**

It is with great pleasure to announce that AOPA Bulgaria has become an active affiliate of IAOPA. The organization has a new Board, address, and website ([www.aopa.bg](http://www.aopa.bg)), which is available in English as well. Mr. Rosen Marinov has been elected as Chairman of the Board and has been quite active already, working out discounts for his members and members of IAOPA affiliates that visit Bulgaria. A full description of the discounts that have been coordinated and all of the work that is underway can be found on their website. We welcome Bulgaria back as an active affiliate and look forward to visiting in the future.

### **IAOPA Urges EASA Acceptance of FAA STC's**

IAOPA Europe joined with other associations including General Aviation Manufacturers Association (GAMA), European Air Sports, PPL/IR Europe, and the European Powered Flying Union urging the European Aviation Safety Agency (EASA) to accelerate its initiative to accept third-country Supplemental Type Certificates (STC's) without further validation. A progress report, shared with the EASA General Aviation sub-SSCC, indicated that technical and political difficulties have prevented the progress that is needed and the scope of acceptance was to be limited only to ELA 2 aircraft.

In the joint letter to EASA's Executive Director, IAOPA and the other associations cite that "many STCs for GA aircraft are held by small firms who have neither the resources nor the business focus to obtain EASA validation of STCs. Without the ability to take advantage of these STCs, European owners' and operator's ability to use modern technology to improve safety and environmental performance is severely limited. We see the acceptance of FAA STCs as a key test of the GA project's ability to deliver meaningful change, as well as to help prioritize good sense over unnecessary bureaucracy. We strongly urge you to facilitate the unilateral acceptance of FAA STCs in the short-term (while bilateral acceptance arrangements for STCs are prepared) for all other-than-complex motor-powered aircraft."

### **EU excludes light Twin Turboprops from OPS-Rules for Non-Commercial-Complex aircraft**

At the meeting of the EASA committee 22<sup>nd</sup> and 23<sup>rd</sup> of April in Brussels, it was decided that all twin-turboprops up to 5700kg MTOM will be exempted from the requirement to follow the OPS-NCC rules, which will enter into force for the non-commercial operators of complex aircraft in August 2016. IAOPA-Europe was strongly engaged to achieve this change, which will now align to the European definition of Complex Aircraft with the definition of a Large Aeroplane of ICAO. But the decision should have been even more ambitious as we consider the type of propulsion as not relevant for the classification of an aircraft as complex or not. The single-engine Cirrus-Jet SF50 will probably have flight-characteristics that are not less benign as its

Turboprop-counterparts. Many EASA-member-states also question how to implement the new rules within the remaining short timeline.

All aircraft which remain under the NCC rules, that are all aeroplanes above 5700kg MTOM, powered by one or more jet engines, having more than 19 passenger seats and requiring a minimum crew of two pilots, will now have to follow the requirements of OPS-NCC, which foresees the implementation of rather extensive Safety Management systems. For small operators with less than a staff of 20 Full-Time-Equivalents and other criteria, which are still under negotiation, a more simple “NCC-light” will be introduced.

Parallel to this development the European Commission is still working on a change of the Basic Regulation’s which will also cover the Definition of Complex Aircraft. We still hope to achieve our goal to free as many operators as possible from the new rules, as the safety case for NCC does not show an immediate need for additional regulation.

Finally, the NCC-rules can be described best as a relic from those days when airlines and the ANSPs feared a mass-invasion of Very-Light Jets and required a new rule which would impede the operators of these aircraft and reduce their competitiveness. But the VLJ-alarm was called off years ago, the bubble imploded. The announced revolution has turned into a calm and discreet replacement of ageing piston-aircraft by new turboprops and jets. The manufacturers and VLJ-operators disappeared, what has remained are the OPS-NCC rules. A clear anachronism.

### **AOPA Finland Fighting to Preserve Helsinki-Malma Airport**

The newly completed Helsinki city master plan draft shows how Helsinki can grow by 250,000 new residents by 2050. The city master plan draft proposes new construction especially for the Malmi Airport area, for rail transport hubs and for the vicinity of major transport stations.

Helsinki-Malmi Airport is ,by flight operations, the second busiest airport in Finland and one of the best preserved civil airports from the early days of commercial aviation. It is threatened by ambitions to turn the airport into a residential area.

Malmi Airport offers the greater Helsinki area of more than a million people an international airport for GA, an active recreation and hobby oasis, a venue for public aviation events and a chance to get educated into aviation professions. The historically valuable milieu also serves with distinction the Border Guard, the Rescue Department, the Air Force and the Police. In addition, the airport is a spacious nature and bird oasis in northeastern Helsinki.

Helsinki City is clearly playing against the odds because several studies and research reports predict that growth of GA will be enormous in a near future. For this reason, it is essential to save EFHF to help the Finnish economy to survive back to the fast track through this economical downturn. Degradating public transport and deteriorating main roads and highways cannot serve the economy, businesses and services to support them fast enough from Helsinki to other parts of the arctic country of Finland.

AOPA Finland has been campaigning ,among other parties, against the new master plan. The latest action was a statement to Helsinki City against the plan regarding Helsinki-Malmi airport area. <http://www.yleiskaava.fi/en/2014/city-plan-draft-shows-helsinki-envisioned-grow/>

### **Breakthrough on Dangerous Goods Regulations – Europe**

As reported previously in the IAOPA eNews, the existing regulation on Dangerous Goods was never fit for GA use. So far, EASA just referred to the ICAO Technical Instructions, a document of more than 1000 pages with highly technical material that was never intended for GA pilots. It contains several alleviations to allow perfumes and deodorants for duty free sales onboard airlines, but did not foresee that anyone would carry a can of engine oil or de-icing fluid. Even using the well-known “Little John” would require pilots to take courses in the handling of dangerous goods, require them to create all the necessary paperwork, to use warning signs and to consult with DG advisers. As part of the EASA initiative for simpler, lighter and better rulemaking for GA, the DG area was seen as a prime example of regulation that was not proportionate and had to be changed.

After input from IAOPA and other members in the EASA working group aiming at simplifying the rules for GA, EASA has now published an [Opinion \(03/2015\)](#) proposing a new way to handle Dangerous Goods for GA. Instead of going through thousands of pages to find out that you cannot carry a can of engine oil, the pilot of a non-commercial flight can now bring what is necessary in the interest of flight safety. The proposed regulation will now state:

“Reasonable quantities of articles and substances that would otherwise be classified as dangerous goods and that are used to facilitate flight safety, where carriage aboard the aircraft is advisable to ensure their timely availability for operational purposes, shall be considered authorised under paragraph 2.2.1(a) of the Technical Instructions. This is regardless of whether or not such articles and substances are required to be carried or intended to be used in connection with a particular flight.

The packing and loading on board of the above-mentioned articles and substances shall be performed, under the responsibility of the pilot in command, in such a way as to minimise the risks posed to crew members, passengers, cargo or the aircraft during aircraft operations.”

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### **AOPA Luxembourg Makes Changes to Hans Gutmann Memorial Tourist Flight**

Considering the low rate of participation in previous memorial tourist flights, AOPA Luxembourg has worked out a new concept for 2015, to reduce the costs. Flying time will be reduced, fewer airfields will be visited. The aim is to fly to airfields where low or no landing fees nor handling fees are to be paid.

The base, for 4 days, will be the airfield Jakabszallas (LHJK), Hungary, and we will stay in the Aero-Hotel. ([maps.google.com](http://maps.google.com)) Jakabszallas airfield is located near Balaton Sea, south of Budapest. No crews, even those coming from North or South of Europe, will have to cross the Alps. Services are available, hangars, maintenance, fuel, etc.

During four days, they will fly day trips to airfields in neighbour countries: Austria, Czech Republic, Croatia, Hungary, Italy, Slovakia, Slovenia and Poland. Pilots can choose their preferred destinations, and participate in parts of the rally only.

They also expect to maximize meetings with friends from local aero-clubs and other general aviation organizations in Europe. More details can be found at the AOPA Luzembourg website <http://www.upl-aopa.lu/>.

### **AOPA Australia to Host Safety Seminar**

AOPA Australia has announced that the program is now available for the Bankstown Safety Seminar being held June 20 and 21<sup>st</sup>, 2015 at the Bankstown Airport Passenger Terminal. The theme of this safety seminar is “Stick & Rudder versus Reliance on Automation.” Speakers scheduled for the seminar include Mark Skidmore, the new Director at CASA and Ian Andrews from AOPA New Zealand. For more information, please contact AOPA Australia or RSVP to [aaron.stephenson@aopa.com.au](mailto:aaron.stephenson@aopa.com.au) .

### **Watch the Air Safety Institute’s new *Real Pilot Story: From Miscue to Rescue* and see why the price of unrealistic expectations can be dire**

On May 26, 2012, N4640L departed on a cross-country flight from Lodi, California, to Mountain Home, Idaho. On board the Cessna 172 were the non-instrument rated 300-hour private pilot, his wife, and one of his daughters. The pilot, had carefully checked weather conditions the week before the flight. On the day of departure he noticed that some adverse weather had moved across their flight path over the Idaho Mountains. But he felt confident it would clear out of the region by the time they would reach the area, so the family launched on the trip.

Unfortunately, that confidence became wishful thinking as the flight proceeded: Only 25 miles away from its destination the 172 and its occupants were scud running—just below the cloud layers—at 1,000 feet above the inhospitable terrain to stay out of the weather.

In *Real Pilot Story: From Miscue to Rescue*, you go along on a personal and emotional journey as the pilot reflects how a series of delays, poor decisions, and lack of preparation turned the four-hour cross-country flight into a 30-hour survival crisis for him and his family.

The pilot shares several hard lessons learned, including the importance of matching expectations with experience and skill levels, not to press on in adverse conditions, and to be prepared with a

Plan B and using it. After their forced landing into a ravine in the unforgiving Idaho backcountry, he knows you can't count on luck alone. Watch the video story ([www.airsafetyinstitute.org/rps-frommiscuetorescue](http://www.airsafetyinstitute.org/rps-frommiscuetorescue)) and consider your actions when presented with a similar scenario.

### **Link to IAOPA Europe Newsletter**

Read the latest information on what IAOPA affiliates are doing in Europe. AOPAs in every part of the globe are making a positive difference for general aviation and there is simply not enough room to publish all that is being done to keep you flying. For the latest updates on what is going on at IAOPA Europe, check their website at <http://www.iaopa.eu/>

### **Pass on This Newsletter to Your Members**

Nothing can retain 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. 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. *Don't forget to get us your stories so that we can let the world know what you are doing to keep general aviation flying!*