

AOPA NZ Driving Force for PBN for General Aviation

AOPA New Zealand has taken an active role in shaping the way forward on Performance Based Navigation (PBN) and the move towards ADS-B surveillance in the region. The Organization is active and providing input on the needs of general aviation as part of the “New Southern Sky” working groups, where the New Zealand Civil Aviation Authority (CAA) is leading the implementation of this new system. The main challenge is to ensure that the GA VFR pilot is well informed and is not going to pick up the costs of changing a system that works now.

AOPA NZ is working with AOPA Australia to get their Governments to implement a satellite-based augmentation system (SBAS) available to both countries. This is a huge challenge as the total area is probably as great as the USA Mexico and Canada combined. A lot of work has been done with replicating the EGNOS system and they are hoping to have some Government decisions this year. It is vital if general aviation in New Zealand is to realise the full benefits from PBN navigation. If successful this will add a huge area to the already growing SBAS footprint of the world.

For more information, contact president@aopa.co.nz or visit our website www.aopa.co.nz

IAOPA Europe call on the European Commission to make funding available to GA in Europe to reduce the financial impact

In a recent meeting with the Eurocontrol 8.33 VCS implementation group SVP Martin Robinson told the group that it is unlikely that the avionic workshops can meet the expected demand to ensure that GA meets the equipage deadline of Dec 31st 2017. Conservatively around 45,000 GA aircraft are affected with the cost of purchasing and installing 8.33 radios varying from \$1,500 to \$10,000. The EC IR 1079/2012 identifies that GA will have high costs with little benefit and the article 14 allows for exemptions, however, any derogations are meant to be temporary albeit no one knows what temporary means! The issue of 8.33 is linked to capacity and the member states have been busy converting frequency assignments. Currently the airborne carriage side is required to be complete by January 1, 2018 whereas the ground side lags behind although it should be completed by December 31st, 2018.

There are other complications and many states with a relatively small numbers of GA operators are insisting that the operators must equip, whereas states like Germany, France, and the UK are concerned about the impact as is Eurocontrol.

In discussing exemptions Robinson made the point that Class G does not require the carriage of a radio so why would you need to exempt Class G? There are other safety issues involved because in parts of the European airspace structure Class G airspace is at fairly low heights whereas in Belgium & Holland class G is up to 1500 feet. IAOPA is hopefully that a resolution maybe found and that funding may be made available, however, it is doubtful that this would improve equipage rates. More to follow.

IAOPA Europe Joins in Hosting Event with EU Parliament

IAOPA has joined with EHA (European Helicopters), ERAC (European Regional Aerodromes), GAMA (GA Manufacturers) and Representatives of the German Federal State of Hesse to host a discussion with EU Parliament emphasizing the importance of general aviation in the EU. Entitled "*Innovative, versatile, but always below the radar: General Aviation, Helicopters and Regional Aerodromes,*" the event is designed to showcase the economic importance of general aviation in the Europe.

Minister Lucia Puttrich has kindly offered to take over the patronage for this event and to give the keynote-speech. <https://english.hessen.de/about-us/cabinet/lucia-puttrich> She is an active GA pilot herself and a long-year-member of AOPA-Germany. After the introduction there will be two moderated discussion panels with representatives from the four associations, the EU-Parliament, the EU-Commission, and EASA.

The center of discussion will be what the EU Parliament's aviation package/aviation strategy can bring to General Aviation and to create awareness, underline who we are, and what we need. With EASA's GA Roadmap general aviation in Europe is definitely on a good heading, but we still need to fix many issues to remain on course.

AOPA Air Safety Institute focusses on fueling the correct fuel type, tanks, and totals with AOPA's fuel ordering cards



While completely preventable, aircraft misfueling continues to be a problem, and the AOPA Air Safety Institute (ASI) and other aviation organizations are helping to prevent such accidents by raising awareness.

As pilots, we often focus on how much fuel we'll need for a flight, unquestionably an important piece in our flight planning. But we should also pay attention to what can cause our aircraft to be misfueled—and not surprisingly, human error is often at the root of the problem. For example, a simple miscommunication during a fuel order can result in an aircraft's tanks receiving the wrong fuel. Unfortunately, "simple" is anything but: For piston pilots, jet fuel contamination of avgas (100LL) is especially dangerous because it's impossible to distinguish pure 100LL from a mixture of 100LL and Jet A by simply checking the fuel's color. "A 50/50 mix of 100LL and jet fuel looks just like avgas," said Air Safety Institute senior vice president George Perry. "The old drain-and-look method is not good enough. What you really need to do is put your nose in it and smell. If you detect an oily smell, then unfortunately there's a high likelihood that your fuel is contaminated." Unlike 100LL, Jet A fuel has a zero octane rating. If a piston engine runs with a mixture of 100LL and Jet A, engine-destroying detonation will almost certainly occur.

To make sure pilots and those responsible for fueling their aircraft have **no doubt** about the type, location (tanks), and amount of fuel needed, ASI developed fuel ordering cards that pilots can personalize with information specific to their aircraft. The cards, which can be ordered from Vistaprint (www.aopa.org/fuelcards), will help all involved in the fueling process clearly communicate and confirm the correct fuel order.

For tips on preventing misfueling and how AOPA's customizable fuel ordering cards can help, download "*Prevent misfueling—Carry the card that can save your life!*"

(<http://www.aopa.org/News-and-Video/All-News/2016/February/17/Prevent-misfueling>)

Also, check out ASI's Fuel Management Safety Spotlight

(www.airsafetyinstitute.org/spotlight/fuel) for additional information on proper fuel management.

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 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 AOPA 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.