

## **IAOPA eNews – March 2014**

### **AOPA-Argentina becomes 73rd Affiliate**

The Board of the International Council of Aircraft Owner and Pilot Associations has approved full membership for AOPA-Argentina, making the organization the 73rd IAOPA affiliate member. AOPA-Argentina is headquartered in Buenos Aires and is part of the non-profit Argentinean Association of Flight Instructors (AAIV). Fernando Colaci serves as President and reports that they have been conducting well-attended training seminars for present and future flight and ground instructors. These seminars have covered such important topics as Human Factors, Flight Standards, and Fundamentals of Instructing. AOPA-Argentina is committed to promoting a better understanding of the importance of general aviation to the public as a whole.

### **2014 World Assembly Website Open**

AOPA-China has developed a website that will allow for one-stop shopping for affiliates that will be attending the 27<sup>th</sup> IAOPA World Assembly in Beijing, China, 9-13 September, 2014. AOPA-China, the Civil Aviation Authority of China (CAAC), and the city of Beijing are eagerly preparing to welcome IAOPA Affiliates and AOPA members from around the globe to the capital of China, the political and spiritual center of the Middle Kingdom for more than 500 years. This year's World Assembly will offer delegates the unique opportunity to explore the challenges facing general aviation and seek to identify solutions to overcome those challenges and promote general aviation worldwide. Delegates, through resolutions adopted at the World Assembly, will shape the future priorities and efforts of IAOPA on the world stage. A website has been established at <http://www.aopa.org.cn/zt/iaopa/> that contains all of the information you will need to register and plan your trip.

### **Very Light Aircraft Regulations coming to Jordan**

AOPA-Jordan has been working diligently in a joint effort with Jordan's Civil Aviation Regulatory Commission (CARC) since the second half of 2013 to develop new regulations for a new Very Light Aircraft (VLA) airman certification category.

Very Light Aircraft is an airplane with a single engine having not more than two seats, with a Maximum Certificated Take-off Weight of not more than 750 KG and a stalling speed in the landing configuration of not more than 83 km/h (45 knots)(CAS), to be approved for day-VFR only. The VLA category includes, but not limited to Micro-lights, Ultralights, Gyrocopters, Paragliders, and Weight Shift Aircraft.

The VLA flying license is a new and simple, scaled down type of pilot certificate designed to get a qualified applicant safely and easily trained for recreational flying in a Very Light Aircraft. By

restricting recreational flying for sport pilots to daytime, good weather, and in uncongested airspace, much of the complexities of learning to fly have been removed. Sport pilot training is perfectly geared toward new flyers as the expected rule changes will dramatically lower the cost and time necessary to learn to fly.

The newly proposed VLA regulations are expected to be approved by CARC and go into effect in the second quarter of 2014.

## **Who will Ultimately Determine the Fate of Aerodromes?**

*By Kevin Psutka – President, Canadian Owners and Pilots Association*

When I took this job in 1996, the number one issue that occupied my time was aerodromes, from the right to have an aerodrome on your property to ensuring that a system of airports serving GA remains, and that our sector continues to have access to larger airports with minimal fees and restrictions.

After all these years, with new issues being introduced such as privatization of the air navigation system and the security aftermath of 9/11, aerodromes remain the number one issue facing COPA.

We are now entering into an entirely new phase that has potential to undo many years of work and progress. A project recently announced by Transport Canada proposes to take Canada in a new direction. The project is outlined in a Preliminary Issues Consultation and Assessment (PICA) document, <http://wwwapps.tc.gc.ca/Saf-Sec-Sur/2/npa-apm/actr.aspx?id=7&aType=1&lang=eng>, which is the first step in the process for regulatory change.

In response to political pressures from several groups, including municipalities, issues arising from the development of several private aerodromes in the oil patch in Alberta, as well as some notable legal challenges involving federal jurisdiction over aerodromes, Transport Minister Lisa Raitt decided to amend the Aeronautics Act and the regulations concerning registering (CAR 301) and certifying (CAR 302) aerodromes in order to ensure that consultation with local land use authorities, and the public, occurs whenever an aerodrome is contemplated or construction occurs.

At this point, we do not know for sure the extent that this will affect registered and unregistered aerodromes, including existing ones, but we have submitted our comments to Transport Canada and demanded that extensive discussion with our sector of aviation occur before any amendments take place.

To this point in time, we have enjoyed a permissive environment, meaning that you have a right to establish an aerodrome and make improvements to it within certain provisions in law and regulation and without interference from provincial or local authorities.

When disputes occurred mostly due to a lack of understanding about the concept of federal jurisdiction, they were resolved in a majority of cases by interpretations, sometimes by the courts and sometimes by Transport Canada officials.

Thanks to COPA's member-funded Freedom to Fly Fund, and our efforts over many years, including recent wins at the Supreme Court of Canada, federal jurisdiction and your rights were preserved.

Transport Canada now wants to move to what they call "participatory decision making" to ensure that local land use authorities and the public have input and indeed a greater say in whether or not an aerodrome can be established and developed.

This consultative approach has been in place in order to certify aerodromes (airports) but this is being extended to non-certified aerodromes.

While COPA is not opposed to keeping local officials and the public in the loop (we speak in favour of this in our Guide to Private Aerodromes), fear and a lack of appreciation for the role our sector plays in society has made it necessary to protect and defend your rights in those situations where others just do not understand or have another agenda in play.

As they say, the devil is in the details. Since we are at the early stages of the regulatory change process, it remains to be seen where this issue will go. But COPA will be there at every opportunity to work toward a fair solution for our sector.

I met with Transport Canada officials in December to provide direct input on the extent of damage this initiative may cause if TC does not get it right. COPA's formal input is in the form of a letter responding to the PICA and the details of our response can be [found here](#).

On a related manner, TC recently released an Advisory Circular (AC) [http://www.tc.gc.ca/media/documents/ca-opssvs/AC\\_300-009E.pdf](http://www.tc.gc.ca/media/documents/ca-opssvs/AC_300-009E.pdf) to provide guidance to aerodrome owners, TC inspectors, local officials and the public when dealing with aerodrome issues.

COPA's reaction to this document, which was not consulted outside of TC, is contained in our response to the PICA.

The project to amend the regulations and the Aeronautics Act will take place over a period of three years and COPA will be up front to ensure that Transport Canada fully understands the impact this will have on aviation.

In the near term, we have expressed our concern about the damage that the AC may do as local officials and not-in-my-backyards make demands for input and control. We will keep you informed as this issue progresses.

### **AOPA-Guyana Promotes Aeronautical Education**

The Art Williams and Harry Wendt Aeronautical Engineering School, a subsidiary of the Aircraft Owners' Association of Guyana, celebrates 21 successful years since founding in 1993. It is housed in the hangar of Caribbean Aviation Maintenance Services Limited at Ogle International Airport, Guyana and was founded by Captain Malcolm Chan-a-Sue, M.S., and Col. Charles Hutson in 1993.

The school was named after the pioneers of aviation in Guyana, Arthur James (Art) Williams and Herman Edgar (Harry) Wendt, both pilot-mechanics. When the school began operations in 1997 it had a population of just seven students. This school has successfully graduated 107 students who have acquired their Aircraft Maintenance Engineer's Licenses, since it started its Ab-Initio Program in 1997.

Currently, the Engineering School offers License Without Type Rating (LWTR) training which is done over a three-year Ab-Initio Program in Aircraft Engineering, for acquisition of licenses in Categories A, C, X or R. Modular Training is done for persons with over three years' experience in aviation. The school is planning to offer an Aeroplanes 2 Training Program; taking the institution and its students to the level of Large Turboprop and Jet Aircraft Training. For more information contact AOPA-Guyana at <http://www.aesguyana.net/>.

### **Athens Flying Week Fly In 2014**



The organizing committee of AFW and AOPA-Hellas announce Athens Flying Week Fly In 2014 being held the week of September 22-28, 2014, at Tatoi Military Airport in Athens. The event is a unique opportunity to enjoy flying in the Aegean Islands while a sound organization will provide information and assistance.

Pilots are free to arrange their own itinerary and select the islands where they wish to fly and the days they plan to stay on each island. The organizers will provide reliable information on fuel cost and availability, hotels, reservations, ground transportation, car rental, and any

other information that a visiting pilot may need. Pilots with sea planes are welcome and encouraged to attend.

During this time, attendees may elect to visit the International Aviation Exhibition and Air Show at Tatoi Military Airport 26-28 September. It is the largest aviation air show on the South Eastern edge of Europe. Visiting aircraft will be allowed entrance and parking at Tatoi from 24 - 30 of September.

Early registration is required. There will be routine updates about the events on their official web site [www.athensflyingweek.com](http://www.athensflyingweek.com). For details contact [info@aopa.gr](mailto:info@aopa.gr) and [flyin@athensflyingweek.gr](mailto:flyin@athensflyingweek.gr).

### **Think Global Flight Promotes Worldwide Education**

On April 3, 2014, the Think Global Flight Crew takes off from Sun 'n Fun, airshow on it's around the world flight to promote S.T.E.M. education and the promises that aviation and aerospace hold for our youth. Along the route, Captain Judy Rice, CFI, Teacher, and Navigator Fred Nauer, CFI-I, commercial airline pilot (ret.) will be stopping at schools around the world, interacting with students and discussing the importance of Science, Technology, Engineering, and Mathematics (S.T.E.M) education.

VIP supporters that will be present during the Think Global Flight launch at Sun 'n Fun include Astronaut Buzz Aldrin, and Voyager Pilot Dick Rutan. The Crew will be flying the northern route with an easterly heading. The flight around the world will take approximately 3 months and arrive back in Oshkosh, WI for AirVenture 2014, the world's largest airshow.

In support of the effort, Buzz Aldrin will ride as a passenger during the first leg of the journey departing Lakeland, FL on April 3<sup>th</sup>. Buzz shares his support, "Back when I was privileged to be a part of the Apollo program, the USA was #1 in science and technology fields. No one had ever heard of **S.T.E.M.** (Science, Technology, Engineering, and Mathematics) because we were at the top. Unfortunately today America is falling behind other countries. S.T.E.M. is exactly the focus of Think Global Flight (TGF) reaching over 20,000 students and why I strongly support Captain Judy and TGF. I am looking forward to joining the official launch on April 3 from the Sun 'n Fun airshow in Lakeland, Florida. In addition, I will celebrate a repeat of my T-6 solo flight in 1951 at Gilbert field in the TGF Cirrus with Captain Judy."

Think Global Flight has set up Student Command Centers around the world, allowing teachers and their students to follow the flight through the Think Global Flight APP for iPhone, Androids, and iPads, as well as online, to interact with the flight crew, and participate in curricula developed to inspire students to see the promises that aviation and aerospace hold for them. Currently, there are 20,000 participants in 25 countries and 31 U.S. states.

The global effort is currently running three campaigns to raise the final funds necessary to complete the around the world flight. These fund raising efforts include “[Be A Hero](#)”, “[Buy A SkyWay](#)”, and the “[Jeppesen Giveaway](#)”.

The flight will begin in a Cirrus SR 22 then broadening into a greater representation of general aviation completing the flight in various aircraft. The effort was kicked off by Guidance Aviation of Prescott, AZ and Baton Rouge, LA and now includes supporters and endorsers such as Air Journey, AOPA, AVweb, Jeppesen, Spidertracks, Sennheiser, and Signature Flight Support.

To follow the around the world flight in real time, download the Think Global Flight APP for iOS and Android devices by searching "Think Global Flight App" on your mobile device and download for free. For more information, registrations, donations, and a complete list of donors go to: [www.thinkglobalflight.org](http://www.thinkglobalflight.org) or contact [judy@thinkglobalflight.org](mailto:judy@thinkglobalflight.org).

### **Who is Flying the Airplane?**

*Caveat:* Distractions while flying can be hazardous, often forging one of the most dangerous links in an accident chain. With the advancement of glass cockpit displays and reliance on automation it's easy to become engrossed in programming the boxes instead of flying the airplane. Want to know more? Fly along with the Air Safety Institute “iPanel” Pilot Safety Announcement (PSA), which takes a decidedly tongue-in-cheek look at the modern electronic cockpit's endless opportunities for distraction. Be assured, it's only a satirical reminder that aircraft are still aircraft and need a pilot mentally aboard. Enjoy the ride and remember to fly the airplane not the panel! (<http://www.aopa.org/AOPA-Live.aspx?watch=%7b6C9A0415-19A5-46A5-962B-9426E6FFEC0E%7d#ooid=c4Z2M5aDq8mxCJ1Y-ux8thqcA4l3tpVJ>)

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

Nothing can keep existing members, and attract new members by reminding them of the great work that IAOPA Affiliates, and AOPA, 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-do what you can to help spread the word.