

IAOPA eNews – March 2017

Act Now to Secure Your Registration for 2018 IAOPA World Assembly

IAOPA Secretary General just recently wrapped up a site visit to Queenstown as part of a IAOPA 2018 World Assembly site visit. Having seen the venue and the host city you can be assured that this World Assembly will truly be spectacular. AOPA New Zealand has gone out of their way to provide an outstanding hotel located adjacent to the city's bustling central square, with each room having a balcony that overlooks the lake and provides dramatic vistas of the surrounding mountains. At a price that is unbeatable, but act now to ensure that there is room for you at the Inn!

The IAOPA World Assembly will be held at the Rydges Lakeland Resort, Queenstown, New Zealand. Located on the shores of stunning Lake Wakatipu, boasting unmatched views across the water from all rooms to some of the most majestic scenery in New Zealand.

The accommodation is just a five-minute walk from the center of this exciting town, the rooms and suites are spacious and comfortable and have great outlook over lake Wakatipu and the Remarkables Mountains.



We have reserved a selection of rooms, prices for these rooms are:

- NZ\$209.00 (**US \$147**) for a run of house room;
- NZ\$259.00 (**US \$183**) for a One Bedroom Lake View Junior Suite

Pricing in New Zealand includes all taxes and gratuities. There is no need for tipping.

AOPA New Zealand has put together a great program and by choosing Queenstown as the venue, locating you right where all the activities are. Starting on 25th March 2018 and finishing on 29th March 2018, the 29th World Assembly coincides with the start of the "Warbirds over Wanaka" air show and a follow-on event for the two-day air show is available. For more information and to register go to www.iaopa2018.com.

AOPA Australia's Avalon Forum-Industry and regulators together

The inaugural AOPA Pacific Forum Dialogue Conference proved a worthy addition to the Avalon Airshow. Michelle Smith reports.

INDUSTRY leaders and AOPA members who attended the AOPA Pacific Forum Dialogue Conference at Avalon Airshow agreed on one thing – the need to work together to secure the future of general aviation in Australia.

The different stakeholders in the industry did not always see eye-to-eye on the details of issues affecting general aviation and what is needed for a buoyant local aviation sector, but can look to the future for a hopefully common good.

Present at the forum, which AOPA past president Phillip Reiss drew together, were CASA acting DAS Shane Carmody, Air Services Australia chief executive Jason Harfield, ATSB chief commissioner Greg Hood, AOPA NZ president Ian Andrews, AOPA Australia president Marc de Stoop, executive director Ben Morgan and AOPA Australia board members.

Fog blanketed Avalon, preventing some people from attending so about 50 AOPA members and interested participants took their seats in conference room two for the Thursday morning event.

CASA acting DAS Shane Carmody admitted he's not a pilot but a career public servant who has administered public departments larger than CASA and understands what is required in such a department with a high level of stakeholder engagement – and feels more than capable to hold the position.

"I will do what I can to make CASA a better organization and better regulator. Not only does CASA need to be better regulator but the relationship with industry needs to be better. There are two sides to this puzzle, certainly from my point of view, and helping the organisation get better at what it does is a pretty important role for me," he said.

"There's an awful lot in general aviation bucket which I think is quite a challenge."

Presuming his continued appointment as DAS, Mr. Carmody said he hoped to get regulations developed and delivered, deal with the medical review and internally work on CASA's internal governance arrangements, culture and training.

On medicals, he said he was very keen to see resolution to the issue of medical reform and urged everyone with an interest to make submissions to the review.

In a Q&A session at the end of the forum, AOPA member Rod Waldon raised an issue that AOPA has heard many times before – CASA specialists over-ruling a pilot's own medical specialist and recovery after a successful procedure.

“I’ve had a number of these issues raised and hope that’s in medical review, that’s why I broadened the medical review beyond class 2, to review what our risk appetite is for pilot medicals.

“(They) take a point of view that they are responsible for everyone flying, not just individuals, but the entire system and might take a more conservative view than they should.

“I’m quite comfortable and willing to listen to things like that within the medical review. I have a view if a specialist says you are ok then I struggle why I might say it’s not ok. I think the medical review is a good chance to look at the whole spectrum to see if the balance is right.”

AOPA treasurer Dr Tony van der Spek welcomed discussion around medical reform, questioning Mr. Carmody about the role of DAMEs in decision making.



Mr. Carmody said he would like to strengthen the role of DAMEs and part of the decision to broaden the medical review was to examine all issues surrounding medical certification, not just a part of the regulations.

He also pointed out that medicals are now processed within 8 to 11 days, including complex medicals, as opposed to the weeks and months some pilots reported in previous years.

The independent review of fatigue rules is about to start and findings will be implemented at the conclusion of the review.

“I’m tired of delay. I don’t like delays in consultation, I like to get things done,” he admitted.

Air Services Australia chief executive Jason Harfield said airspace management would be a key focus for his organization in the coming years – particularly as the RAAF’s JSF jets come online and require more airspace for operations.

“We need to focus on improving airspace management and growing its capacity,” he said.

“The military needs more airspace to operate the JSF and we need to manage airspace as one resource together and make sure it’s used in the most efficient way.”

A recent \$160,000 donation from Dick Smith for weather cameras will see the project soon come to fruition, with industry surveys seeking input on sites for installation.

“For an organization known not to deliver on promises and take forever and a day to deliver, we will have gone from suggestion to implementation in less than six months,” he said. Mr. Harfield said the cameras would be installed and online by May.

AOPA NZ chairman Ian Andrews has been working closely with former AOPA Australia presidents Phillip Reiss and Andrew Anderson on the satellite based augmentation system, winning support and some funding from both governments.

“That’s what happens when we work together,” he said.

At last year’s AOPA International conference in Chicago, Australia and New Zealand moved a resolution for AOPA International to work with ICAO to develop a PPL medical standard based on a class one motor vehicle driver’s license. The resolution was passed and ICAO is keen for AOPA to come to them with a package of reforms.

“Australia is doing their thing, NZ is doing our thing, the US has done their thing and so have the UK but we need to have something which is international and fits the ICAO profile. We’re not talking about lesser standards of medical but about reform of medical requirements.”

AOPA Australia executive director Ben Morgan said members were returning to the organization as a result of its strong advocacy and realignment of the AOPA brand more closely with international partners.

He said a new website would deliver an “entire platform of membership services and allow us for the first time to intimately communicate and survey to find out what is going on with members and identify their priorities so we can develop that into our national policy framework”.

“Our industry needs to demonstrate to politicians that we do have solutions that can be implemented and made work,” he said. An example was the well-received AOPA-led Project Eureka industry policy document, and the class 2 medical petition calling for medical reform.

“The challenge lies in front of us as an industry ... and we will continue to have debates in which we challenge each other’s thinking. The overall strategy is not personal attack but a push to change a system so we can actually enjoy aviation, return growth and prosperity.”

“Every single pilot who flies invests money into our GA economy. It’s what keeps GA moving. If we continue to take pilots out of the system we continue to see a decrease in flight hours then a decrease in aircraft owned, a decrease in aircraft maintained, and that cycle will continue.

“We want to make GA as a whole, across the spectrum, as accessible and affordable as possible.”

Mr. Morgan criticized CASA's pursuit of pilots through the legal system and CASA chief Shane Carmody's view of "just culture" within the organization he heads.

At question was an aircraft designer/builder whose aircraft came off the side of a runway in the build-up before test flying. The aircraft was damaged but no injuries reported.

After a report to CASA he was allegedly prosecuted and the case escalated over what Mr. Morgan described as a "minor issue, nothing more than a traffic misdemeanor".

When a ruling was made against CASA in the Administrative Appeals Tribunal and CASA appealed to the Federal Court, Mr. Morgan said it seemed unjust.

"Is it a culture that continues in the organization? Is this something you give your commitment to stamp out, this failure to understand the value of process where you put someone through multiple legal pursuits of a decision CASA does not like?"

Mr Carmody said although he did not know the full details of the case, the decision to appeal to a higher court was often taken out of the regulator's hands.

"I really don't know the case so it's quite hard to deal with. Not only in aviation, but other jurisdictions, if we see an AAT finding that is wrong in law we take it to the Federal or High Court. Sometimes if there's a principle at stake or a precedent set or the AAT is wrong in law it will go to the Federal Court or High Court.

"Sometimes there's a principle at law and the law must be upheld. It's not win at any cost. There are times in either jurisdiction where a matter of law is progressed, sometimes at the original organization's request or sometimes at request of the Attorney General's department.

"We work really hard to embed in our organization the terms of how we deal justly with people and would like industry to deal justly with us occasionally as well.

(Courtesy of Australian Pilot Magazine, April 2017)

AOPA Italy and the Aviation World Mourns the Loss of Professor Luigi Pascale

Sadly, prof. Luigi Pascale, Founder, Tecnam President, and Chief Preliminary Design Officer died unexpectedly on March 14, 2017 after a brief illness.

Paolo Pascale, CEO and nephew of the Professor, commented, "It is with great sadness that we announce today the passing of my uncle prof. Luigi Pascale. He was incredibly proud of TECNAM and all of its employees, and we will all miss him greatly. His drive to excellence,



determination, can-do spirit and commitment to our Company will inspire and stay with us always.”

Luigi “Gino” Pascale was 93 years old, native of Naples, Italy, whose passion for aviation began during the 1930’s when, with his brother Giovanni “Nino”, they won many model plane races. The two brothers built their first aircraft, the P48 Astore, which flew on the 2nd of April 1951.

Founding PARTENAVIA in 1957 he began building General Aviation planes ‘for everyone’. Aircraft such as the P64 Oscar and P66 became bestsellers and firm favorites as training aircraft and led to his innovative P68 light twin design.

In 1986 the two Pascale brothers founded TECNAM, and Professor Pascale’s first design, the P92 has now flown 200,000 hours with over 2,500 in service worldwide. With Partenavia and TECNAM more than 7000 aircraft have been delivered worldwide.

IAOPA Europe Working to get Refunds for 833 radio upgrades

A consortium led by IAOPA Europe and aviation consultants Helios has applied for EU funds to offset the costs of upgrading equipment to meet new rules on 8.33kHz channel spacing - and they are calling on General Aviation (GA) users and aerodromes to pre-register now to obtain refunds where applicable.

Expansion of the voice channels available helps relieve congestion in the VHF band as mandated by SESAR – Single European Sky. Upper airspace has already been addressed and regulatory attention is now switching to lower airspace below FL195, commonly used by the GA community. The new regulations will affect all radios operating in the 117.975-137MHz band (the VHF band) - both airborne and ground based - and come into force on 31st December 2017.



If the consortium's application is successful, a refund of at least 20% will ease the financial burden for all general aviation aircraft and aerodromes in no less than 19 countries with the expected upgrades needed costing up to 147 million Euro. The countries covered are: Austria, Belgium, Denmark, Finland, Germany, Greece, Ireland, Lithuania, Luxembourg, Malta, Netherlands, Norway, Portugal, Romania, Spain, Slovakia, Slovenia, Sweden, and Switzerland.

Commenting on the initiative, Dr Michael Erb, Senior Vice President IAOPA (Europe) said: “New 8.33 radios in certified aircraft cost an average of around €5,000. So, it’s definitely worth making a claim. We’ve applied for almost €37 million in grant funding, which would support the upgrade costs for over 26,000 airframes.”

Philip Church, Helios’ project director noted: “The timescales for the mandate are tight and the period to admit claims will be short. To increase the chance of getting a partial reimbursement of your costs we recommend that owners sign up right away and actively plan on equipping within the project timescales. It is a very simple registration procedure and you do not need to submit any documentation at this stage.”

IAOPA Europe invites all GA aerodromes, aircraft owners, pilots and Aeroclubs of all aircraft registered or owners based within the participating countries to find out more and pre-register at their dedicated website <http://833.iaopa.eu>. A membership in IAOPA or any other association is not a requirement. The refunds will be available for upgrades of radio equipment after February 7, 2017 on a “first come, first served” basis.

(Courtesy of IAOPA Europe)

Attending AERO? Stop by and see IAOPA

If you are planning on attending the upcoming AERO show, be sure and stop by the IAOPA Booth located at Hall/Stand No. A5-201. AERO 2017 is on course to break booking records, just in time for its anniversary. The Global Show for General Aviation is taking place for the 25th time and with more than 660 exhibitors is poised to achieve the best result in its history. From April 5 to 8, 2017, the largest general aviation trade show in Europe will exhibit ultralights, single and twin-engine airplanes, business jets, helicopters, gyrocopters and gliders. In addition, several special shows will again be featured this year, including the e-flight-expo, Avionics Avenue, the Engine Area, “Be a pilot” and the UAS Expo/AERODrones, which focuses on civilian drones and unmanned aircraft, as well as the used aircraft market. As an anniversary present to visitors, on Saturday an air show with electric aircraft and stunt planes, as well as a replica of a Junkers F13, will take place.

The range of aircraft at the AERO stretches from gliders, ultralights, single- and multi-engine piston-driven aircraft, helicopters, gyrocopters and turboprops all the way up to multi-engine jets. Visitors will also be able to see civilian drones and unmanned aircraft. New motors, the most modern avionics and aviation services and accessories will be additional focal points. A special highlight is planned on Saturday to celebrate the



AERO's 25th anniversary: at 11 a.m., an air show will take place in the skies above the fairgrounds. Planes participating in the show will include mainly new electrically powered aircraft, there will be special aerobatic flights and a replica of a historic 1920's Junkers F13, which first flew in 2016, is expected to appear.

The AERO 2017 will begin on April 5 and last until April 8, 2017.



AOPA Air Safety Institute explores low-altitude maneuvering flight

What defines low-altitude maneuvering flight? Basically, every flight enters a brief maneuvering phase close to the ground while in the traffic pattern and during takeoff and landing. It's par for the course and demands care and situational awareness.

The AOPA Air Safety Institute developed [Margins of Safety: Low Altitude Maneuvering](#) to explore the complexities of flying low and slow, and steps you can take to be safe when flying low to the ground where an inadvertent stall or spin may be unrecoverable.

How do you guard your safety and that of your passengers? Take positive control of your aircraft below 2,500 feet agl and eliminate chitchat or other distractions. Also, practice flying at slow speeds at a safe altitude to get a feel for your aircraft's handling during climbs, descents, and turns. But before you climb in the cockpit, review this video; then share it with others on social media and at your flight school or flying club, so they, too, can understand the intricacies of maneuvering at low altitudes.

Video made possible by The Tom Davis Fund.

Updated IAOPA Policy Manual Now Available

The IAOPA Policy Manual has been updated and is now available for download on the web at <http://www.iaopa.org/policies-and-positions/policy-manual.html> . The manual has been rebranded with the new IAOPA logo and is now inclusive of all the resolutions that have been passed to date and includes several position papers that IAOPA have been developed by IAOPA in the past. If you have any questions, please feel free to contact [IAOPA Headquarters](#).

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.

Editor's note: Effective January 2017, IAOPA eNews will be distributed on the last day of the month, versus the first day as has been done in the past. This will allow for the capture of news in the month that it occurs and should facilitate an orderly story archiving and retrieval process. I hope that this change has not caused you any inconvenience and that you will find that this format works better for you and your members.