

IAOPA eNews – May 2016

Top Industry Officials Confirmed for World Assembly –Register Now!

Dr. Fang Lui, ICAO secretary general, Mr. Patrick Ky, EASA executive director, and The Honorable Michael Huerta, FAA administrator will welcome delegates to the 28th IAOPA World Assembly, Chicago, IL (21-24 July) during an opening session moderated by AOPA Live's Tom Haines. Key industry and government executives will be talking candidly about their vision for general aviation and the needs of general in the future. These discussions will lay the groundwork on which affiliates will be deciding the priorities and efforts of IAOPA for years to come. As an active IAOPA affiliate, you need to ensure that your organization has a seat at the table before all of the space is gone. Don't miss the opportunity to experience EAA's AirVenture following the World Assembly. AOPA has created the ultimate Oshkosh adventure that takes all of the hassles out of planning allowing you to just kick back and enjoy AirVenture with all the luxury of a 5-star resort surrounded by good friends. Amenities include meals, transportation, tickets, and unique once in a lifetime events like a lakeside barbeque and lobster bake, exclusive cocktail cruise on green lake, and a Private Dinner Reception in the AOPA Activity Tent where you will be able to enjoy the Wednesday night airshow. (**Open only to those registered for the AOPA sponsored follow-on Oshkosh Adventure.**) Space is limited now is the time to secure your spot. Go online to register at <http://www.iaopa.org/2016-world-assembly.cfm> and be sure to sign up for the World Assembly and the Ultimate Oshkosh Adventure at the same time. If you need additional assistance, please contact IAOPA HQ.

IAOPA Rebranding



On January 5th, AOPA announced that it has updated its brand as part of an ongoing effort to build the pilot community. The new logo is a variation on the association's previous logo and includes wings, the AOPA name, and in some applications a shield emblazoned with 1939.

In order to establish a common brand worldwide the IAOPA logo is been updated to reflect these changes and capture the importance of the organization and the role that it fulfills in generating interest and advocacy for general aviation globally. But this rebranding is more than just changing the logo; it represents a unique opportunity to establish a unified brand globally with a renewed focus on serving the interests of GA in both the international and local arenas.

We have set a side time at the upcoming IAOPA World Assembly to discuss this issue and meet one on one with affiliates to address any concerns that you may have. In the interim please work through the IAOPA Secretary General if you are interested in obtaining information on the rebranding process or have any questions or concerns.

AOPA Australia pushes government to support GA sector

April 6, 2016 by australianaviation.com.au



Aircraft Owners and Pilots Association of Australia (AOPA) president Marc De Stoop has presented the federal government with a nine-point plan to support and revitalize the nation's general aviation (GA) sector, including proposed changes to the nation's aviation safety regulator and the privatization of Air services.

The reforms are outlined in brief to government called Project Eureka and aim to turn around a once flourishing GA sector AOPA says is slowly dying and "collapsing under the weight of regulation".

"AOPA is making what to us is seen as a last stand against inappropriate government industry regulation that has decimated our once thriving GA industry," AOPA Australia president De Stoop said in a letter to federal Minister for Major Projects, Territories and Local Government Paul Fletcher.

“It may sound melodramatic to those not associated with the industry, but those of us who have been in the industry through the period 1960-1990 feel very frustrated that government bureaucrats, through lack of understanding of the need for businesses to be commercially viable, have failed this industry.”

AOPA said previous dealings with CASA and Airservices, as well as the Department, had gone nowhere, with these bodies failing to understand the “commercial implications of their policy agenda”.

Part of AOPA’s proposed reforms include changes to the Civil Aviation Act that require regulators to take into account of “industry viability, efficiency and sustainability”, and for the Civil Aviation Safety Authority (CASA) to be renamed the Civil Aviation Authority and be absorbed back into the Department of Infrastructure and Regional Development.

“CASA has proven unable to regulate without impacting commercial viability,” AOPA said.

There were also calls to enforce rules that provided security of tenure for aviation businesses at airports, for the adoption of a US-style suite of regulatory rules to replace the current Civil Aviation Orders and Regulations, for the reintroduction of TAFE funding to boost aviation apprenticeships and the harmonization of medical certification for recreational and GA private pilots for all recreational aviation aircraft (those weighing less than 5,700kg).

AOPA, which has 2,600 members and aims to represent the general aviation sector, also called for Australia to follow the US timeline of implementing ADS-B (Automatic Dependent Surveillance Broadcast), and changes to ASIC (Aviation Security Identification Card) requirements.

To help pay for these and other initiatives, AOPA called for the nation’s air traffic manager Airservices, which it described as an “a financially underperforming Australian public asset” to be sold and the proceeds used to set up an industry trust fund.

“This capital is needed to re-invest and innovate general aviation business; to fund new technologies, university research and development; and to create long term, high value-added jobs,” AOPA said.

“This funding model provides the means to revitalize the general aviation industry through government investment while also improving the Treasury fiscal position.”

(Reprinted with permission from Australian Aviation, <http://australianaviation.com.au/2016/04/aopa-pushes-government-to-support-ga-sector/>)

Helsinki-Malmi Still Threatened but Fight Continues

Helsinki City Council recently came out strongly in favour of [Helsinki's Malmi Airport](#) (EFHF) remaining in use for aviation, and the Helsinki City Board followed suit by voting for the initiative at its meeting on 30th March 2016.

The initiative's arguments were not challenged but while some councillors (who had familiarized themselves with the matter) were strongly in favor of keeping the airport, others gave less well-informed opinions.

For example, it was suggested (wrongly) that officials would ban residential building if aviation activities were to continue; and also they suggested that there were no international flights at Malmi in the year 2015. In fact there have been hundreds of such flights to and from the EU, Russia and elsewhere, and these are still continuing.

AOPA Finland is supporting the continuation of EFHF in aviation use and says that it has a significant number of members operating at Malmi airport. (IAOPA eNews, April 2016)

Proposal for a pan-Scandinavian exemption of 8.33 kHz channel spacing

AOPA Finland joined with other Scandinavian GA organization's supporting a proposal to exempt general aviation from the 8.33 kHz channel spacing requirement in Scandinavia. Finnish CAA, Trafi, has received the proposal positively and is planning to coordinate with other Scandinavian civil aviation authorities in a near future to have the exemption as wide as possible in Scandinavian countries.

According to proposal aircraft operators may operate in Scandinavian airspace where carriage of radio is required, even though the aircraft radio equipment does not have the 8.33 kHz channel spacing capability, provided that the aircraft does not operate above a pre-assigned maximum altitude, FL095, and that the radio transmitting power is 10 Watts or less. The pre-assigned maximum altitude may be reduced by the competent authorities in certain areas, whenever strictly required for frequency co-ordination purposes.

Assuming that 60% of the Scandinavian fleet is yet to be converted, the total cost of replacing radios within this segment is expected to exceed 20 million euros. An important aspect is that general aviation and air sports have no customer to forward the cost to. In other words, the private individuals will have to pay the cost entirely out of

their own pockets. In turn, this will lead to less activity within the segment, exactly the opposite of the objectives of the European Union's "An agenda for sustainable future in general and business aviation" (2010/C67E/02).

The costs of implementation of 8.33 kHz channel spacing are unreasonable in the context of the benefits which may be achieved in Scandinavia. The trend of the demand for frequency assignment does not indicate any congestion in Scandinavia as there are in core area of Europe which is suffering from serious frequency congestion despite of 8.33 kHz channel spacing.

AOPA Finland has developed a position paper providing additional details on their proposal, for more information or a copy of the paper contact AOPA Finland.

DUTCH AOPA FLY-IN

Saturday, July 2nd 2016 will be the day of the very first Dutch AOPA Fly-In.

The event will be held in the very southwest of the Netherlands near the coast, at the Airport 'Midden Zeeland'. (EHMZ)

Flying in from the UK, Belgium, France or Germany is relatively feasible. All AOPA members and their passengers are very welcome. The airport has AVGAS 100LL, JET A1 and EURO98 fuels.

During the day visitors can enjoy a great variety of delicious food and drinks from local vendors. We have invited some interesting speakers. There will be a fair with booths representing aviation companies, such as aircraft manufacturers, maintenance and training companies. You will also be able to have a close look at some new aircraft. More importantly, it will be an event where all aspects of Dutch General Aviation are represented - ATC, Aviation Authorities and Interest Groups. So expect a great atmosphere and a great excuse to make an international trip.

For visitors

International AOPA Members have free access and do not have to pay landing fees.

Non-AOPA members pay € 42.50 per plane. This includes the landing fees.

Passengers have free access.

Are you planning to come over? Let us know.

Please send an email to secretary@aopa.nl with the following information:

Your full name

Country of origin and AOPA membership number

The registration of the aircraft with which you will fly to the Fly-In
The amount of persons on board (POB)
Your email address
Your telephone number

For more information, please go to

<https://www.aopa.nl/pages/7/evenementgegevens/?eventid=43>

We hope to welcome all international AOPA members!

First EASA CBIR Flying Club Course in Finland

Flying club Raahen Ilmailijat, whose home base is located at EFRH, has the most extensive approved flight training course offering in Finland alongside their ATO status. As a member of AOPA Finland, they offer PPL (A), SPL, TOW, NF(A), LAPL(A), LAPL(S), SEP (Land), SEP (Sea), TMG and FI (A). The latest approved training course is CBIR, which has a full house of eager students who have gone through the syllabus using distance learning using an advanced computer based training application.

The first in-class training period was held in the beginning of April over the weekend. There were 18 students present at AOPA Finland's headquarters studying Air Law, Instrumentation, Flight Planning and Flight Monitoring, Human Performance and Limitations, Basic Aviation Psychology, Meteorology and Radio Navigation. They were lectured by Mr. Jussi Hiltunen, FI-IR, FE-IR, FIE, Land and Sea.

As soon as distant learning and attendance training has been completed, and ATO exams and authority exams have been passed, students will start flight training during this spring. (IAOPA eNews, April 2016)



AOPA Air Safety Institute releases ‘Engine Out! From Trouble to Touchdown’ video

In initial flight training we learn about the four ‘opposing’ forces acting on an aircraft in straight-and-level, unaccelerated flight: thrust, drag, weight, and lift. And so long as the aircraft remains in steady straight flight, these forces will remain in balance according to Newton’s Third Law, which states that for every action or force there is an equal, but opposite, reaction or force.

But how do you counteract the result of losing the thrust component of this balancing act when the engine quits in flight? Enter the AOPA Air Safety Institute’s new *Engine Out! From Trouble to Touchdown* video to understand your immediate responsibility and the steps you should take to have the best chance of a successful outcome. The video describes the difference in responding to a simulated engine-out during training, versus what to expect and do during a real engine-out when you’re on your own, and it covers various engine-out scenarios during takeoff and at altitude. It also discusses your best choices for a landing site and provides rule-of-thumb calculations that will give you a quick idea how long a glide you’ll have before needing to touch down. Remember to jot those numbers down and keep them handily clipped to your kneeboard.

You also learn about important steps you can take to reduce the risk of an engine failure, including proper engine monitoring, maintenance, and fueling tips.

Learn what matters when you need to tackle an engine out dilemma in a single-engine airplane—whether under relatively benign or tricky circumstances. When one actually happens you should be spring-loaded to deal with it (www.airafetyinstitute.org/emergencyprocedures/singleengine).

Video made possible by the Canadian Owners and Pilots Association (COPA) Flight Safety Foundation and Donner Canadian Foundation

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.