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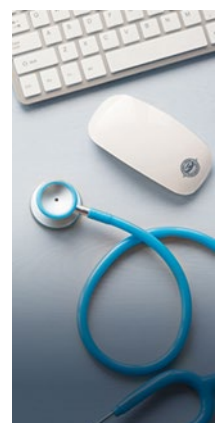


AOPA New Zealand Releases Proposed Medical Standards Policy

AOPA New Zealand has released their proposed Medical Standards Policy in response to a public request from the New Zealand Civil Aviation Authority (CAA). AOPA New Zealand Vice President Steve Brown sheds some light on the situation in a recent article to the members. Portions of that article appear below:

Medical Reform “is part of a world-wide movement to apply appropriate and logical medical standards to recreational and private pilots. It may be a once in a lifetime opportunity for us to see justice and logic applied to our non-hire or reward flying medicals. Hopefully not just in New Zealand, but around the world. International AOPA has led the charge with a Resolution passed at the 2014 and 2016 World Assemblies, to have PPL flying medical standards based on car licences in each respective country.

AOPA NZ has made a submission to CAA that promotes the car licence standard medical test being used for PPL licencing. AOPA NZ suggests that the present testing intervals of every 5 years until age 40 then every 2 years would be sensible for pilots. The test would involve pilots seeing their GP and getting this examination and form completed.



We see no evidence of increased pilot medical incapacitation in pilots flying twins, at night, aerobatics or IFR, nor in different weight aircraft. Therefore, we see no need to change or limit these privileges when we have a more appropriate PPL medical standard.

The BFR has developed over recent years and this is an excellent test of pilot competency under pressure; anyone not stressed by their BFR is a more confident pilot than I. It appears that a competency test like the BFR is to be used for colour blindness assessment – how logical.

Pilot medical health is tested on one day every 2 or 5 years – the pilot is responsible for certifying him or herself on the other 729 or 1825 days in between. Surely it is more logical for us to promote sensible pilot habits around this self-certification than to continue tedious medical examinations which may give pilots a false sense of security.”

For complete details on the policy, check out AOPA New Zealand's [website](#).

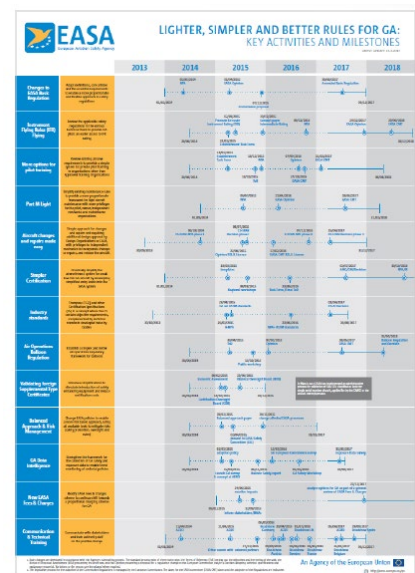
IAOPA Europe Develops Initiative to Track National Compliance to EASA Standards

GA Desk -- A new initiative by IAOPA EU

Hard work by IAOPA European Region over the last few years has substantially changed the direction of EASA's rule-making after realizing that they had over-regulated the industry. New legislation that has the potential to ease that burden is now in force with more in the pipeline.

IAOPA has recognized the numerous achievements by EASA and continues to work to create a better regulatory environment for general aviation in Europe. But evidently that word is not getting down to some of the National Aviation Authorities (NAA's) that are tasked with implementing EASA's regulations. The result is that flying in many places in Europe has seen little, if any, relief from many of EASA's efforts.

To understand the depth of the problem and get an overview of where the problematic issues are, the IAOPA European Region has created the new GA Desk initiative. Its purpose is to collect information on discrepancies in the implementation of aviation legislation by National Authorities, and prioritize their efforts and resources. By gaining a better understanding of where the problems are, and creating an open exchange between organizations, National AOPA's will be in the best possible situation to resolve their national implementation issues and work to eliminate them. This information will be passed onto EASA to help them identify deviations and provide accurate info clarifying information to the National CAA's.



Close cooperation between National AOPA's and the IAOPA European Region GA Desk is key to the success of this initiative. Individual pilots should contact their national AOPA if they would like to report a problem. Communication with IAOPA EU GA Desk (*) should be addressed to iaopa@iaopa.eu.

AOPA Australia Submits AVMED Medical Discussion Paper

The Aircraft Owners and Pilots Association of Australia lodged its AVMED Medical Discussion Paper, calling on the Civil Aviation Safety Authority to introduce Class 2 medical reform.

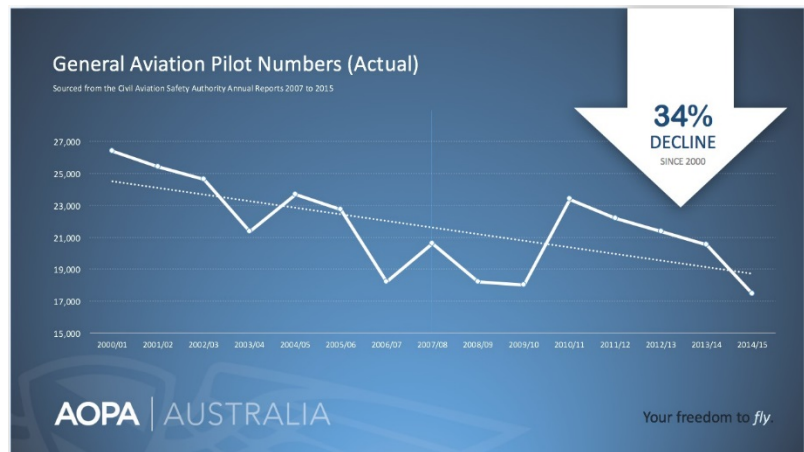
The AOPA Australia submission was supported by 1,717 petitioned signatures and 127 signed letters of support, which were obtained across the five weeks leading to 21st December 2016.

Under the current AVMED system, Australia's general aviation industry has experienced a 34% decline in general aviation pilot numbers (loss of approx. 8,000 persons), whilst during the same period the number of Recreational pilots operating under 'simplified' medicals has grown by some 8,000 persons.

More and more private pilots are being forced to remove themselves from the CASA AVMED managed general aviation industry, no longer willing to endure the endless medical bureaucracy which has been created over the past 30 years, electing to fly on Recreational 'simplified' medicals in an aircraft built to a weight limit, not a certification standard.

The unintended consequence of this transference has been the wholesale decline in certified general aviation aircraft ownership, which has negatively impacted the general aviation industry supply chain – of which the maintenance industry is most affected – placing increasing cost pressure on the commercial general aviation businesses that remain.

Currently the aviation medical branch of CASA work to a one-size-fits-all approach to certification standards for private operations, whereby a private pilot who operates a simple aircraft is required to demonstrate a level of medical fitness commensurate with operating a sophisticated turboprop aircraft under the IFR in the flight levels.



Our submission falls into two complementary proposals – The first involves allowing the DAME to assess a candidate for a full class 2 medical, with all the privileges that standard of license entails, while the second is for a Recreational Pilots License (similar to what is operating in the United States and New Zealand) that has operational limitations regarding number of passengers, aircraft weight and airspace category where operations can take place.

For more details on the proposal check out their [article](#) on AOPA Australia's website.



AOPA Regional VP Promotes GA at Regional Expo

Jaime Fabrega, IAOPA Vice President, Central and Southern America Region, spoke to leading industry and government representatives on the benefits and challenges facing general aviation in the region. At the Aero Expo 2017, that was held at the Panama Pacifico Airport, Jaime addressed the audience on key issues impacting the region and outlined key initiatives and principles he is working on in the region which include:

- 1) Making a clear distinction on the treatment and handling that is given to crews, and passengers of private airplanes versus passengers of regular commercial aviation, as recommended by ICAO.
- 2) To prevent increases in rates, taxes, or any other fees associated with the operation of our aircraft. Working actively to reduce or eliminate existing fees.
- 3) To be able to have real and effective representation in any official or semi-official entity or agency that make decisions that impact General Aviation.
- 4) To be able to guarantee the real aeronautical mobility of the citizen throughout the country, as established by the constitution of the Republic.

For more details or to obtain a copy of the presentation please contact [IAOPA Headquarters](#).

Upcoming Flyouts

The days are getting longer; the trees are all green and summer flying time is upon us. What better way to enjoy the summer than to explore places to fly, people to meet, and

experiences to behold. Several IAOPA Affiliates in the European Region are organizing activities that offer all of that, and more.

AOPA Greece – GA Flights between neighboring countries are the best example of a Single European Sky policy. To this end AOPA Greece is inviting pilots from all neighboring countries to participate in the aviation celebrations to take place at the municipal airport of Karditsa on June 10-11, 2017.

Karditsa lays at the center of Greece near the Meteora Mountains and Lake Plastira. Excursions by bus are planned to both attractions. AOPA Greece will provide the best aviation celebration for our members and for you, your family, and friends. Pilots interested in attending should contact [AOPA Greece](#) to find out additional details. Experienced members of AOPA Greece will provide information and advice to help in your planning efforts.



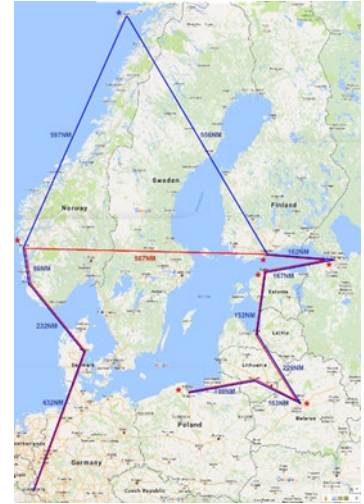
AOPA Netherlands - The AOPA Netherlands Fly-In will be held July 8th, 2017 at Enschede Airport and is open to anyone that loves general aviation. They are delighted at the fact that the airport has offered to host the event so quickly after opening to GA. Enschede Airport is expected to open early in the second quarter of 2017, for this reason they are expecting this to be a popular event. The past Fly-In attracted over 85 planes from the Netherlands and surrounding countries. Weather permitting, they anticipate close to 150 visiting aircraft this year. Besides good friends and airplanes, you can expect interesting speakers, and end the day with good food barbecue style. If you're interested contact AOPA Netherlands, members and non-members can [register here](#) . See you July 8!



AOPA Luxembourg – Every year pilots from all over Europe fly together, across borders, over nice countries paying tribute to famous Austrian airman Hans GUTMANN, who organized so many long-range trips in the previous decades, built his own airplanes and circumnavigated the world twice.

The last rally of 2016 was from Luxembourg to Georgia. Pilots traveled over 4000 nautical miles from Europe to Georgia. Over 10 aircraft participated and made this event a success.

The 2017 rally, MID SUMMER NIGHTS, will take place in June 2017, from 15th to 25th June. This year the rally route is going to be via the Scandinavian and Baltic countries, culminating in Saint Petersburg, Russia. For complete details email the event organizers at info@hansgutmannrally.eu.



AOPA Air Safety Institute releases new Pinch Hitter™ syllabus

Pilot incapacitation is extremely rare in general aviation. But non-pilots may worry about it stepping into the cockpit if they don't know what to do in the event of an actual emergency. So introducing flying companions to basic flight concepts and how to handle an emergency can help.

In the early 1960s, AOPA took the initiative to develop the *Pinch Hitter*™ course to do just that. Non-pilots learned to navigate to an airport, talk with air traffic control, and land an airplane safely—all on their own. Now in its 54th year, the course is famous for successfully helping non-pilot companions become more comfortable in the cockpit—even participate as an effective crewmember while enjoying their flying adventure.



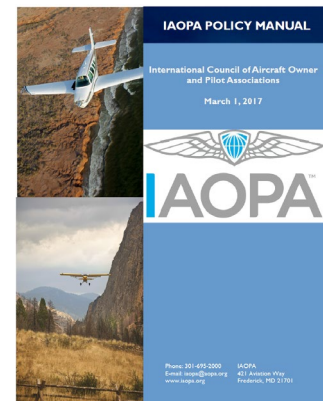
In addition, the Air Safety Institute recently developed the *Pinch Hitter*™ syllabus to guide non-pilot companions, flight instructors, and experienced pilots through *Pinch Hitter*™ training. The 14-page booklet expands the knowledge participants have gained from the course. It suggests ground and flight lessons covering aircraft orientation and scenario-based training. The latter provides hands on instruction to deal with an emergency. An in-

flight guide and emergency checklist complete the syllabus.

The [syllabus](#) and [course](#) are not intended as a "learn to fly" training program for student pilots. Yet, it has planted the flying bug in many—some of whom have gone on for more training, even earning their private pilot certificate.

Updated IAOPA Policy Manual Now Available

The [IAOPA Policy Manual](#) has been updated and is now available for download on the IAOPA website. 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.