

IAOPA eNews – September 2015

ICAO Study Group accepts IAOPA GA Airplane Certification Changes

IAOPA met in Rome this September as a member of the Study Group of ICAO's Airworthiness Panel. The Study Group was charged with finding a way to simplify Type certification of small aircraft.

The challenge, recognized by IAOPA for the past 6 years, has been to find a less costly and more significant way to encourage manufacturers to provide new aircraft designs capable of replacing the current, ageing training fleet. In 2010, ICAO identified a looming manpower shortage for airline pilots and mechanics by the year 2030. IAOPA quickly responded that ICAO's effort to address that problem would not be successful if there were not sufficient affordable aircraft capable of training pilots and mechanics. IAOPA therefore proposed encouraging aircraft manufacturers to develop a new category of small training aircraft. These aircraft IAOPA named New Generation Light Aircraft, NGLA.

Two impediments have existed to new designs being sold world-wide:

One was the weight limit of 750 kg, below which weight ICAO did not permit aircraft to be issued Type Certificates. In order for aircraft to operate internationally, they had to be both Type-Certificated and issued a standard Certificate of Airworthiness.

ICAO agreed to IAOPA's request to drop the 750 kg weight limit, thus allowing small GA aircraft to become eligible for a Type Certificate, following which they could be issued a Certificate of Airworthiness.

The other barrier was the absence of alternate means of compliance to the "what's and how's" of the FAR 23/CS 23 airworthiness certification standards. When ICAO decided to advocate performance based standards and to use risk as a measure by which to determine the extent of proportionality that might be accorded the certifying process, IAOPA made its proposal to permit the use of risk-based standards in the certification of airplanes under 750 kg.

IAOPA succeeded in the Rome meeting in having ICAO's Airworthiness Study Group agree to introduce a Recommendation in the Airworthiness Annex 8 that encourages States to apply certification criteria based on the risk a particular aircraft design represents instead of prescriptive criteria which have long been in place.

If this recommendation is accepted during the further next steps of the ICAO rule making process then IAOPA will have achieved the removal of a major constraint to new aircraft coming to market. The outcome of IAOPA's initiative will be a major achievement and a step forward.

IAOPA World Assembly – Registration will open soon

AOPA US has been working to make the 28th IAOPA World Assembly, which will be held at the Westin Chicago River North, 21-24 July, 2016 a premier event. Located in the heart of downtown Chicago's famous Loop and overlooking the Chicago River the Westin Chicago River North enjoys one of the city's most coveted locations.

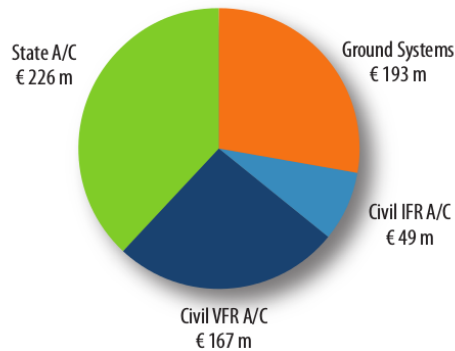
Registration will be open shortly, and when the site becomes live an email will be sent to all IAOPA affiliates. Finishing touches are being put on the site, with a link from the IAOPA Homepage that will contain all of the information you will need to register and plan your trip. I look forward to seeing all of you in Chicago next July.

Future of General Aviation in Finland

AOPA Finland's conclusion is that Finland government, Ministry of Transport and Communication, as well as ANSP monopoly holder Finavia are all completely ignoring the agenda for Sustainable Future in General Aviation and Business Aviation in European Parliament resolution of 3 February 2009. Evidence of this is sufficient, taking into account decision of EFHF closure and the Supreme Court's decision to allow the wind power farm in the vicinity of the EFRH airfield as well as other negative actions towards GA. CAA completely ignores EU recommendations about consultation period lengths for the stakeholders; even the Parliamentary Ombudsman stressed the purpose and implementation of consultations with stakeholders when AOPA Finland complained it in conjunction of earlier airspace change in 2014.

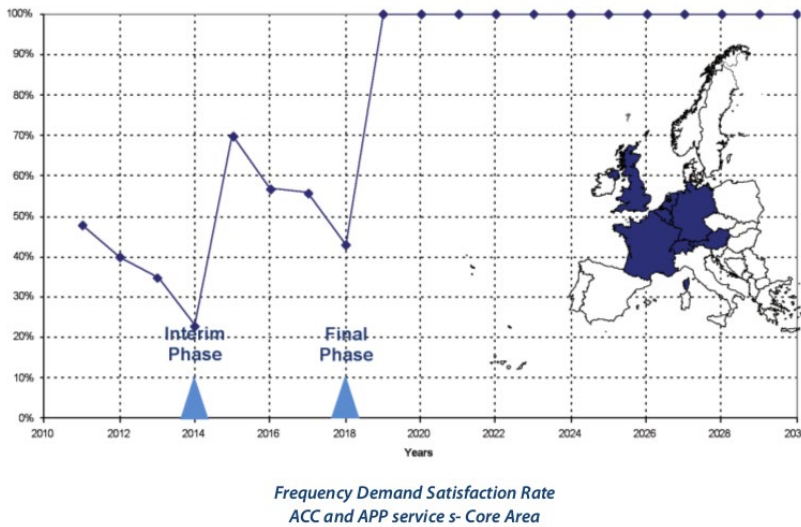
In Finland, regulations are already agreed behind the scene as this airspace change of 12 NOV 2015 related consultation was just an agility test for stakeholders. EU regulation 1079/2012 will jeopardize the whole GA fleet of Finland, which will affect to 90% of GA aircrafts in terms of upgrade at least one of the 8,33 kHz VHF RTF equipment according to regulation prior 1st of Jan 2018.

Aircraft retrofit costs are the major constituent of the costs, accounting for 70% of the total for full implementation.



Source: Eurocontrol, 8.33 kHz channel spacing below flight level 195 2010.

It's estimated that this requirement will cost, to Finnish aircraft owners, about 500 000, - €, around 5 000,- € per affected aircraft, due to the age structure of Finnish GA fleet. Just for that reason that Central Europe's core area's frequency demand satisfaction rate is forecasted to be low in the future but in Finland it is almost 100% with 25 kHz channel spacing in all airspace below FL 195. Finnish GA is just picking the tab but no compensation or added value for service is expected.



Source: Eurocontrol, 8.33 kHz channel spacing below flight level 195 2010.

AOPA Air Safety Institute Releases 24th Nall Report

2013-2014 General Aviation Accident Scorecard. In 2013, the number of non-commercial fixed-wing accidents decreased by an unprecedented 18 percent from the year before, dropping below

1,000 for the first time. FAA flight-time estimates show that this improvement did not result from a further decrease in flight activity: Both overall and fatal accident rates were the lowest in the 25 years that the Air Safety Institute has tracked this measure. The overall number of accidents dropped another 3 percent to an all-time low of 923 in 2014, and 2013-2014 are the only two years in the past half century with fewer than 200 fatal accidents each in light airplanes. Non-commercial helicopter activity, however, dropped 10 percent from 2012 to 2013; because of an unusually high proportion of fatal accidents, this sector suffered its highest fatal-accident rate of the past decade. A record low number of commercial fixed-wing accidents was partially offset by the highest number of commercial helicopter accidents since 2003-2004. The *2013-2014 GA Accident Scorecard* provides details on the numbers of accidents and fatalities by sector, further broken out by category and class of aircraft, pilot qualifications, purpose of flight, and light and weather conditions.

<http://www.aopa.org/Pilot-Resources/Safety-and-Technique/Accident-Analysis/Joseph-T-Nall-Report?CMP=ADV:1#report>

A Pilot Service Announcement (PSA) from the Air Safety Institute

What if the airlines handled fuel management the way some GA pilots do? Taking a cue from televised public service announcements, the Air Safety Institute has published various PSAs meant to raise awareness of common accident causes. For example, from an accident prevention perspective, fuel mismanagement is one of the most frustrating problems all around the globe. These accidents are easy to avoid, yet in the United States alone, an average of three accidents per week result from fuel exhaustion, starvation, or contamination. This short video spoof reminds us that airplanes don't run on air. Feel free to share with others, especially those at risk of becoming a fuel mismanagement accident.

http://www.aopa.org/AOPA-Live?watch={01096CBA-D612-417B-BA5C-579FC421B0CE}#ooid=lsNjM2MTpWkY-Wv5wm_DBq7MRluXUTHD

Link to IAOPA Europe Newsletter

Read the latest information on what IAOPA affiliates are doing in Europe. AOPA's 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.