

Top Industry Officials Confirmed for World Assembly

IAOPA

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 aviation 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.

Brussels attack postpones GA meeting in Europe

The terrorist attacks in Brussels early March 22 postponed a key meeting between officials with IAOPA Europe and the European Parliament that was scheduled to take place that evening. About 120 European Parliament members, staffers, and key aviation industry officials were scheduled to arrive in Brussels for the meeting that day to discuss establishing the equivalent of the U.S. House and Senate General Aviation Caucuses.

"This was to be a watershed event for GA in Europe," said IAOPA Secretary General Craig Spence. Spence said that as soon as he learned of the terrorist attacks, he

checked on the IAOPA Europe members who were scheduled to be en route for the meeting to verify they were safe. “Our thoughts and prayers are with all those who have been affected by these terrorist attacks,” said Spence, adding that the attacks come much too soon after the bombings in Paris in November.

“Thankfully, our IAOPA Europe members are safe.” The meeting between IAOPA Europe and the European Union Parliament members will be rescheduled for a later date, he said.

Spence said that he also learned that officials from the General Aviation Manufacturers Association’s office in Brussels, located not far from the subway station attack, are safe as well.

“While yesterday’s (March 22) attacks took place near GAMA’s Brussels office, our employees are safe, and our hearts go out to all those affected by these horrific and senseless acts of violence,” said GAMA Spokeswoman Mary Lynn Rynkiewicz.

- Courtesy AOPA March 23, 2016, By Alyssa J. Miller

Proposal to increase Microlight MTOW

AOPA Finland is asking for other AOPAs to support it on Finland CAA's proposal to make amendments to Annex I (old Annex II).

Mr. Jani Hottola, special advisor of CAA Finland, presented this proposal during FCL-IF meeting in Istanbul earlier this year. Current MTOM limits haven’t taken into account the introduction of safe four-stroke piston engines, he said. This has led to a situation where legislation prohibits a very usable entry level aircraft category from being legal to operate.

It has created an environment where (in addition to obvious safety implications) new pilots are forced to learn in a culture where you choose when and what rules to respect, and therefore establishing the worst possible value-base for an aviator.

The original proposal contained MTOW increase of 65kg from 495kg to 560kg but AOPA Finland considers that increase should be 105kg up to 600kg to enable a safe and legal operation of the four-stroke piston engine microlights, and the development of electric microlight aircraft. Currently, the design of most modern ultralight aircraft would allow operation with notably higher take-off masses than those prescribed as limits in Annex II of the regulation.

However, in this case all the requirements of Regulation 216/2008 would become applicable and this, from the perspective of a typical user of such a recreational aircraft, means that the operation would complicate to an unreasonable extent.

In reality this means that, for example, an aircraft that could be operated with an MTOM value of 600kg based on its design must be flown 150kg lighter in order to remain within the scope of national regulations.

This has led to the unwanted real-life situation where an aircraft is difficult or impossible to be loaded with two persons and an amount of fuel to allow a reasonable flight time without exceeding the set weight limit.

AOPA Finland requests all AOPA affiliates to deliberate and consider their support for this proposal as soon as possible and to send comments to their respective CAAs as soon as possible, in order to proceed with this proposal at the Council of the European Union's Working Party on Aviation.

COPA and AOPA Working Together to Solve Border Issue

In December 2015, at the request of the American Transportation Security Administration (TSA), the Federal Aviation Administration (FAA) issued three high-impact NOTAMs for Canadian aviators, in the sense that they essentially prevented Canadian general aviation and business aircraft from overflying any part of U.S. airspace to reach another Canadian destination, without having special TSA-issued security waiver for everyone in the aircraft.

That meant for example, no more direct flights from Montreal to Moncton or Halifax, Vancouver to Victoria and making it almost impossible to do circuits at Abbotsford and other close border airports like it. The issue made these flights a lot more expensive, longer and in some cases, downright impossible.

The Canadian Owners and Pilots Association (COPA) took hold of the matter and through IAOPA, received the help of AOPA (US) and got the ball rolling quickly to get a draft amendment of the NOTAMS within a day or two.

The subsequent 15 days meant constant discussions between COPA and IAOPA, AOPA, Canadian Business Aviation Association (CBAA), Air Transport Association of Canada (ATAC), Transport Canada and even the TSA. The amended NOTAMS were

issued, thanks to the cooperation and collaboration of neighboring countries through IAOPA.

Call for Resolutions and Survey Information

With the IAOPA World Assembly 120 days out it's time for everyone to start thinking about the issues that are important to the future of general aviation and IAOPA that would warrant discussion at the upcoming assembly.

The assembly agenda being finalized offers time for issues that are of interest to the delegates and will serve as a guide for our deliberations. But there may be other items that you consider important enough to develop a draft resolution for consideration of the assembly. Now is the time to begin discussing these issues with your board and membership.

All affiliates should have received an email detailing resolution development that will guide you through the process. If you did not receive this email and have any questions or need additional assistance, please reach out to IAOPA HQ.

One such resolution that was adopted at the 7th World Assembly requires each affiliated national organization to provide the Secretariat with statistics regarding the national organization and general aviation activities within that state.

As you know statistical information specifically focused on general aviation at a global level is almost non-existent. The information collected and provided by IAOPA affiliates is compiled by IAOPA Headquarters staff and used when developing policy and representing our interests at forums around the world.

Please take the time to contact your National Aviation Authorities to obtain the most accurate and up-to-date information as this will greatly increase the accuracy of the survey. Please note the deadline of 1 June, 2016 for submission of your results, if you have not received a copy of the survey request via email please contact IAOPA Headquarters.

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Whether flying in the United States or abroad, pilots have come to rely on the AOPA Air Safety Institute for free aviation safety programs. But did you know that you can not only browse the AOPA Air Safety Institute's (ASI) website (www.airsafetyinstitute.org) where all pilots—not just AOPA members—can access free aviation safety programs, but you can also sign in to ASI's YouTube channel?

Join more than 14,000 subscribers and explore Air Safety Institute videos not published on the website. For example, *Runway Safety: Over the Line*, (<https://youtu.be/-77ZdpybETU>) excerpted from the AOPA Air Safety Institute *Runway Safety* course, is part of the ASI YouTube "Runway Safety" playlist. Join, watch, and give the Air Safety Institute videos a thumbs up!

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/>

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.