

Mark Baker Explains Importance of GA to Global Aviation

IAOPA

In the latest edition of the ICAO Training Report, IAOPA President Mark Baker reaffirmed that a healthy general aviation segment is critical to the overall health of the global air transportation system. In his article entitled, “Commercial and General Aviation: Two Sides of the Same Coin” Baker points out that many view commercial and general aviation as two separate worlds when in fact they are more like two sides of the very same coin; you can’t have one without the other. General aviation today is a rich training ground for a wide range of aviation careers and GA flying is also a great way for commercial pilots to stay in touch with fundamental skills like aircraft control, decision making and instrument interpretation.

General aviation has an important role to play in our global aviation system. We need GA to produce new pilots and keep the current ones sharp while providing everything from agricultural to humanitarian services. But we also need regulatory environments that support GA and its unique place in our transportation network. By working together, and recognizing that commercial and general aviation are two sides of the same coin, we can help grow the pilot population, improve safety, and expand horizons for not only those who fly, but for everyone who benefits from a safe and effective transportation network. The entire article can be viewed at <http://www.icao.int/publications/Pages/training-report.aspx?year=2015>.

28th IAOPA World Assembly Registration Open

Registration for the upcoming 28th IAOPA World Assembly, being hosted by AOPA US, (July 21st – 24th in Chicago IL) is now open. Go to www.iaopa.org and click on the box in the upper right hand corner to secure your seat at the table. We are still finalizing the agenda and welcome your input and suggestions as we continue to plan to make next year’s World Assembly a must attend event. If you’ve never been to a World Assembly (or to Oshkosh AirVenture) this is your chance. AOPA has organized a one-of-a-kind AirVenture experience as an optional follow-on excursion, details of which can be found on the registration page. Be sure to register early as space on the follow-on trip is limited.

IAOPA Europe - New regulation means changes for CAMO and Part 145/M/F/66

Impact of commission regulation (EU) 2015/1088 on CAMO and Maintenance Organizations after 27th of July 2015.

Niklas Larsson - IAOPA and AOPA Sweden

On the 27th of July 2015, a new EU Regulation entered into force, Commission Regulation (EU) 2015/1088. It is related to the work put down by the General Aviation Task Force in Cologne.

The regulation allows for some important alleviation for ELA11 non-commercial. Here is some information for CAMOs and Maintenance Organizations.

How does this affect a CAMO?

- The regulation introduced the self-declared aircraft maintenance program. This enables the aircraft owner to make deviations from TBO, Service Bulletins and other non-mandatory service recommendations. By doing so, the owner is also responsible for his/her decisions on deviations. The CAMO may not challenge the decisions nor become responsible for the consequences of the deviations. When conducting the airworthiness review a CAMO verifies that maintenance is done according to what is stipulated in the AMP, just like earlier.

- To be able to review a self-declared AMP you will have to change your CAME (Continuing Airworthiness Management Exposition). It will be a minor change with added instructions for reviewing this kind of AMP. Ask your CAA for guidance if you are uncertain.

How does this affect a Part 145 or M.A. Subpart F Maintenance Organization?

- A maintenance organization can obtain authorization to do airworthiness review and AMP review (only self-declared). Authorization requires compliance with certain conditions that can be found under M.A.901 point (1).

- It requires changes in your MOE/MOM (Maintenance Organization Exposition /Manual) and an application for extended privileges and change of the maintenance organization approval certificate (Form 3).

- The regulation introduced the self-declared aircraft maintenance program. This empowers the aircraft owner to make deviations from TBO, Service Bulletins and other non-mandatory service recommendations. By doing so, the owner assumes responsibility for his/her deviations and your organization may not challenge the decisions nor become responsible for the consequences of the deviations. When conducting the airworthiness review, you should make sure that the maintenance is done according to what is stipulated in the AMP.

- The competent authority must be notified if defects are found during the annual inspection and the airworthiness review that can be linked to decided deviations in the self-declared AMP.

There is no doubt that this is the future of light aircraft maintenance, the new Light Part-M that will hopefully enter into force during 2017, will most likely include further alleviations and more authority being transferred to independent certifying staff, Part 66. IAOPA believes that these new rules will reduce the cost of maintenance without adding risk and hence increase the market for the benefit of the whole industry. More aircraft will become airworthy which gives maintenance personnel and organizations more work and a brighter future.

IAOPA European Affiliates Meet in France

Over 40 delegates representing 18 IAOPA European affiliates gathered in the Hotel Paradis in Lourdes, France on October 3rd for the 133rd IAOPA European Regional Meeting. The meeting was chaired by IAOPA SVP Martin Robinson and provided the attendees with an opportunity to discover the latest information on key initiatives underway in the region, as well as to receive updates from AOPA representatives working on key committees within EASA and SESAR. The day's activities were capped with a fantastic dinner hosted by Daher-Socata and many took the opportunity to get a tour of their assembly facilities in Tarbes on Friday. For full details of the meeting, check the IAOPA Europe website www.iaopa.eu.

Air Safety Institute - Real Pilot Story: Fire in the Cockpit

Although in-flight electrical fires are rare, when they happen they'll get your attention quickly—just ask certificated flight instructor, Jade Schiewe. One moment he was conducting a routine flight lesson in a Cessna 172RG with a flight instructor candidate, moments later he had to declare a Mayday.

In this Real Pilot Story, come ride along with Schiewe as he shares how he had only seconds to land the airplane—feet on fire and the cockpit full of smoke.

Airline crews frequently practice cabin and cockpit smoke and fire drills in the relative comfort of a full-motion flight simulator. But, general aviation pilots don't have the benefit of such a realistic drill.

We can, however, take a good look at the airplane's emergency checklist, make sure our aircraft has a properly charged fire extinguisher (and know its location and how to operate it), and contemplate "what if" scenarios—it could one day be the difference between life and death while battling the real thing in the air.

Take away several practical lessons from this incredible story and know your options when smoke and fire fill the cockpit.

<http://www.aopa.org/AOPA-Live?watch={91DFA1CA-D581-4B90-B9B5-51C8C44C7381}&#ooid=VnODNsMjoP9But0VTnOPU0I03OR0QEeK>

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/>