

AOPA Spain elects new director

IAOPA

The Board of AOPA Spain, appointed José Manuel Pérez de la Cruz as Director. José Manuel has a long career, having held among others, the President of SENASA, the DGs of the Foundation of the Autonomous University of Madrid, Acciona Airport, Aeromadrid and Corjet Maintenance, currently associate professor and Master of Aviation Management.

José Manuel, as Director of AOPA Spain, will strengthen the presence of the association in Madrid, to improve service to partners, strengthen relations with the aeronautical institutions and public entities.

Given extensive experience in the field of General, Commercial and Executive Aviation, he will strengthen the name of AOPA Spain, and increase its presence in these sectors in order to reinforce the partnership as a reference for the defense of the interests of the General Aviation and Aerial Work within Spain and the region.

IAOPA participates in ICAO High Level Safety Conference

IAOPA Secretary General Craig Spence and IAOPA Representative to ICAO, Mr. Frank Hofmann, represented IAOPA at the recent ICAO High Level Safety Conference held at ICAO Headquarters in Montreal in February. The event (only the second of its kind held by ICAO) was attended by 120 member states and 35 observer delegations.

The conference mainly focused on commercial aviation covering three major themes: reviewing the current safety situation, the future approach to manage aviation safety, and facilitating increased regional cooperation. In particular, delegates address issues including the global tracking of commercial aircraft, risks to civil aviation arising from conflict zones, and the safe integration of Remotely Piloted Aerial Systems (RPAS) into national airspace.

Complete details of the conference including all of the working papers and informational papers presented can be found at the ICAO website:

<http://www.icao.int/Meetings/HLSC2015/Pages/default.aspx>

AOPA Argentina meets with regulators on flight instruction

AOPA Argentina is holding talks with local aeronautical authority ANAC (Administracion Nacional de Aviacion Civil) in order to join forces in general aviation issues especially in flight review and flight instruction.

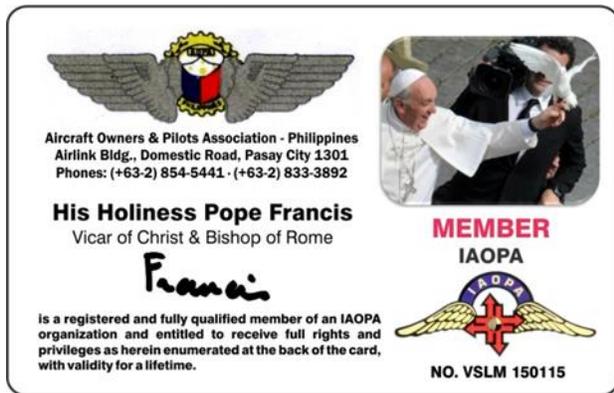
The authorities are studying flight review requirements to apply in the actual regulations as they do not exist at the moment, but our association has been teaching it already in several flying clubs and flight schools across Argentina.

ANAC officials agreed to coordinate actions together to implement it through courses and seminars throughout the country as we get to know each other. They seem enthusiastic to incorporate AAIV in their safety seminars to explain and give information about flight review procedures and safety awareness. Of course it is still in development.

AOPA Phillipines starting out 2015 with a blessing

AOPA Philippines (AOPA – PH) has started out 2015 on a high note as leaders of the organization had the fortune of taking part in welcoming Pope Francis to the Philippines and in sharing with him so many “precious moments in time” that resulted in broadening support for general aviation from various sectors.

Pope Francis accepted AOPA Philippines invitation for him to be a Very Special Honorary Lifetime Member (VSLM) of AOPA-PH as shown below in his signed AOPA-PH Identification Card.



It is one of the very few documents (if not one of only two) he formally signed during the course of his Philippines visit. The other was the note he wrote on the guest book in Malacanang Palace during his courtesy call there.

Related initiatives were made possible thru the support extended to AOPA-PH by officials and cooperators of the Catholic Bishop Conference of the Philippines or CBCP – the principal Events Coordinator of the Papal

Visit, the Philippines Defense Secretary and some key players of the private business sector. What is considered most precious is the “blessing” the Pope extended to AOPA-PH and to general aviation enthusiasts which we would want to share with the IAOPA member countries and individuals.

With such “blessing,” among others, we look forward to a fruitful year for all “IAOPA Family members.”

ICAO has a Study Group on Performance Based Navigation (PBN)

The group composed of regulators, air traffic service providers and industry representatives evaluates the requirements to be applied in the air navigation system.

Being discussed by the group are the levels of performance required from the satellite-based navigation system in a variety of situations - en route, on approach, on departure. Because discussions in the group had been largely airline-centric, it was felt that the group's decisions were being made without input and comment from the General Aviation community. As a result, IAOPA was asked to participate in the context of a PBN GA study group.

IAOPA was invited to provide input, agreed to participate and is pleased to have the opportunity to take part in discussions which will impact GA operators.

IAOPA Europe working on solution for 8.33 kHz radio implementation

The EU Regulation (1079/2012) which deals with the implementation of 8.33 kHz channel spacing requires that all radios be 8.33 kHz compliant by Dec. 31, 2017. Currently, 8.33 radio carriage is only mandated for IFR flights and all flights operating above FL195.

At a recent Eurocontrol work shop, IAOPA Senior Vice President Martin Robinson raised the issue again of the cost to general aviation. The number of aircraft that operate below flight level 195 is approximately 56,000 according to official figures and most of these are VFR operations. Robinson pointed out that Article 14 of EU 1079/2012 permits Member States to use exemptions or provide derogations where the airspace concerned has little or no impact on the ‘Network’

airspace (i.e. that airspace which supports commercial air transport operations and IFR traffic generally).

However, Golf and Echo airspace does not mandate the use of radio equipment and therefore, he argued that this must mean that Golf and Echo airspace has little or no impact on the Network. IAOPA Europe is asking for a European-wide exemption from 8.33 kHz in G and E airspace and we have been supported by other bodies like the French Gliding Union and EAS (European Air Sports). I also believe that some other European States are also saying they will not apply 8.33 in Golf airspace.

IAOPA believes it is possible to retain enough 25 kHz frequencies to support GA operations in Golf airspace. Even the Regulation requires 8.33 radios to be able to tune in 25 kHz steps and 121.5 will still remain

Member States must submit to the Commission, at least one year before Dec. 31, 2017, any plans they have for exemptions or derogations.

This is only a few years away and realistically, between mid-2016 and mid-2017 owners would need to start changing their radios if we cannot obtain some exemptions – which is why we are also looking to see what funding may be available to lessen the financial impact.

The bottom line is the need for additional radio frequencies to support the Network airspace because of the link to delays and capacity which affects the airlines.

Member States are required to submit airspace performance targets for which, if they fail to achieve, they may be fined. Again, many of the issues are inter-connected and therefore, associations like IAOPA EU have short to mid-term goals where we seek to address key-issues. We need to provide solutions for general aviation which are affordable and proportionate to the activity. Any aircraft flying in the European region post Dec. 31, 2017 will be required to use an 8.33 radio- all IFR operations have been required to equip since Jan. 1, 2014. Therefore, any member that is thinking about changing their radio should only replace the existing sets with 8.33 radio.

IAOPA Europe regional meeting website goes live

The 132nd IAOPA Europe regional meeting is graciously being hosted by AOPA Norway in Sandefjord, on May 2, 2015. AOPA Norway has set up a website <http://www.aopa.no/rm2015> that provides details of the venue hotel, booking information, what airport to fly into and a host of other information that will assist you in your planning for the event.

Recognize risk, make safe decisions – AOPA Air Safety Institute

As safety-minded pilots we need to make conservative decisions for the best chance of a positive outcome. In *Accident Case Study: Emergency Management*, the Air Safety Institute shares lessons drawn from a pilot's unfortunate decisions during a vacuum pump failure in instrument meteorological conditions while on approach to Fayetteville, North Carolina.

Using ATC audio and radar data, ASI has reconstructed the flight's events and discusses the regrettable chain of mistakes, miscommunications and missed opportunities that eventually led to the pilot's spatial disorientation. Watch the video <link> and take this opportunity to boost your awareness of critical and proper decision making in an emergency.

Video URL: <http://www.aopa.org/AOPA-Live?watch={348499CF-492B-40EF-837B-7AAD283DD2D7}#ooid=VvNjd0cjp0MmkdbpmM8fmwF2OZnZ47NB>

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

There's nothing like reminding members 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.