

28th IAOPA World Assembly Update

IAOPA

Early registration is ongoing for the upcoming IAOPA 28th World Assembly being hosted by AOPA US, July 21-24, 2016 in Chicago, IL. A link to the registration page can be found at www.iaopa.org that will guide you through the registration process. Early registration closes on January 31, 2016 so make sure that you get registered now before the prices go up. If you experience any problems during the registration process, please notify IAOPA HQ so that we can get the situation remedied. It's not too late to get your suggestions in for items that you would like to see covered on the agenda. If you have any topics or discussions that you would like included, please send Headquarters an email.

End of Year Dues Reminder

As 2015 gets ready to head off into the sunset, please be sure that your affiliate is current on dues to IAOPA Headquarters. An email has been sent to the few remaining organizations that have not paid their dues to date. It is important to remember that the annual membership fee should be paid before April 1st of the year in which it is issued; otherwise the organization could lose voting privileges. Membership fees that are delinquent more than one year could result in the affiliate being declared inactive.

Additionally, you will be receiving a survey from IAOPA Headquarters in the next few weeks requesting information on the status of your organization including the number of members, email and addresses for key elected officials and officers. It is vital that we keep our lines of communication open and out of date contact information has proven to be our biggest barrier. Also, please take the time to let us know what we can do here for you. Our strength is in our numbers and our unified position on matters that impact general aviation globally.

IAOPA Europe working to improve Part - ML

AOPA Sweden

The Part-ML (Maintenance requirements for light aircraft) Task Force had another meeting on the 18-19th of November to discuss the comments of NPA 2015-8. There were over 300 comments from the industry, which was very welcomed from both EASA and the other group members. Juan Anton, of EASA, had done a great job of preparing a summary of the comments before the meeting, and also comments from the national authorities (NAA) that held a meeting the week before.

The response from the NAAs was more positive than expected and there was room for further alleviations. One of the alleviations requested by IAOPA was to increase the scope of the rule to include heavier airplanes. In our vision/utopia, which was enclosed in the NPA, we wished to cover all non-complex motor powered airplanes. While we are not there yet, we are happy to announce that for motor powered airplanes the weight limit has been raised up to 2730 kg!

This will cover most, but not all, twin piston airplanes. Beech Barons and Piper Seneca's are covered but not a PA-31 for example.

This is a major achievement and we are happy to say that the Swedish, UK and Austrian CAA helped us get there. IAOPA had suggested it previously but first when we received some support from the NAAs, we were able to get to the next step with it. This is because we must suggest rules that will have a decent chance of passing the EU Commission where some NAAs are represented. Simply, if they refuse, it will not get adopted.

Another thing that was introduced is the idea of a new ML maintenance organization that will take the role of CAMO, Part-145 and Subpart F. Essentially, everything that is needed for our cause, unless we want to get into commercial air transport, i.e. air taxi and scheduled passenger service. Aerial work and similar is covered in the new organization.

The members of the group have pointed out that it is of outmost importance that the current organizations will be more or less grandfathered into the new organization if they'd like. It will be a very light organization without any gold plating related to heavy aircraft maintenance. Independent certifying staff will be able to issue the ARC but the NAAs wished that they will have to be authorized by them to get that privilege. We accept this and a draft will be made here as well for this authorization. IAOPA has requested that it is important that this is a one-time interaction with the NAA to eliminate the risk of a fee every few years. It seems to be a successful request but we will follow up on this.

The NPA also raised comments about pilot owner maintenance and the wording used. IAOPA has raised this issue and it will be discussed during the next meeting so that we can allow the owner to do a 100 hour check. Nonetheless, the annual inspection will not be eligible for pilot owner maintenance as it seems now. However, the owner can of course be invited by the mechanic to help out; this is not considered as pilot owner maintenance and is totally at the discretion of the independent certifying staff.

All in all, we are happy to be a part of this revolutionary rule making and grateful for the hard work put down by EASA and especially by Juan Anton. The next, and most likely the last, meeting will be 13-14th of January and the opinion for the rule should be done by March so that it can be presented at AERO2016 in Friedrichshafen. Changes can still be made and nothing is 100% sure yet, but it seems promising. Entry into force is expected at the beginning of 2017.

If you have any questions regarding this, do not hesitate to contact me.
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IAOPA Represents General Aviation at ICAO Forum

IAOPA was advocating that general aviation plays a key part in all future plans at the recent International Civil Aviation Organization (ICAO) World Aviation Forum, Aviation Partnerships for Sustainable Development. The purpose of the form was to explore the wide-ranging socio-economic benefits of an effectively supported civil aviation sector and brought together key leaders from Government, Industry, and Stakeholder Associations to discuss the challenges (and

opportunities) that lie ahead. The event was attended by delegates from around the globe and represented the full spectrum of Civil Aviation Authorities and industry groups.

IAOPA has long advocated that a healthy and vibrant general aviation segment is key to a healthy aviation transportation eco structure. This forum provided yet another opportunity for IAOPA representatives to reinforce these ideas with the delegates attending. While most of the focus was on the development of commercial air transportation in developing and emerging countries, the consistent theme was “No Country Left Behind.”

Given the important role that general aviation plays in connecting towns and cities not served by commercial transportation, as well as its importance to the economic development of a country we should also be discussing “No Segment Left Behind.” It is critical that as these emerging and developing countries work to develop the necessary infrastructure (airports, PBN procedures) and that the needs of general aviation operators and users are taken into account and addressed.

Over the next 15 years, the aviation industry globally will register higher growth, which will put increase pressure on existing aviation capacity and facilities. This in turn will require huge infrastructure expansion, acquisition of modern equipment and training of technical personnel. If the needs of all users (including general aviation) are not included in the planning and development of these needed improvements the job will be far from complete. Now is the time that all stakeholders need to be included in the discussion and IAOPA is working to make sure that our voices are heard.

Air Safety Institute - New video ‘Margins of Safety: Avoiding Power-On Stalls’

We practice them over and over again during flight training. Yet, year after year, unintended stalls—including power-on stalls—are among the leading causes of fatal aviation accidents.

Perhaps the catch is that during training, for safety reasons stalls are practiced in a controlled, coordinated scenario at a high altitude. In addition, you are even taught to set up the stall and then recover from it with a minimum loss of altitude. This means that in training and during a check ride or flight review, you know precisely what’s coming as you’ve just deliberately set up the scene to demonstrate that you know how to stall the aircraft and then calmly recover from it.

But when it’s not deliberate, like in an unexpected power-on stall during takeoff or a go-around, you’ll experience something that is sudden, sharp, and frightening. In that situation, you’ll be at a low altitude when even a brief loss of aircraft control may be unrecoverable. The Air Safety Institute’s video, Margins of Safety: Avoiding Power-On Stalls, is intended to help you recognize how vastly different training and real-world scenarios can be.

Click on the link below and watch the video to see how a power-on stall can occur during a takeoff and go-around and learn about techniques you can use to prevent it from happening.

<http://www.aopa.org/AOPA-Live?watch=%7bC99BB2FE-2F87-4C8B-BEE7-A7F21F0A5A78%7d#ooid=1jODhpeDoUjwB6XjgIK1bvQvs4SmR762>

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/>

The International Council of Aircraft Owner and Pilot Associations represent the interests of more than 450,000 pilots and aircraft owners in 74 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide. IAOPA eNews is published monthly by the International Council of Aircraft Owner and Pilot Associations for the use of its affiliate members in representing and advocating general aviation and aerial work interests worldwide.