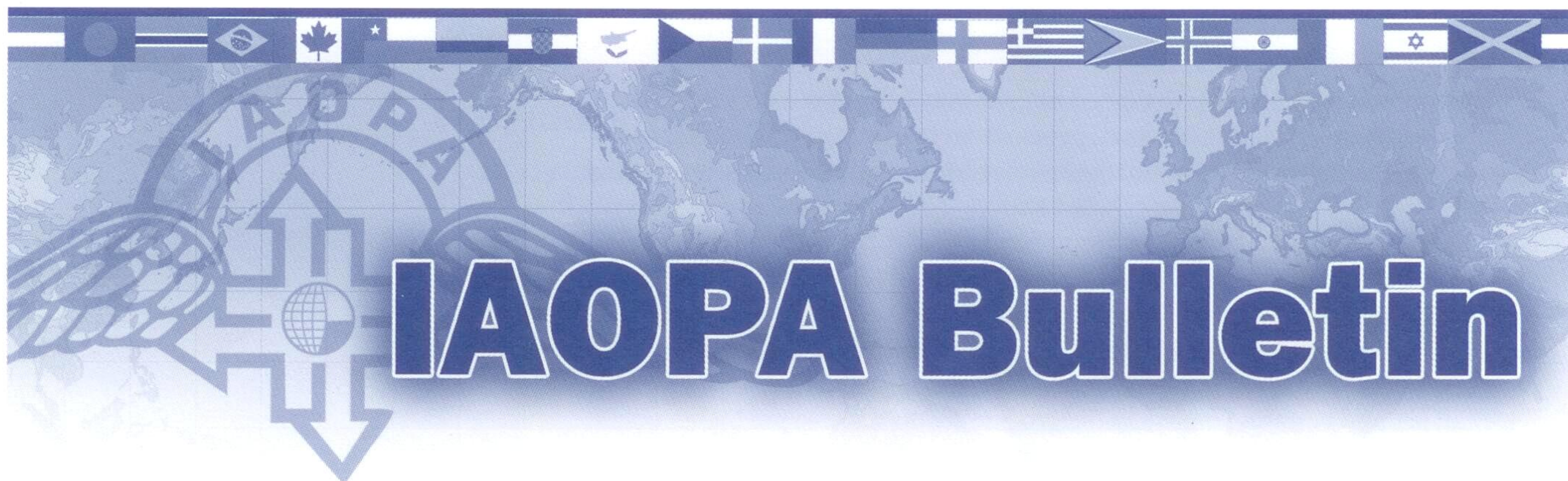




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WORLD ASSEMBLY ISSUE

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IAOPA 25th World Assembly opening remarks

By ICAO Secretary General Raymond Benjamin
Tel Aviv, Israel, 8 June 2010



Raymond Benjamin

"I would like to thank IAOPA President Craig Fuller for inviting me to say a few words here today.

"First, I want to assure all of you that I fully appreciate the significant contribution of general aviation to the overall advancement of civil aviation around the world. Second, I am aware of the concerns that IAOPA has often brought to our attention, one being that regulations designed for larger commercial operations place undue burden on small operators and private owners, especially when it comes to the purchase of expensive equipment to meet new or more stringent standards.

"I need to emphasize that the mandate of ICAO is to ensure the safe and orderly development of international civil aviation. That dictates that we remain focused on the overall safety, security and sustainability of the global air transport system.

"For the past few years, we have made every effort to integrate general aviation into the consultative process of ICAO. As an observer to ICAO meetings, IAOPA has made its voice heard in the Air Navigation Commission and

at conferences and Assemblies, with positive results.

"For example, this coming November, the first amendment to Annex 6 Part 2 – which deals with International General Aviation – will become applicable. IAOPA was active in the discussions leading up to the change and I take this opportunity to commend your Council for its forward-looking and constructive contribution.

"Can we do more? I believe we can. While our standards cannot discriminate between large aircraft and small private aircraft, we can focus on other options that will provide you with more flexibility. We should consider appropriate risk management practices that simplify operations in a cost-effective manner. The time may have come to consider protected airspace where general aviation can flourish and prosper.

"An area which offers opportunity for increased cooperation is the anticipated shortage of qualified aviation professionals – the Next Generation of Aviation Professionals. Waves of impending retirements coupled with

The International Council of Aircraft Owner and Pilot Associations represents the interests of more than 470,000 pilots and aircraft owners in 68 countries. Formed in 1962, IAOPA is dedicated to promoting the peaceful uses of general aviation and aerial work worldwide.



thousands of new and sophisticated aircraft that will come into service in this decade and next will place additional pressure on recruiting and training a sufficient number of qualified aviation personnel. Many of the candidates for these jobs will come from general aviation or be trained in the general aviation sector. It is in the interest of all to keep your sector healthy.

“So my commitment to you as Secretary General of ICAO is this. I will open even wider the doors to cooperation and dialogue between our two Organizations. I want us to build on decades of healthy and sometimes provocative dialogue, and create a context where we can all help and learn from each other.

“But I am also counting on you to reciprocate. I would like to see IAOPA play a progressively larger role in the global consultative process. I would like to see regional affiliates and individual members take an active role in ICAO technical panels, regional planning groups, and any activity that will lead to more efficient skies for all.

“ICAO staff at Headquarters and in our seven regional offices stand ready to work with you in creating a stronger and more effective global air transport system for all.

“I look forward to seeing IAOPA at the next ICAO Assembly in September and I wish you a productive meeting.”

(The Secretary General’s remarks were provided via a pre-recorded video presentation.)

World Assembly attendees gathered in Tel Aviv.



World Assembly overview

The IAOPA 25th World Assembly was held at the Sheraton Hotel and Towers Tel Aviv, Israel, 6-11 June 2010. The biennial event was hosted by AOPA Israel who provided delegates, observers and their guests with an enjoyable and productive six-day stay in the modern city contained within a storied and historic country. AOPA-Israel president Yaron Efrat stated, “We were very pleased to have hosted this important meeting in our country. The delegates had three days of intense and notable business discussions that yielded a number of significant resolutions. And, we were delighted to share our country with all of these wonderful people for the week.”

The assembly drew 80 delegates and observers and more than 30 accompanying persons from 18 States. A group of general aviation aircraft came from Italy specifically to attend the assembly. AOPA-Italy director Massimo Levi said, “Our trip was superb. I am very satisfied with our ability to fly seven GA airplanes which had different levels of performance and pilot experience from Italy to Israel and back as a group. All participants were pleased. Notably we were permitted to fly within Israel with a minimum amount of government supervision.”

Assembly attendees were provided a tour of the Israel Aerospace Industries manufacturing facility, with presentations highlighting their new G250 corporate jet and unmanned aerial vehicles. After the tour attendees were taken to the Herzliya general aviation airport where they received a presentation from Yaron Efrat regarding the challenges of flying in Israel and surrounding areas. On a separate day attendees were treated to an all-day tour of Jerusalem.

The traditional assembly awards banquet was held on the evening of 10 June in the Sheraton Hotel. This event is designed to recognize those international figures and members of affiliate organizations for their work in general aviation. The following awards were presented by IAOPA President Craig Fuller:

IAOPA Host Award —Yaron Efrat, AOPA-Israel President —For Extraordinary Accomplishment in Hosting a Successful,

Enjoyable, and Memorable 25th World Assembly

IAOPA Service Awards

- **Noriko Hatanaka, AOPA-Japan**—For Tireless and Gracious Service and Support for IAOPA and members of AOPA-Japan
- **Doris Gammer, AOPA-Austria**—For Exceptional Service and Support for IAOPA Europe and the Members of AOPA-Austria
- **Massimo Levi, AOPA-Italy**—For Exceptional Service and Support for IAOPA Europe and the Members of AOPA-Italy

IAOPA President’s Award

Daniel Calleja Crespo, Director of Air Transport, European Commission—For Exemplary Support of the European General Aviation Community and Responsiveness to its Needs (presented in absentia)

Three days were reserved for the business of the assembly in which a variety of subjects were addressed. These subjects were the product of pre-assembly work of the attendees in which they offered topics of interest and concern for their membership, countries and regions.

The assembly agenda included the following subjects:

- General aviation in 2015 —How will it evolve?
- Aerodromes in peril—Saving our airports
- Rules and regulations—What’s coming?
- Working with the legislators and regulators—Effective advocacy
- Strengthening our member base—Attracting and retaining members
- Security issues
- Costs and fees
- New technology—Impact on general aviation
- Environmental Issues—Noise, emissions, fuel
- Reducing the cost of flying
- LSAs and ultralights—Their place in general aviation?
- Our interesting affiliates
- Safety

These subjects were discussed by delegates; some topics generated assembly resolutions, the primary product of the event.

25th World Assembly Resolutions

The following resolutions are result of discussions conducted by IAOPA delegates at their 25th World Assembly held in Tel Aviv, Israel, 6-11 June 2010. These are just the resolutions, background information leading to these conclusions may be found on the IAOPA website (www.iaopa.org).

IAOPA, at its 25th World Assembly, resolves:

(The first two resolutions are omitted since they recognize the efforts of the host country and invited presenters and guests.)

3. Recognition of Non-Certified Aircraft Operations—That Affiliates work with their national aviation authorities to enact provisions which will assure:

- The recognition of the contribution that non-type certified aircraft make to all civil aviation activities; and recognition of the training opportunities non-type certified aircraft provide for all pilots and mechanics; and integration of non-type certified aircraft into the regulatory structure to permit training of both pilots and mechanics on these aircraft to be recognized toward the experience requirements for certified aircraft licenses; and
- The collection of appropriate non-type certified aircraft operational statistics to measure the impact of these operations on all civil aviation activities.
- To the extent practicable, national aviation authorities should permit the crediting of flying time and mechanical training experience in non-type certificated aircraft toward higher licensing.

4. IAOPA Affiliate Aerodrome Support Programs—That all IAOPA affiliates:

- Devise programs to motivate and educate their members regarding the preservation and protection of all general aviation aerodromes within their State; and
- Form aerodrome support groups and networks for each active general aviation aerodrome within their State; and actively monitor continued viability of general aviation aerodromes within their area of influence; and
- Affiliates should share best practices information regarding aerodrome preservation and advocacy.

5. Removal of Requirements for Rescue and Firefighting Services at Aerodromes

Propose that ICAO and States remove the requirement for rescue and firefighting services at aerodromes classified as ICAO Class 1* or those with a runway length of less than 1,000 meters.

** Aerodromes capable of accommodating aircraft with a maximum length of 9 meters or fuselage width of 2 meters.*

6. Meeting the Demand for New Commercial Air Transport Pilots and Technicians

Work with States, ICAO, commercial air transport organizations and aviation training operators to:

- Highlight the fact that a high proportion of all aviation training and qualification begins with general aviation; and

- Emphasize the need for increased recruiting efforts in aviation operational occupations; and
- Devise financial incentives to support selected aviation career candidates; and
- Find ways of lowering flight training and proficiency costs to encourage more rapid achievement of and improving pilot qualifications.

7. Financial Incentives to Promote Flight Training and Proficiency

To urge States and responsible authorities to:

- Recognize the potential shortage of pilots in years to come and take measures to reduce training costs by eliminating landing and navigation fees for all flight training operations, and
- Provide financial incentives to reduce the cost of fuel purchases used for flight training and proficiency flying; and
- Reduce operating costs for all general aviation aircraft; and
- ensure that aviation fuel taxes are used to fund the aviation infrastructure.

8. Pilot Proficiency Requirements

To urge State licensing authorities to:

- Adopt competency based evaluation tools to determine the proficiency and competency levels of airmen and pilots; and
- Require approval of aviation training organizations and their training personnel.

9. Recognition of Government Responsibility of Aerodromes for General Aviation

To urge States and administering authorities to:

- Share the responsibility for general aviation aerodromes and to ensure that all regions of the country have sufficient access to general aviation aerodromes; and
- Research various ways by which the network of aerodromes may be realized, and
- Recognize the importance of aerodromes to the national infrastructure.

10. Growing the Pilot Population

That IAOPA affiliates:

- Exchange information among affiliates regarding growing the pilot population; and
- Develop 'best practices' describing successful approaches that attract individuals to flight training programs; and
- Make these issues a topic of ongoing discussion and the subject of a report to the affiliates and the agenda to the next IAOPA World Assembly.

11. National Pilot Ratings within the European Aviation Safety Agency (EASA)

That it will communicate to EASA the value of this rating and the ability of national authorities to retain ratings, subject to national laws, where there is a demonstrated safety benefit and no such equivalent rating is available through EASA regulation; and

- To encourage other States to consider the safety benefit of such a rating.

12. Grandfather Rights

To pursue through the European Commission and EASA the issue of grandfather rights to ensure a like for like replacement of licenses without the requirement for additional training, examination or technical requirement; and

- To ask the Commission to address the need for instructional flight time credits to apply to overseas flight instructors.

13. FAA (N-Registered) Aircraft in Europe

That Europe should recognize that the FAA complies with ICAO standards, has a fully compliant registry with a safety record comparable to that of Europe while offering adequate oversight, and should therefore accept properly registered N-registered aircraft as compliant to operate without further requirements in Europe, where the aircraft is being used for private purposes only.

14. Aircraft Certification and Airworthiness Bilateral Agreements

To pursue at the highest political level the need for Europe and the USA to enact bilateral certification and airworthiness agreements as they may apply to general aviation.

15. Network of Airports to Serve General Aviation

That States be encouraged to include in their Air Transportation Policy a statement that defines an appropriate network of airports to serve general aviation so that it remains a viable mode of transportation for the State.

16. Global Recognition of Light Sport Aircraft

Call upon the International Civil Aviation Organization (ICAO) to review the need for high level certification standards for LSAs; and

- Call upon ICAO to review the current Annex 1 *Licenses* to assess the need for the establishment of LSA pilot licensing standards; and
- Emphasize the need for any future licensing and/or certification standards to follow the concept of proportionality to reduce the burden of any future regulatory requirements on the industry and the operators; and



IAOPA President Craig Fuller with Nathan Sharon and Yaron Efratat, AOPA-Israel, hosts and organizers of the 25th World Assembly.

- Call upon the States to establish the regulations in accordance with any future ICAO standards as a means to promote uniformity and the recognition of certificates and licenses for LSA.

17. Standardizing Airspace Classifications*

To urge ICAO, State and military regulatory authorities responsible for classifying airspace to:

- Classify airspace at the lowest possible level commensurate with the type of operations conducted; and
 - Involve stakeholders and use their input when developing airspace classification policies, standards and locations; and
 - Coordinate airspace classification policy with nearby States and regional groups; and
- design airspace using risk assessment and cost benefit analysis techniques.

** This resolution represents a reaffirmation of the same resolution enacted at the 24th World Assembly, done at the request of an affiliate.*

The IAOPA Bulletin is published quarterly 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.

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Business session highlights

Opening the biennial gathering, IAOPA President Craig L. Fuller, who also serves as president and CEO of the Aircraft Owners and Pilots Association (AOPA) in the United States, told delegates, "The decisions we make and the challenges we address here affect not only us and our IAOPA members, they affect the livelihoods of hundreds of thousands of people worldwide who are employed thanks to general aviation."

"We must acknowledge the challenges we face," he continued. "But we do so with the knowledge that general aviation is strong. Its advocates are passionate. And together we can successfully manage these challenges and any others that come our way."

A number of topics were presented by guest speakers and panelists drawn from the delegates. These subjects were then discussed by all delegates with the objective of reaching conclusions that would be stated as resolutions. The resolutions serve to guide IAOPA affiliates and notify world aviation authorities, regulators and others of directions to be taken in pursuit of improving and promoting general aviation worldwide.

The topics

General aviation in 2015—Panelists acknowledged the impact of the weak world economy and increasing regulations and restrictions, but were optimistic that general aviation would recover by the end of the period. The question of the structure of general aviation as a subject of some debate, but with the addition of the light sport aircraft (LSA) movement, the basic structure was forecast to remain the same. Activity levels will remain lower than previous years of this decade but should show signs of recovery to the end of the forecast period.

Aerodromes—Panelists spoke of a number of examples of airports that were currently under threat of closing because of local environmental, housing and commercial property

development or tax burden concerns. A two-pronged approach to preserving and saving aerodromes was advocated: (1) involvement with local government and citizens groups and, (2) development of a national airports policy. Early and constant involvement in local politics and commercial ventures is the best means of saving aerodromes in the short term; a State policy to designate local and regional airports as essential to the nation's economy and welfare should take care of the long term. See resolutions 25/4, 9, 15.

New Technology—Nextgen and SESAR will set the pace for air traffic management systems for years to come. Each will require new forms of communications, navigation and surveillance equipment to be installed in our aircraft. Among these are automatic dependent surveillance (ADS), 8.33 MHz voice communications, performance based navigation (PBN), instrumentation approach augmentation systems (WAAS, SBAS), data link, and mode S transponders. While all of these will not be required for most light general aviation aircraft, some, especially ADS, will prove universal requirements for much of the airspace. It is incumbent upon IAOPA and its affiliates to work at all levels to ensure that these requirements are appropriate, truly safety-related and cost-effective.

Recognition of Non-Certified Aircraft—Perhaps the fastest growing segment of general aviation is the new wave of non-certified aircraft known as light-sport or very-light aircraft. Lightweight, relatively low cost and with adequate performance to permit a certain level of utility, these aircraft are gaining worldwide acceptance. This segment of aviation may provide an infusion of pilots into the community and form the basis for interested parties to go on to professional pilot licences. Additionally, these aeroplanes will serve as a training ground for tomorrow's aviation mechanics. Unfortunately, since these aircraft

are not recognized by ICAO they are not permitted to cross international boundaries. Assembly delegates were much in favor of fully accepting these aircraft into the larger general aviation community. However, there was less enthusiasm for embracing ultralights/microlights because of a fundamentally different culture, utility and regulatory structure. See resolutions 25/3, 16.

Growing pilots and mechanics—A recent ICAO conference, Next Generation of Aviation Professionals (NGAP) pointed out that at current rates there will be insufficient numbers of pilots and mechanics to fill the needs of the commercial air transportation industry in the years to come. However, costs of training pilots and mechanics are quite high and increasing, offering little incentive for young people to enter the aviation field. Of more immediate importance the lack of both pilots and mechanics entering the aviation system will significantly affect the ability of IAOPA affiliates to maintain or increase their membership. Therefore, incentives should be devised to encourage young people to enter aviation occupations. See resolutions 25/3, 6, 7, 10.

Reducing the Cost of Flying—Rising costs keep potential pilots out of the cockpit, reduce flying proficiency, decrease safety and increase the cost per flying hour. Solutions discussed: partnerships and flying clubs, engine alternatives, fuel alternatives, operating engines lean of peak mixture settings (a big saver over time), do-it-yourself maintenance, lower cost aircraft/engines (LSA/VLA) and the use of flight simulators to stay proficient. While some of these issues are perennial problems for all pilots and owners, some, such as increasing airport and government fees have been growing at a rapid rate; increased and continuing advocacy from individual affiliates is needed to reduce these costs. See resolution 25/7, 16.

Security Issues—Presentations revealed that security concerns and regulations varied widely among States, from practically no regulations to very strict and restrictive – there was little commonality among most States mentioned. This lack of standardization often makes international operations difficult for general aviation aircraft due to unpublished and little known regulations. A common thread in the discussions was the need to work closely with State security officials to mitigate the effects of overly strict regulations. It was noted that States have new general aviation security guidelines available through ICAO Security Manual, volume 4.



Environmental Issues— Noise is a continuing problem from both a regulatory standpoint, especially in Europe, but also regarding relations with local communities that border on airport property. Establishing and maintaining good relations with community groups is essential to the protection and preservation of aerodromes.

Exhaust gas emissions has affected turbine-powered aircraft, especially in Europe, but the impact on piston-powered aircraft has been minimal.

The largest challenge for piston-powered aircraft has been the toxic effects associated with leaded aviation gasoline. The United States government recently released a notice of intent to ban leaded motor fuels in the near future. While most light general aviation aircraft could safely use unleaded fuels, higher powered piston-engines used in the most active aircraft could not. Several initiatives are underway around the world to solve this problem. Each affiliate must monitor this situation within their country to have an input to the issue and to continue the flow of aviation gasoline.

Strengthening the member base—Most AOPAs have lost members in the past few years because of increased flying costs, stricter regulations, more restrictions and a variety of other interesting modes of transportation and recreation. Fundamentally, each AOPA must provide concrete reasons for pilots to join the organization; there must be some emotional, informational, financial or advocacy purpose to offer. While financial reasons are important, the emotional component of joining an organization that has members with similar interests is very compelling. AOPAs must constantly present their members and potential members with accomplishments meaningful to pilots and aircraft owners. Perhaps most important, this information and news of successes must be regularly provided to members and outsiders via newsletters, emails and websites.

Safety—John and Martha King of King Schools discussed risk assessment for pilots in an entertaining manner, providing useful tools and techniques to properly evaluate the many challenges facing pilots on every flight. Bruce Landsberg of the AOPA Air Safety Foundation (ASF) discussed the value

of learning from aviation accident statistics, illustrating these principles with sample presentations and online courses from the ASF.

A full report of the assembly activities will be available on the IAOPA website (www.iaopa.org) in September 2010.

The assembly received an offer from AOPA-South Africa to host the 2012 World Assembly via an attractive video presentation featuring Koos Marais, the chairman of AOPA-South Africa.

Conclusion

As the World Assembly concluded, Craig Fuller noted that delegates had passed a number of resolutions that will affect the course of world general aviation for years to come. He charged the group to continue their advocacy in their State's and with regional authorities.

"IAOPA's growth, and the strong relationships and credibility we have earned with aviation authorities around the globe, are a testament to the power of standing together and of standing up for GA," Fuller told the assembly. "I want to thank each of you for your commitment to those ideals and your willingness to work to create a vibrant future for general aviation."