

## **IAOPA Participates in EU Parliament Seminar**

IAOPA Secretary General delivered the keynote opening remarks at the first session held by the European Parliament on the subject of “General Aviation Connecting Europe.” The seminar was sponsored by MEP’s Gesine Meissner and Giommara Uggias and highlighted how Europe can benefit from general aviation while also allowing members to discuss their concerns directly with the Parliament. There were two featured panel discussions the first being — ‘Better Regulation for General Aviation’ and the second focused on how general aviation can be used to connect Europe. The event was coordinated by IAOPA Europe and was the first time that an event of this political significance has been held highlighting the benefits of general aviation. The seminar highlighted the fact that General Aviation (GA) (including business/private flying) represents individual mobility in the air and allows its user to travel point-to-point according to his plans as far as schedule and destination are concerned. Due to its wide price range, GA is available for SMEs as well as for big companies, connecting different regions of Europe, not only big airports as the airlines do. General Aviation makes remote areas accessible and increases competitiveness in the periphery as well as opportunities for those in metropolitan regions. As the European Commission plans to review the 'basic regulation' which lays down the rules for aviation for the decade to come, this seminar looks into the potential of GA and analyses the current regulatory situation. Attendance at the event exceeded initial expectations such that it had to be moved to a larger hearing room to accommodate all of the registered attendees. A second hearing is scheduled for November of this year.

### **AOPA-Jordan Granted Provisional Membership**

IAOPA Headquarters has received an application for membership from the Aircraft Owners and Pilots Association Jordan (AOPA-Jordan). The Secretary General has examined the information provided with this application and has certified that the Association meets the requirements for admission as specified in the IAOPA Constitution and Bylaws. Therefore, based on the quality of their application, they have granted provisional membership to AOPA-Jordan effective, June 26, 2013. In accordance with Article XXVI, a letter was sent to the IAOPA Board requesting approval of AOPA-Jordan for full membership in IAOPA. As you know, unless more than 33% of the Board, on a unit vote basis, disapproves of this application within 60 days from the time of notification, the provisionally accepted Association shall become a full, accredited member. If approved by the IAOPA Board, AOPA-Jordan will become the 72nd affiliate of the International Council. Ammar Yousef, Chief Pilot at the Royal Aero Sports Club of Jordan (RASCJ) <http://www.rascj.com/#> and Executive Vice President at Ayla Aviation Academy <http://www.aylaaviation.com/> has been instrumental in the formation of AOPA-Jordan. Please take a minute and reach out to him and welcome AOPA-Jordan to the IAOPA family.

### **IAOPA wins FAA support on Part 61 Licenses**

Following a concerted campaign by IAOPA on both sides of the Atlantic, the US Federal Aviation Administration has agreed to allow holders of FAA Part 61.75 licences to have their licences renewed by national aviation authorities in Europe rather than having to travel to the US to get the job done. Part 61.75 licences are issued by the FAA to holders of comparable licences from other recognised aviation authorities, such as those in Europe, to allow holders to fly N-registered aircraft. No flight test is required as long as certain criteria are met, and the issuing process often takes only a few minutes.

Thousands of European pilots hold Part 61.75 licences, which carry the number of the pilot's licence issued by the home authority of the pilot. But under the change to EASA FCL, all licence numbers will be altered to include the letters 'FCL', rendering the Part 61.75 licences invalid. Under normal circumstances, holders would have to travel to a Flight Standards District Office in the United States to have their licence reissued. However, the FAA has agreed this is too much to ask, and has informed EASA that it will allow national authorities in Europe to reissue existing Part 61.75 licences, providing that the holders can prove their identity. National authorities need only provide the FAA with the pilot's name, licence numbers (old and new), the FAA certificate number, the pilot's mailing address, and a statement to confirm that the Part-FCL pilot licence is valid and is not suspended, revoked, or expired. The statement of positive identification will include an official photograph of the applicant and the applicant's signature and residential address, if different from the mailing address. (IAOPA Europe enews July 2013, [www.iaopa.eu](http://www.iaopa.eu))

### **IAOPA Objects to ICAO Upset Training**

IAOPA in coordination with AOPA-US has submitted a letter to the head of the ICAO Air Navigation Commission strongly objecting to an ICAO recommendation that would establish a requirement for upset training as part of the commercial pilot training. IAOPA's biggest concern with the recommendation is that the ICAO proposal would require the training to occur at the CPL level, and as such creates additional costs for all commercial pilot applicants significantly raising the cost of their training. Despite our comments, the issue has passed the ANC preliminary review already and will now be sent to States and international organizations as a State Letter for comments. IAOPA will monitor its release and provide additional information to our affiliates that will assist them in discussing our concerns with their State regulators. It will be very important for the States to voice their objection to the proposal in their response to ICAO.

### **FAA Issues Clarification on Aircraft Trusts**

The US Federal Aviation Administration published in the Federal Register a "Notice of Policy Clarification for the Registration of Aircraft to U.S. Citizen Trustees in Situations Involving Non-U.S. Citizen Trustors and Beneficiaries". The 42 page policy clarification is a result of concerns that originally surfaced in 2010 at which time the agency issued a moratorium on the use of noncitizen trusts (NCTs) citing concerns that the use of these trusts jeopardized their

oversight authority of N-registered aircraft operating overseas. Those pilots operating on NCTs should review the document to make sure to contact the Trustee for further guidance on how this policy clarification will impact their situation.

### **AOPA-India Petitions for Changes to Licensing and Aircraft Ownership Regulations**

The newly formed AOPA-India has identified issues that are of great concern to the GA community in India and has proposed remedial measures which will greatly benefit aviation in their country. In a letter to the Director General of Civil Aviation, AOPA- India has petitioned for simplification of rules for the registration and ownership of aircraft and on the issuance of pilot's licenses. In the petition, AOPA-India President Ramesh Rao states, "It is imperative to actively support, encourage and promote a new population of pilots and aircrafts, be they for recreation, hobby, or business and to ensure that the systems they have to contend with are easy, transparent and professional. The future of General Aviation in India is directly linked to the ease with which new pilots and aircrafts enter and operate in the GA space." For more information or to read the letter in its entirety go to [www.aopa.in](http://www.aopa.in).

### **2013 Beijing Aero-Carnival Opened in Miyun Airport**

The first Beijing Aero-Carnival was hosted by AOPA-China, Beijing Aero Sports Association, Beijing Reignwood Star General Aviation and Beijing Reignwood Star Airport Investment Management Co. Ltd., in Beijing Miyun Airport on 1st June. Feng Zhang, the General Secretary of AOPA-China, attended the unveiling ceremony of the Member Activity (Beijing) Center of AOPA China. The Aero-Carnival is the first aero-fest in Beijing, which was on the theme of 'free airspace, soaking in the clouds, enjoying flight and achievement'. During the event, the Bell 407GX from Beijing Reignwood Star and Robinson R44 brought the exciting aerobatic show for the visitors.

### **Lessons Learned from ASI's "Time Lapse" Accident Case Study**

While not every country has in-cockpit weather information available for use by general aviation aircraft the course developed by the Air Safety Institute passes on valuable information that all pilots can benefit from. One of the great advances in general aviation in recent years has been the widespread availability of in-cockpit weather information. Like any technology, though, it can be used improperly. Come along as the Air Safety Institute examines a tragic accident in which all five on board—the pilot, his wife and two children, and his brother—were killed. The video takes an in-depth look at the Piper Cherokee Six pilot who was using in-cockpit weather information to navigate around convective activity. The case study explores how he might not have fully understood the limitations of datalink radar, which can be as much as 20 minutes older than the age indication on the cockpit display. View the video now to understand the gotchas when relying on datalink weather displays to navigate around quickly developing weather systems with fast moving convective activity.

### **Pass this Newsletter on to Your Members**

Nothing can keep existing members, and attract new members like reminding them of the great work that AOPA 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.